A B C Quick Check

A **is for AIR**

- ❑ Check wheels for:
    1. Proper tire inflation
    2. Worn tires
    3. Loose spokes
    4. Warped rims

B **is for BRAKES**

- ❑ Check brakes for function:
    1. Handlebar looseness at headset and stem
    2. Cable tension
    3. Worn pads
    4. Frayed cables
    5. Alignment of brake pads with rims

C **is for CRANKS, CHAIN and CASSETTE**

- ❑ Check pedals and cranks for tightness
- ❑ Check chain for:
    1. Cleanliness
    2. Lubrication
    3. Looseness
    4. Bad links
- ❑ Check the derailleurs (chain movers) and gears for:
    1. Worn cogs
    2. Worn cables
    3. Adjustment → Check that gears change smoothly

QUICK is for quick releases

- ❑ Check to ensure that wheels are clamped securely in the drop-outs before each ride

CHECK is for helmet safety

- ❑ Check helmet for cracks

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- ❑ Make sure helmet fits properly

Tips For A Safe Ride

- **WEAR A HELMET!** Wear a helmet that fits. Make sure it is the proper helmet for the type of bicycling activity in which you intend to engage.

- **Adjust Your Bicycle to Fit**. Stand over your bicycle. There should be 1 to 2 inches between you and the top tube (bar) if using a road bike and 3 to 4 inches if using a mountain bicycle. The seat should be level front to back. The seat height should be adjusted to allow a slight bend at the knee when the leg is fully extended. The handlebar height should be at the same level with the seat.

- **Ride to be seen but pretend no one can see you.** Wear neon, fluorescent, or other bright colors when riding, day or night. Wearing white has not been shown to make you more visible. Wear something that reflects light, such as reflective tape or markings, or flashing lights. Remember, just because you can see a driver doesn't mean the driver can see you.

- **Control Your Bicycle.** Always ride with at least one hand on the handlebars. Carry books and other items in a bicycle carrier or backpack.

- **Watch for and Avoid Road Hazards.** Be on the lookout for hazards such as potholes, broken glass, gravel, puddles, leaves, and dogs. All these hazards can cause a crash. If you are riding with friends and you are in the lead, yell out and point to the hazard to alert the riders behind you.

- **Look Before Turning**. When turning left or right, always look behind you for a break in traffic, then signal before making the turn. Watch for left- or right-turning traffic.

- **Watch for Parked Cars**. Ride far enough out from the curb to avoid unexpected hazards from parked cars (like doors opening, or cars pulling out).

Rules Of The Trail And Road

When riding roads or trail systems, remember:

- **Go with the flow – not against it.** Ride on the right side of trails and roads - in the same direction as other bikes and vehicles.
- **Children less than 11 years old are not mature enough to make the decisions necessary to safely ride in the street alone.**
- **Obey All Traffic Laws.** A bicycle is a vehicle and you're a driver/operator. When you ride, obey all traffic signs, signals, and lane markings. Familiarize yourself with the Idaho Stop Law if riding in Idaho!
- **Yield to Traffic.** Almost always, drivers on a smaller road must yield (wait) for traffic on a major or larger road. If there is no stop sign or traffic signal and you are coming from a smaller roadway (out of a driveway, from a sidewalk, a bike path, etc.), you must slow down and look to see if the way is clear before proceeding. This also means yielding to pedestrians who have already entered a crosswalk.
- **Be Predictable**. Ride in a straight line. Signal your moves to others.
- **Stay Alert at All Times**. Use your eyes AND ears. Watch out for potholes, cracks, wet leaves, storm grates, railroad tracks, and anything else that could make you lose control of your bike.
- **Don't wear a headset or headphones when you ride**. You need your ears to hear traffic and avoid dangerous situations.
- **Watch for vehicles coming out of or turning into driveways**. Driveways are the most common place for accidents.
- **Stop at corners of sidewalks and streets** to look for cars and wave at the driver to make sure they see you before crossing.
- **Enter a street at a corner or crosswalk** and not between parked cars.
- **Alert pedestrians and other riders that you are near** by saying, "Excuse me," or "Passing on your left," or use a bell or horn.

How Do I Take Care Of My Bike?

Cleaning Your Bike Your bike is a collection of moving parts. When these parts get dirty (with mud, grime, and debris), wear and tear is inevitable. Dirt speeds up the deterioration of your bike's components. As a kid, my mom and dad always told me the first line of defense against physical breakdowns is proper hygiene. Who knew they were so right…!?!

How to Clean There's more to cleaning your bicycle than just hosing it down from time to time and sticking it in your garage or basement to dry. Water (especially when coming from a high-pressure hose) can rinse out grease and cause damage to sensitive bearing systems on your bike. So, if you do wash with water, do so carefully. Most dirty bike parts can be cleaned by wiping them carefully with Simple Green or a dry rag from time to time. Your shifter and brake components and all moving parts systems will require occasional brushing, buffing, and relubrication to keep them working

How Often to Clean Base your bike cleaning schedule on how (and how often) you ride. In other words, if you spend a lot of time riding in wet, muddy conditions, or if you ride hard, fast and often, clean your bike more frequently. Very few cyclists clean their bikes after every ride, but a regular schedule of frequent, simple cleaning (once a month, once a week, or more - depending upon the flavor of riding you are into) is important.

Basic Cleaning Supplies The supplies you need to clean your bike depend upon the components you are cleaning and their condition. Here's a short list of basic items that address most cleaning tasks:

- *Clean rags:* You'll want a good supply of these on hand, both for grease, oil, and wax-related tasks and for general cleaning and drying.
- *Soap:* Use something mild for frame washing, like diluted dishwashing soap or preformulated bike wash cleaner.
- *Water:* Despite its potential dangers, water is still a useful cleaning tool. Make sure the water you use is clean.
- *Brushes:* Use a couple of different sizes and shapes to get into hard-to-reach places to remove the grime that rinsing alone can't get. Old toothbrushes work great for nooks and crannies.
- *Solvents:* You'll need some type of general solvent for cleaning up gummy parts like your bike chain. If possible, avoid traditional solvents such as kerosene and turpentine. Choose a solvent designed to be easy on the environment (and you!) instead. No matter what solvent you use, make sure you learn how to dispose of it properly.

Tire Pressure - How Much and How Often? Proper tire pressure lets your bike roll quickly, ride smoothly, and prevents flats. Narrow tires need more air pressure than wide ones: Road tires typically require 80

to 130 psi, hybrid tires 50 to 70 psi and mountain tires 40 to 65 psi. To find your ideal pressure, start in the middle of these ranges, then factor in your body weight. The more you weigh, the higher your pressure needs to be. For example, if a 165-pound rider uses 100 psi on his road bike, a 200-pound rider should run closer to 120 psi, and a 130-pound rider could get away with 80 psi. Never go above or below the manufacturer's recommended pressure range.

The pent-up air molecules in your tubes want desperately to join their friends in the atmosphere. Tubes can lose or gain quite a bit of pressure depending on temperature changes, and the only service not covered under a new bike warranty is flat tires and bent wheels. This means that you need to check your tire pressure every time you ride. To avoid pinch flats and bent rims when you ride over bumps, maintain proper air pressure. Unweight your wheels by sharply pushing your bike downward before the bumps and then pull upward as you roll over them. For each 10-degree-Fahrenheit drop in the temperature, your tire pressure drops by about 2 percent. So, if the temperature dips from 90 degrees to 60 degrees, your road tires would drop from, say, 100 psi to 94 psi. Those six pounds are noticeable and worth adjusting for. Remember, the lower the pressure, the higher the rolling resistance and the harder you have to work!
Get in the habit of checking your pressure before every ride. **YOUR TIRE PRESSURE IS _____ psi.**

Lubricating Your Bike Keeping your bike parts properly lubricated is crucial for good performance. More lubricant is not always a good thing. Lubrication protects moving parts from excessive wear caused by friction, keeps them from "freezing up", and keeps rust and corrosion from attacking exposed metal components. Be careful though, over-lubricating can lead to equally poor shift performance and component damage as excess lubricant will attract dirt and other abrasive particles. As a general rule, excess lubricant should always be carefully wiped away before the bicycle is ridden.

Lubricant Options

- Bicycle greases: These should be used primarily for lubricating bearing systems (such as those found in hubs and headsets) and large-thread bolts. They tend to be thicker than oils. For example, use grease on the threads of pedal spindles before installation into crank arms.
- Bicycle oils: These should be used to lubricate thin-thread bolts, chains and more actively moving parts in brake and derailleur systems. Bike oils tend to be thinner than bike greases.
- WD-40: WD-40 should never come near your bike unless it is one of the brand’s bicycle-specific lubricants or cleaners. Classic WD-40 does not lubricate, it only displaces water. Water displacement may briefly quiet and loosen parts but is no good in the long term.

When you lubricate your bike, be sure to use lubricants that are suited to your weather and riding conditions. Rainy areas require heavier bike oils, while drier areas require lighter oils that won't pick up as much dirt. Also, keep in mind that wet conditions typically require more frequent lubrications. Check with your local bike shop/mechanic for recommendations on specific lubricants that match your riding conditions.

What Needs to Be Lubricated?

- *Chain:* Oil your chain. The chain is your bike's most "at risk" lubricated part. It should be lubricated and then wiped dry frequently to slow the rate of chain wear. In general, clean first and then lubricate your chain whenever it squeaks or appears "dry." Lubricating after wet rides will help keep your chain from rusting. Keep in mind that the type of chain lubricant (wet, dry, or a wax lubricant) affects how often you need to lubricate. **Avoid over-lubricating.**
- *Brake and shift levers:* These levers are crucial for braking and shifting. Apply a drop or two of oil to the lever pivots and the barrel adjusters from time to time to keep them functioning properly.
- *Brake and shifter cables:* These cables connect your brake and the derailleur assemblies to the levers you use to control them. Check them frequently (especially in wet conditions), clean and re-lubricate occasionally so that they can effectively translate your shift commands to the component groups.
- *Brake and derailleur assemblies*: These assemblies are made up of a number of small moving parts. Be sure to keep an eye on their arms, wheels and pulleys so they don't bind up or become rigid. Apply lubricant to the pivot points of the assemblies.

When do I need to go back to Paradise Creek Bicycles?

The other important aspect of maintaining your bicycle is a regular bike shop visit. If you're a regular rider, bring your bike in for twice-yearly checkups to ensure that complex, hard-to-evaluate components such as spokes, bearing surfaces, derailleurs and cable systems are inspected and serviced regularly. **Remember: There are certain parts of a bicycle that should always be serviced and adjusted by experienced mechanics.** Come and see us:

- 5 - 10 rides is your initial break-in on a new bike, after which bring it in for a check over. It's free and usually done on the spot or same day.
- 1 year service warranty: If it squeaks, creaks, clicks, whistles, ticks, knocks, howls, buzzes, hums, clunks, or just sounds weird, *bring it in immediately*! We will typically fix it on the spot and we would rather do an adjustment instead of a repair. If we need your bike longer and you need wheels, we have free loaner bikes until your bike is ready to roll.
- 1 FREE standard tune ($50 value) on a new bike purchase any time within the first year. (We suggest you come in for your FREE tune at or around the 1 year mark and take advantage of the service warranty in the meantime).

Accessory Guide

Safety Rule #1: Always wear a helmet!

Helmet - $40 - $125

Helmets have come a long way since 1982; they have become very light weight, comfortable and in some cases, fashionable. ***All bicycle helmets are required to pass the same safety standards.*** More expensive helmets are lighter and have more ventilation while still maintaining safety standards. Proper size and fit are important. Let our qualified staff help you choose the right helmet. The life expectancy of a helmet is 3-5 years depending on several factors: primarily, If a helmet has undergone an impact, it has done its duty and needs to be replaced! Upgrades include lighter weight, specific sizes, ventilation, and aesthetics.
If you happen to have to use your helmet, bring in the broken helmet with a story of how it saved your life and receive a 20% discount on its replacement!

Additional items to consider to help ensure your comfort and safety...

Gloves - $20 - $50 Gloves will cushion and protect your hands while allowing you to maintain a solid grip when they are sweaty or wet from rain. Specific gloves for riding in cold weather will help your hands stay warm on wintry rides. Padded gloves help absorb shock and prevent numbness. Upgrades include better padding, ventilation, warmth, durability, and finger protection.

Shorts - $50 - $180 Padded cycling shorts make long rides more enjoyable and have come a long way in the fashion department. Many shorts come with a loose outer shell and have a removable liner. They look casual but are designed to provide a comfortable ride. If you ride more than 1 hour at a time or more than twice a week, you might consider 2 pairs of riding shorts so you are not stuck without while one pair is in the wash. You (and your backside) will love them. Really! Upgrades include taped or seamless comfort, different padding thicknesses and shapes, breathability/wicking, and color choice.

Hydration - $10 - $120 Staying hydrated is essential and there are two methods for doing so. One is to carry water on your bike using a bottle and cage ($10 - $20). Most bikes carry at least 2 bottles. The other method is a hydration pack - a small backpack fitted with a water bladder and a long tube that clips to your shirt making water easily accessible. Hydration packs ($40 - $120) usually have room for carrying gear and repair kit/tools as well. Hydration pack upgrades include water volume, pack volume, and pack suspension design. Whether you go with a bottle or a pack, think about electrolyte supplements; see the Fueling section towards the end of this packet for more info.

Mirrors - $6 - $25 Many riders like to see what is behind them, and constantly craning your neck around can get tiring. There are many types of “rear view” mirrors: handlebar mount, eyeglass mount, and helmet mount mirrors. All will enhance your safety.

Clothing - $10 - $150 Cycling specific clothing like shoes, socks, shorts, rain pants, jerseys, gloves,

hats etc. is a good investment for whatever kind of riding you do. Bike apparel will have features such as long jacket tails, ankle cuffs, reflective piping, and water bottle pockets. The right clothing can make or break a ride.

Lights - $12 - $350 Not only is it the law, but you will gain peace of mind knowing that you are being seen and that you can see when riding in the dark or inclement weather. Tail lights usually flash to catch the eye of others on the road. Most lights use LED technology and have USB recharge options so maintenance is very low. Upgrade options include more light, more mounting options (helmet vs. handlebars), USB rechargeability, and durability. Idaho and Washington require a front white light visible for 500 feet and a rear red reflector. It is a good idea have a blinking red light in addition to the required reflector.

Repair kit - $20 - $120 A full repair kit consists of a spare tube ($9), patch kit ($5), tire levers($2 ea), multi-tool ($10 - $50), CO2 or mini pump ($15 - $30), and a bag ($20 - $40). With a repair kit you can fix or replace a flat tire, make a repair or adjustment to your bike, or help a fellow rider in need on the road or trail. Items for a repair kit are typically purchased a-la-carte so you can choose specific items to suit your bike and needs. Upgrades include lighter weight tools, bigger seat bags, the number of tools offered, and easier to use tools.

Know your tires...

Tire Inflation - $20 - $100 Regardless of the type of riding you do, you will need to inflate or repair your tires periodically due to maintenance or emergency. One way is to use a mini pump (also called a frame pump). These handy pumps are reliable, portable, and great for emergencies. However, mini pumps take a much longer time to inflate a tire and they can damage your tube valve if used daily for maintenance (look for ones with a flexible hose to avoid this issue). Another method is to use CO2 cartridges to fill your tires. You will need to be familiar with how to use your CO2 inflator and remember to always carry 2 fresh CO2 cartridges. CO2 cartridges are terrific to have in an emergency, but are cost prohibitive for daily use at $4 per cartridge. Since most tires lose 1-2 lbs of air per day, a floor pump ($20 - $100) for daily airchecks is probably the most important maintenance item you can buy. It will make the biggest difference in the way your bike rides and feels. A floor pump is the fastest and easiest way to maintain proper tire pressure so the wheel is protected from accidental low tire pressure flats. Proper inflation also keeps your bike rolling as fast and efficiently as possible. You pay for durability and air volume in a pump.

Flat Protection Flat tires happen when you ride; here are a few tips to help you improve your odds. Heavy duty tubes ($15 per tire) are 6 times thicker than a regular tube. Another good option is liquid sealant ($3 per tire) which is injected into the inner tube and will seal small punctures from goat heads and glass, over and over. A third option is tire liners ($10 per tire). Tire liners are thin dense strips of material placed between the tube and tire. These days, many tires (starting at $30-$45 per tire) are available with a flat protection belt built into the tire.

Don't forget...

Security - $20 - $80 The best security is not letting your bike out of your sight. When you do have to leave it out of sight, lock it! While there are many locks to choose from, choose a lock you find easy to use with the most security. Many bike locks use combinations and usually let you program a combination with a number you can remember, like your mother's birthday.

Transporting your bike - $50 - $500 A nice bike rack will allow you to take your bike wherever you go - vacation, a new riding spot, across town when you leave your car for repair, or picking up your kids with their bikes. There are several reasons to carry bikes on a car. Rear mount racks attach by strap to the rear of most vehicles ($50 - $250) and range in capacity from 1 to 4 bikes. You pay for automobile diversity, the number of bikes the rack will hold, and durability. Hitch Racks ($125 - $500) require a receiver hitch and are the most convenient for installation. You pay for trunk or tailgate accessibility, security, number of bikes, anti-sway, and durability. Roof mounted racks ($300 - $500) are the best for complete access to the vehicle and for keeping the bike secure when you stop at your local bike shop for advice. Roof racks are the most expensive. You pay for diversity, security, stability, ease of use, and color.

Fueling - $1.50-$5 If you're going out for an extended ride, be sure to put some fuel in your tank! Options range from a banana and bag of your favorite trail mix through gel packs and bites on to specially formulated endurance drink mixes. A vital part of keeping your engine firing on all cylinders is enough electrolytes in your system, especially on hot Palouse summer days, so consider electrolyte drops, pills, or drink mixes.

"The List" goes on. This guide is intended to help you get the most from your Paradise Creek experience, making cycling a safe and enjoyable part of your daily life. There are a lot of options out there so the knowledgeable Paradise Creek Bicycles staff is happy to assist you in making choices that will best suit your needs and budget. Let them know if you need help with anything else, such as:

Baskets	Saddles	Eyewear
Grips	Bells	Fenders
Cycle Computers	Child Trailers	Racks, Bags, and Cargo Trailers.

Ride Essentials: water, nutrition, phone, cash, identification, flashlight/bike light, sunscreen, sunglasses, extra layers of clothing, etc.
Repair kit: spare tube (that fits your tire!), patch kit, tire levers, multi-tool, CO_2 cartridges, CO_2 valve, hand pump, tire repair (if you get a hole in the tire itself, it can be TEMPORARILY patched with a dollar bill or foil wrapper - like one from the nutrition bar you just ate).

Fix-A-Flat 101

It is easy to forget these easy steps when you are flustered on the side of the road, so please practice at home on your bike before it happens on a ride!

1. Come to a stop and push your bike to a safe location far from road traffic or well off the mountain bike trail.
2. Take your saddle bag off the bike, remove any items from your handlebars (like a Garmin) and release the brake (if you have rim brakes; no release needed for disc brakes).
3. Flip your bike over so the saddle and handlebars are resting on the ground.
4. Release the quick release tab on the axle (or unthread the axle nuts, or remove through-axle) and remove the wheel. For the rear wheel, make sure the chain is in the smallest (highest) gear in the rear and smallest (lowest) gear in the front.
5. Make sure all the air is out of the tube by unscrewing the valve and pushing it in. If you have Presta (skinny) valves, remove the nut from the valve stem. Then you are ready to remove the tire from the rim.
    a. Pinch the tire all the way around to make sure the bead is free from the rim.
    b. Take your tire levers and insert the scoop end under the bead of tire away from the valve.
    c. Push down on the lever and use the hook on the other end to secure the lever to a spoke.
    d. With your other lever, insert the scoop end under the bead of the tire and push it away from your face until one side of the tire is completely released from the rim. (If it's really tight, set the wheel upright on the ground between your legs, put both thumbs on the lever, and lean into it.
6. Remove the tube starting opposite the valve stem, leaving one side of the tire on the rim. Keep tube in the same orientation as it was in the tire.
7. If time permits, check for damage to the tube by inflating it. If you find two slits in the tube, "snake bites," this means you got a pinch flat due to low tire pressure. If there is one slit or a small hole you most likely ran over a thorn, tack, or glass. This is a good indication that you will need to pull something sharp out of the tire. Match the tube up against the tire to know where to examine for damage or a foreign object still embedded in the rubber.
8. Once the tire is clean, find your new tube and inflate it slightly by blowing into the valve with your mouth.
9. Insert the new tube into the tire, starting with the valve stem. Make sure the tube is rolled up into the rim, not hanging out between the rim and the tire bead.
10. Insert the bead of the tire back into the rim, beginning near the valve. Work your way around the rim with both hands.
11. When you work the tire back onto the rim, the last bit can be a little tight. Pinch the tire all the way around to find a little more slack, and you can use your tire lever to push the tire back onto the rim. Be careful that the new tube isn't being pinched between the bead and the rim! The last bit of the tire will sometimes make a "pop" as the bead goes back into the rim. This is a happy sound!
12. Make sure no piece of the tube is sticking out from under the tire and re-inflate using either a CO2 or a

pump.

13. Reinstall the wheel. Remember for a rear wheel, the top chain is on the spring, not on a gear, the smallest cog in the cassette is resting on the bottom chain on the pulley, pull the body of the derailleur out of the way and send that puppy into the drops.
14. Ensure the quick release (or axle nuts, or through-axle) is securely tightened.
15. Re-close or reattach the brake cable.
16. Spin the wheel to check for brake rub. If there is any brake rub, flip the bike back upright and open and close the quick release; this usually solves it!
17. You just fixed a flat!