

Gear Up! 2007 Bicycling Guide



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Are you ready to enjoy great bike riding and exercise?

Our guide includes lots of great tips and reminders about bicycle maintenance and safety.

Here's what you'll find:

- Bicycle Care Is Easy
- Lubricants and Grease
- Two-Minute Pump-Up
- Know Your Quick Release
- Cyclist's Checklist

Bicycle Care Is Easy

We're often asked how frequently bicycles should be serviced. It's a difficult question to answer because it depends on how and where it's ridden as well as its condition. Assuming the machine is in good working order and that you ride sensibly (i.e. don't abuse your bike) and not in nasty weather a lot (muddy and snowy rides accelerate wear), the following guidelines will keep your two-wheeler running trouble free for years. You'll need some basic tools, lubes, cleaners, rags and know-how.

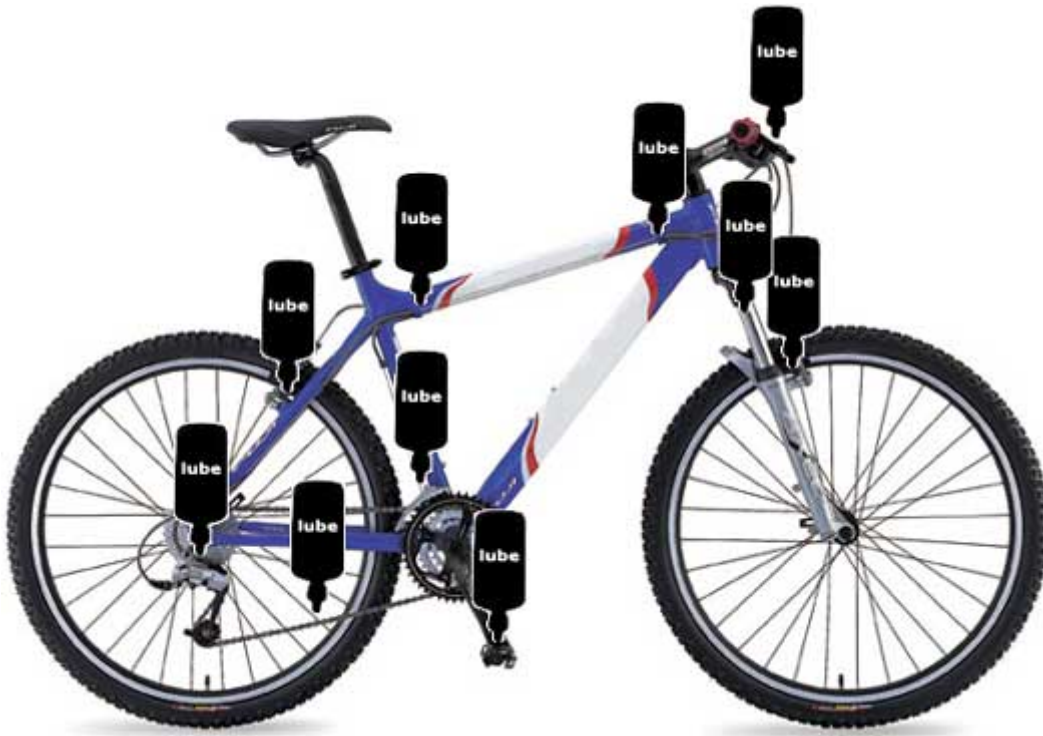


Tips:

- Print out this page and attach it to your workbench or toolbox to use as a checklist.
- These are general service guidelines for road and mountain bikes.
- Bicycles ridden off road typically require more frequent and extensive service than road models.
- If you notice problems or have questions about anything on your bicycle, call us and we'll be delighted to advise you on what maintenance is required.
- If your bike is heavily used, abused or has been crashed, we recommend bringing it in for a thorough check and service to ensure that it's running properly.

every ride	monthly (< > 500 miles)	six months (< > 2,500 miles)	yearly (< > 6,000 miles)
check tire pressure & add air if needed	clean the bike with a rag (or soap and water if it's real dirty) and inspect the frame and components for signs of wear such as cracks	clean and wax the frame to protect the paint/finish (not necessary on bare titanium frames); once it's clean, inspect the frame and fork for any cracks or damage	check all bearing systems: hubs, bottom bracket, headset and pedals: adjust and/or overhaul as needed
check the tire tread for wear and embedded debris that could cause a flat	wipe the chain and cassette cogs clean with a rag and earth-friendly degreaser and relube	check and replace tires if needed; also check your spare tube and patch kit to make sure the spare holds air and the kit has glue & patches	check all cables and housings for fraying, breaks, rust and corrosion and replace if necessary
check that the wheel quick releases are tight and that the wheels are secure	check the wheels for loose spokes	check the hubs, bottom bracket, headset: adjust and/or overhaul as needed	replace brake pads, rubber brake hoods and handlebar tape if necessary
spin wheels looking for wobbles, which indicate you should have your wheel trued	test with a wrench, the tightness of the: crankarms, pedals, chainring bolts, seat bolt, seatpost bolt, stem bolts, handlebar bolts and all accessory mounting bolts/screws	check all cables and housings for fraying, breaks, rust and corrosion and replace if necessary	clean and check wheels carefully for signs of wear such as worn sidewalls (braking surface) or cracks at the spoke nipples
squeeze brakes to make sure they're grabbing and check to see that the brake pads are in good condition and that they strike the rims (not the tires!)	lube the brake, derailleur and clipless-pedal pivot points	check for worn brake pads and replace if needed; also replace worn handlebar tape or grips	check the hubs, bottom bracket, headset: adjust and/or overhaul as needed
compress and release the suspension to check that it's working properly	lube the cables to prevent binding and check the cables for fraying and rusting and replace if necessary;	check for chain, cassette cog and chainring wear and replace worn parts as required	overhaul the pedals to check the bearings and add fresh grease; if you're using toe straps, check them for wear and replace if needed
check chain & add lube if it looks dry	check clipless pedals and cleats for loose screws/bolts	clean the drivetrain (chain, chainrings, cassette, front and rear derailleurs) with biodegradable solvent and rags	maintain and lube your suspension components according to the advice in the owner's manual
make sure you've got your spare tube, tools, pump, etc.	maintain and lube your suspension components according to the advice in the owner's manual	maintain and lube your suspension components according to the advice in the owner's manual	lube your frame and home pump

Lubricants and Grease



The lubricant used the most is a **liquid lube**, which we sell in small drip and spray containers. We recommend purchasing our cycling-specific lubes because they're perfectly formulated for your two-wheeler. This matters because the typical all-around lubes sold at hardware stores are often too thick or too thin to lubricate your bike properly. And, they'll usually leave an oily residue that can make a mess of your machine and clothing. Also, some products will attack the seals on bike components damaging your equipment.

Liquid lubes come in a wide and sometimes confusing variety. We can recommend one perfect for your bike and our riding conditions. You only need a small container and it'll last for many rides.

Depending on how much you plan to work on your bike, you may want to pick up some **grease**, too. This is a thicker lube, about the consistency of Crisco shortening. We sell it in squeeze tubes.

You can't see it, but grease is what's inside the headset (steering mechanism), hubs, bottom bracket and pedals. There are bearings inside these components and they sit in a bed of grease that keeps them lubed and turning freely.

Because grease is thick and these systems are protected from the elements, it's unlikely you'll need to work on these parts. However, grease is also used to lubricate threads and parts that fit together, such as the seatpost and stem and the associated bolts. If you plan to work on these parts, it's good to have some grease on hand.

Lubing It Part By Part

How often you lube your bike depends on how you use it. Ideally, the moving parts will always be lightly lubed. A dry, squeaking bike needs lube. A bike covered with grime means you're using too much lube (or the wrong lube).

Applying lube is just a matter of dripping or spraying some on, operating the part to get the lube down inside, letting it sit for a bit for the lube to fully penetrate and then wiping off the excess.

Chain: lubricate the lower run of links (see diagram) as you pedal backwards with your hand until you've lightly coated the entire chain.

Brakes: lube the pivot points where the brake parts move against each other. If there's a quick-release mechanism and/or adjustment barrel (sometimes on the brake lever; see diagram), lightly lube these, too (on the threads for the adjustment barrel). **Do NOT get lube on the brake pads or rims!**

Derailleurs: wet the pivot points on the derailleur bodies. And, for the rear, while the bike's resting on its side, apply a little to the center of the derailleur pulleys. Lube the adjustment barrel, too.

Clipless pedals: apply lube if your shoes and pedals are creaking when you ride and/or it's difficult to get in or out. Remember to remove your shoes before walking into the house so you don't leave oily footprints across the carpet!

Cables: most brake and shift cables don't require lube because they're inside nylon-lined housing. If yours bind, however, you can add lube if your bike has split housing stops. These allow accessing the cables and lubing. It's done by opening the brake quick release to create slack and then pulling slightly to free the housing from the frame stops. You can then slide the housing to get at the cable inside. For derailleurs, shift onto the largest cog or ring and then move the levers back without pedaling. This creates enough slack to get the housing out of the stops and lube the shift cables (if necessary, don't forget to lube where the cables pass beneath the bottom bracket, too).

Suspension fork: double-check that your lube won't harm nylon or rubber seals. If it's safe, you can apply a few drops to the upper fork legs and push down on your handlebars a few times to compress the fork and work the lube past the seals. This will keep the fork's action smooth.

Two-Minute Pump-Up

Inflate your tires before every ride for more fun

The easiest way to keep your bicycle running well is checking tire pressure before every ride. Properly inflated tires ride great, last long and resist flats. Plus, keeping the tires pumped prevents wheel damage should you hit a rock or pothole while riding. Bent wheels hinder braking and cost a pretty penny to repair.



Fortunately, checking tire inflation is simple once you have the only tool required: a bicycle tire pump (don't use your local gas station pressure hose because it can overinflate and damage tires). Bike shops sell quality pumps (about \$30 to \$60) that are easy to use and safe. You might also have a battery-powered inflator for your car that will work if it reaches sufficient pressures.

It's best if your pump fits both bicycle valves (Schrader and Presta; the shop will understand) and sports a built-in gauge, which makes it easy to get the pressure right.

Pressure Check

How do you know how much air to put in your tires? On most tires, the recommended pressure is printed on the sidewall. It's often written as a range, such as "90 to 115 psi (pounds per square inch)," which appears on some high-pressure road tires. You can experiment within this range to find what feels best for you. Less pressure offers a more comfortable ride and more air means less rolling resistance. Many cyclists opt for the best of both worlds and run 100 to 105 psi in their skinny road tires.



Find the proper tire pressure range on your tire's sidewall.

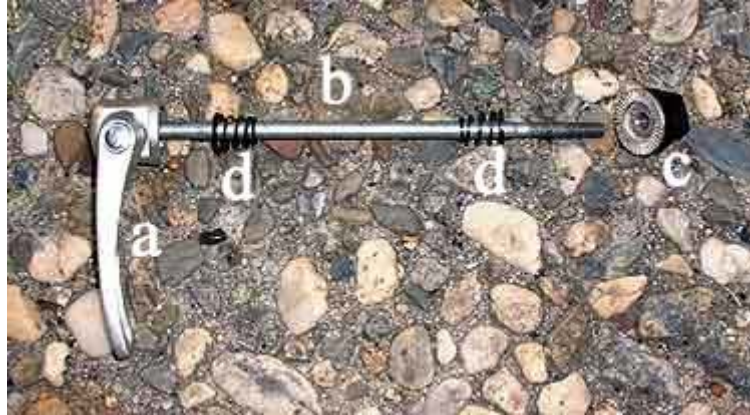
If you're inflating 26-inch tires (common on comfort and off-road bikes), you may find that the pressure range is wider, say "35 to 60 psi." This is because these tires can be used on and off road. For the former, 60 psi is about right because it rolls optimally on pavement. Off road, however, 35 to 40 psi is much more appropriate because it absorbs the bumps, rocks and roots better and offers greater traction for control and handling.

Air Time

Inflating a tire is as simple as attaching the pump head to the valve and pumping. You'll need to unscrew and remove the valve caps first if your tubes have them. And, if you have Presta valves (they have a knurled tip and are also called "French" valves), you'll need to open the valve by unscrewing and depressing the tip just long enough to let a tiny amount of air out (remember to close it after pumping, too).

Then, attach the pump and start stroking, stopping when the gauge shows that you've reached the recommended pressure. Repeat with the other tire. And you thought bicycling only exercised your legs!

Know Your Quick Release



The quick release exposed: a) lever; b) rod (also called a "skewer;" note the threaded end); c) cap; and d) springs (these rest against the axle ends).

Incorrect quick-release use is dangerous because these mechanisms hold the wheels in place. The most common mistake is simply turning the lever like a nut until the wheel seems tight. Used this way the lever and wheel can loosen as you ride leading to catastrophe. Follow our directions and view the pictures and animation below to learn how to properly use a quick release. **Please contact us if you're still unsure how to use this crucial piece of equipment after reading this tutorial. Call 1-866-Sun-FunX (1-866-786-3869).**

Inspecting Your Quick Release



Read the lever to tell if it's safe. If it reads "open," the wheel can come off!!

There are two ways to tell if the lever is open: most levers are marked "open" **(photo)** and "closed" so look for these markings. Also, levers are usually curved.

When the bend protrudes outward like a bump, the lever is closed. When the bend is cupped, the lever is open. Closing and opening the lever requires flipping it 180 degrees, not spinning it.

Even if the lever reads "closed" and looks right, it's a good idea to test how tight it is by trying to open it by pulling on it. If it resists, it's tight and safe. If it opens with only a little effort, it's not tight enough. Follow our directions to tighten it.

Adjusting and Closing Your Quick Release



With the wheel centered in the fork (or frame), adjust the quick release by opening it, holding both ends and turning one clockwise until, when you close the lever, you feel some resistance. At this point, try to close the lever. The adjustment is correct when you can fully close the lever but with some effort (the lever should leave its impression in the palm of your hand). If you can only close the lever part way, open it, unscrew the adjustment slightly and try again.

Removing and Installing Your Wheel



Most forks have wheel-retention tabs on them, which are small protrusions that keep a loose wheel from falling out of the dropouts. The quick release must be open and adjusted by unscrewing to clear these tabs when you remove and install the wheel.

To do this, hold both ends of the quick release and turn one counterclockwise to unscrew it **(photo)** until there's enough clearance for the wheel to drop out of or fit into the fork (note that this adjustment is unnecessary on most rear wheels because retention tabs aren't used).

Tips

The quick-release levers should be on the left side of the bike.

Quick releases must be fully closed to ensure safety.

If you close the lever in such a way that it aligns with the fork (see animation) and stays, you'll have something to grip while squeezing the lever. It'll also keep the lever tucked away where it can't snag anything, which might happen leaning your bike next to another in a bike rack, for example.

If you ever unscrew the quick release until it comes apart, don't panic! Just try not to lose the little springs. They're not crucial and the quick release will work without them. They're only there to provide spring pressure to maintain some clearance between the ends of the quick release and the axle locknuts to make it easier to slide the wheel into the frame. To reinstall the springs, make sure that the narrow ends point inward (see top photo of this section).

Maintenance




About once a month, lube your quick-release levers because dry levers won't work well and can feel tight when they're not.

Aluminum quick-release levers usually press against bushings as you close the lever. Lightly lube where the lever contacts the bushing (**photo**), to keep the quick release operating properly.

Steel levers usually pivot inside the cap. Apply lube to trickle inside the lever's pivot point.

If there's a nut or screw holding the lever (look beneath the cap), snug it with a wrench or screwdriver to make sure it's tight.

Cyclist's Checklist

CYCLIST'S CHECKLIST 	
Safety	Specialty
<input type="checkbox"/> Helmet	<input type="checkbox"/> Rear Rack
<input type="checkbox"/> Sunglasses	<input type="checkbox"/> Front Rack
<input type="checkbox"/> Lock	<input type="checkbox"/> Fenders
<input type="checkbox"/> Lighting System	<input type="checkbox"/> Panniers
<input type="checkbox"/> Reflective Vest	<input type="checkbox"/> Aero bar / Bar Ends
<input type="checkbox"/> Mirror	<input type="checkbox"/> Suspension Fork
Essentials	<input type="checkbox"/> Bike Cover
<input type="checkbox"/> Chain Lube	<input type="checkbox"/> Heart rate Monitor
<input type="checkbox"/> Frame Pump	<input type="checkbox"/> Home Tools / Workstand
<input type="checkbox"/> Spare Tube	<input type="checkbox"/> Repair Manual
<input type="checkbox"/> Patch Kit	<input type="checkbox"/> Spare Foldable Tire
<input type="checkbox"/> Seat Pack	<input type="checkbox"/> Gear Bag
<input type="checkbox"/> Toe Clips/ Straps or Clipless Pedal System	Overnight Survival Items
<input type="checkbox"/> Water Bottles	<input type="checkbox"/> Wind / Cold / Rain Gear
<input type="checkbox"/> Water Bottle Cages	<input type="checkbox"/> Shorts
<input type="checkbox"/> Cyclometer	<input type="checkbox"/> Jersey
<input type="checkbox"/> Floor Pump	<input type="checkbox"/> Gloves
<input type="checkbox"/> Car Rack	<input type="checkbox"/> Shoes
	<input type="checkbox"/> Socks

About Sun & Ski Sports

The people at Sun & Ski Sports specialize in making adventurous outdoor dreams come true by outfitting customers with quality merchandise, exceptional service and outstanding values. But this isn't your ordinary specialty sporting goods store - Sun & Ski Sports has a secret to its success, which explains their sparkling reputation on ski slopes, bike trails, skate paths and wilderness areas.

At Sun & Ski Sports, merchandise is stocked in only five categories - ski (snow and water), bicycling, skating, running and camping. This highly focused approach allows Sun & Ski Sports to give you more of what you want in a specialty store.

With 15 stores across the country, Sun & Ski Sports has tremendous buying power to give customers the lowest prices around.

www.sunandski.com

Email: sales@sunandski.com

Call Toll Free 1-866-Sun-FunX (1-866-786-3869)

**Sales Support Hours:
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8:30am - 5:30pm CST**