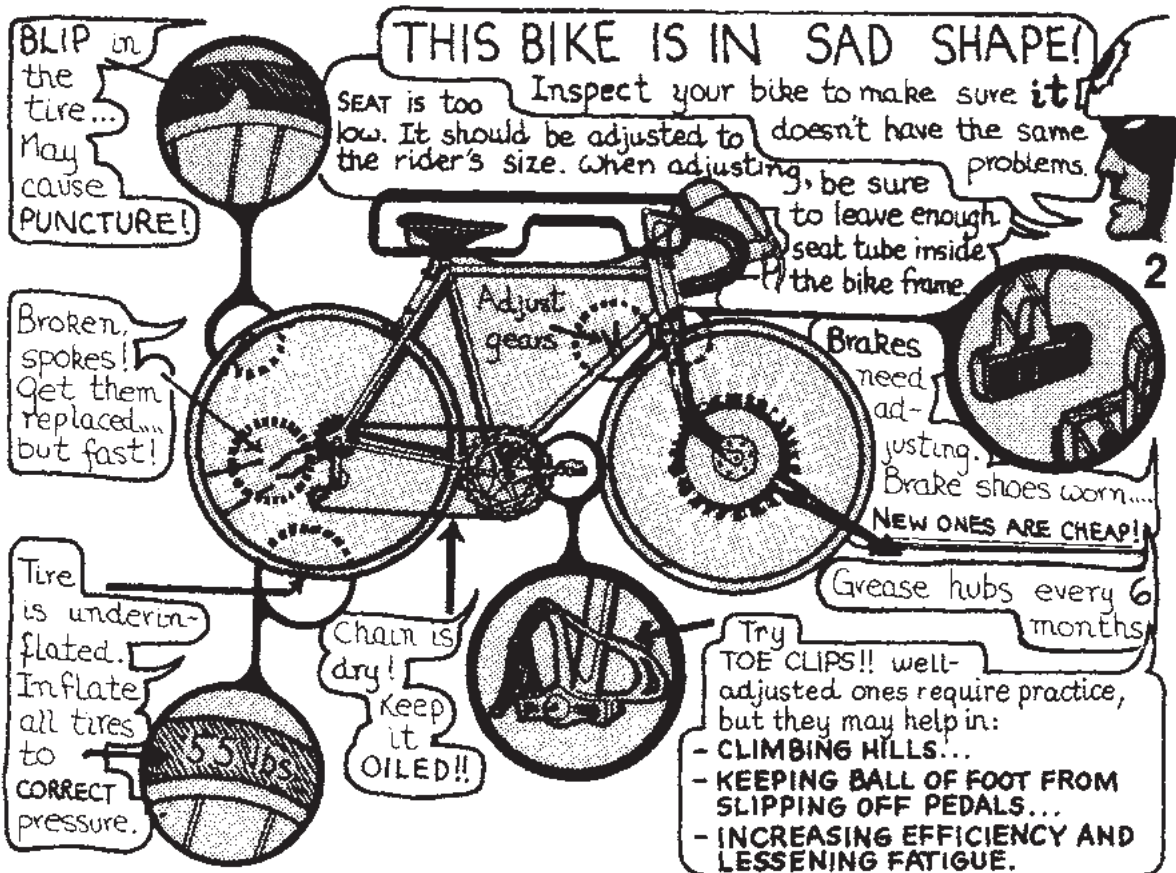




SPROCKET MAN





CHECKING YOUR BICYCLE

WHEELS

Pick up bike by saddle and spin rear wheel forward it should spin freely without

- 1) wobbling
- 2) hitting either brake block
- 3) slowing down super fast

Pull on rear brake lever to stop wheel
brake should have plenty of power to spare.
apply smoothly without jerking and hit rim squarely

Release the lever
the brake should spring out immediately

Look at brake blocks
are they

- 1) worn, cracked or crumbly?
 - 2) both an equal distance from the rim in accordance with manufacturer's specifications?
- Push wheel back and forth toward one brake block and then the other

the wheel will give, but there should be no play
Look at the tread of the tire all around
there should be neither worn-through patches nor bulges

Check inflation pressure

Pick up bike by handlebars and repeat for front wheel

FRONT END

Stand in front of bike, hold wheel tightly between knees

- try to twist handlebars
they shouldn't move
- try to pull handlebars up and down
they shouldn't move
- try to twist brake levers
they shouldn't move

Stand beside bike, lift frame near handlebars
front wheel should turn freely to the side
Try to roll bike forward and back with front brake locked

there should be no play where the fork enters the frame

Ends of handlebars protected?

FINISHING UP

- Try to twist or tilt saddle
it shouldn't move
- Wipe off reflectors, are they attached securely?
- If rollers on chain are shiny or if side plates are rusty
lubricate your chain!
- If when pedaling, you feel a clunk every time around stop immediately, and take to an expert repair person

Take your bike to a bike shop at least once a year for a tune-up and safety check.

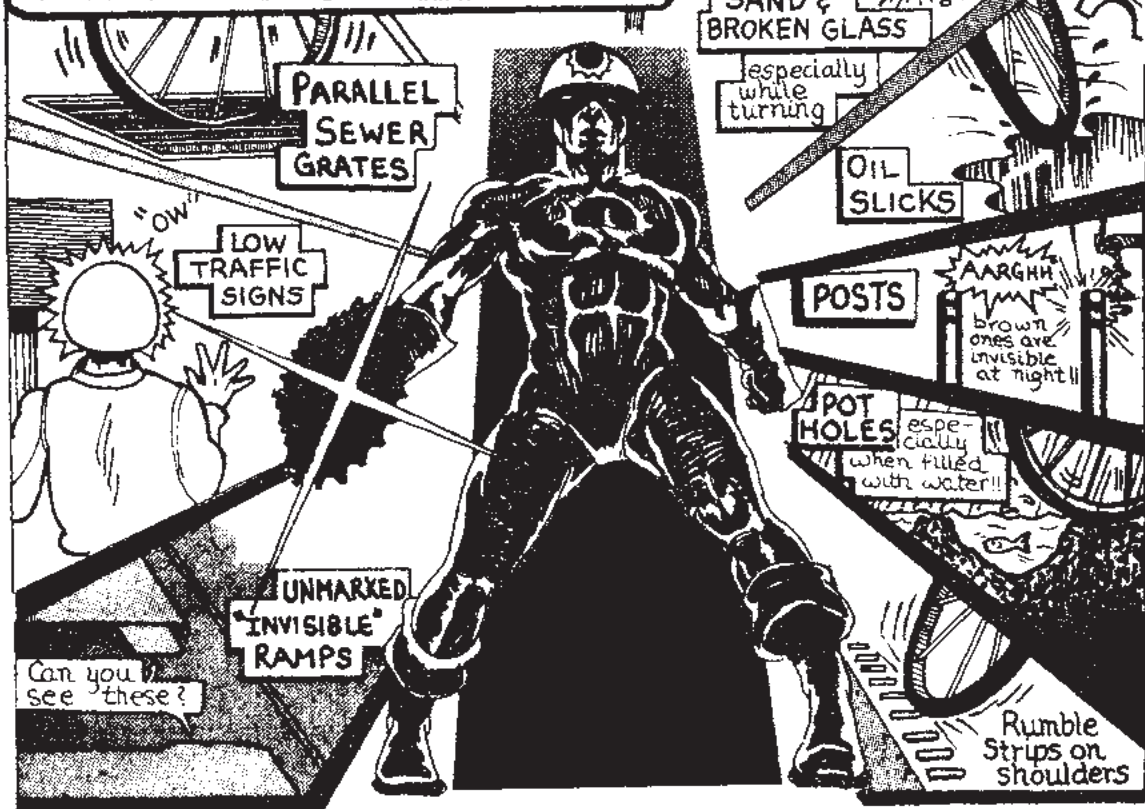
The sheer **NUMBER** of bikes in use these days shows that the days when bikes were merely **TOYS** for kids are **BYGONE**..... and that the **ANARCHY** of the cyclist can be afforded **NO LONGER**!

Young children should not ride at night. Children under age nine should not ride in the roadway as they do not have the skills to identify and avoid dangerous situations.

Here are a few tips on **SURVIVAL** skills and **SAFE** riding etiquette.

HAZARDS you should be especially aware of are listed below.....

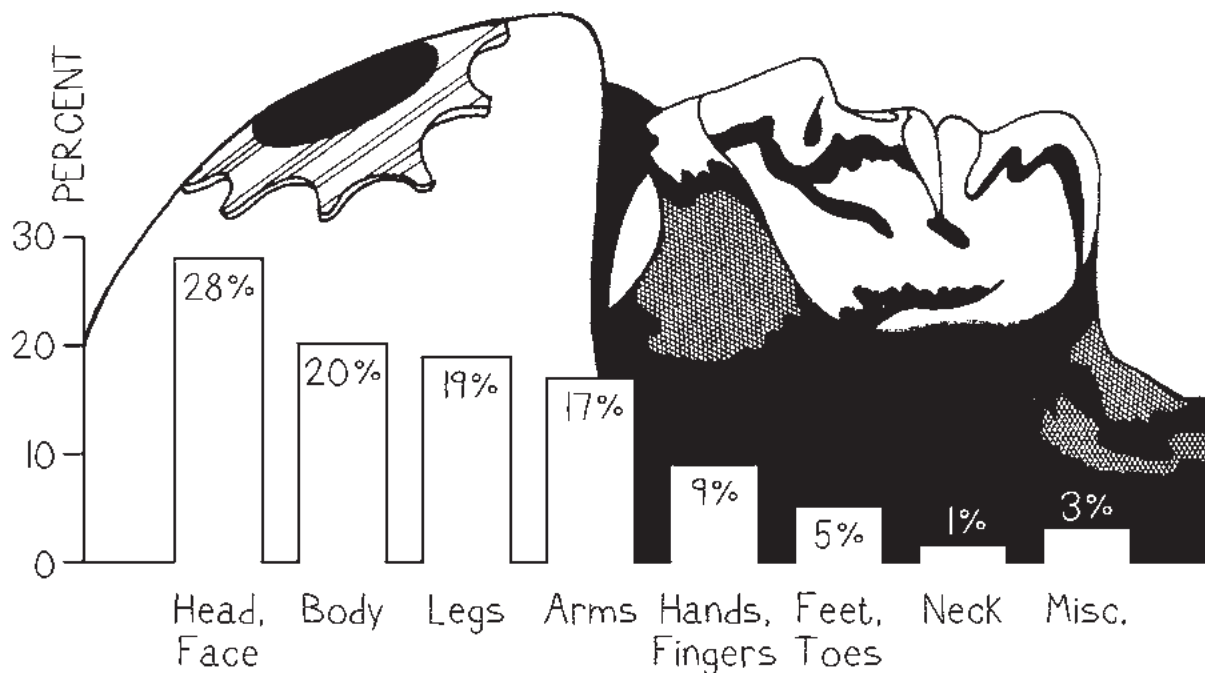
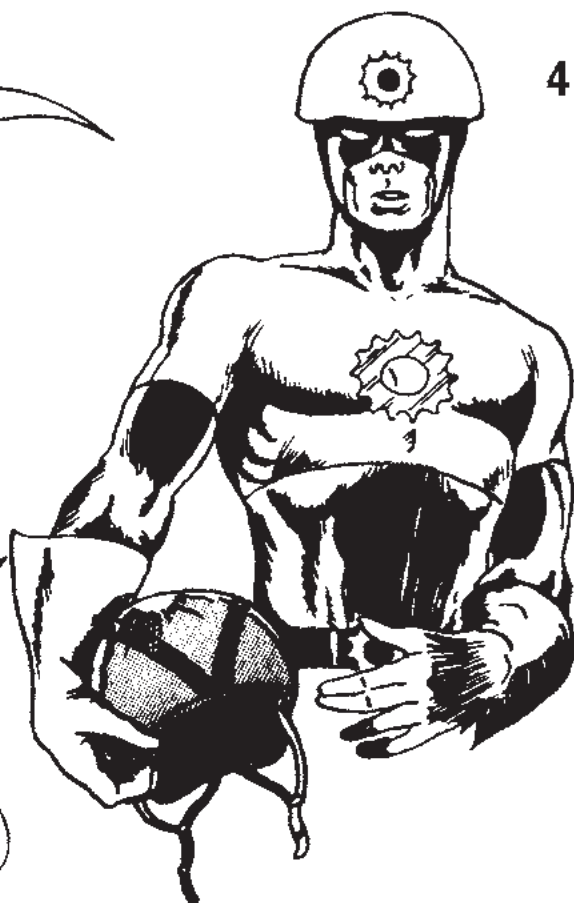
Should you encounter a hazardous situation, **CONTACT** your city or state bicycle/pedestrian coordinator. Tell him or her you've found a "**DANGEROUS AND DEFECTIVE CONDITION**" and where it is. (A PICTURE MIGHT HELP.)



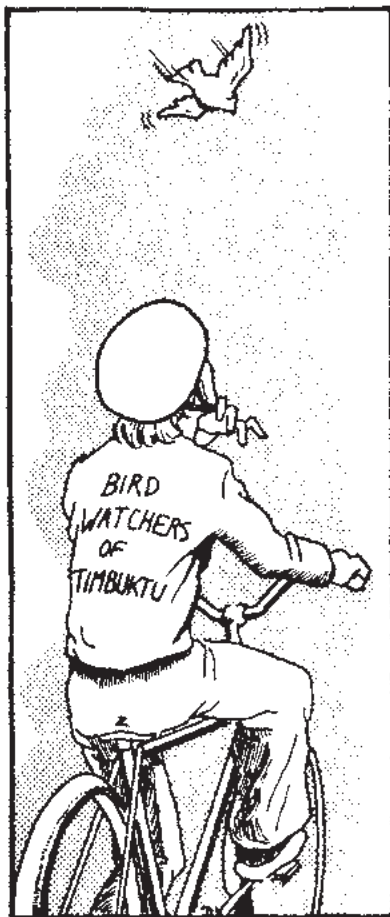
Most bicycle-related deaths result from head injuries

HELMETS help avoid head injuries !

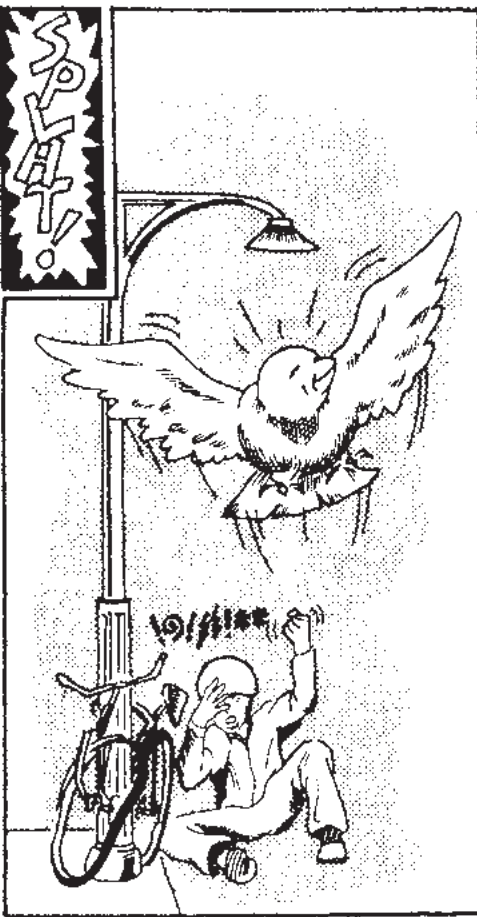
Choose a helmet with the help of a dealer to assure proper fit. If the helmet is involved in a crash, replace it or have it examined by the manufacturer before reuse.



Statistics from the CPSC National Electronic Injury Surveillance System (NEISS)



**SO
L
A
T!**

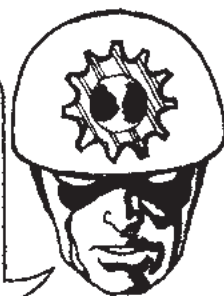


**PAY
ATTENTION
AND
KEEP
YOUR
EYES
ON
THE
ROAD!!**

5



BE SEEN DAY AND NIGHT! During the day, wear darker colors, to contrast with surroundings. At night wear reflective trimmed clothing, or apply reflective trim to your clothes.



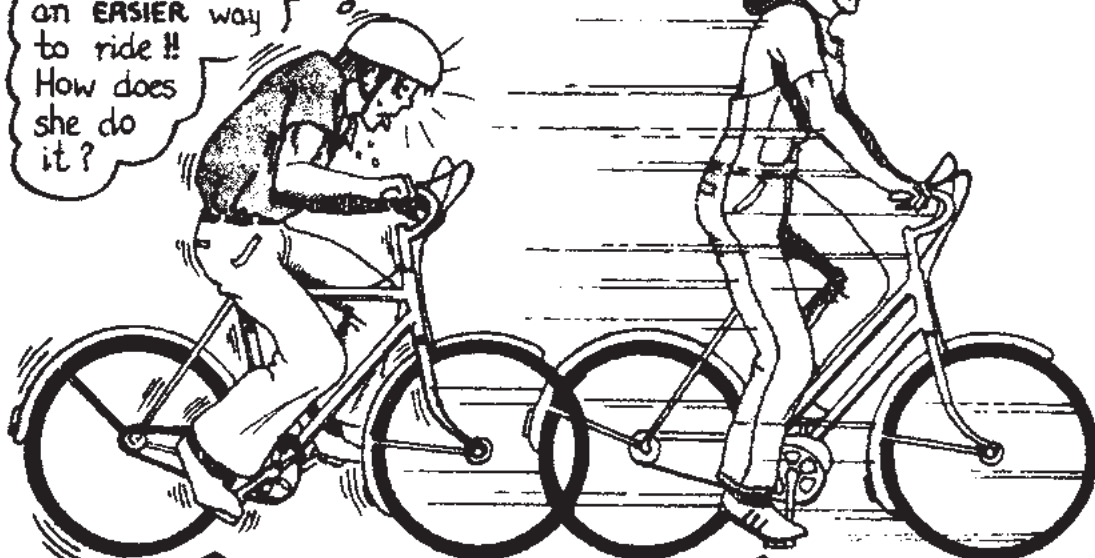
Make sure these are attached to bike:

- ☼ WHITE HEADLIGHT.
- ☼ REAR RED REFLECTOR.
- ☼ WHITE OR YELLOW REFLECTOR ON PEDALS.
- ☼ YELLOW OR WHITE (IN FRONT) AND RED OR WHITE (IN REAR) SIDE REFLECTORS.

Also, never wear headphones while riding. Headphones impair your ability to hear motor vehicle and bike traffic.

!PANT! !PANT!

There's gotta be
an **EASIER** way
to ride!!
How does
she do
it?



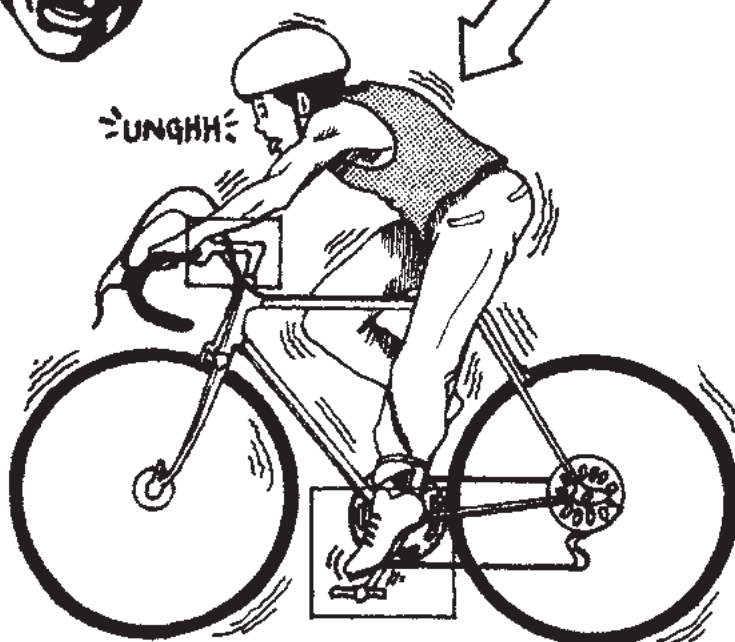
Try **WALKING** like **THAT**.....Low
efficiency, eh? So use
FULL LEG EXTENSION.....

.... the way she's doing it!!
**LEGS WORK BEST AT
FULL EXTENSION!** Note,
however, the **SLIGHT KNEE BEND**.



**NEVER RIDE A BIKE THAT'S TOO BIG FOR
YOU!** You simply have too little control!

!UNGH!



This applies to
SEAT HEIGHT and
STEM LENGTH.

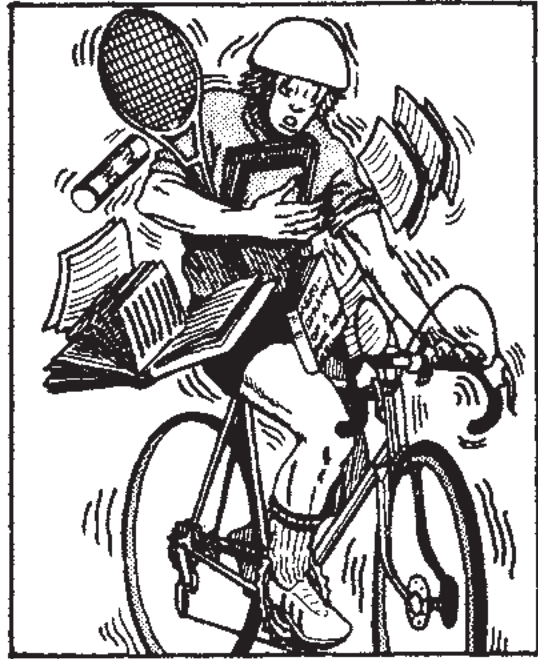
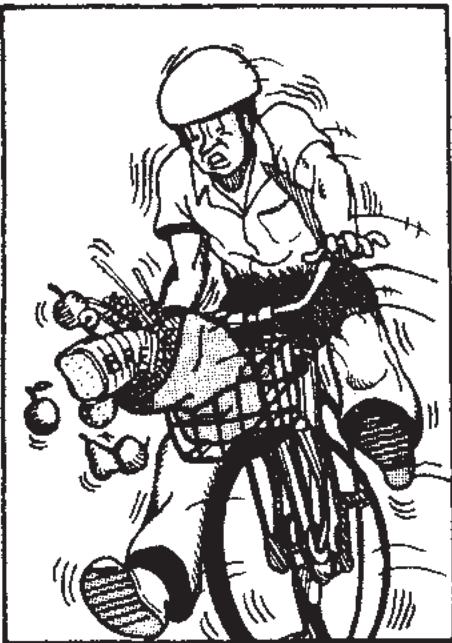
When your seat
height is **PROPERLY**
adjusted, the
handlebar will be
slightly **LOWER**
than the seat.

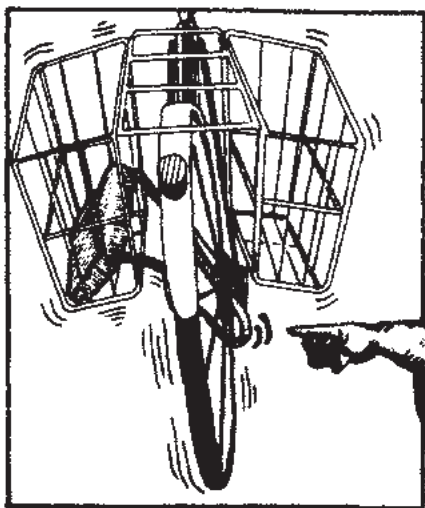
"DON'T CARRY ANYTHING
THAT MAY HAMPER YOUR
CONTROL OF YOUR BIKE!"

Plan ahead and use
a BACK-PACK !!



Front baskets have a
center of gravity that's
way too high.... which
makes for awkward
steering. **REAR BASKETS
AND RACKS** work better!



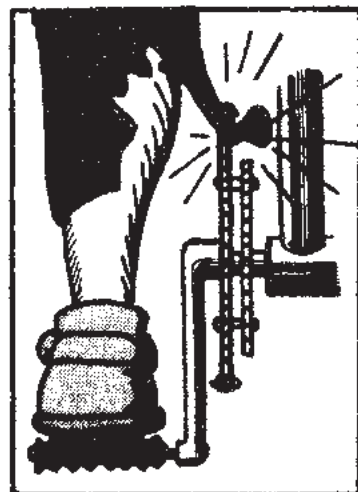


WATCH OUT for objects that may **DANGLE**, like a purse strap or chain.... they will **CATCH** in your wheels!!

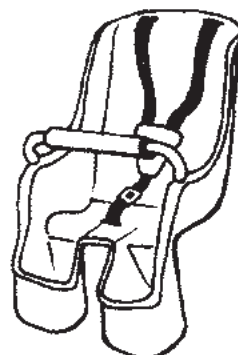
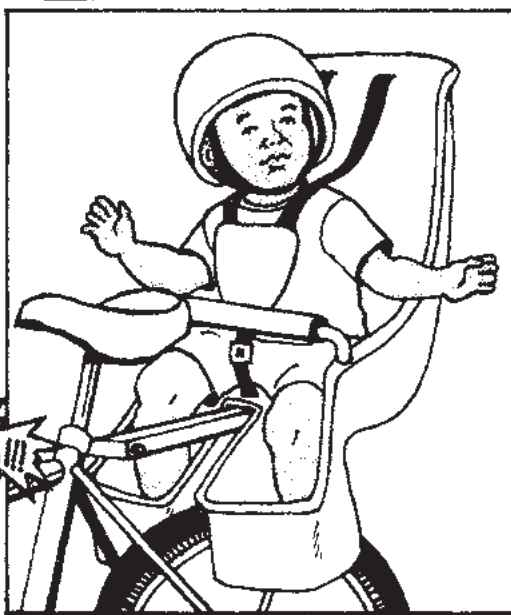
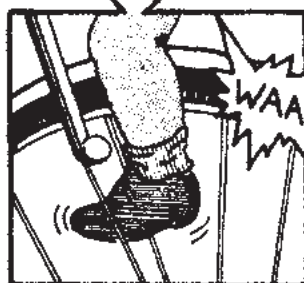
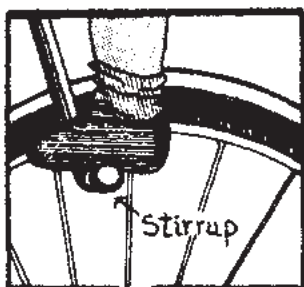


This goes for **PANT CUFFS** as well!

Pant cuffs caught in bike chain can **easily** lead to an accident... and assuredly to dirty cuffs. When riding roll up your cuffs, or tuck them into your socks, or better yet... clip'em in with those nifty pant clips.

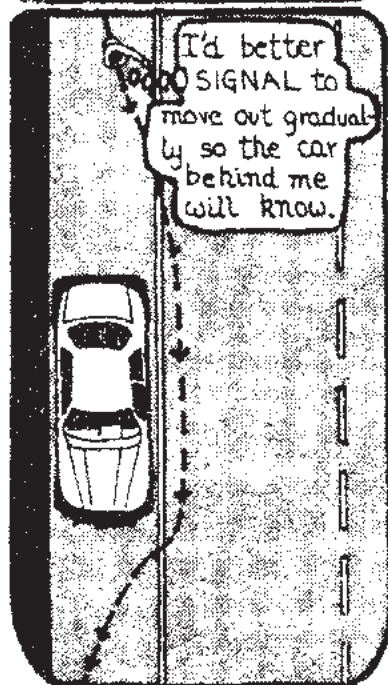


And for you parents...or rather - more importantly - for your children, make **SURE** their feet will not be caught in the wheels. Baby seats with only **STIRRUPS** to support the baby's feet are **DANGEROUS!**



Child seats have been known to fall off Moving bikes with child **ATTACHED!**
FASTEN SEATS SECURELY!!

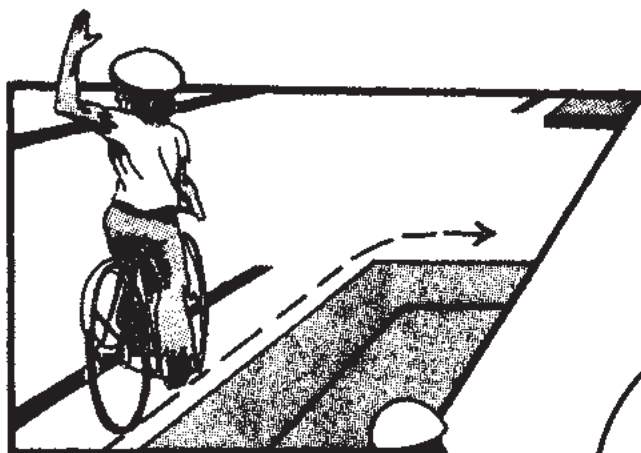
THINK AHEAD...



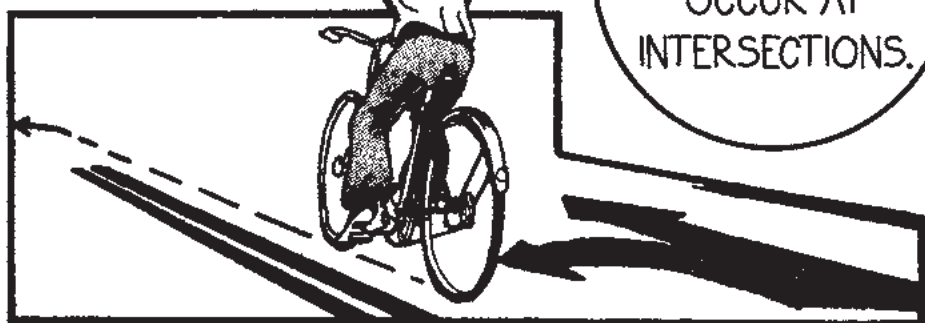
THE KEY CONCEPT TO SAFE BICYCLING
- **BE PREDICTABLE** - AND SIGNAL
YOUR MOVES!! COMMUNICATE.



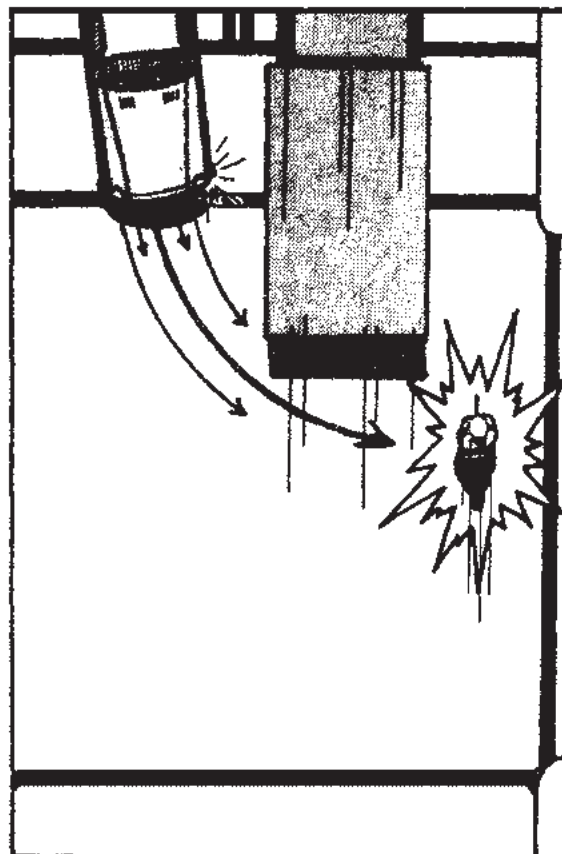
...LOOK, ESTABLISH
EYE CONTACT,
THEN MOVE
GRADUALLY
INTO TRAFFIC
TO PASS THE
PARKED CAR.



SIGNAL
AT
TURNS!



SERIOUS BIKE
ACCIDENTS CAN
OCCUR AT
INTERSECTIONS.



When going straight through
an intersection, never follow
a **TRUCK** or **BIG CAR** closely
'cause you'll then be
HIDDEN FROM VIEW!

The **ONLY**
SAFE WAYS
to make a
LEFT TURN...

END UP ON RIGHT SIDE
OF RIGHT LANE.

LOOK OUT FOR
ONCOMING CARS!

.... doing it
like a CAR....

STAY ON
RIGHT EDGE
OF LEFT LANE

LOOK BACK, SIGNAL,
AND MOVE **QUICKLY** INTO
LEFT LANE (DON'T JUST DRIFT
INTO IT!)

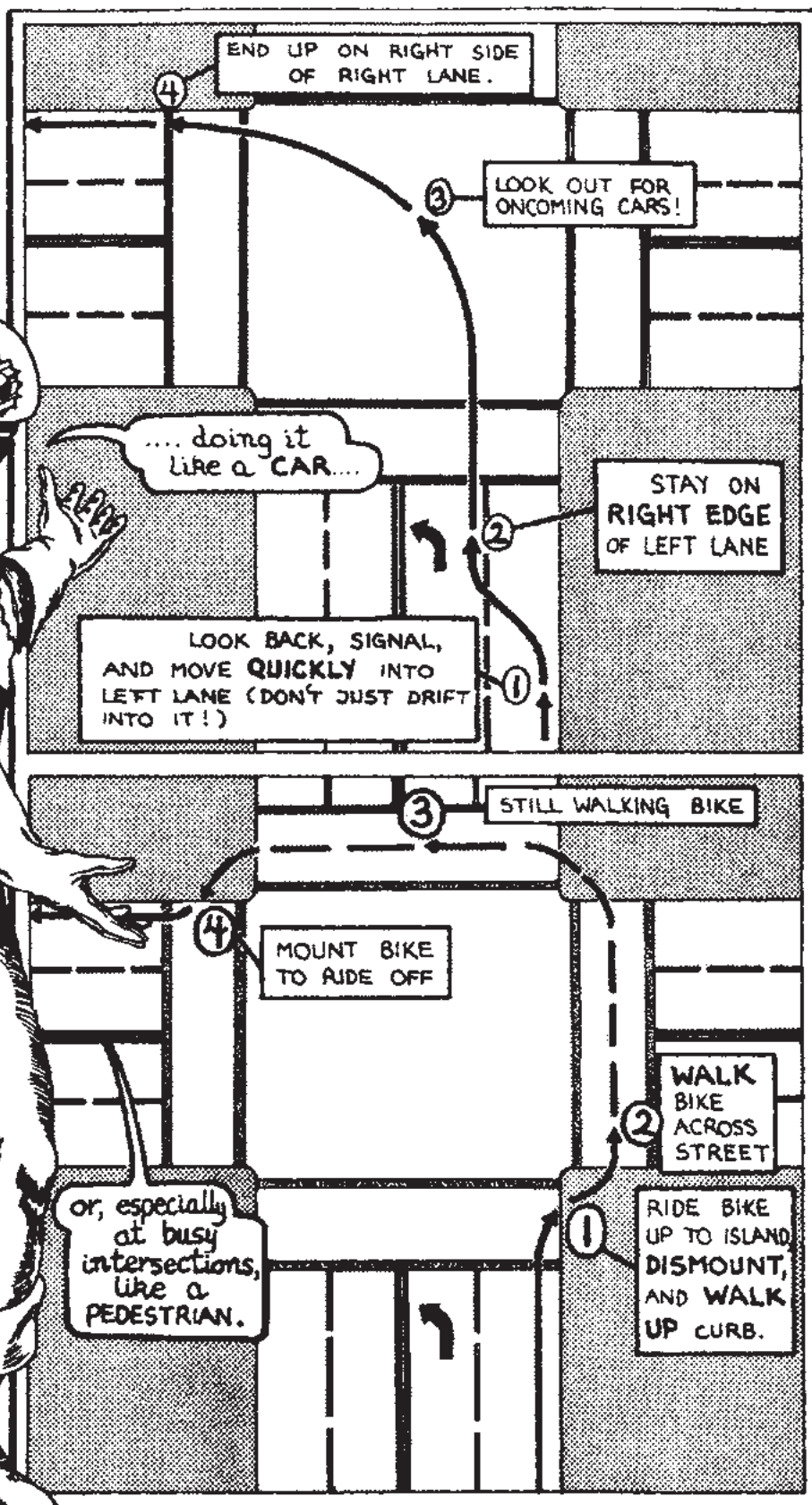
STILL WALKING BIKE

MOUNT BIKE
TO RIDE OFF

WALK
BIKE
ACROSS
STREET

RIDE BIKE
UP TO ISLAND
DISMOUNT,
AND WALK
UP CURB.

or, especially
at busy
intersections,
like a
PEDESTRIAN.





WAIT YOUR TURN
AT INTERSECTIONS!

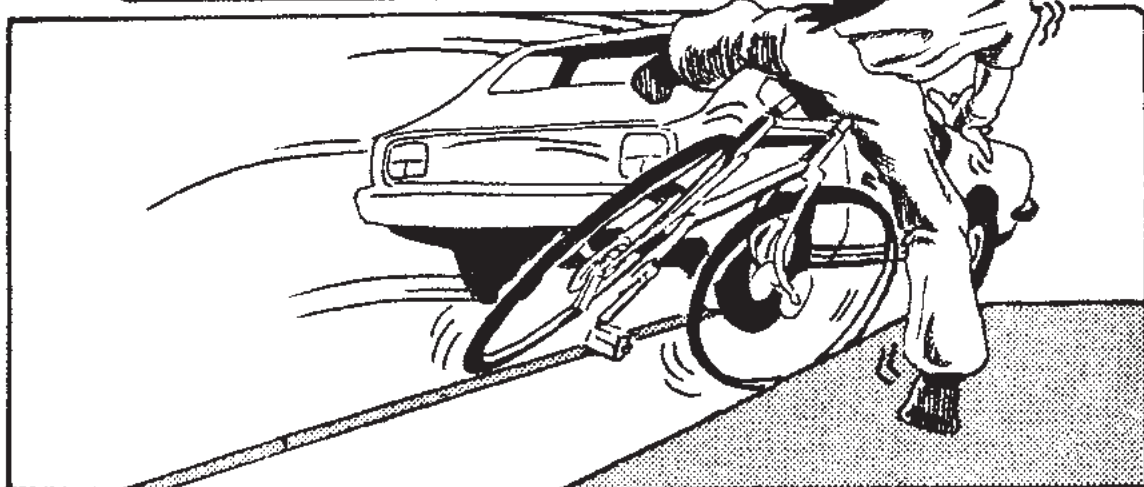
Whether you are
going straight or
turning right...
**DON'T PASS A
CAR ON THE
RIGHT !!**

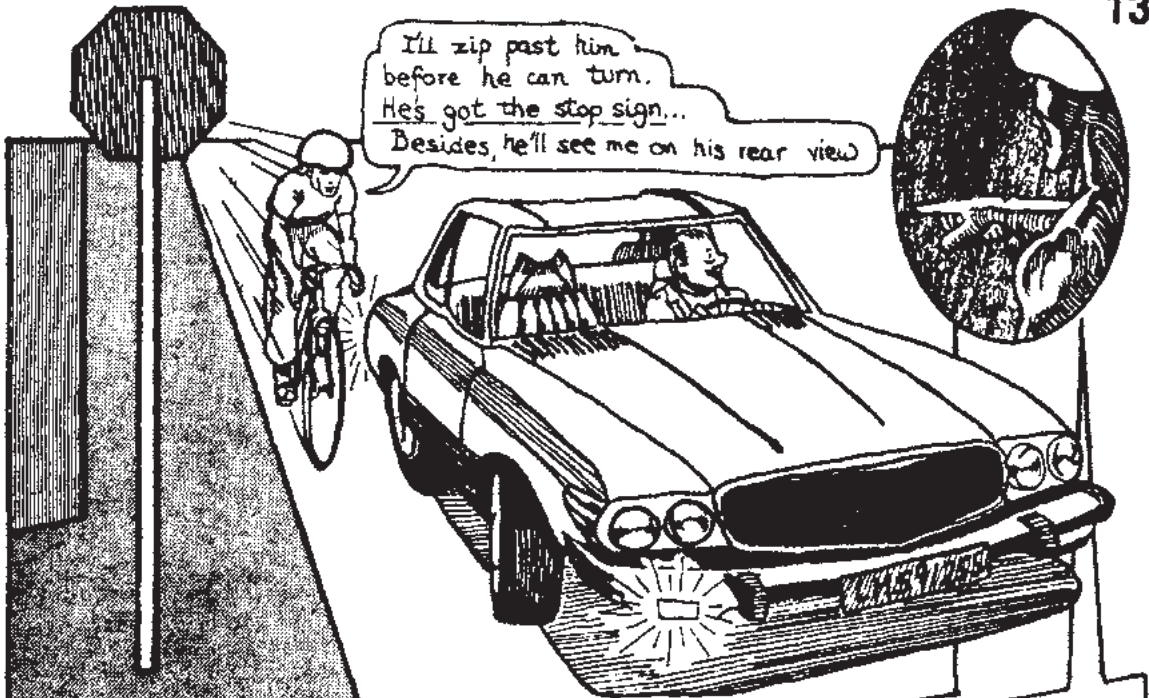
12



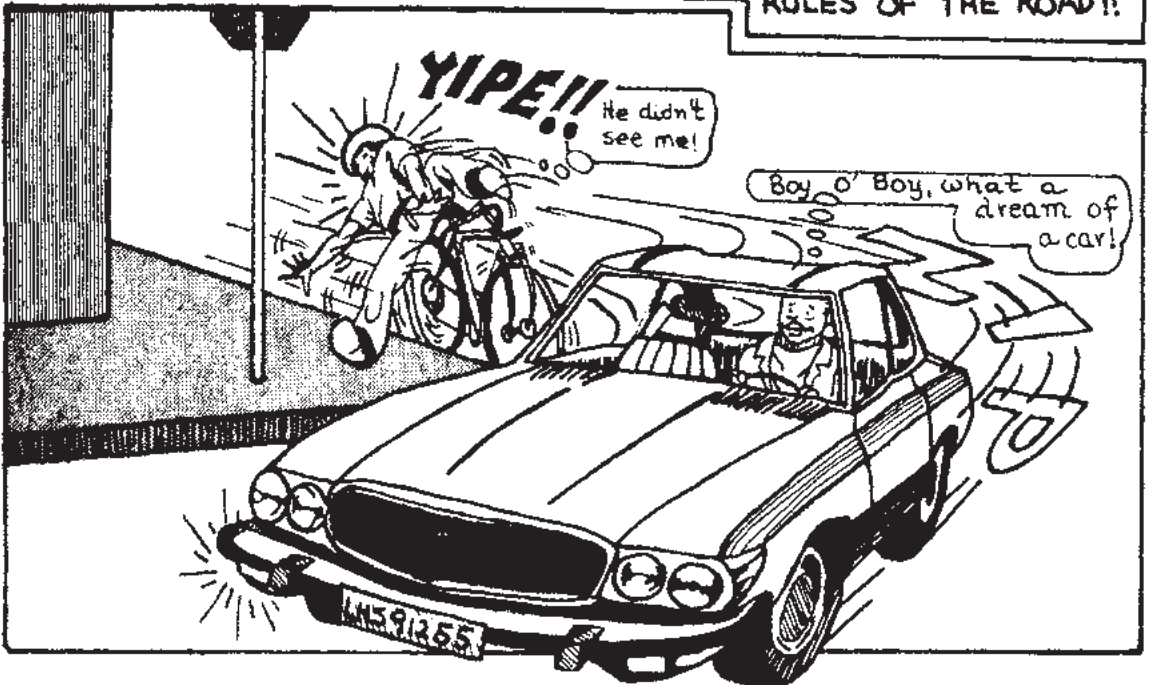
Even if you're in a bike lane,
the car beside you might
SUDDENLY make a right turn
WITHOUT SIGNALING.
SO WATCH OUT !!

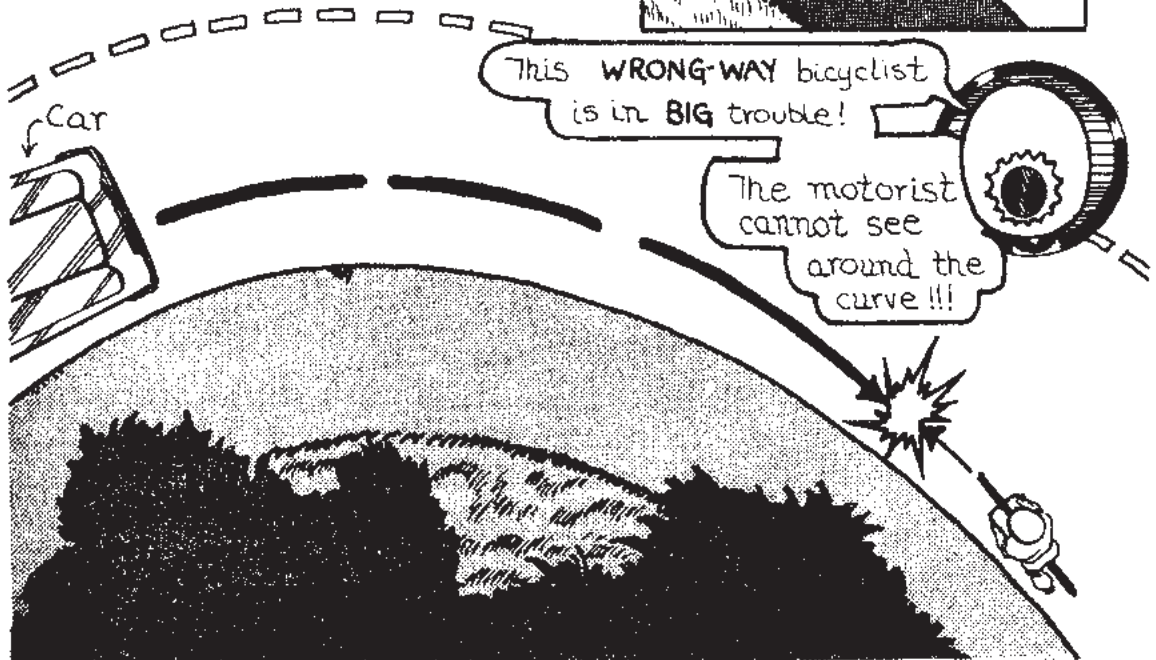
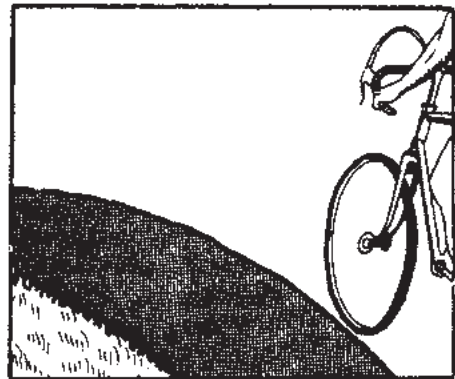
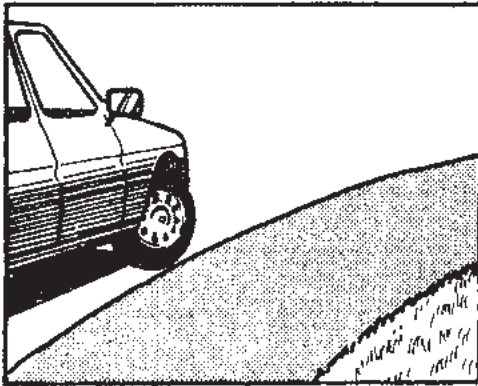
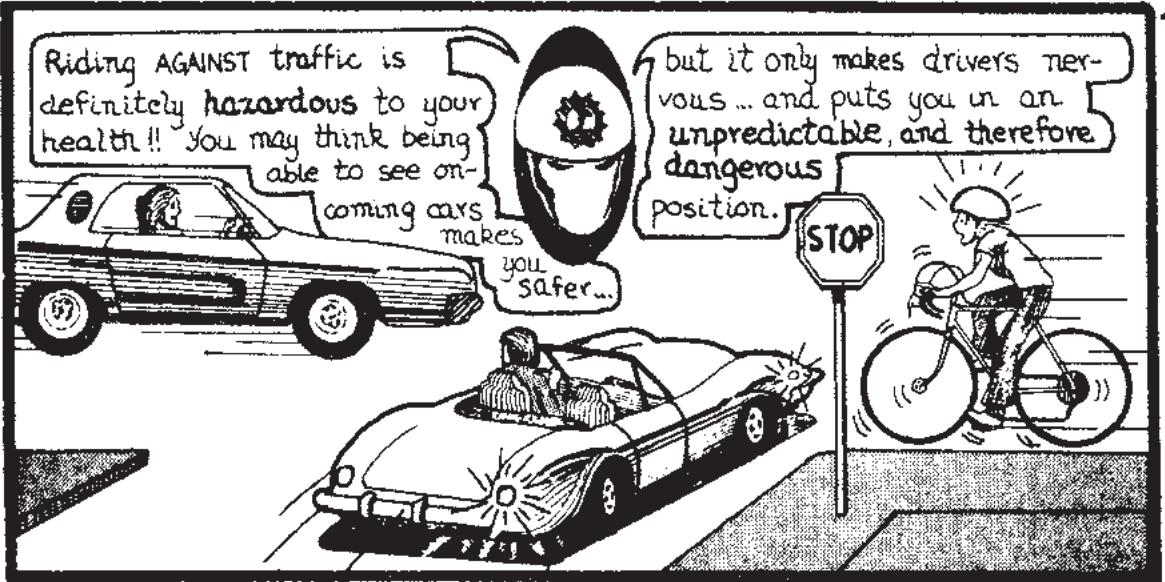
YEDWRS!

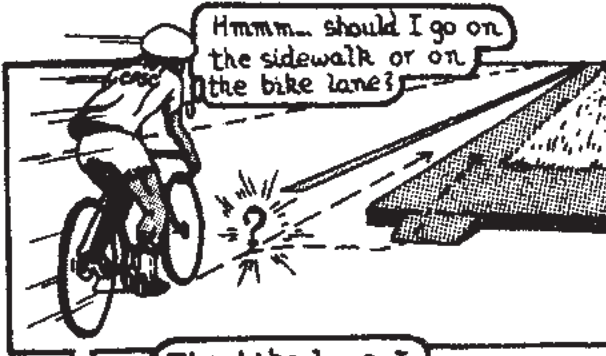




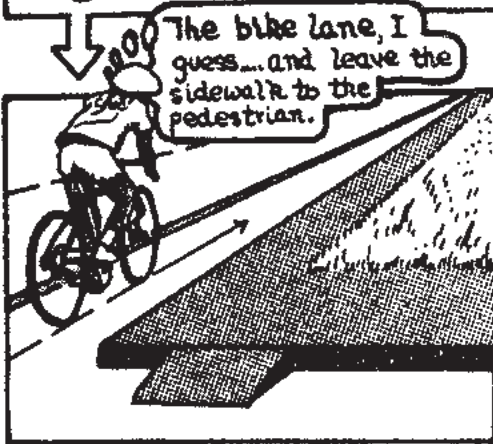
When bicycles are ridden as vehicles, they are subject to the state vehicle codes Under those laws, your status as bicyclist* is : "EVERY PERSON RIDING A BICYCLE UPON A ROADWAY HAS ALL THE RIGHTS AND DUTIES APPLICABLE TO THE DRIVER OF A VEHICLE," So STOP at all stop signs and stop lights AND OBEY THE RULES OF THE ROAD!!



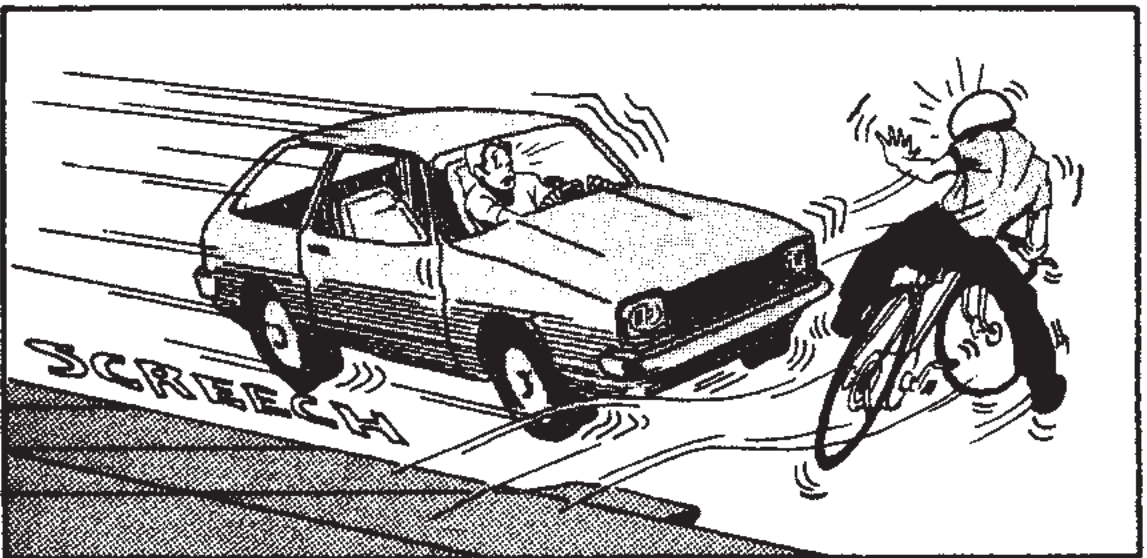




Use the **BIKE LANE** and street instead of the sidewalk and avoid pedestrian-bicyclist **CONFLICTS!!**



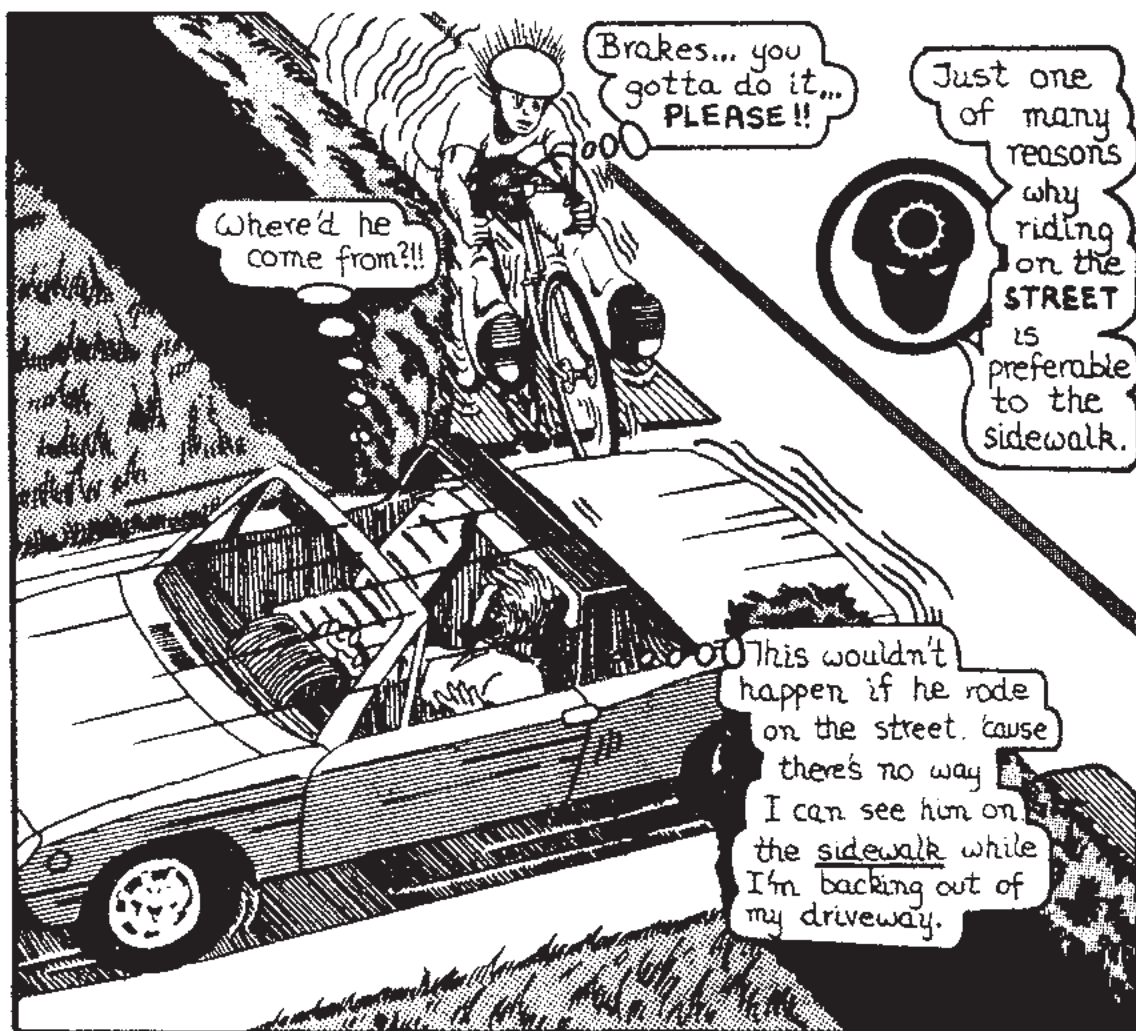
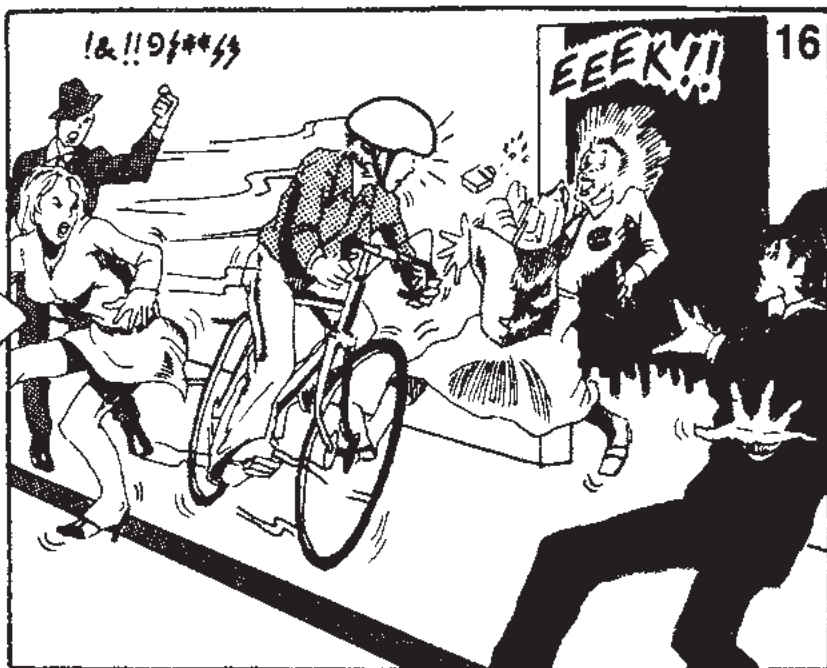
If you have to use the sidewalk, **DON'T FLY DOWN THE BIKE RAMP INTO TRAFFIC!!** Cars don't expect vehicles (including bikes) to come from anywhere but a street. **SO WATCH OUT!!**



A suggestion to the **PEDESTRIAN**: **LEAVE THE BIKE RAMPS FOR BICYCLES AND WHEELCHAIRS.**



DON'T RIDE
ON **BUSINESS**
DISTRICT
SIDEWALKS!



BRAKE



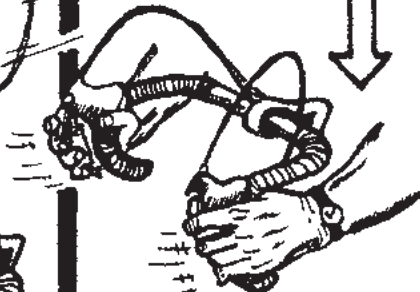
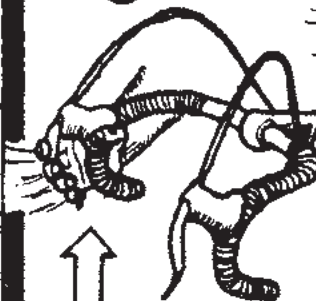
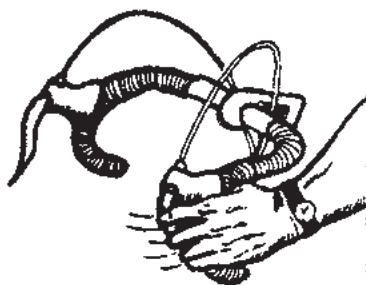
SAFELY.... BY USING...

17

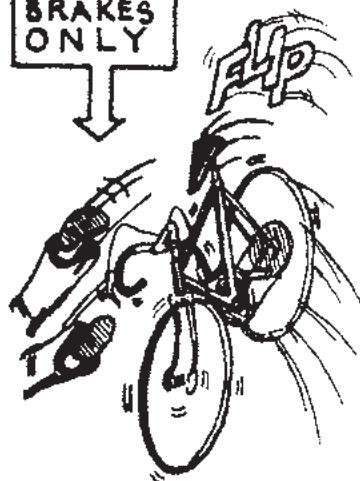


BOTH BRAKES

FOR QUICK
SMOOTH
STOPS!!

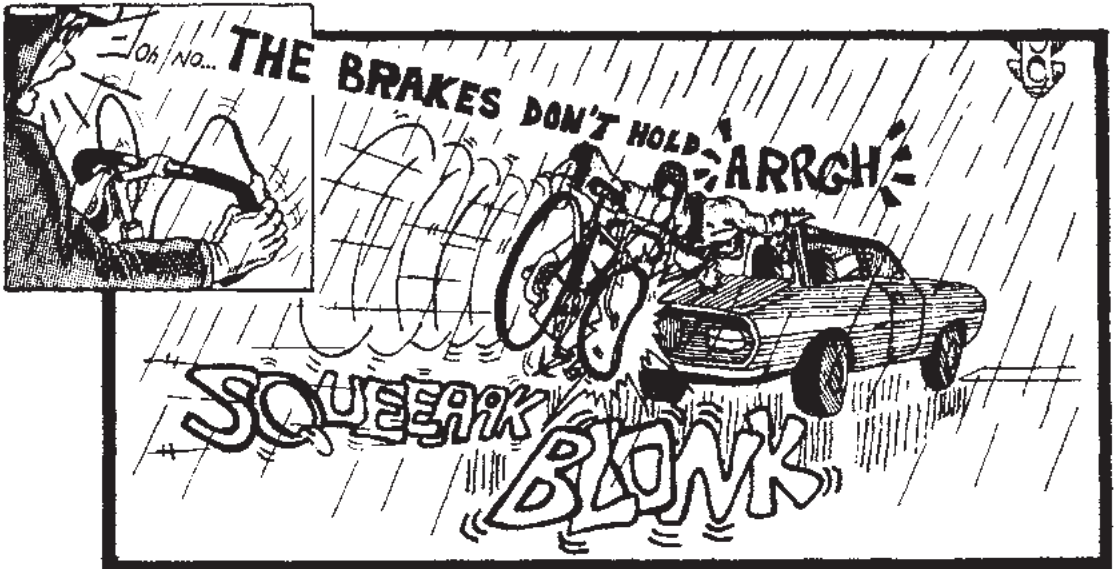
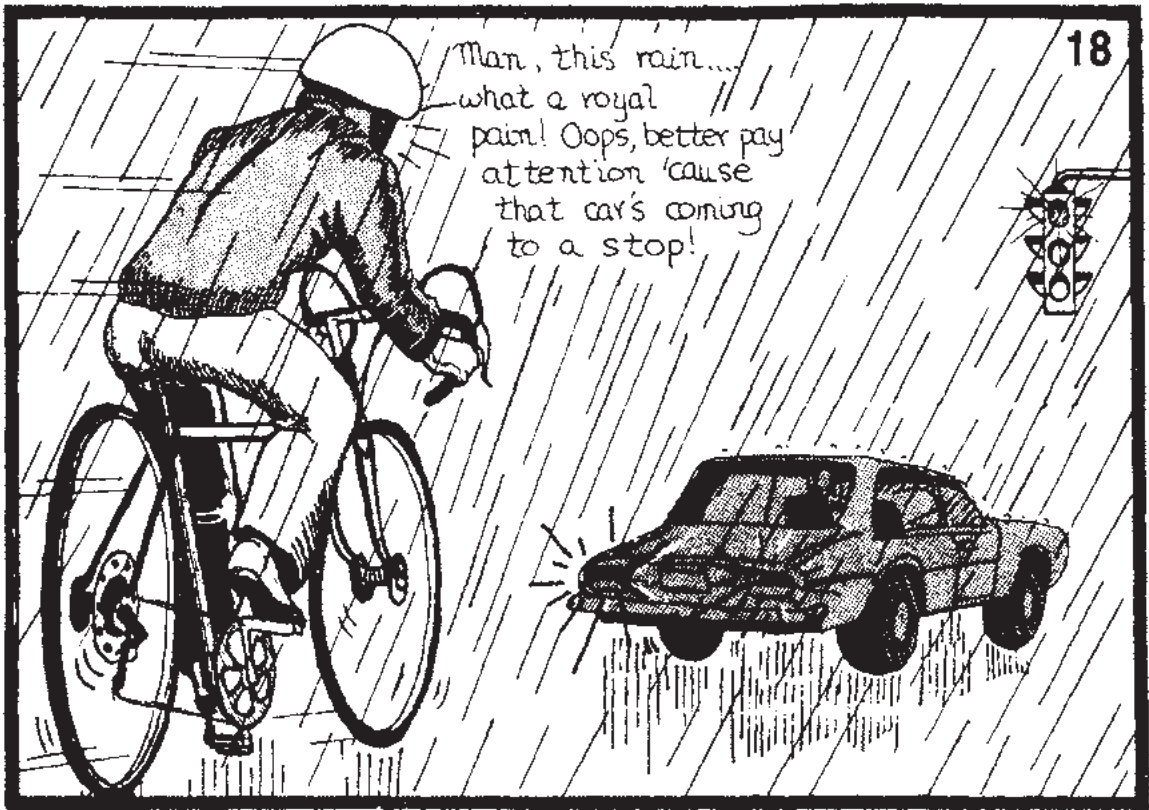


FRONT
BRAKES
ONLY



REAR
BRAKES
ONLY





RAIN IS A PAIN!

- o Handbrakes DO NOT work nearly as well in rain. Allow more time to stop than on dry pavement.
- o Ride SLOWER than normal.
- o Wear a LIGHT if visibility is poor.



Remember, above all.....

BE PREDICTABLE

in your riding!! Make your
intention known!

LIGHTS AT



RIGHT

RIDE
WITH
TRAFFIC

DON'T
SWERVE!!

SIGNAL

AT

TRAFFIC SIGNAL

OBEY ALL



I
live
dangerously.....

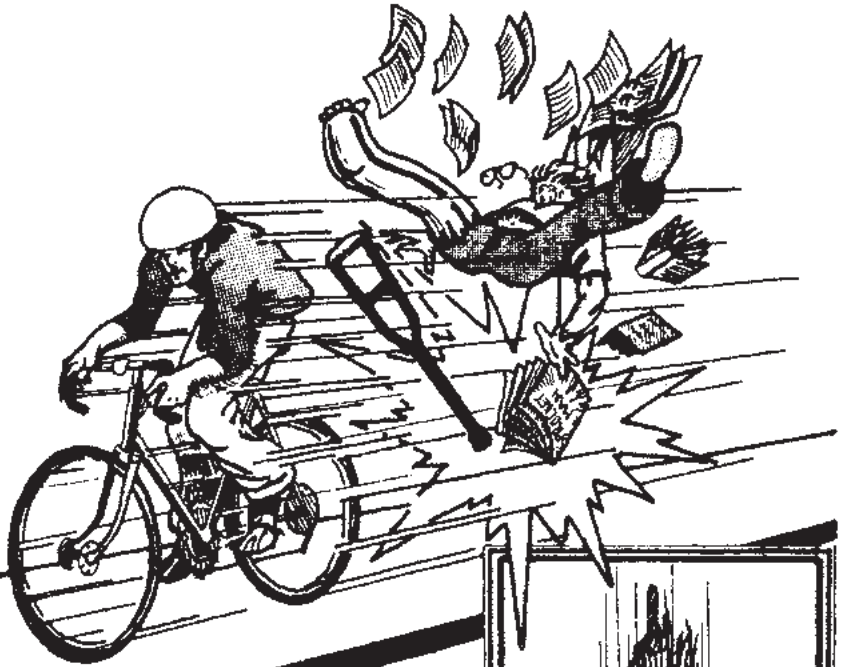


PEDESTRIANS HAVE THE RIGHT OF WAY!!

20

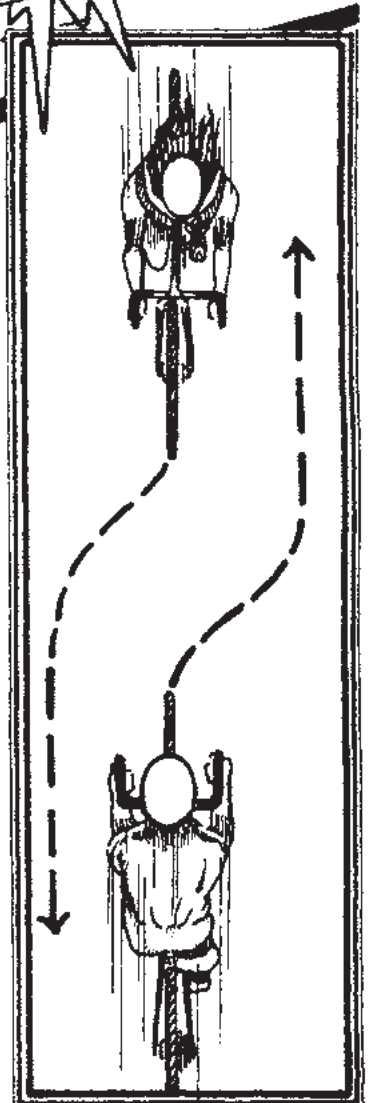
Play the **GOLDEN RULE** bit... No matter how much you like to ride a bike, **YOU'VE** got to walk **SOMETIME....**

Besides, the ped you hit may play the "**AN EYE FOR AN EYE**" bit at a later date.



However, sometimes it's much easier for the ped to **FREEZE** than the bicyclists. The ped should let the bikes go straight through while he either stops or maneuvers around the bike.

When coming **HEAD-ON** towards a pedestrian or another cyclist, **GO TO YOUR RIGHT !!**

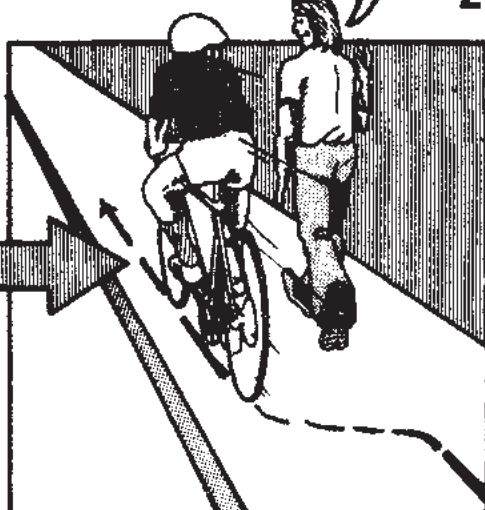
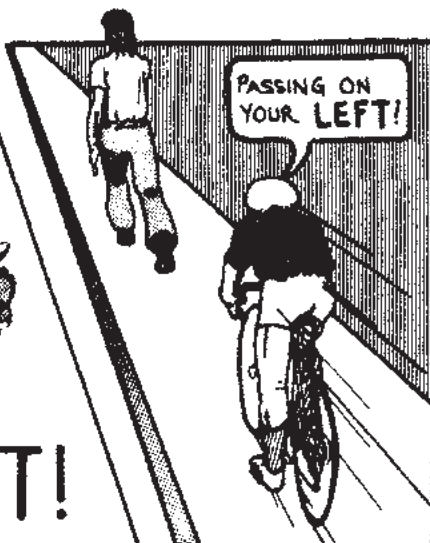


PASS A PEDESTRIAN ON

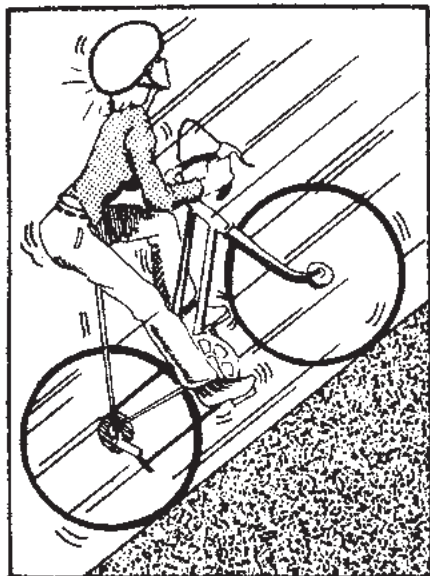
HIS
LEFT...

A
N
D

SAY IT!



21

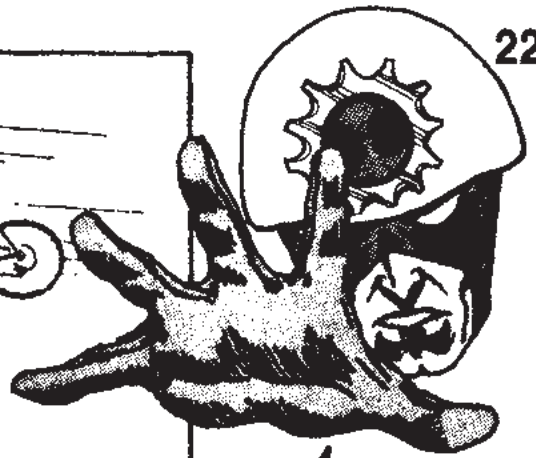
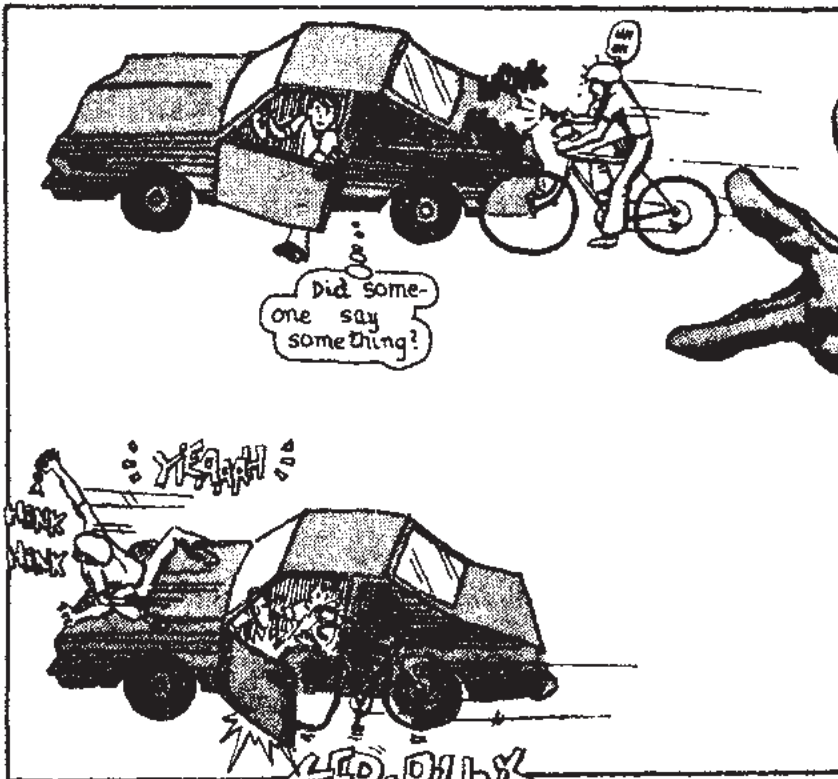


Be a pedestrian:

WALK YOUR BIKE

- when you're tired
- when a hill's too steep
- when an intersection is too complicated
- when the buffalo come to town.





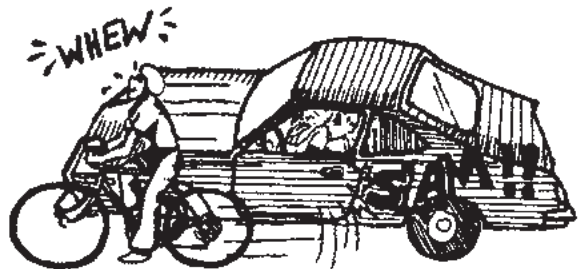
WATCH OUT
FOR OPEN-
ING CAR
DOORS!!



DON'T WASTE YOUR TIME FIDDLING A
HORN OR BELL. GO FOR YOUR BRAKES
AND.... **SCREAM!!!** MOVE LEFT BUT...
DON'T SWING INTO TRAFFIC!!

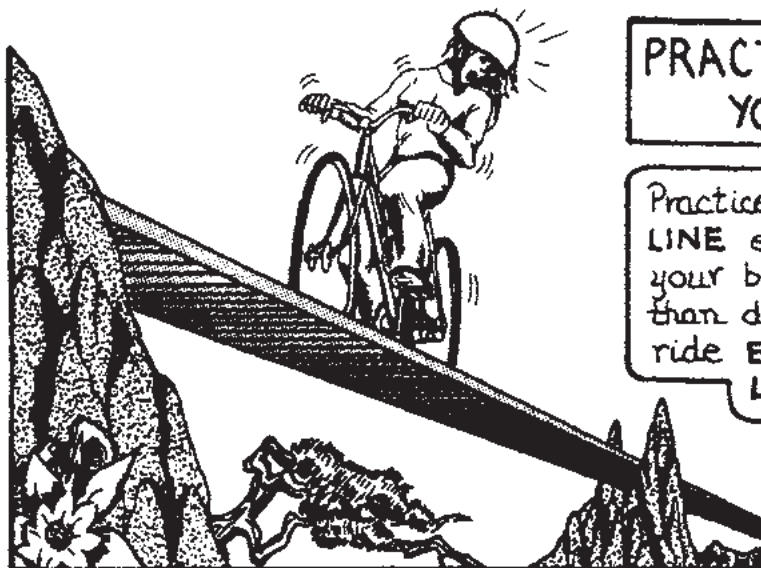


DON'T RIDE
TOO CLOSE TO PARKED
CARS.....
-KEEP AN EYE OUT FOR
DRIVER'S HEAD AS YOU
APPROACH.....
-WATCH OUT FOR DOU-
BLE-PARKING CARS
'CAUSE PASSENGERS
MAY JUMP OUT ON
YOUR LEFT.



PRACTICE RIDING YOUR BIKE !!

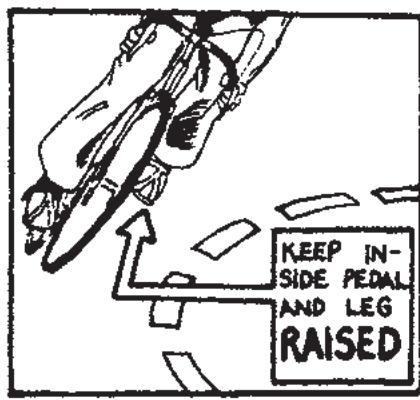
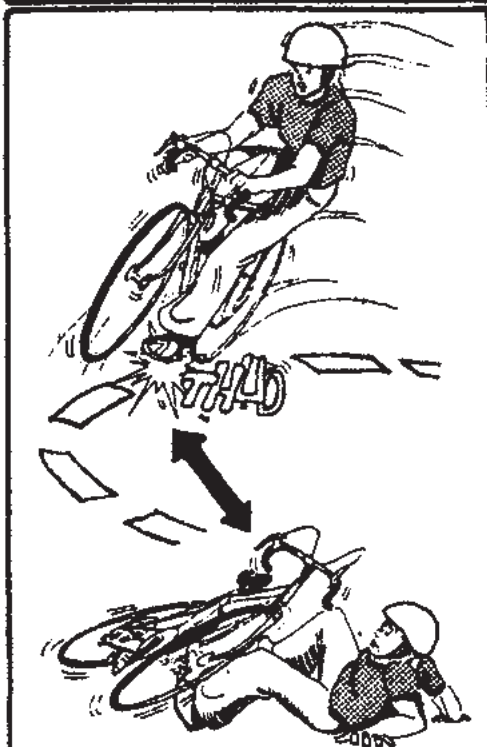
Practice riding in a **STRAIGHT LINE** every time you get on your bike (it's easier said than done). Knowing how to ride **EVENLY** may save your **LIFE**, especially on narrow roads!



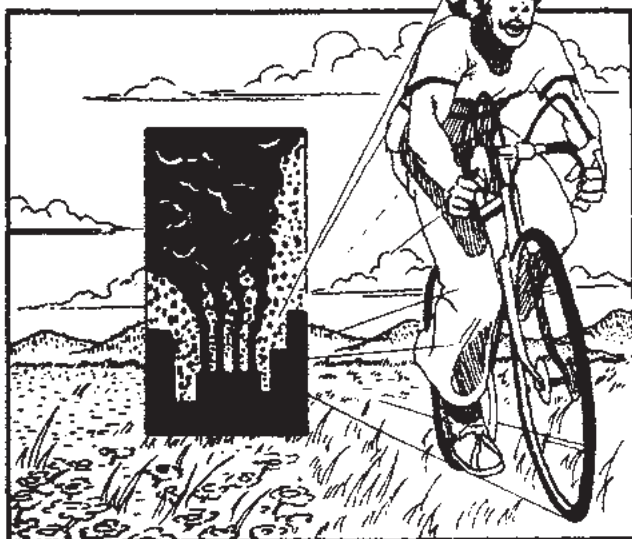
Around **CORNERS**, keep your **INSIDE** pedal and leg raised or you'll take a spill!

RIDE CREATIVELY.

Try back roads where few cars (and bikes) roam. You'll see a lot more and breathe a lot **LESS** pollution!



KEEP IN-
SIDE PEDAL
AND LEG
RAISED



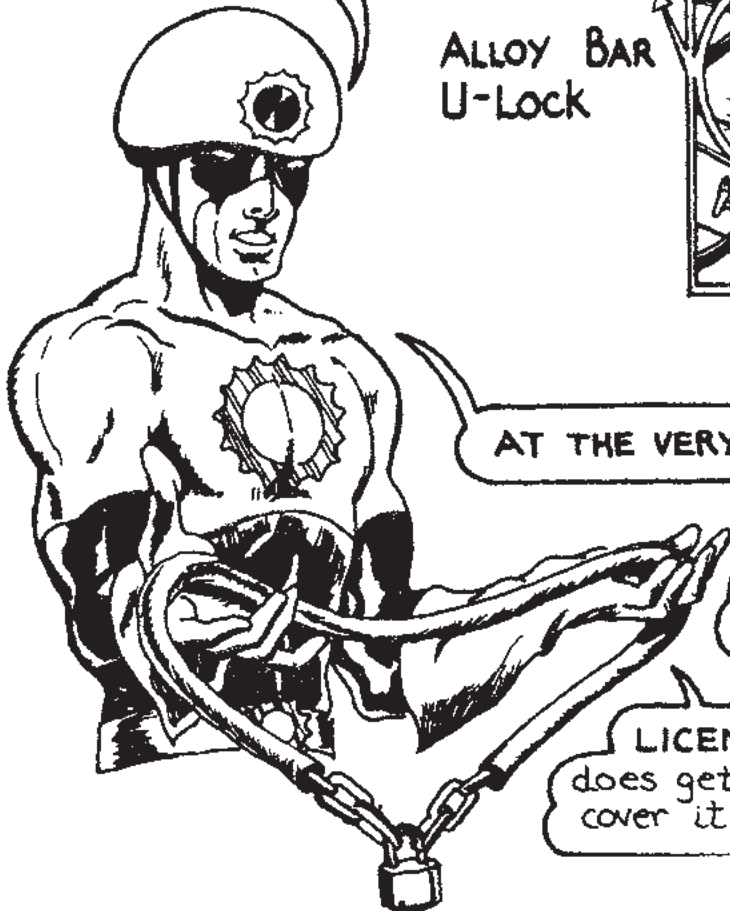
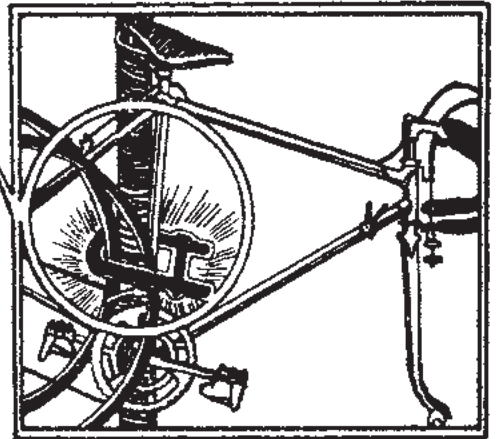
**NO LOCKING
SYSTEM IS
FOOL-PROOF !!**



However, certain bike locks
do provide **MAXIMUM SECURITY!**
Particularly for those bicy-
cles with "quick-release,"
it is best to remove
your front wheel and
lock it as well.



**ALLOY BAR
U-Lock**



AT THE VERY LEAST, use a heavy
chain (5/16" alloy)
or cable and a good
padlock.

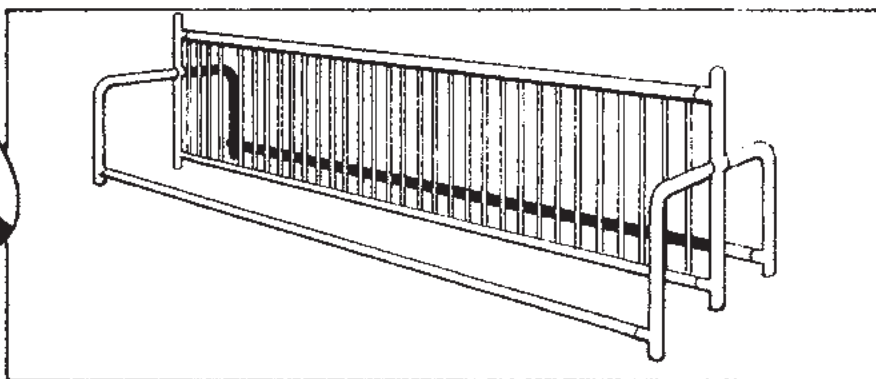
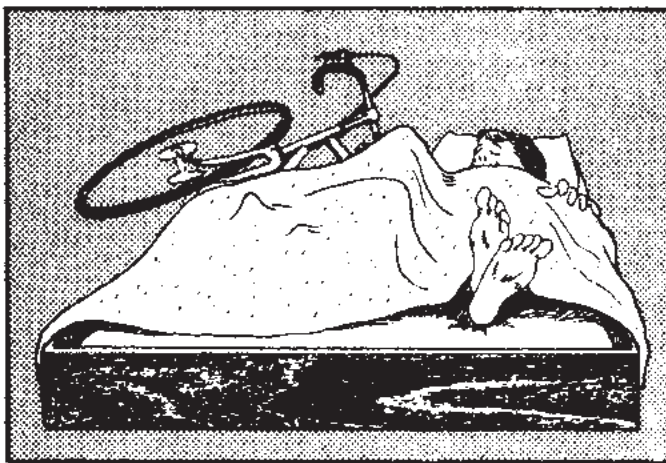
NEVER use a flimsy
combination lock and
chain !!

LICENSE your bike! If it
does get stolen, you can re-
cover it much more easily.

WHENEVER POSSIBLE,
TAKE YOUR BIKE
WITH YOU !!

Otherwise, park
in a **HIGHLY**
VISIBLE location.

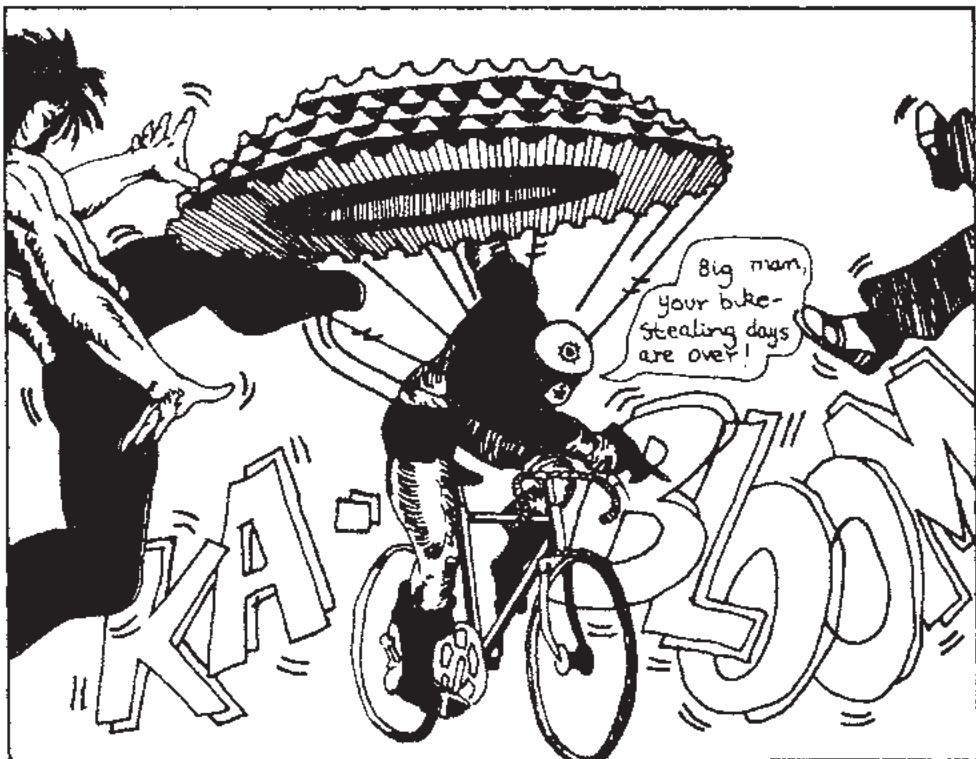
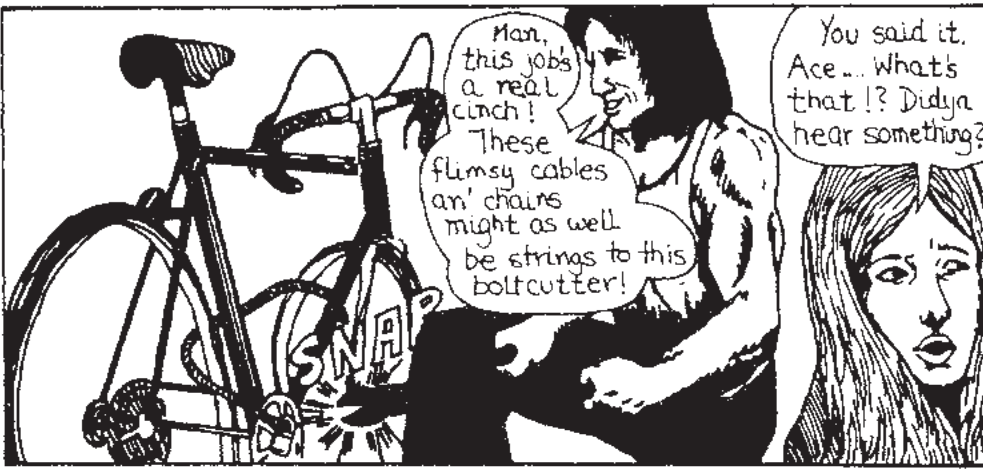
Use **LOCKERS**
and/or **FRAME**
RACKS, if available



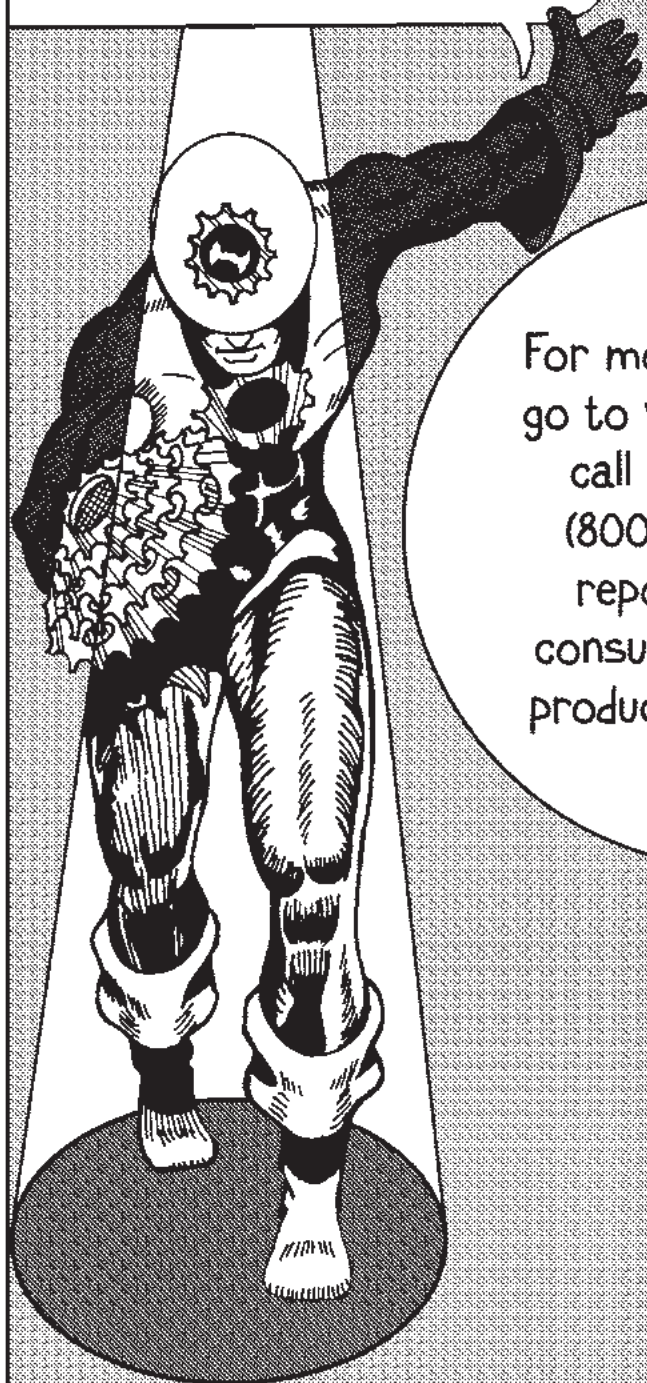
DON'T PARK IN A HIDDEN AREA! "Hiding"
your bike in a garage or behind some bushes
never hides your bike from thieves. It just
gives them more cover while they
STEAL your bike!

And **DON'T**
PARK NEAR
DOORS OR IN
OPEN PLAZAS
where people
might fall
over your
bike!





THANK YOU, IT'S BEEN A
PLEASURE HELPING YOU
BECOME A SAFER CYCLIST.



For more information,
go to www.cpsc.gov or
call our hotline at
(800) 638-2772 to
report an unsafe
consumer product or
product-related injury.

... AND MAY THE WIND ALWAYS BE AT YOUR BACK



U.S. CONSUMER PRODUCT SAFETY COMMISSION

4330 East-West Highway, Bethesda, MD 20814

Web site: www.cpsc.gov

Toll-free hotline: 1-800-638-2772