

Maintenance Tips & Repair

Maintaining your own bike can be fun, but it can also be tricky at times to know which tools you will need to perform the service you want. Attempt to develop two sets of tools. One set for inside a Seat Bag for on-the-trail/road use, and another set for home use.

Before each Ride you should

Examine your Bike for any Cracks in the Frame and Fork.

Check that Handlebar is Tight by trying to move it while Holding the Wheel with legs.

Check for Play in the Fork by trying to move it from side to side to see if there is any Play in the Bearings. Bearings should feel Free and Smooth.

Depress Suspension Fork to see if it is Smooth and not sticky and Lube the Stanchions.

Check that the Seat Post Clamp is Tight by trying to Move the Seat from side to side.

Check that the Seat Clamp is Tight by trying to Move the Seat up and down.

Check that the Pedals are Treaded in the Crank Arms all the way in.

Check to see if Crank Arm are tight and try to Move arms from side to side to see if there is any Play in the Bearings. Bearings should feel Free and Smooth.

Turn Crank Arm backwards and inspect Chain for any Kinks and Tight Links.

With the Chain on the Largest Chain Ring up front, which is the Highest Gear, check for excess Play which indicates Chain is over Stretched.

Check that the Chain is clean and well Lubed and follow Lube guidelines.

Inspect Chain Rings and Freewheel for any bent or missing Teeth.

Check for Worn, Thined or Checked Tires especially the Rear one, which gets more wear.

Check the Tire Pressure, which is written on side of Tire in PSI or Bars (1 Bar = 15 PSI).

Check that Wheels are in the Drop Outs, all the way, and the Quick Release Skewers are tight.

Check that the wheels are centered between the Fork and Frame Dropouts

Spin wheels to see if they are Straight and True and look for any loose or missing Spokes.

Try to Move Wheels from side to side to see if there is any Play in the Bearings.

Wheel Bearings should feel Free and Smooth when the Wheel is spinning in your hands.

Check and see if Brake Pads are not Worn down or Channeled.

Check to see if Brakes are not sticky and return to their original position.

Squeeze Brakes to see if they are Centered and hitting the Rim squarely.

Adjust the Cable Tension on the Brake Lever if Brakes feel too Soft or not Stopping.

Clean Rims and Brake Pads to remove Pad Residue that can build up.

Inspect that the Front Derailleur Arm is parallel to the Largest Chain Ring (High Gear).

Inspect that the Rear Derailleur Jockey Assembly is plumb to the Freewheel (Rear Gears).

Check to see if Shifter is moving the Derailleur in the front and the rear.

Adjusting the Derailleur is tricky and is an art that would require further training.

Cable tension could be done at the Shifter Adjusting Barrel on the Shifter.

Take a slow Test Ride and feel how the Bike handles and stops.

Listen for Creaks and Noises that are coming from the Bike and address the situation.

If at high speeds the Bike feels funny, stop and inspect Fork and Wheels.

These are regular things to check and could develop and change at any time.

It is also recommended to tighten all Nuts and Bolts annually to assure that settling has not happened or that they have not stripped.

Now go Ride and have Fun