

QUICK PRE-RIDE SAFETY CHECK & GENERAL MAINTENANCE GUIDE

Before each ride these quick steps should be carried out to ensure rider safety & prevent damage to the cycle. before riding for the first time all manuals and guides should be fully read and understood.

Keeping your chain clean and lubricated makes for a better-running, more efficient bike, and prolongs the life of your sprockets and chain rings as well as the chain itself. Here's how:

Tools required:

Chain Cleaner Degreaser Chain Lube (dripper style) Small Flat Bladed Screwdriver
Lint-Free Rag Hot Soapy Water Sponge Brushes Old Toothbrush

Wash the whole bike, not just the chain. All you need is a soft brush, sponge & Hot Soapy water – the hotter the better for grease removal. Pay attention to the chain, working the brush into the derailleurs and rubbing the links to dislodge lumps of dirt and oily grime. Use a thin, Flat-bladed Screwdriver carefully remove any grime that has caked around the jockey wheels of the rear derailleur. With a chain cleaning device, following its instructions, get the rest of the grime out of your chain. Soak a lint free rag soaked with degreaser and massage each individual link until spotless. Use a toothbrush to agitate the stubborn bits until they fall out. If your chain has a masterlink, remove the chain and put it in a container such as a 50ml fizzy drink bottle that's half full of degreaser. Top it up and shake the bottle to dissolve and dislodge the grime. Replace the clean chain on your bike.

Once it's dry it's time for the lube, which needs to be on the rollers of the chain and not the outside. Lube on the outside of the chain just attracts dirt which in turn forms a gungy, oily paste. Apply the minimum amount of lube specifically to the inner link rollers. Use a dropper bottle, not a spray to achieve control of application.

Rotate the cranks backwards and allow single drops to penetrate each of the rollers which separate the link plates. You're looking to allow the lube to give the lube a minute or two to settle into the deepest recesses. Slowly rotate the cranks for thirty seconds to help get the lube into the rollers and then wipe clean the sprockets and chain rings. You're now carrying the least amount of lube necessary to do the job, in the cleanest and most efficient places in the Chain.



Tyres

Tyres should be inflated to the recommended pressure as shown on the tyres sidewall. This will be shown in PSI (pounds per square inch) or BAR. Correct pressure ensures the tyre will roll giving maximum performance whilst minimising tread wear and reducing the likelihood of punctures (pinch Flats). If in doubt, consult us or buy a pump with a built in pressure Gauge. Check the tread and sidewalls for cuts or tears and excessive wear, these can impair the tyres performance and lead to failure and personal injury. Damaged tyres should be replaced.

Wheels and Seat Posts

Quick releases must always be correctly tightened and ridden in the "closed" setting. Refer to manufacturers guide or service manual for detailed operating instructions.



Nuts, Bolts and Fastenings

Check all the fastenings on the cycle for tightness and tension and any loose parts before riding. If stated, some components may require the use of a torque wrench (refer to settings on the component or to the Manufacturer's instruction manual), Repetitive loosening of a component may indicate damage or an underlying problem, refer to a qualified bike mechanic for guidance.

Brakes

Pull hard on the brake levers before each ride, if they come close to or touch the handlebars they may need servicing or the pads replaced. Check brake pads; if they have worn to the maximum wear line they should be replaced before riding. Sponginess in hydraulic systems may indicate the need to have the system bled. An authorised dealer or a qualified mechanic should carry out any work required. Braking surfaces should be free from oil or grease contamination, which can seriously impair braking power, consult us about suitable cleaning products.



Bar/Stem Alignment

Check Bar /Stem is aligned correctly and has its clamping bolts tightened up so the bars cannot be twisted out of line with the front wheel. Failure to carry out this check could lead to loss of control of the cycle and personal injury.

Suspension

Fork & rear shock should be correctly inflated or preloaded according to rider weight and correctly balanced with each other. This maximises their efficiency and prevents damage from bottoming out. Refer to shock manuals or an authorised dealer for recommended pressure. A dedicated shock pump must be used to ensure the correct pressure is achieved, a regular tyre pump is not suitable and its use could lead to damage of the shock/fork and will void manufacturer's warranties.

On rear suspension systems all pivots and linkages must be checked for tightness and bearing wear. Riding the cycle with these parts running loose could lead to failure and/or personal injury and void the warranty. An authorised dealer must carry out servicing of these areas.

To increase the longevity of seals and stanchion coatings the cycle should not be ridden with dirt build up around these areas. Special attention should be given to cleaning these areas after each ride. Refer to manuals or consult your dealer for guidance.



Frame Check

The frame must be cleaned and checked regularly for cracks on the tubes and weld joints. If you suspect you may have found a crack, the frame must not be ridden until it has been checked by an authorised dealer.

Regular servicing

Regular servicing is vital to maintain the healthy running of your bike. Service intervals may vary depending on the frequency and type of usage. Road bikes should be serviced every 100 hours riding time and mountain bikes should be serviced every 50 hours riding time.

More information and advice videos to help you look after your bike are available at:

<http://www.allterraincycles.co.uk/knowledgecentre>

**If you have any worries or concerns please contact our Customer Service Department on:
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