



GIDDY UP!

E-BOOK



**SERVICE
&
MAINTENANCE**

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BIKE MAINTENANCE

BIKE MAINTENANCE TOOL KIT



ALLEN KEY SET

The most common tool for adjusting bike components



WRENCHES

8mm, 9mm, 10mm and 15mm wrenches can be used for wheels, pedals, seats and seat posts



TRACK PUMP

Inflate your tyres properly with a valve compatible track pump



NYLON MALLET

Even with big tools you might need a little extra help to loosen components with a mallet



TWO-WAY SCREWDRIVER

Flathead and Phillips head screwdrivers can come in handy on certain parts of bikes



SPOKE WRENCH

A spoke wrench will make truing wheels or tightening spokes a breeze



CHAIN TOOL

If your chain snaps or is too long, you'll need to break the links with this tool



TYRE LEVERS

Changing a tyre is infinitely easier with a couple of tyre levers to separate it from the wheel rim



CABLE CUTTERS

Shipping extra-long brake cables or zip ties with a clean cut

Clicking Saddle

Check that the bolts which connect the saddle to the seat post are not loose. Tighten until the saddle is firmly secured.

Squealing Brakes

This can be due dirt or oil on the brake pads. Wipe down your wheel rim or disc brake with a damp cloth. If this doesn't solve the problem, take off the brake pads and readjust so that the front of the pad is the first part to contact the disc brake or wheel rim when braking.



Creaking when Pedalling

There are a number of options here. The pedal bearings might be dry, crank arms loose or the bottom bracket could be worn out dry. Remove and lubricate the pedal bearings, tighten and lubricate the crank arms, or replace the bottom bracket if lubrication doesn't solve the creaking.

Squeaky Derailleur

This is likely due to the polleys needing lubrication. Clean the chain, then lightly lubricate and wipe down any excess.

Creaky or Tapping Wheels

This is an indicator that the spoke may have broken or is loose. If you're a savvy home mechanic, squeeze a couple of spokes between your fingers where your wheel is out of true. Unusually flexible spokes should be tightened. When a spoke is broken, remove the wheel, the tyre and inner tube and unscrew the spoke from the rim before replacing it. Alternatively, if there are no loose or broken spokes, lightly lubricate the crossing points of the spokes as they may be rubbing excessively. For the less experienced, visit your local bike repair shop.

A dry chain will let out an ear-piercing squeal and won't shift gear smoothly. Eventually, it will rust and it could snap. **Soak a clean rag with degreaser**, grasp the chain with the rag as you backpedal to remove grime from the rollers and side plates. Repeat until the chain is clean.

Then, **dry the chain** using a clean rag and the same technique you used to clean it.

Apply lube; deposit a drop on the top of each link as you slowly backpedal. **Wipe of excess** lube as it can attract more dirt to your chain.



Proper tyre pressure lets you roll quickly, ride smoothly and fend off flats. Individual tyres vary so always check to see the pressure limits of your tyre.



ROAD TYRES
80 to 130 psi



MOUNTAIN TYRES
30 to 50 psi



HYBRID TYRES
50 to 70 psi

Factor in your body weight.

The more you weight, the higher your pressure needs to be.

Never go above or below the manufacturer's recommended pressures.

WOBBLING DISK ROTORS



Confident mechanics will be able to view the wobble from above by spinning the wheel. An adjustable spanner is useful here to lightly bend the disc in the correct direction to make it true. Spin and repeat if necessary.

IMPROVING GRIPS ON BRAKE PADS



Badly glazed disc pads can be roughed up with some medium emery paper or sand paper, improving bite. Spray your disk brakes or rims with a correct disk brake cleaner. Wipe the disk brakes down with a cloth and allow them to dry.

SPONGY HYDRAULIC BRAKES



Spongy brakes can be a sign of air in the system. It may be due to incorrect storage causing air bubbles to run to the calipers or prolonged usage. This is best left to your local repair shop.

MISALIGNED PADS



On cable type disk brakes, one or both pads can be moved inwards by using an Allen key. You should bring them in as close to the disk as possible without them rubbing.

CREAKING REAR SUSPENSION



Grab the coil spring with your hand and wobble to see if it's loose enough to move on the stock. If it is, turn the collar a little until it tightens up and no longer moves.

RATTLING OR LOOSE BOLTS



Special glue is a product that can be applied to crank bolt and brake clipper bolts. As it's highly adhesive it keeps bolts from loosening and rattling when riding. For the rest of the bolts apply a small amount of grease to the threads.

COMMON TYPE OF BICYCLE ACCIDENTS

THE RED LIGHT OF DEATH

You stop to the right of a car that is already waiting at a red light or stop sign. When the lights turn green, you move forward, and then they turn right, right into you.

THE RIGHT CROSS

A car is pulling out of a side street, parking lot, or driveway on the light. Avoid by waving, slowing down etc.

THE RIGHT HOOK

You're riding on the sidewalk, you cross the street at a crosswalk, and a car makes a right turn, right into you.

THE DOOR PRIZE

A driver opens his door right in front of you. You run right into it if you can't stop in time. Avoid by riding to the left, further from cars.

THE LEFT CROSS

A car coming towards you makes a left turn right in front of you, or right into you.

THE CROSSWALK SLAM

A car passes you and then tries to make a right turn directly in front of you, or right into you.

THE REAR END

You innocently move a little to the left to go around a parked car or some other obstruction in the road, and you get nailed by a car coming up from behind.

THE WRONG-WAY WRECK

You're riding the wrong way (against traffic, on the left-hand side of the street). A car makes, driveway, or parking lot, right into you.

BICYCLE LAWS

- Your bike is considered a vehicle and you have the same rights and are generally subject to the same provisions as the operator of any vehicle.

This includes obeying traffic signals, stop and yield signs, and all other official traffic control devices.

- You are required to have a **white headlight, rear taillight or reflector, and side reflectors, all visible for at least 500 feet** any time you ride earlier than a half hour before sunrise, later than half hour after sunset, or whenever it is otherwise difficult to make out vehicles 1000 feet away.
- Ride **no more than two** side by side and only if you will not impede traffic.
- A bicyclist may **use the shoulder of the roadway to pass other vehicles** on the right.
- Always yield to pedestrians and **give an audible signal when passing** them.
- Ride in the **same direction** as traffic.
- **Always signal your intention** to turn left or right, change lanes, or stop at least two seconds before doing so.

MOTORISTS BICYCLE SAFETY

PASSING - Do not pass a cyclist unless you can give the cyclist at least three feet of space. If you pass too closely the drag from your car can pull a cyclist off course and cause the rider to swerve out of control.

TURNING LEFT - Look for cyclists when making a left-hand turn. Cyclist who are crossing straight through the same intersection in the opposite direction may be going faster than you realize. It is dangerous on a slope, when cyclist pick up more speed.

TURNING RIGHT - When approaching a right-hand turn, do not pass cyclists and turn in front of them. Instead, pull behind and wait for the cyclist to pass.

BACKING UP - Bicycles, and the people who drive them, come in all shapes and sizes. When backing out of your driveway always look to see if someone is riding your path. Children or small bikes might be hard to see. Drive slowly and look carefully.

DOOR SAFETY - After parallel parking, make sure the coast is clear for opening the car door to exit. By using the rear view mirrors and by turning around, a driver can spot an approaching cyclist and prevent a disaster. A driver can easily detect a cyclist who may be in the line of danger.

BICYCLE SAFETY TIPS

- Check your bike before riding it. Replace worn tires and brakes.
- Ride near the shoulder, but stay a car door's width away from parked cars.
- Don't wear loose clothing, as it can get caught in the bike's parts.
- Ride in the same direction as traffic flow. Don't assume drivers can see you.
- Use reflective gear and lights when riding at night.
- Be careful when riding in snowy or rainy weather.
- Take less-traveled routes so you won't have to compete with dangerous traffic.
- Obey traffic signs and signals, including stop lights and stop signs.
- Know your hand signals. Always signal your intention when switching directions.

ALWAYS WEAR A HELMET !!!

Many bicycle accidents result in serious head or brain injuries that could have been prevented or damage lessened if proper headgear had been used.

WHO ARE WE ?

Giddy Up! is a small family business created by people with big passion for bikes. Our goal is to give you the best riding experience possible by mixing comfort and safety in our products design.

WHY US ?

We want to make sure that our products give you the most complete experience and because we always put our customers and safety first. And since we want to make sure we use the best products, you get a protection cover and a reflective band Special Bonus with every purchase.

BECAUSE WE CARE !

We want our customers 100% satisfied with their purchase. If you don't absolutely love our products for any reason at all, you can benefit from our 1 year warranty - no questions asked.

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