



Anyone can Pedal!

Bike Checklist (Your bike and if buying)

Steering head and Handlebars bearings

Hold Front Wheel with knees and perform a twist/ tightness test and then check:

- Play/ Tightness in the steering head bearings
- Straightness of Steering Head stem
- Tightness of Handlebars in stem clamp
- Handle bars are at a safe angle
- Quill stem does not exceed max height or minimum insertion. This is usually marked somewhere on the quill. It's too high if you can read it!
- Threadless stem is installed correctly (eg use of spacers)

Check front forks, suspension

check:

- Forks are straight with no play in suspension
- For Cracks in the forks/ suspension
- No oil leaks in suspension
- Condition of suspension boot if fitted
- Suspension function & performance; this will vary depending on make and design, but at a minimum the shocks should have some bounce, return to normal and not bottom out under reasonable downward pressure.

Check Front Wheel

Check:

- Wheel is straight (No high spots, dishing or buckling)
- Spokes all intact and similar tension
- Hubs/bearings for play / tightness
- QR levers or lock nuts are tight, with wheels seated correctly in drop outs.
- Condition of Tyres (look for wear, cracks and seated correctly)

Front (and Rear) Brakes

- All brake types: Check the brakes stop the wheel!
- **Rim Brakes -Check:**
 - a. Brake Levers have adequate travel (can reach them and they don't touch the handle bar when pulled.) Adjust with cable pinch bolt for major adjustments or barrel adjuster for minor adjustments.
 - b. Cables run free and replace frayed cables (cables have crimp ends)
 - c. Lightly lube cables with light lube such as Inox M3 (not CRC or WD40!)
 - d. Brake pads and wheel rims for excessive wear.
 - e. Pads engage to rim without touching tyre or overhang (and front toe-in)
 - f. All bolts are tight
 - g. Lightly lube mechanical parts (avoid getting oil on rim, brake pads, tyres)
 - h. Both pads engage and release equally
- **Hydraulic Disc Brakes - Check:**
 - a. Brake Levers travel. Adjust travel screw on brake lever for fine adjustment. In instances of excessive travel, the pads should be replaced and the hydraulics checked/ bled
 - b. For signs of brake fluid leakage
 - c. The disks and pads for wear, heat damage and glazing
 - d. Rotor screws are tight (use torx tool)
 - e. Alignment of Brake callipers



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Front Brakes (continued)

- **Mechanical Disc Brakes - Check:**
 - a. Brake Levers travel. Adjust with cable pinch bolt or barrel adjuster. Also check for brake pad wear and the pad adjustment screw.
 - b. Cables run free and replace frayed cables (ensure cables have crimp ends)
 - c. Lightly lube cables with Inox (not CRC or WD40!)
 - d. Lightly lube mechanical parts (avoid getting oil on rim, brake pads, tyres)
 - e. Disks and pads for wear, heat damage and glazing
 - f. Rotor screws are tight
 - g. Alignment and adjustment of brake callipers

Bike Transmission

Check

- Bottom Bracket Bearing for play/ tightness
- Chain for stretch (use gauge)
- Clean and lube chain with a quality chain lubricant
- Condition of chain wheels and sprockets, including all chain ring bolts tight, teeth straight and moderately worn. Clean teeth if necessary.
- Condition of front and rear derailleur assemblies. Loose or missing screws, and for bent components including the gear hanger. Lightly lube moving parts. Ensure that sprung components return correctly and for binding on moving parts.
- Cables run free and replace frayed cables (ensure cables have crimp ends)
- Lightly lube cables with Inox
- Front and rear derailleurs change correctly and adjust if necessary.
- Pedals for play/ tightness and wear

Saddle & Seatpost

Perform a twist/ tightness test and then check:

- Seatpost clamp and quick release tightness
- Does not exceed max height or minimum insertion. This is usually marked on the seatpost. If you can see the marking, the post is too high!
- Condition of seat and clamp, look for damage and stripped clamp threads

Rear Wheel (same as front wheel above with the following additions)

Check:

- Freewheel functions correctly and sounds "clean"
- Old style lock nuts are tight and wheel is straight.
- Trainer Wheels (where used) are attached safely and lock nuts have covers
- Pedal Brake lever assembly including tightness of nuts and bolts.

General

Check:

- Frame Condition (look for cracks, dents or bent structure)
- All Bolts and nuts are tight
- Components and accessories including mudguards, lights ,computer, drink cages

Perform a Road test

Check:

- Bike Handling (feels safe to ride),
- Gears change smoothly,
- Brakes perform safely.
- No rattles, squeaks or loose parts. (These should be remedied)