

10 POINT MOUNTAIN BIKE CHECKLIST

Use this checklist before you go out and hit the trails!

1. TUBES

Use a Tire Pressure Gauge (Pencil, Dial or Digital). Use the Gauge to **make sure the PSI is between 20-30** (PSI = Pounds / Square Inch).

If you don't have a gauge, squeeze the tire. When you squeeze the tire, and it gives a little it's fine. If it gives a lot you probably need air.

Modern bikes are pretty much made to run perfectly on low-pressure tires, as it provides better grip and deforms around roots and obstacles, instead of bouncing on them. When your tire pressure is a little low, it makes it easier to climb or descend a hill.

2. TIRES

Tires experience wear and tear as they age. When they do, they can start cracking. A few cracks on a bike tire that you just ride around the neighborhood is okay. But **cracks on a Mountain Bike can result in a tire blowout & crash**. It's advisable to replace your tires in that case.

WHAT TO LOOK FOR

Tires are made with rubber and cotton threads. Look to see if the tire has worn down to make threads visible. Check if the knobs are worn down.

Basically, if you see anything that would appear out of the ordinary, give us a call to get some advice, or to get things fixed.

TUBELESS TIRE SEALANT

Tubeless tires use sealant, and that sealant can dry out every 6 months. Be sure to track when you last put sealant into your tires.

□ 3. BRAKES

There are two main types of brakes:

Rim Brakes
Disk Brakes

RIM BRAKES

Check to make sure that when the lever is squeezed, the brake pad is on the rim (not the tire or below the rim).

DISK BRAKES

If they make any noise (squeaking, grinding, etc), it may be time to have the pads replaced.

□ 4. SPOKES AND WHEEL ALIGNMENT

Spin your wheel to test alignment. Does it wobble, even a little bit? Does the wheel rub against your brakes?

With **Rim Brakes** you will know immediately when your wheel is out of alignment because one of the brake pads will rub against the rim of the wheel.

With **Disk Brakes** you could see missing spokes, which can pull the rim over 1/2 an inch out of alignment.

If it's only a little bit out, truing the spokes can hold a rim straight. However, wheel truing or "wheel alignment" can not fix all problems.

When your wheel is more than 5mm or so out of alignment, you're always going to have a battle. That's why it's so important to keep an eye on the wheels before the problem gets that bad!

□ 5. CHAIN

When you touch the Chain, does it feel dry?

If you use too much lube, or not enough lube, it can do a lot of damage to your bike and drivetrain.

HOW TO LUBE THE CHAIN

1. Drop lube on all the pins of the chain.
2. Let it sit for a few minutes.
3. Use a paper towel or rag to wipe off the entire chain.

Lube only needs to be inside the pins, not over the entire chain.

Be careful not to over-lubricate the chain. It can attract a lot of grime and dirt, and wear out the chain and drivetrain faster than no lubrication at all.

□ 6. DERAILLEURS

The rear derailleur is something to keep your eye on and keep protected.

Two of the most common causes of derailleur damage is when the bike falls down on the drive side, or the rear derailleur gets bumped.

When either of these things happen, the derailleur and/or the part of the frame it mounts to, can get bent badly. This causes havoc on shifting, and can even send the derailleur off the cassette and into the spokes!

The best way to prevent this is to protect the rear derailleur. Never put your bike down on the drive side and be careful when transporting it.

If it does get bent, give us a call (801) 690-4531. We can use our special tools to repair it.

HOW TO CHECK YOUR DERAILLEURS

- Check to see that the rear derailleur and chain (see 5. CHAIN) are clean and oiled in the pivot points.
- Make sure the stops are correct and haven't been moved.
- Run the bike through each gear to make sure each one shifts crisply.
- Check to make sure that the main pivot bolt is torqued, 55-65 in/lbs.
- Look at the driveline from behind and make sure that the chainline is straight.

HOW TO ADJUST YOUR DERAILLEURS

- If the upper pulley is a bit to the RIGHT wanting to UP-SHIFT then you need to TIGHTEN the cable.
- If the upper pulley is too far to the LEFT it will want to DOWN-SHIFT you need to LOOSEN the cable.

□ 7. SUSPENSION

If you have Air Shocks, the air can slowly leak out of them, even if they are the nicest of shocks.

Check that your suspension sag is only 30% of travel when just sitting on the bike.

Shocks use a special shock pump to inflate to the high air pressures that are required. It is also a good idea to have a shock pump on hand for inflation in between service.

□ 8. AXLES: QUICK RELEASE AND THRU AXLE

What is extremely common is axles coming loose and destroying the Hubs bearings in wheels.

To prevent your quick release or thru axle from coming loose you should be checking every few rides that it is still tight.

If it is coming loose after every ride or often, there is more than likely a problem with the bearings or axle in the hub.

□ 9. SEAT HEIGHT

Seat height is very important and overlooked by a lot of people.

For the most efficient riding position you want your legs almost fully extended without locking out the knee.

For some just getting into the sport this feels uncomfortable and way too high up. That's fine!

Put the seat as high up as you feel comfortable. Get comfortable riding, and then when you're ready you can raise your seatpost higher up.

□ 10. PLAN & PACK

Before you head out on the trails, remember the "2 P's"...

PLAN

Think ahead. I know it seems silly but before you go out, do you have a plan if you get a flat tire?

Is there cell phone service where you are at?

Would you be able to call someone to pick you up?

PACK

Use a saddle or storage bag that fits in the triangle area of the frame, or behind the seat.

WHAT TO PACK

- Extra Tube
- Tire tool
- Patch Kit
- First Aid Kit
- Food / Snacks
- Water Bottle



Call or Text Greg to schedule your appointment:
(801) 690-4531

www.SwiftFixBike.com