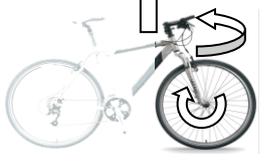
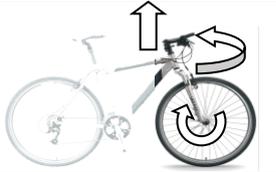


SUGGESTED FULL BIKE CHECK SEQUENCE

You should be familiar with one of the quick and easily memorable Bike Checks, such as the ABC or the 10 second check. These are great session openers for the pupils but instructors will need to do a more thorough check on the first session to establish the roadworthiness of the bikes. This sequence checks the parts of the bike in order of the safety priority.

If you find anything which you think may make the bike unsafe on the road and will require tools or significant time to rectify it must be detailed on the Bike Check form, sent to parents/guardians and rectified before the bike is used for training. Instructors with appropriate mechanic qualifications and insurance may offer to do the work out of training time.

1	<p>Stand beside the bike, hold the bars with front brake on <i>Checking brake lever movement (not pulling right back to the bars), comfortable lever position on handlebars, cable condition and alignment of bars</i></p>	
2	<p>Push forwards and backwards <i>Checking brake effectiveness, headset and brake arm/calliper mountings, fork leg movement on suspension forks</i></p>	
3	<p>Hold the bars with back brake on, push backwards and forwards <i>Checking brake lever movement, cable condition, position and tightness on handlebars, brake effectiveness</i></p>	
4	<p>Grip front wheel between knees, try to turn bars side to side and brakes levers up and down <i>Checking for loose stems, bars or levers and bar alignment</i></p>	
5	<p>Holding the bike by the handlebar stem press the front tyre, push wheel side to side <i>Checking for tyre pressure, tight/loose wheel bearings, wheel nuts/quick release, brake block alignment</i></p>	
6	<p>Holding the front of the bike up turn the bars side to side then spin the front wheel <i>Turn bars to check for tight headset and cables or anything else restricting steering movement. With the wheel spinning look for rubbing brakes, buckled/bent rims, bulges, cuts holes or bad wear on tyre</i></p>	
7	<p>Holding the bike by the saddle press the back tyre, push wheel side to side then lift back and spin the wheel forwards <i>Checking for tyre pressure, tight/loose wheel bearings (and suspension pivots), wheel nuts/quick release, brake alignment, rubbing brakes, condition of cable/brake connection buckled/bent rims, bulges, cuts holes or bad wear on tyre</i></p>	
8	<p>Holding saddle in both hand and try to twist and tilt <i>Checking for loose saddles and seat posts and reasonable alignment</i></p>	
9	<p>Holding saddle in one hand and with cranks pointing up and down hold top crank arm and try to move it side to side <i>Checking for loose bottom bracket bearings and loose crank/bottom bracket attachment</i></p>	
10	<p>Spin pedal and repeat side to side movement holding that <i>Checking for tight or loose pedal bearings</i></p>	
11	<p>Turn the pedals backwards so the other one is at the top <i>Checking chain and freewheel as you spin backwards repeat checks for crank and pedal</i></p>	
12	<p>With back wheel off the ground turn the pedals forwards and, where appropriate, shift gears through full range (front and back) <i>Checking for- Single gear, chain tension and smooth running. Multi gear, indexing, limits on movement, stiff chain links, tightness of shifters on bars</i></p>	

THE M CHECK SEQUENCE		
<p>This alternative sequence works methodically from the front to the back of the bike. It has the advantage of being an easily memorised way of covering all parts but, as some high priority items such as the back brake are towards the end of the process, there is the risk that time pressures or distraction by minor faults in less safety critical areas leads to these being missed.</p>		
1	<p>Holding the bike by the handlebar stem press the front tyre, push wheel side to side <i>Checking for tyre pressure, tight/loose wheel bearings, wheel nuts/quick release, brake block alignment</i></p>	
2	<p>Grip front wheel between knees, try to turn bars side to side and brakes levers up and down <i>Checking for loose stems, bars or levers and bar alignment</i></p>	
3	<p>Holding the front of the bike up turn the bars side to side then spin the front wheel <i>Turn bars to check for tight headset and cables or anything else restricting steering movement. With the wheel spinning look for rubbing brakes, buckled/bent rims, bulges, cuts holes or bad wear on tyre</i></p>	
4	<p>Stand beside the bike, hold the bars with front brake on <i>Checking brake lever movement (not pulling right back to the bars), comfy lever position on handlebars, cable condition and alignment of bars</i></p>	
5	<p>Push forwards and backwards <i>Checking brake effectiveness, headset and brake arm/calliper mountings, fork leg movement on suspension forks</i></p>	
6	<p>Hold the bars with back brake on, push backwards and forwards <i>Checking brake lever movement, cable condition, position and tightness on handlebars, brake effectiveness</i></p>	
7	<p>Holding saddle in one hand and with cranks pointing up and down hold top crank arm and try to move it side to side <i>Checking for loose bottom bracket bearings and loose crank/bottom bracket attachment</i></p>	
8	<p>Spin pedal and repeat side to side movement holding that <i>Checking for tight or loose pedal bearings</i></p>	
9	<p>Turn the pedals backwards so the other one is at the top <i>Checking chain and freewheel as you spin backwards repeat checks for crank and pedal</i></p>	
10	<p>Holding saddle in both hand and try to twist and tilt <i>Checking for loose saddles and seat posts and reasonable alignment</i></p>	
11	<p>Holding the bike by the saddle press the back tyre, push wheel side to side then lift back and spin the wheel forwards <i>Checking for tyre pressure, tight/loose wheel bearings (and suspension pivots), wheel nuts/quick release, brake alignment, rubbing brakes, condition of cable/brake connection buckled/bent rims, bulges, cuts holes or bad wear on tyre</i></p>	
12	<p>With back wheel off the ground turn the pedals forwards and, where appropriate, shift gears through full range (front and back) <i>Checking for- Single gear, chain tension and smooth running. Multi gear, indexing, limits on movement, stiff chain links, tightness of shifters on bars</i></p>	