

CONFIDENT CYCLING

RECREATIONAL RIDING

Pre-Ride Briefing: ABC Quick Check and Bike Fit

This presentation will cover the importance of doing this pre-ride check and steps to properly adjusting a bike to fit the rider.

Purpose: Make sure participant's bikes are in good shape and are adjusted to fit the participants.

Time and Place:

This module is designed to be given outdoors just before a bicycle ride and is expected to last about 20 minutes for discussion and 5-10 minutes for each participant to complete the process.

Learning Objectives:

Participants will learn:

- how to check their tires
- how to check the adjustment of the brakes
- how to the drive train
- how to adjust the important things

Materials:

The instructor will need the following materials:

- instructor cards with module discussion
- a bicycle of a common type
- tools to make simple adjustments
- separate wheel



Script	Action
<p>Good morning, my name is _____ and I'm going to help you learn to check your bike for some simple things that will keep you riding. We'll also look at your bike and make sure it is adjusted where it counts</p>	
<p>We are going to look at the ABC Quick Check first</p>	
<p>A is for Air First you need to check the pressure of the air in your tire to make sure it is at the Inflation pressure listed on the side of the tire</p>	<p>Show the number on the side</p>
<p>Unless you have a gauge or a pump with a gauge you can just press on the tread and make sure you can't dent tire with your thumb</p>	<p>Press on the tread</p>
<p>Next you want to check for wear and damage to the tire. If you find any cuts or places where the cords are showing it's time to replace the tire.</p>	<p>Run you hand around the tire and show any defects</p>
<p>If you wheels aren't true they may rub on your brakes and are not as strong so make sure each wheel spins freely and true. Remember when you spin the back wheel you need to spin it toward the bike or the pedal will hit you in the shin.</p>	<p>Pick up the front and spin the wheel then pick up the back and spin the wheel</p>
<p>The last thing we will check is the spokes to make sure they are all about the same tension. Squeeze paired spokes and tighten any that seem loose.</p>	<p>Squeeze spokes. Show a spoke tool.</p>



<u>Script</u>	<u>Action</u>
<p>B is for Brakes</p>	<p>Point at the brakes</p>
<p>There are different kinds of brakes but they all depend upon pulling on a brake lever. If the lever hits the handle bar then it means the brakes aren't adjusted properly and may not stop you as quickly as possible.</p> <p>You should have at least space for a thumb between the lever and the handlebars when you pull.</p> <p>This adjustment can be made with the barrel adjusters found on most brakes.</p>	<p>Pull on the levers. Show spacing.</p> <p>Point to the barrel adjuster.</p>
<p>Brakes work by pressing pads of rubber against your rims or against a disc. If the pads become worn the brakes will not work as well and the pads need to be replaced.</p> <p>You should replace them when there is about a dime's thickness left.</p>	<p>Point to the pads.</p>
<p>On rim brakes the alignment of the pads to the rim is important. They should be in-line with the edge of the rim and hit about halfway down the rim.</p> <p>If the brakes are squealing it may mean that they aren't adjusted properly in the way they meet the rim. This adjustment is best done at a bike shop.</p>	<p>Show the proper alignment for the pads.</p>
<p>C is for Crank, chain and cogs</p>	<p>Point to the components as you mention them.</p>



<u>Script</u>	<u>Action</u>
<p>The crank arms, that hold the pedals, must be tight and have no slack to operate properly. Test them by putting pressure on from side to side. If there is movement in one arm it is likely that the bolt holding the arm is loose.</p> <p>If they are both loose it may mean that the bottom bracket (the cylinder with the bearings that goes through the frame) is loose. Either of these things need to be fixed immediately and probably should be fixed at a bike shop.</p>	<p>Show the motion to check the crank arms</p>
<p>Your chain should look like metal and not be rusty or coated with black grime or gunk.</p> <p>After you clean it you should always re-lube and then wipe the chain clean. The lube needs to be on the inside, not the outside.</p>	<p>Point out chain and what it looks like</p> <p>Show how to wipe it down by turning the cranks backwards.</p>
<p>The gears in the back are called the cogs and a group of cogs make up the cassette. Your cogs should be as clean as your chain.</p> <p>Turn your cranks backwards to make sure the chain runs freely over the cogs. We'll check the shifting at the end.</p>	<p>Point to the cogs</p> <p>Spin the cranks backwards.</p>
<p>Quick is for quick release: Quick releases are used where it is desirable to be able to undo a fastening quickly without tools.</p> <p>Many modern bikes have quick releases on the wheels, brakes and the seat posts.</p>	<p>Point to quick release(s).</p>



<u>Script</u>	<u>Action</u>
<p>The quick releases on the wheels are designed to allow you to fix a flat without having to lug around 15 mm wrenches to undo the nuts on your axels. Besides, nuts can work loose but a quick release that is properly closed will not release without pulling on it.</p> <p>The lever may say open on one side and closed on the other. Open it until it points straight out. Tighten the other side until it is finger tight and then close the lever. It should have enough resistance that it leaves a mark on your hand.</p>	<p>Point to the quick release on the wheel.</p> <p>Show the actions and then the mark.</p>
<p>Your brakes will have some form of quick release (unless it is very cheap) so you can get the wheel off the bike to change a tube.</p> <p>After you take you wheel off for transport or to change a tube always check to see the lever is closed or other mechanism is engaged.</p> <p>If you bike has a quick release on the seat post make sure you check that it is tight before you ride.</p>	<p>Show different kinds of quick release.</p> <p>Point out other quick releases.</p>
<p>The Check part of ABC Quick Check is to check over the rest of your bike and then take it for a short spin in the parking lot to make sure everything works.</p>	
<p>Before you get on your bike stand with the front wheel between your feet and try to turn the handlebars. The try to rotate the handlebars back to front. There shouldn't be any movement.</p> <p>Make sure your brakes stop you (did you engage the quick release?) and that they don't squeal.</p> <p>Shift through a couple of gears to make sure your shifters, cables and derailleurs are all working properly.</p> <p>Check your tires one last time to make sure they are not low and you're ready to go.</p>	<p>Demonstrate.</p>



<u>Script</u>	<u>Action</u>
<p>Once you have a bike and have ridden it a few time there are a few adjustments we need to look at to make sure that your bike fits you well enough that nothing hurts.</p>	
<p>The one thing all bikes need to have adjusted is your leg extension. If it not right you can get pains in your legs and you will overtax your muscles. We are going to adjust your seat (and in some cases your bottom bracket) so that when the pedal is as far away from your body as possible, you leg is almost straight.</p>	<p>Point out the adjustment points on the various bikes.</p>
<p>On most bikes this means adjusting the saddle height. We will adjust it in small increments and then see how it feels.</p> <p>At first it may seem too high because on standard diamond frame bikes you will only be able to get your toes on the ground when you stop or start. But you will learn that it is much better to get off the saddle at stops then to have your saddle too low.</p>	<p>Find someone who needs their seat adjusted and show them how.</p>
<p>There are two other adjustments we can make to a saddle to make it easier to ride.</p>	
<p>The first is to make sure the saddle tilt is good for you. It should be almost parallel to the ground...but if you find that uncomfortable we can adjust it up or down...but just a little bit!</p>	<p>Point to the adjustment mechanism</p>
<p>The last adjustment to the saddle that we will do here is to make sure it is far enough back. Your knee should be over the pedal for the best mechanical use of your legs.</p> <p>So we sit on the bike, put the pedal flat to the front and check to see what position our knee is in.</p>	<p>Point to the rails and the adjustment of the front to back position.</p>



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