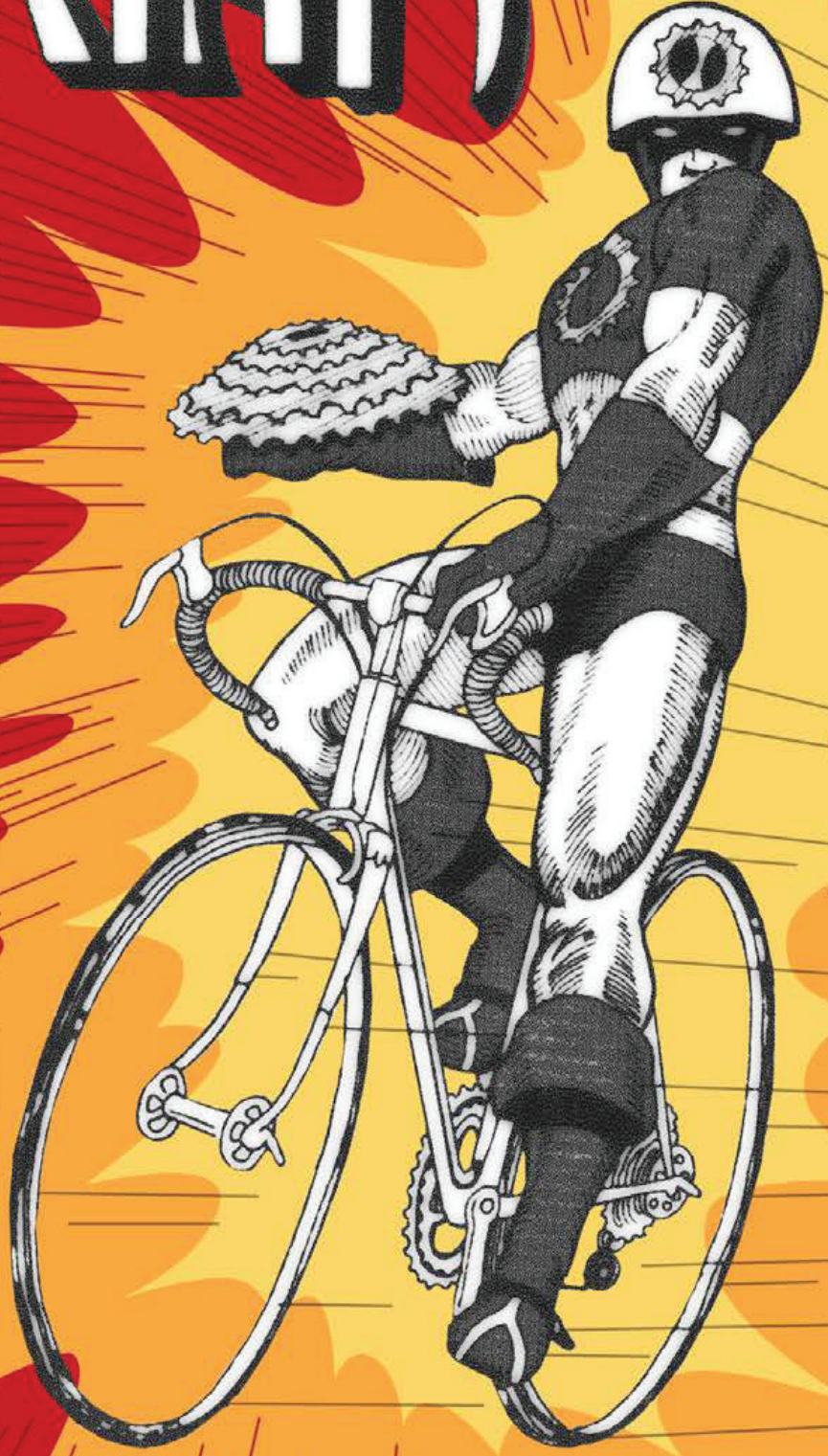
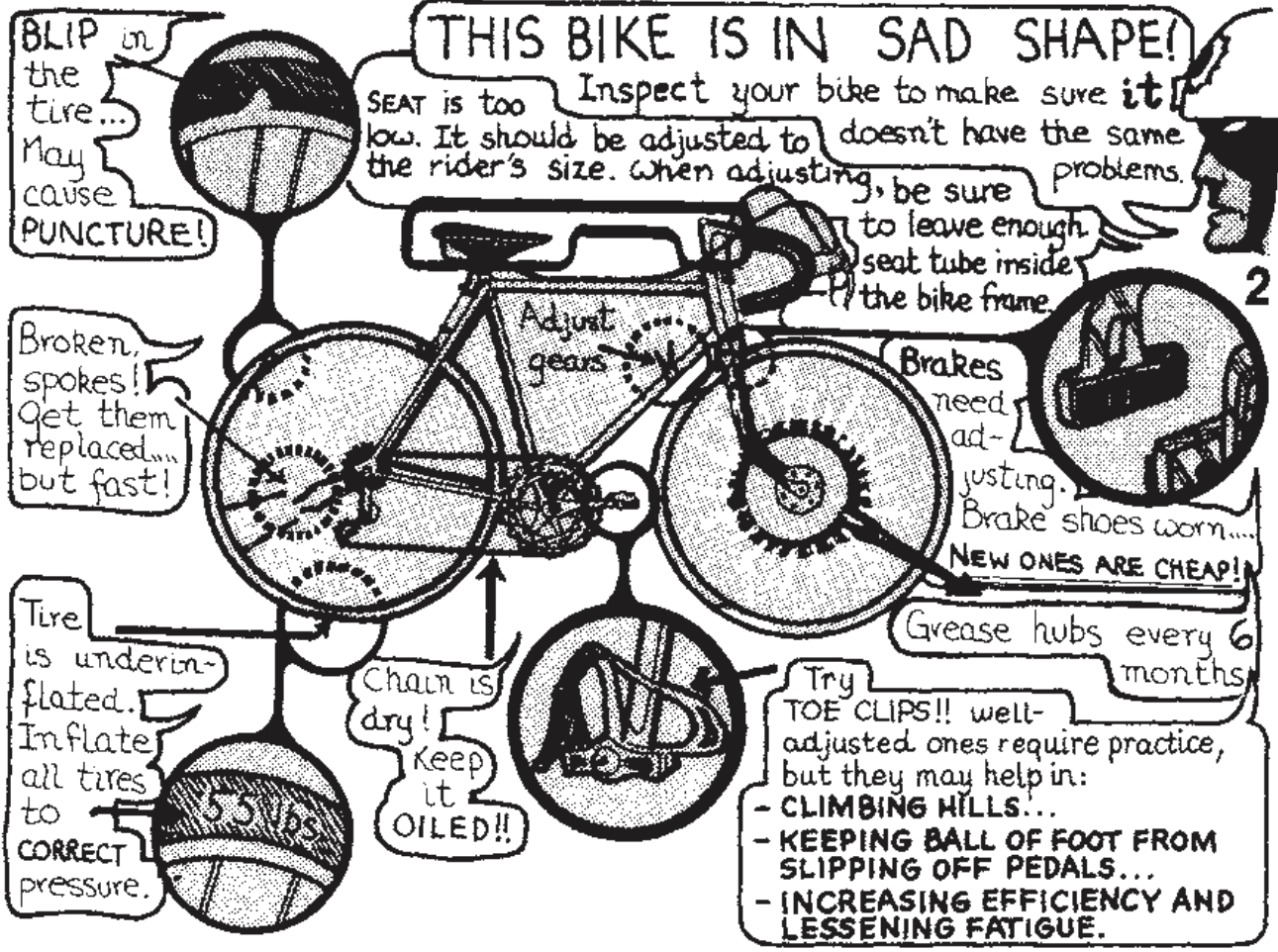




# SPROCKET MAN







## 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.

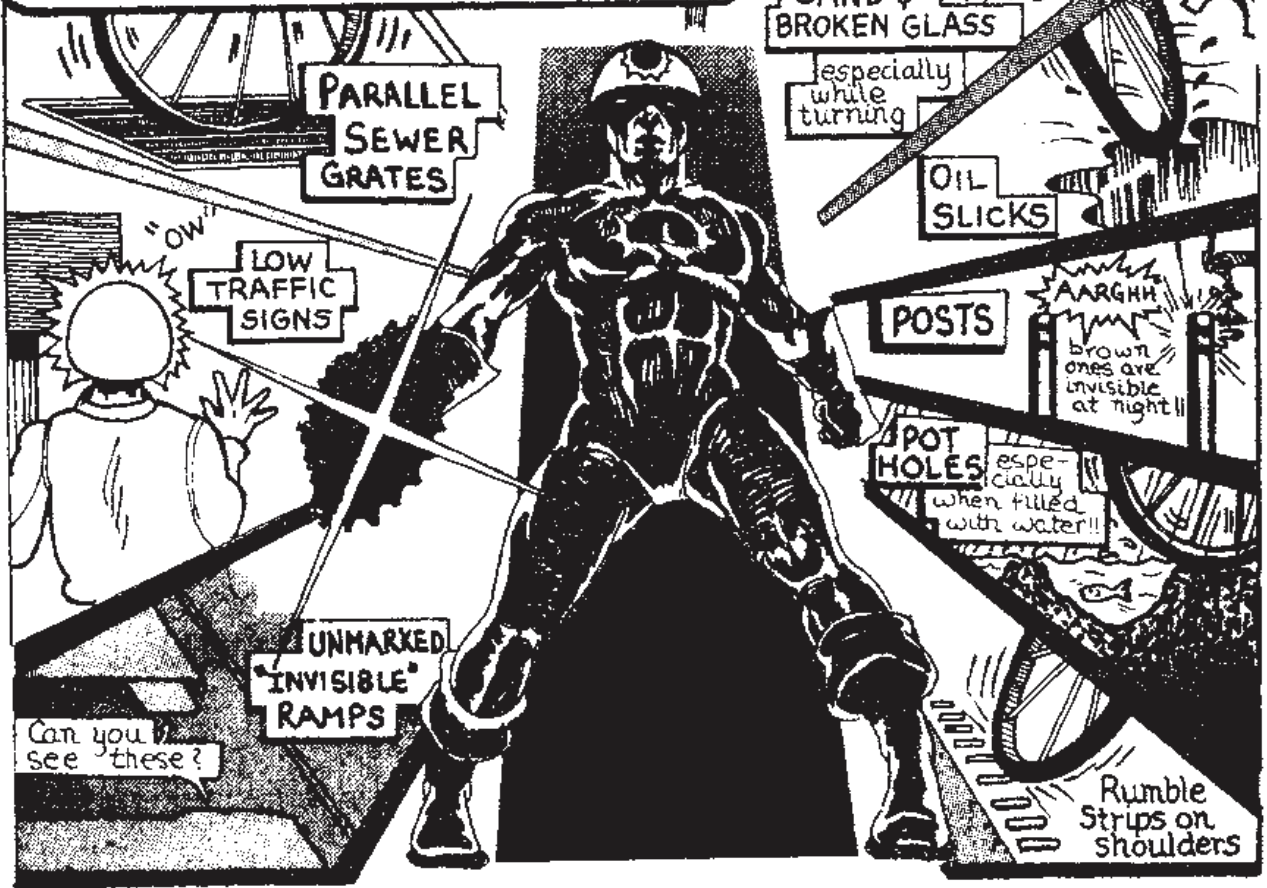
The sheer NUMBER of bikes in use these days shows that the days when bikes were merely TOYS for kids are BYGONE..... and that the ANARCHY of the cyclist can be afforded NO LONGER!

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.)



PARALLEL SEWER GRATES

LOW TRAFFIC SIGNS

UNMARKED "INVISIBLE" RAMPs

GRAVEL SAND & BROKEN GLASS

especially while turning

OIL SLICKS

POSTS

AARGHH brown ones are invisible at night!!

POT HOLES

especially when filled with water!!

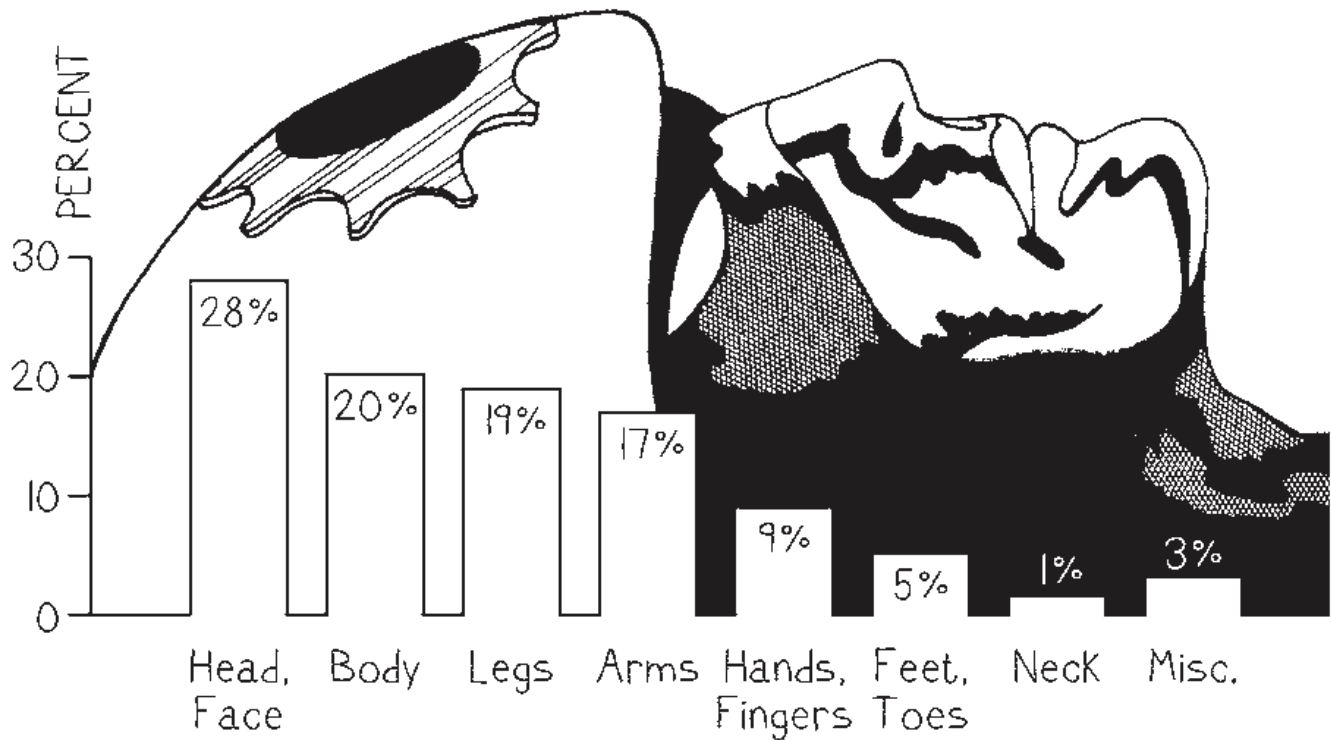
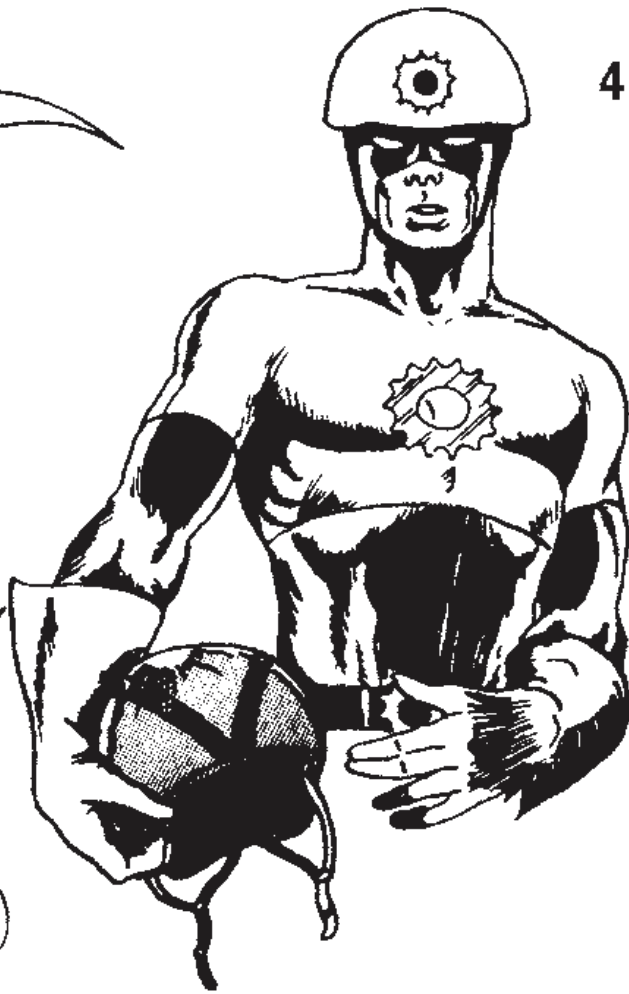
Rumble Strips on shoulders

Can you see these?

Most bicycle-related deaths result from head injuries

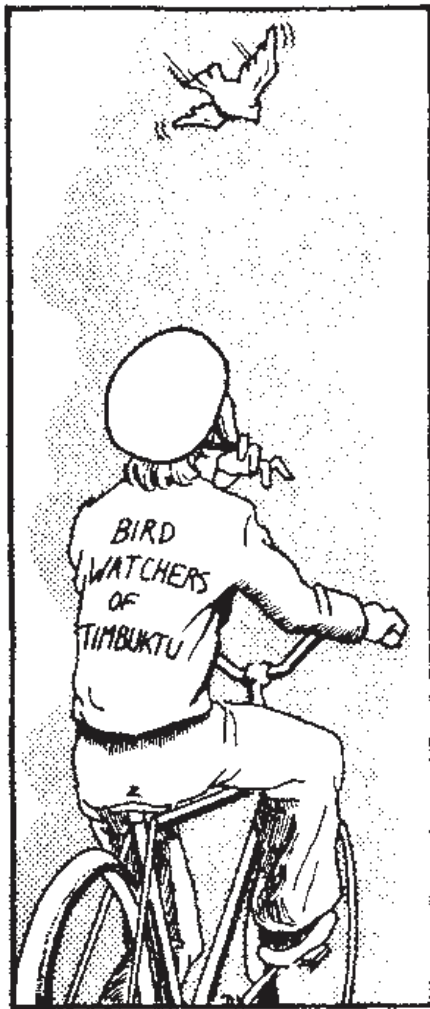
**HELMETS** help avoid head injuries!

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 LATE!



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.

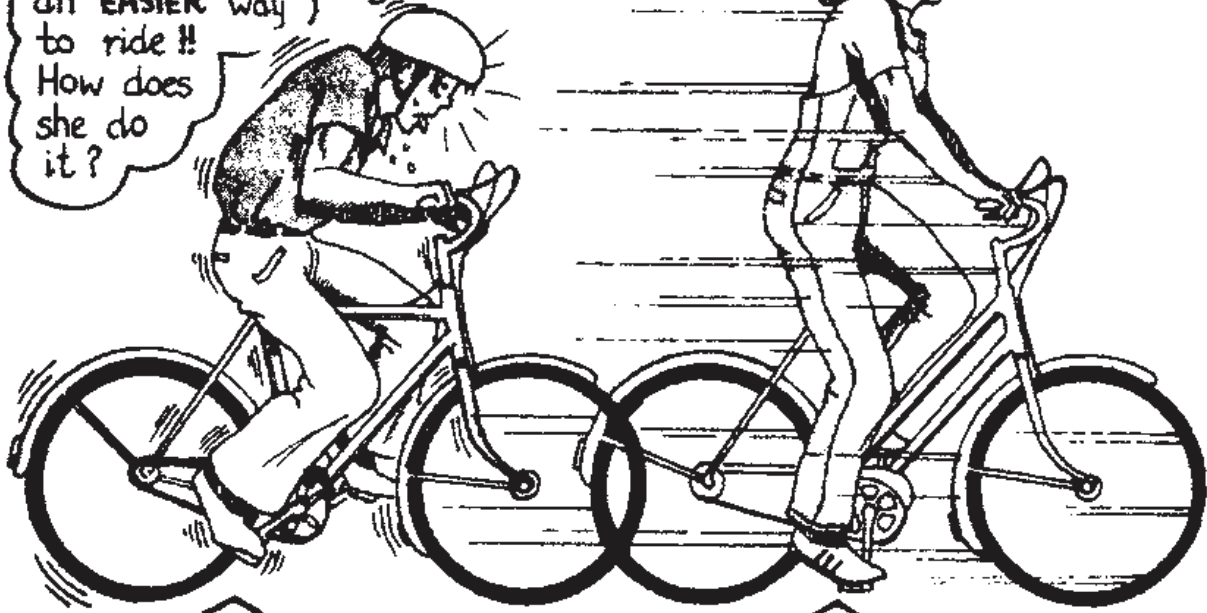


Make sure these are attached to bike:

- ☀ 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?

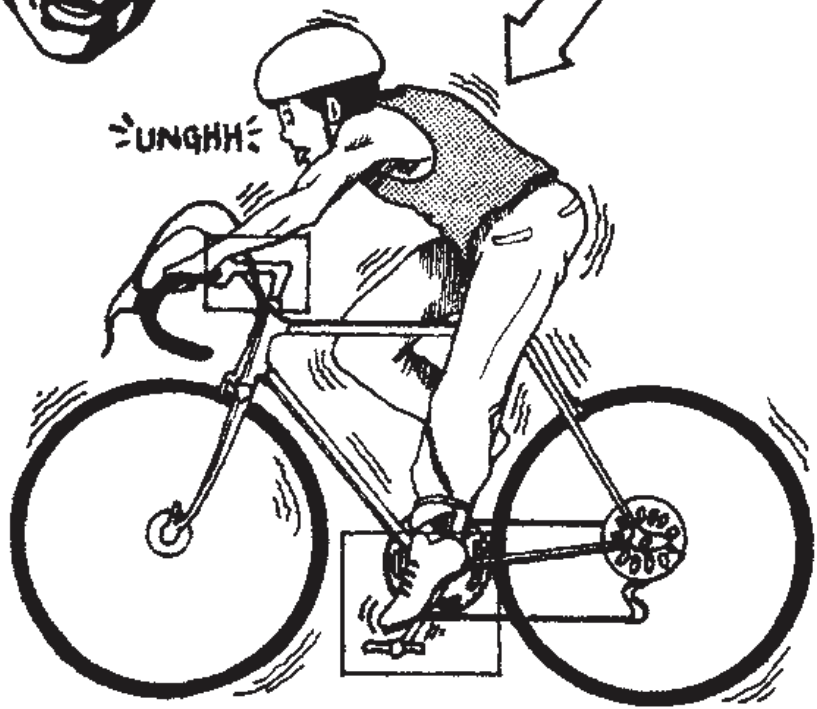


Try **WALKING** like THAT.... Low efficiency, eh? So use **FULL LEG EXTENSION**.....

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



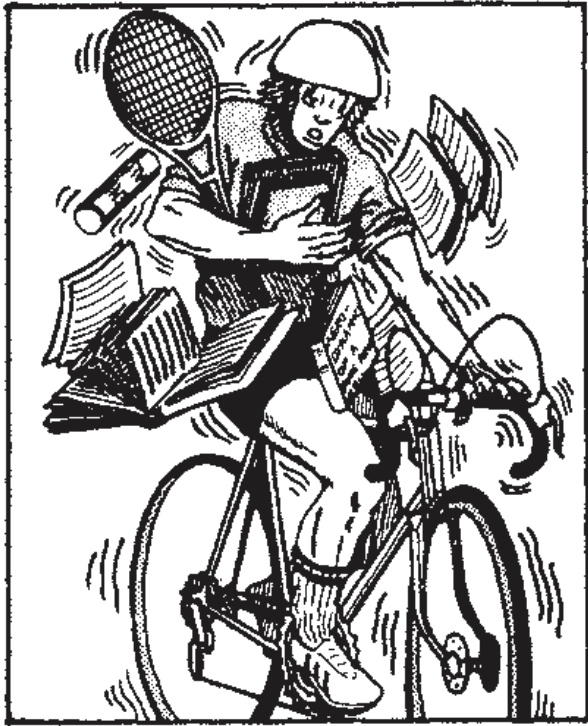
**NEVER RIDE A BIKE THAT'S TOO BIG FOR YOU!** You simply have too little control!



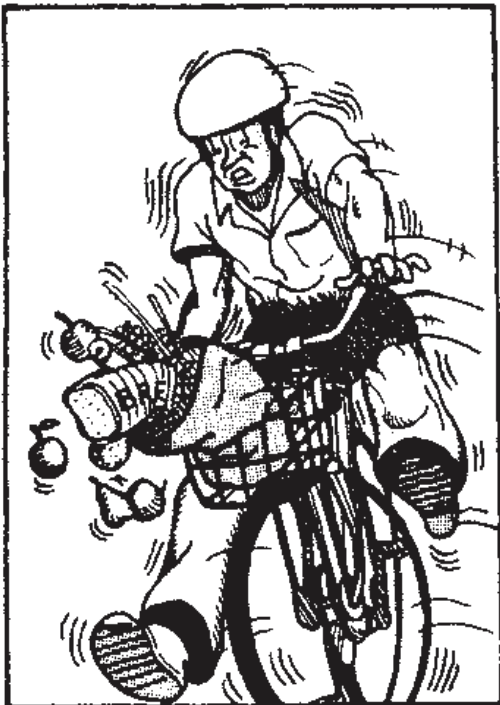
This applies to **SEAT HEIGHT** and **STEM LENGTH**.

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

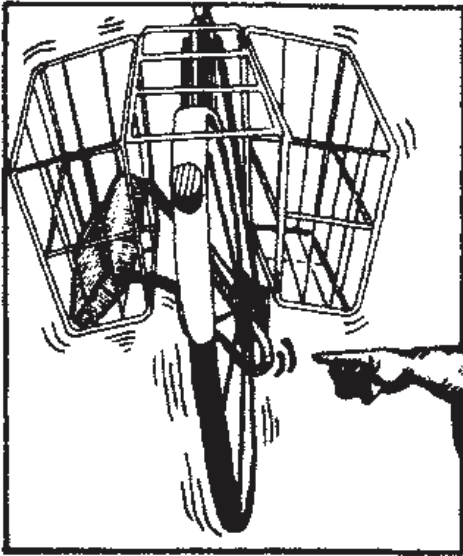
"DON'T CARRY ANYTHING THAT MAY HAMPER YOUR CONTROL OF YOUR BIKE!"  
 Plan ahead and use a BACK-PACK !!



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





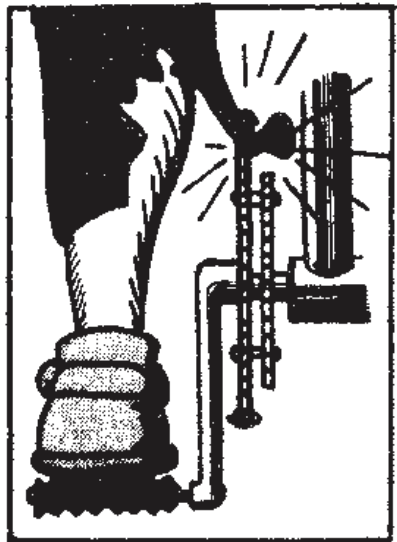


WATCH OUT for objects that may DANGLE, like a purse strap or chain.... they will CATCH in your wheels !!

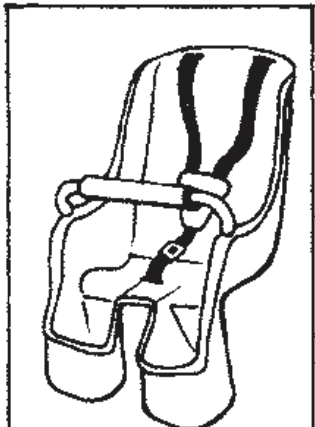
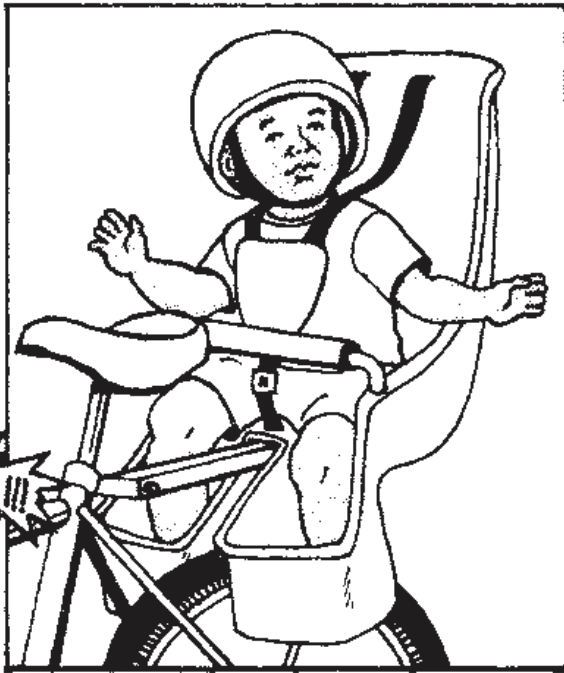
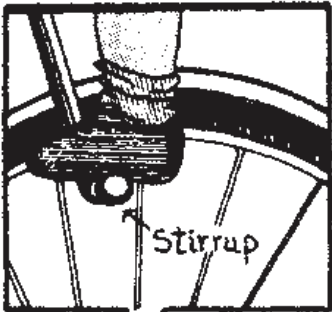


This goes for PANT CUFFS as well !

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.



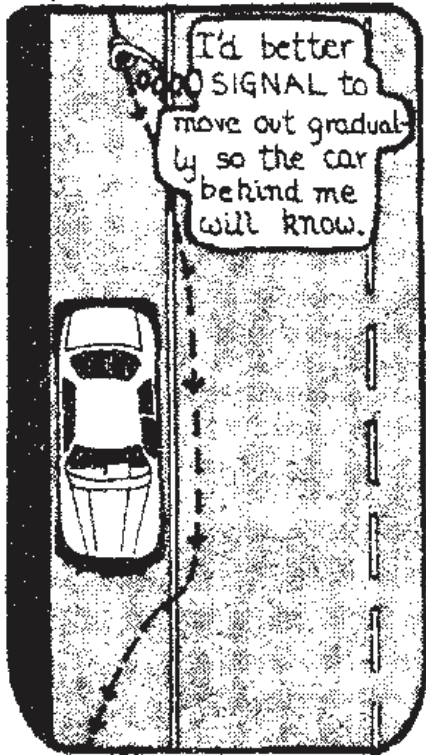
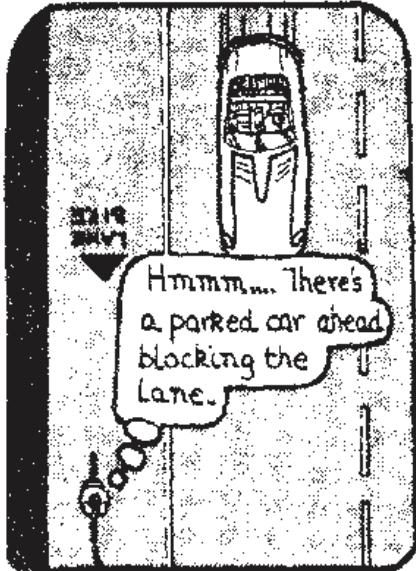
And for you parents... or rather - more importantly - for your children, make SURE their feet will not be caught in the wheels. Baby seats with only STIRRUPS to support the baby's feet are DANGEROUS!



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



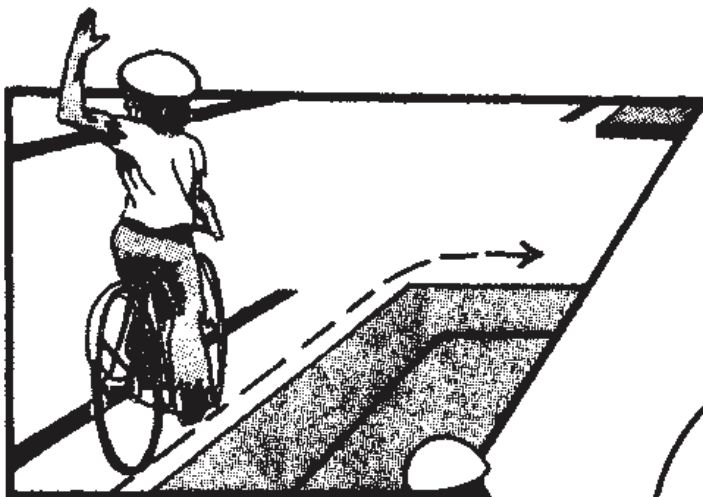
THINK AHEAD..



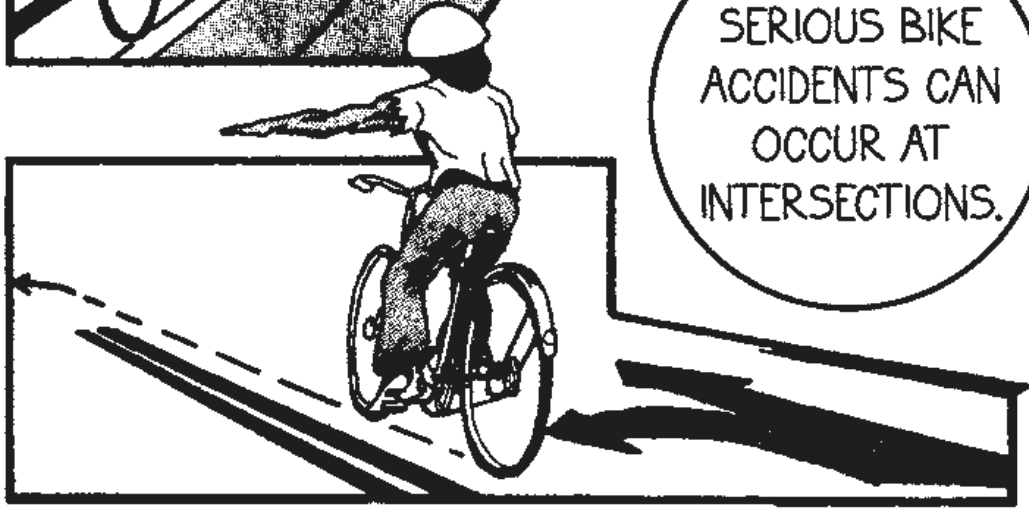
THE KEY CONCEPT TO SAFE BICYCLING  
**- BE PREDICTABLE - AND SIGNAL YOUR MOVES!! COMMUNICATE.**



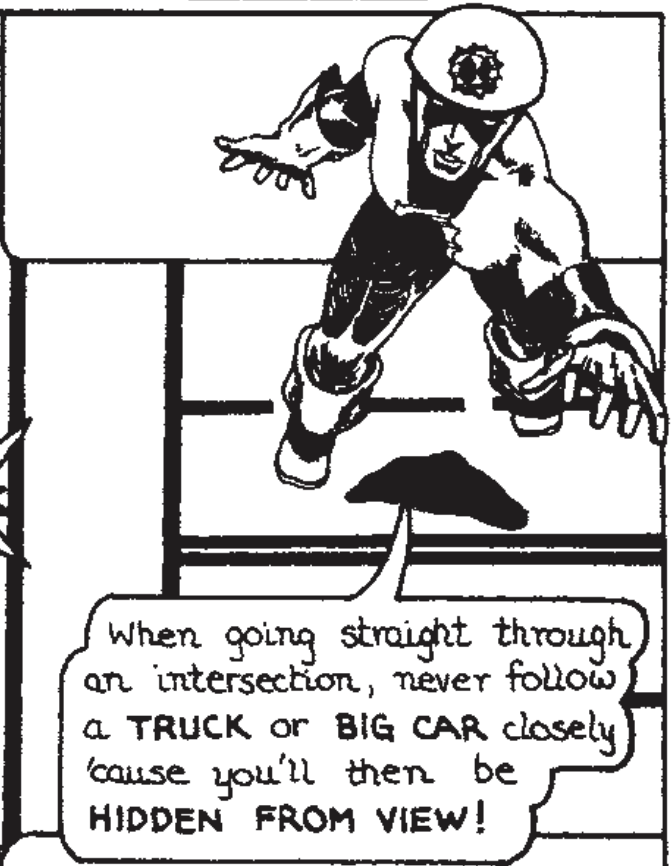
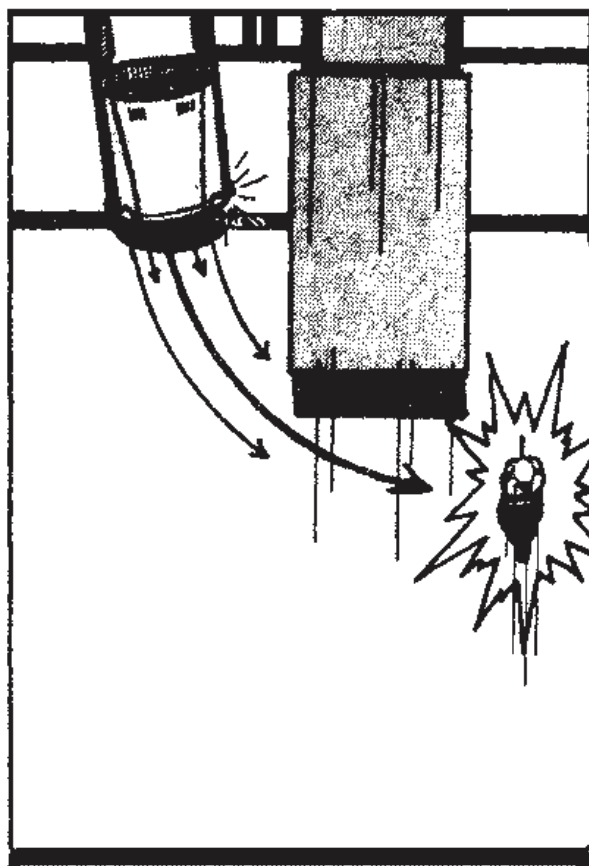
...LOOK, ESTABLISH EYE CONTACT, THEN MOVE **GRADUALLY** INTO TRAFFIC TO PASS THE PARKED CAR.



SIGNAL AT TURNS!



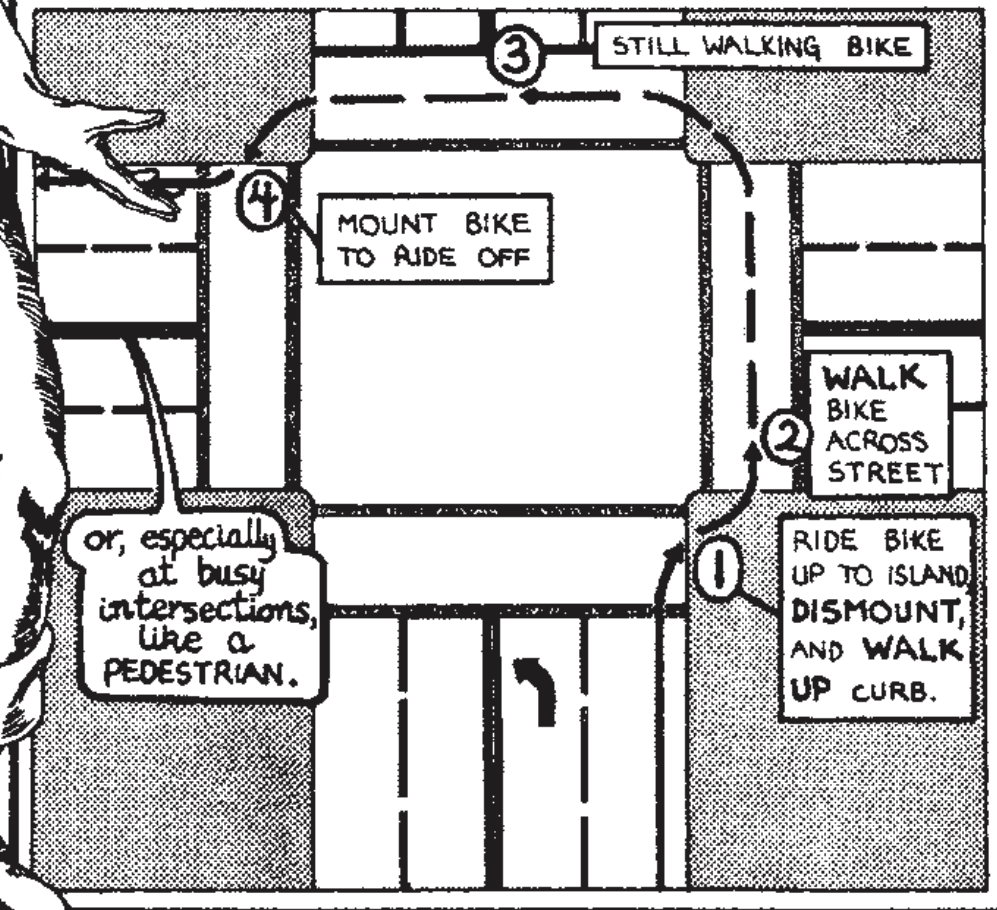
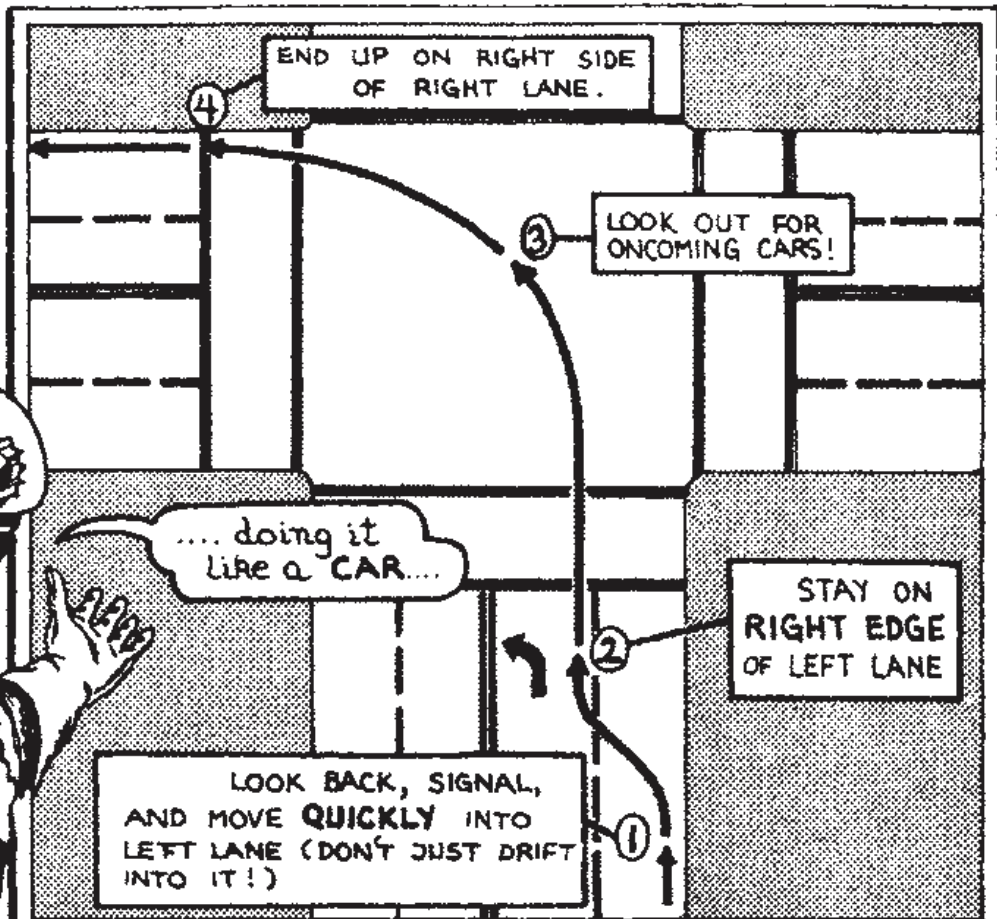
SERIOUS BIKE ACCIDENTS CAN OCCUR AT INTERSECTIONS.



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...





I'd better  
**WAIT** behind  
the car.

**WAIT YOUR TURN  
AT INTERSECTIONS!**

Whether you are  
going straight or  
turning right...

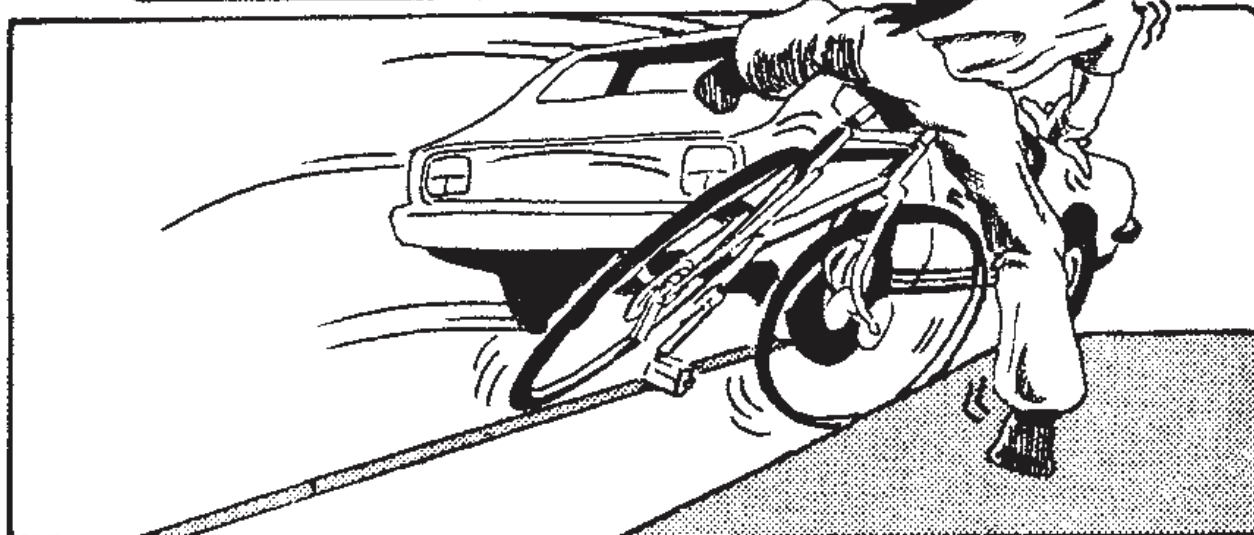
**DON'T PASS A  
CAR ON THE  
RIGHT !!**

12

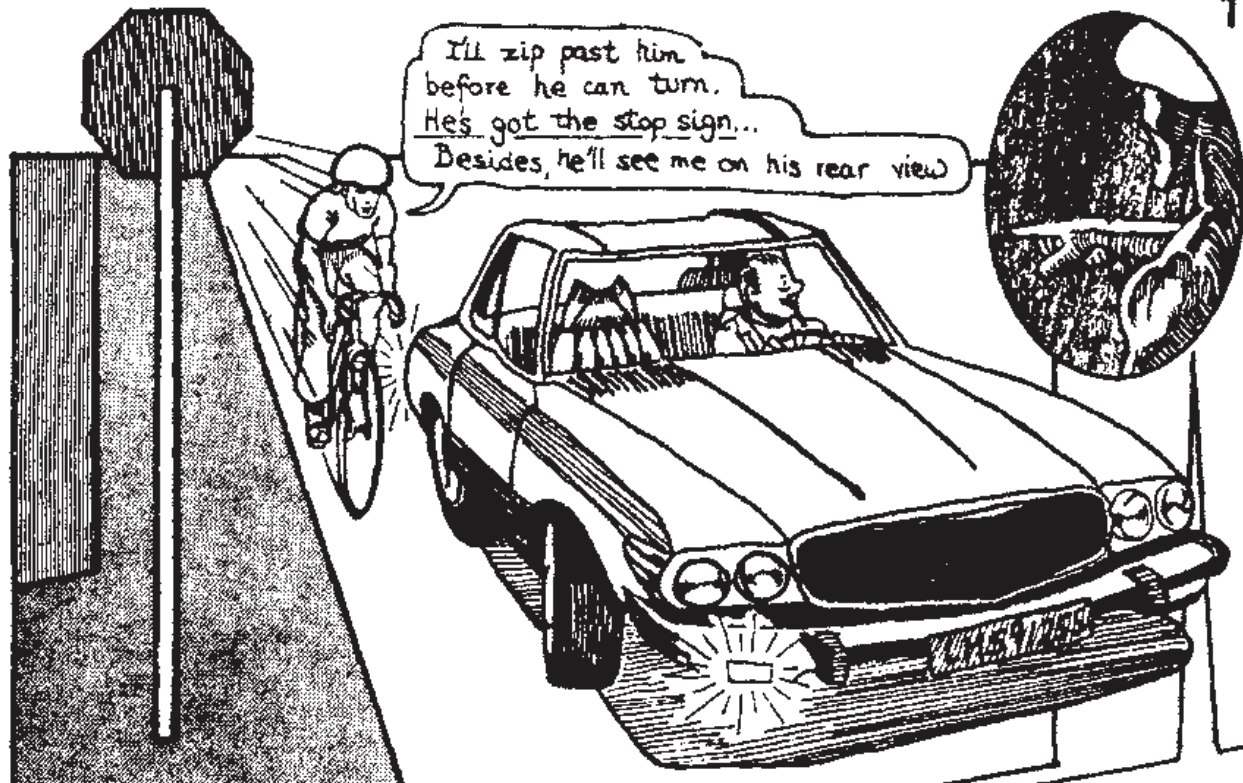


Even if you're in a bike lane,  
the car beside you might  
**SUDDENLY** make a right turn  
**WITHOUT SIGNALING.**  
**SO WATCH OUT !!**

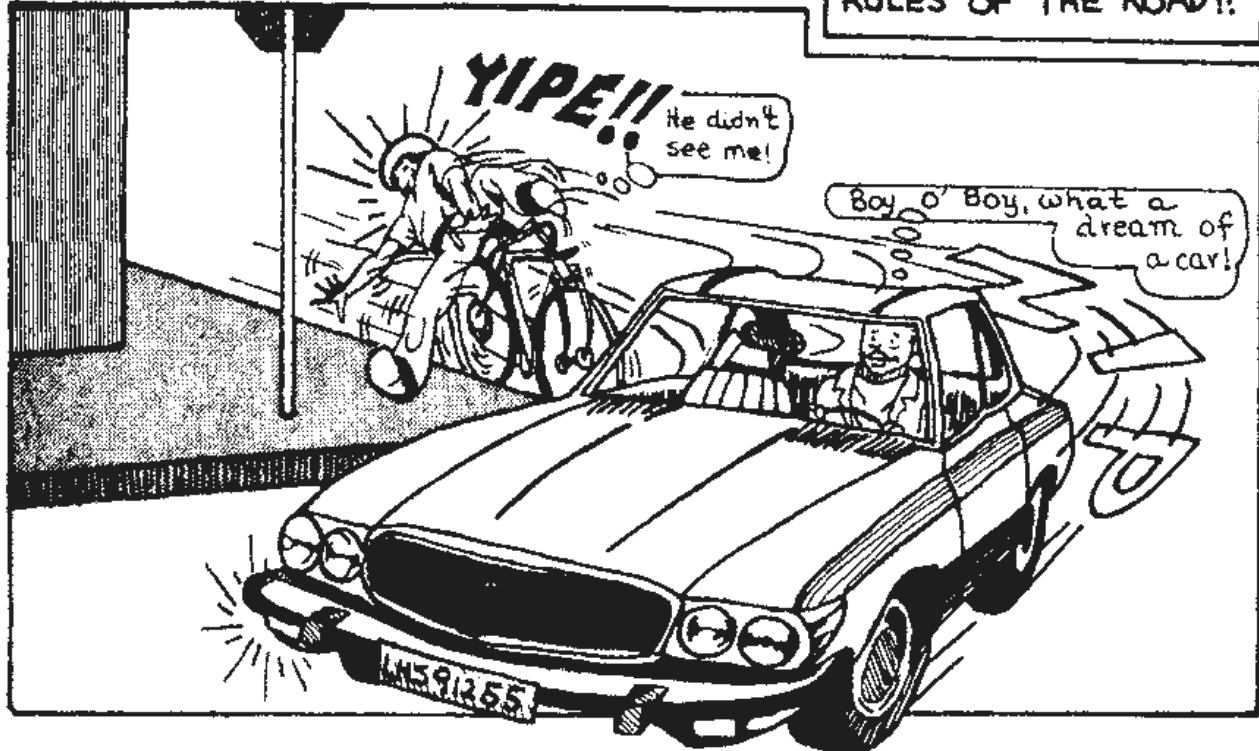
**YEEHORS!**

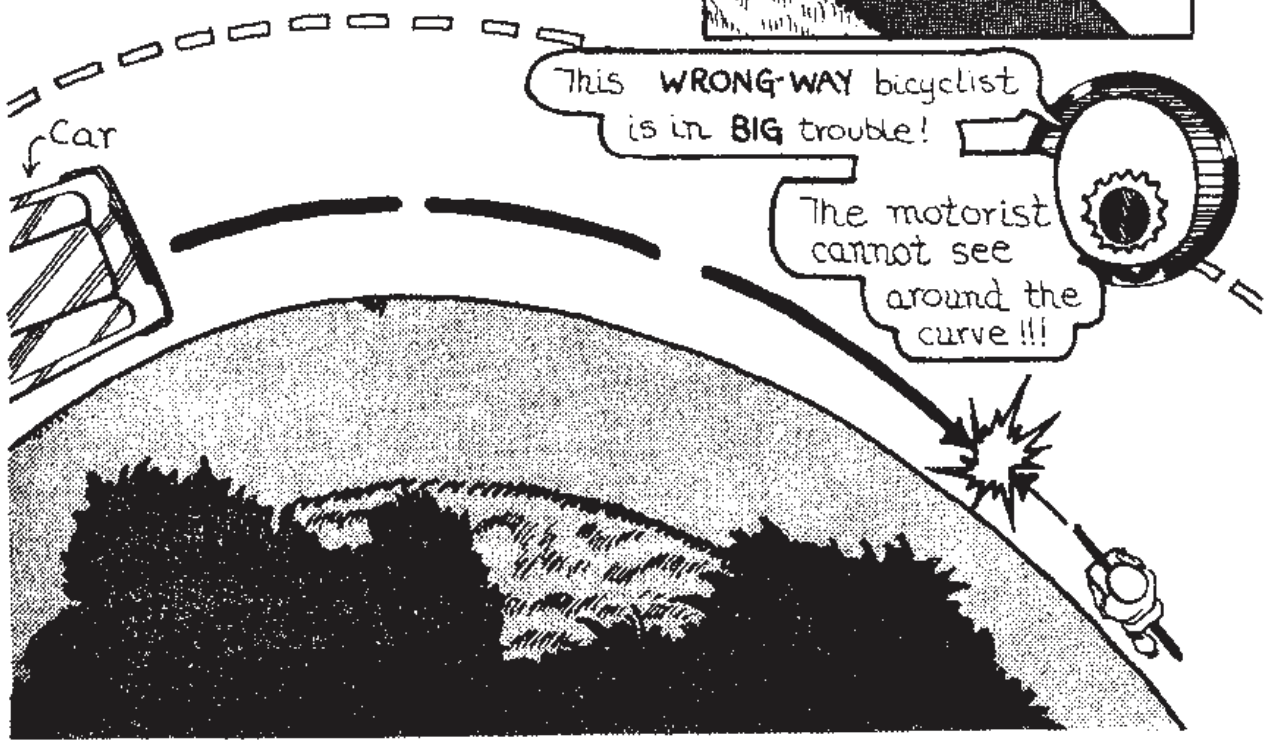
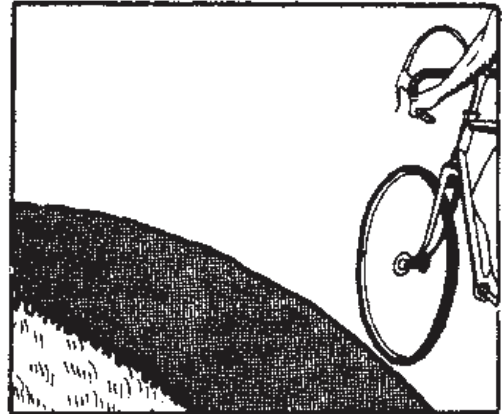
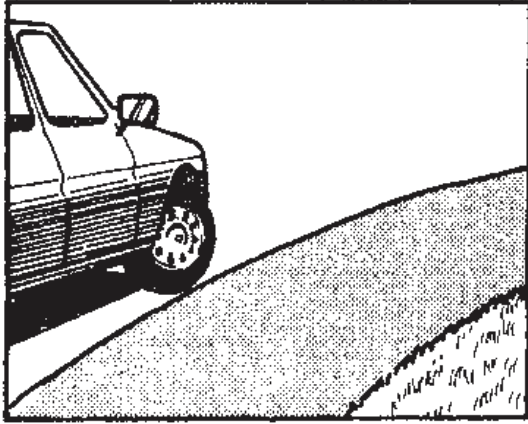
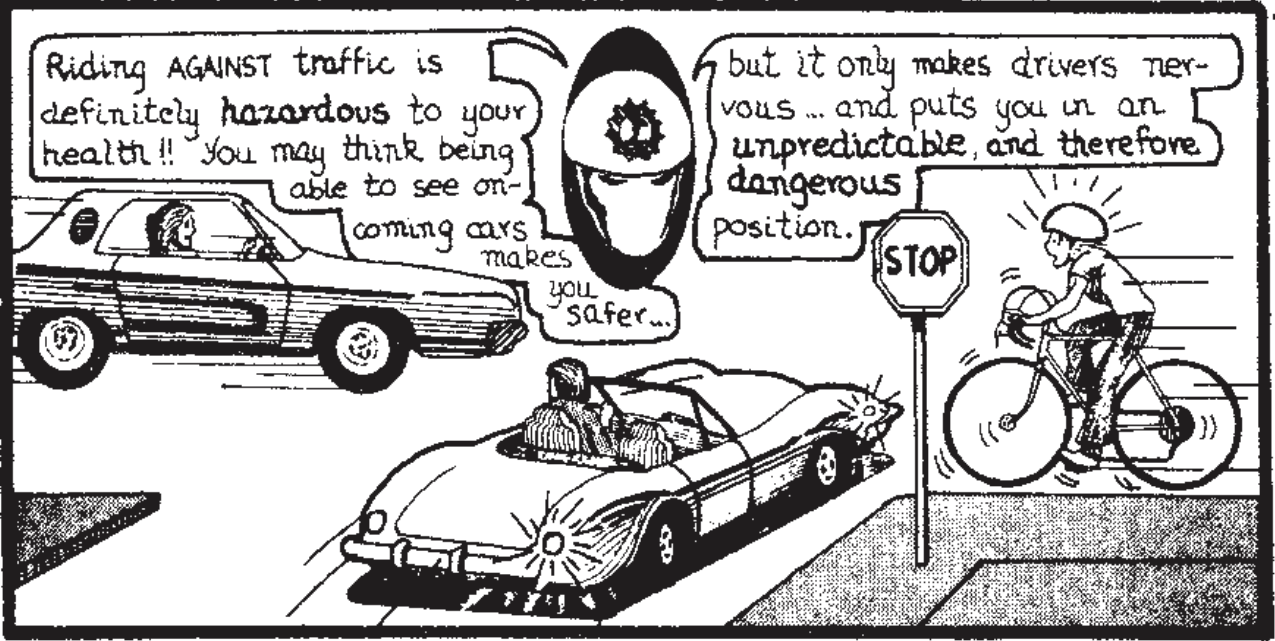




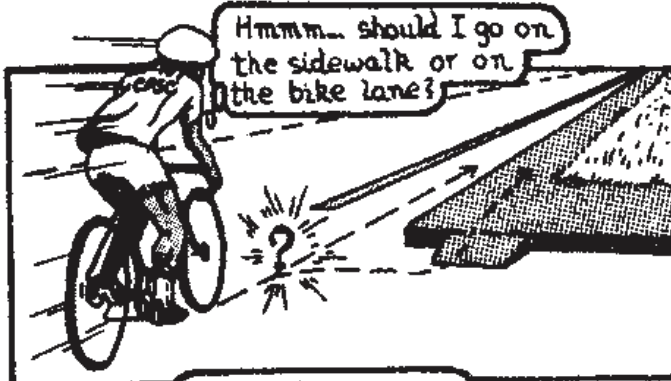


When bicycles are ridden as vehicles, they are subject to the state vehicle codes .... Under those laws, your status as bicyclist is : "EVERY PERSON RIDING A BICYCLE UPON A ROADWAY HAS ALL THE RIGHTS AND DUTIES APPLICABLE TO THE DRIVER OF A VEHICLE." So STOP at all stop signs and stop lights AND OBEY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



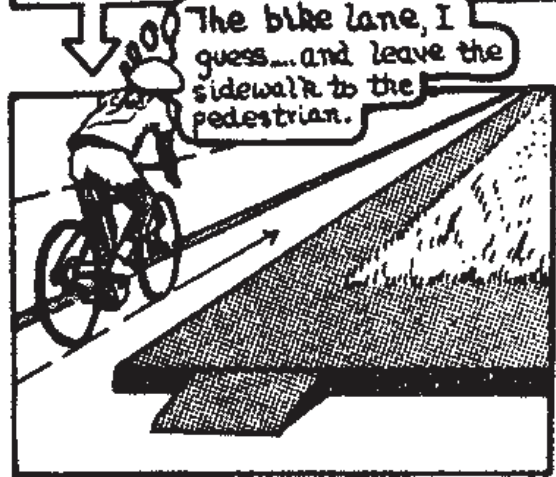






Hmmm... should I go on the sidewalk or on the bike lane?

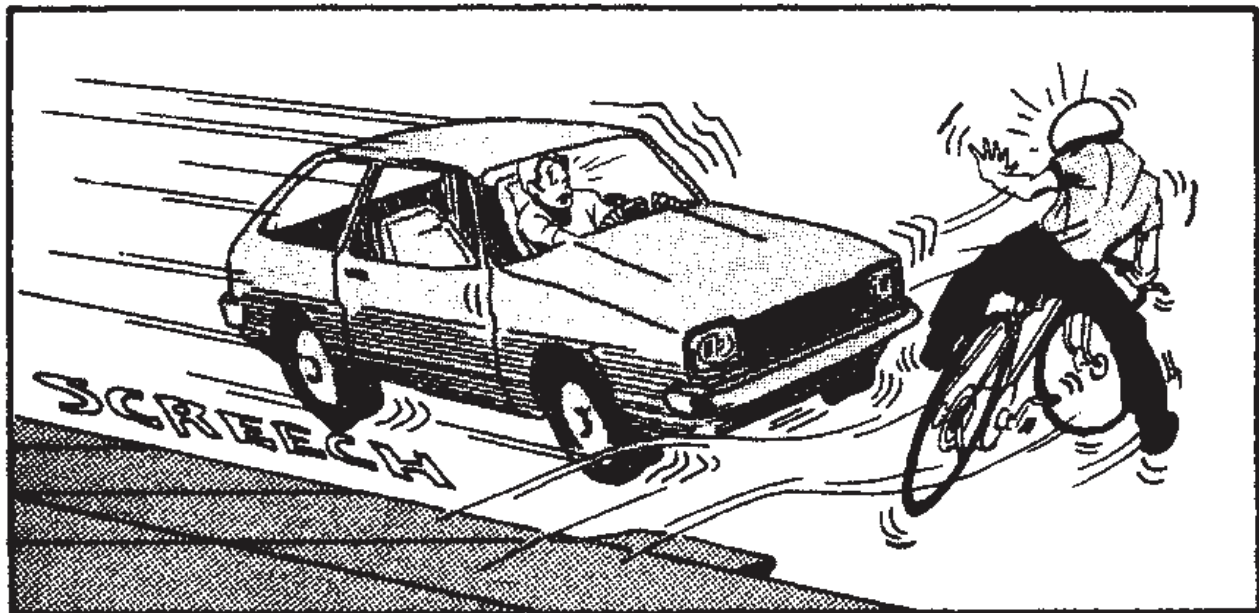
Use the **BIKE LANE** and street instead of the sidewalk and avoid pedestrian-bicyclist **CONFLICTS !!**



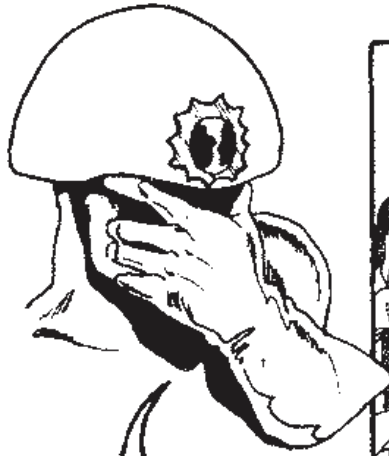
The bike lane, I guess... and leave the sidewalk to the pedestrian.



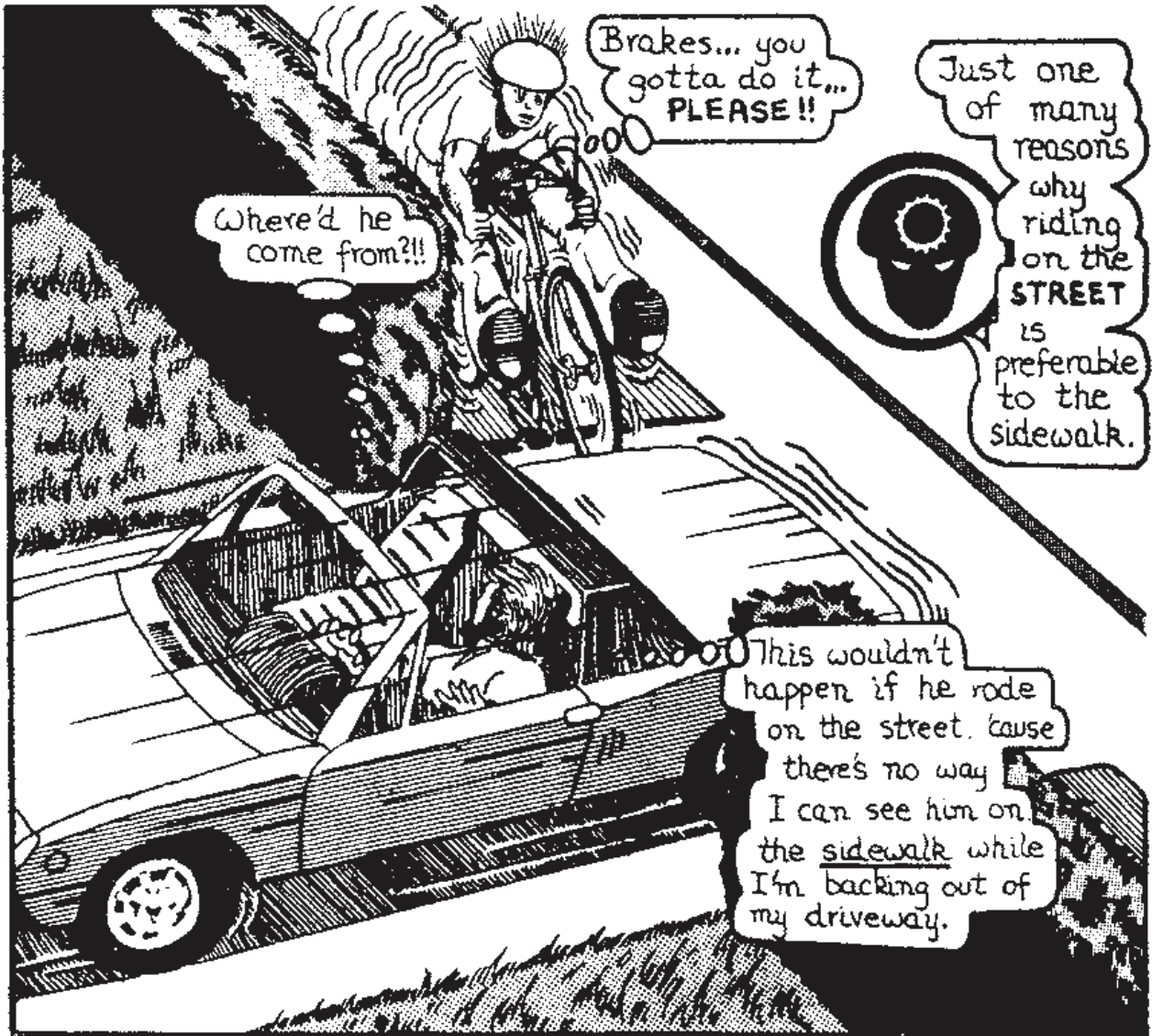
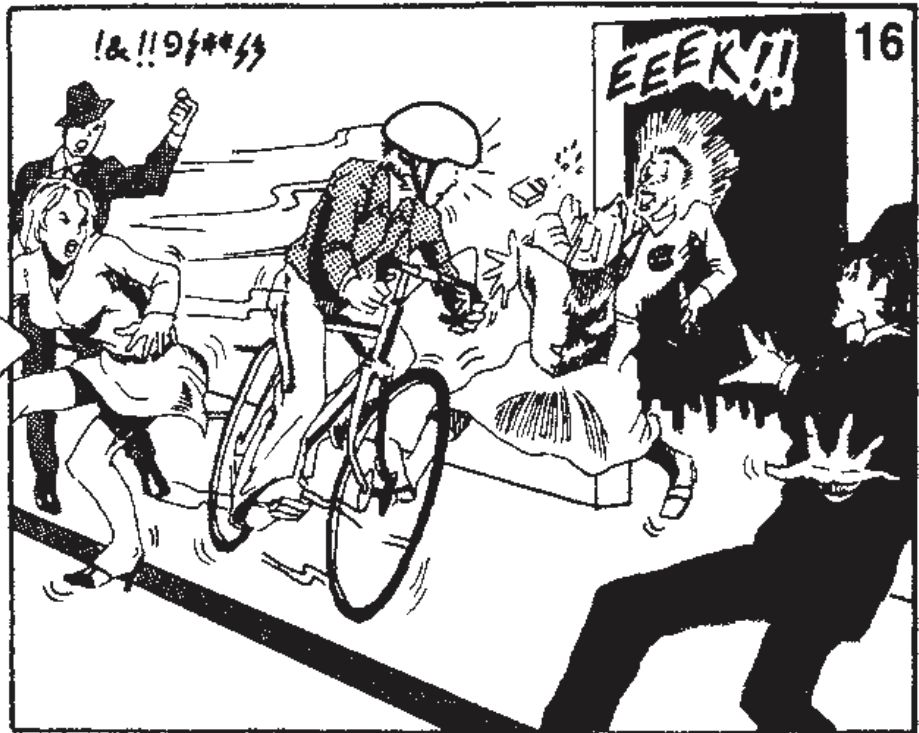
If you have to use the sidewalk, **DON'T FLY DOWN THE BIKE RAMP INTO TRAFFIC !!** Cars don't expect vehicles (including bikes) to come from anywhere but a street. **SO WATCH OUT !!**



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



DON'T RIDE  
ON BUSINESS  
DISTRICT  
SIDEWALKS!



Brakes... you gotta do it...  
**PLEASE!!**

Where'd he come from?!!



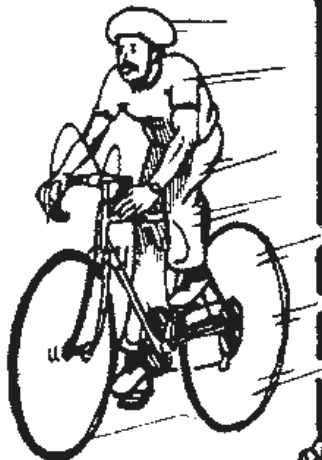
Just one of many reasons why riding on the **STREET** is preferable to the sidewalk.

This wouldn't happen if he rode on the street, 'cause there's no way I can see him on the sidewalk while I'm backing out of my driveway.

BRAKE

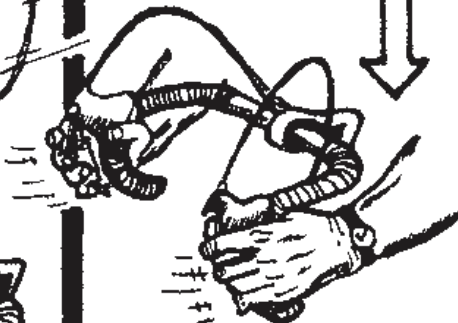
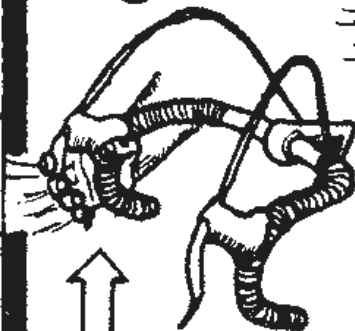
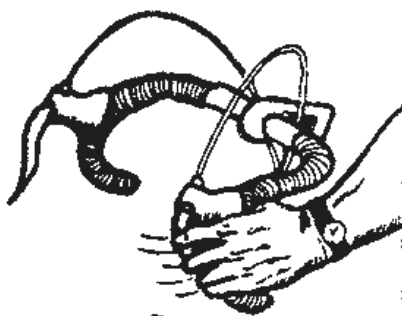


SAFELY....  
BY USING...



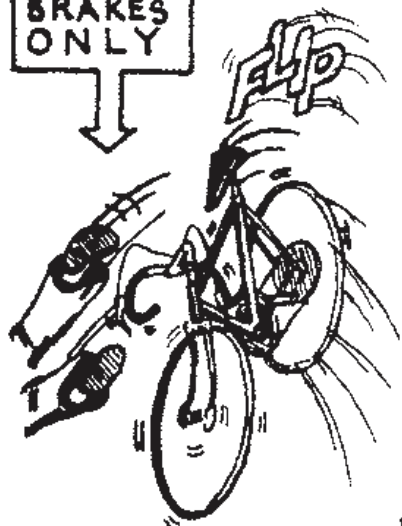
**BOTH  
BRAKES**

FOR QUICK  
SMOOTH  
STOPS!!

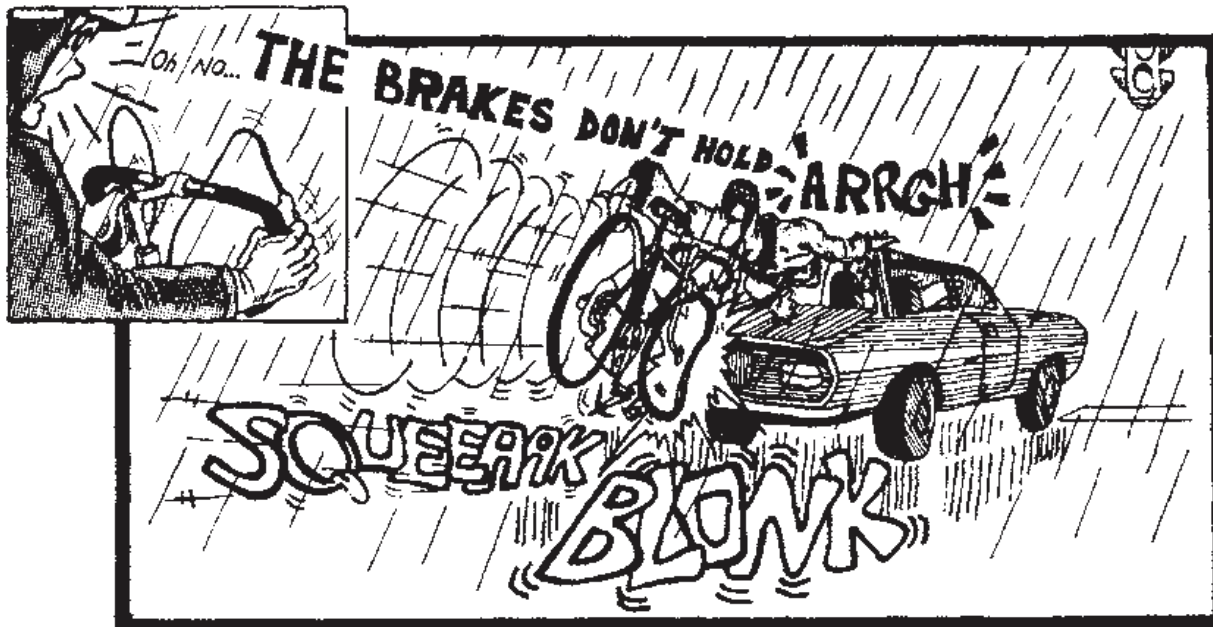


**FRONT  
BRAKES  
ONLY**

**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



I Live dangerously.....



RIDE WITH TRAFFIC

DON'T SWERVE!!

SIGNAL

AT



TURN

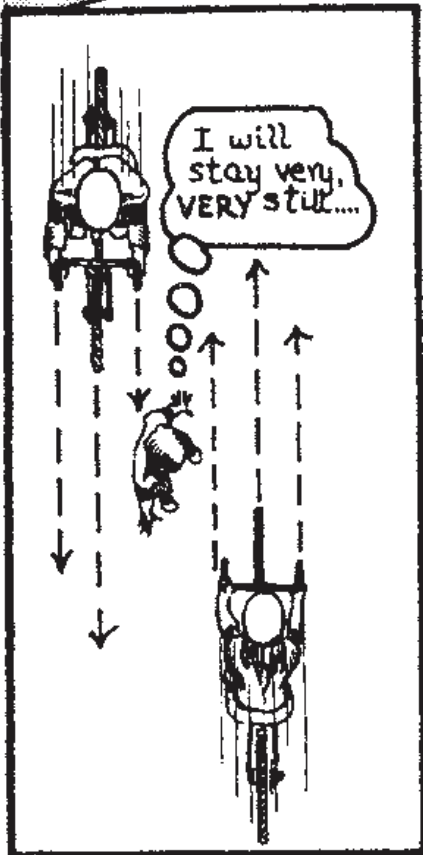
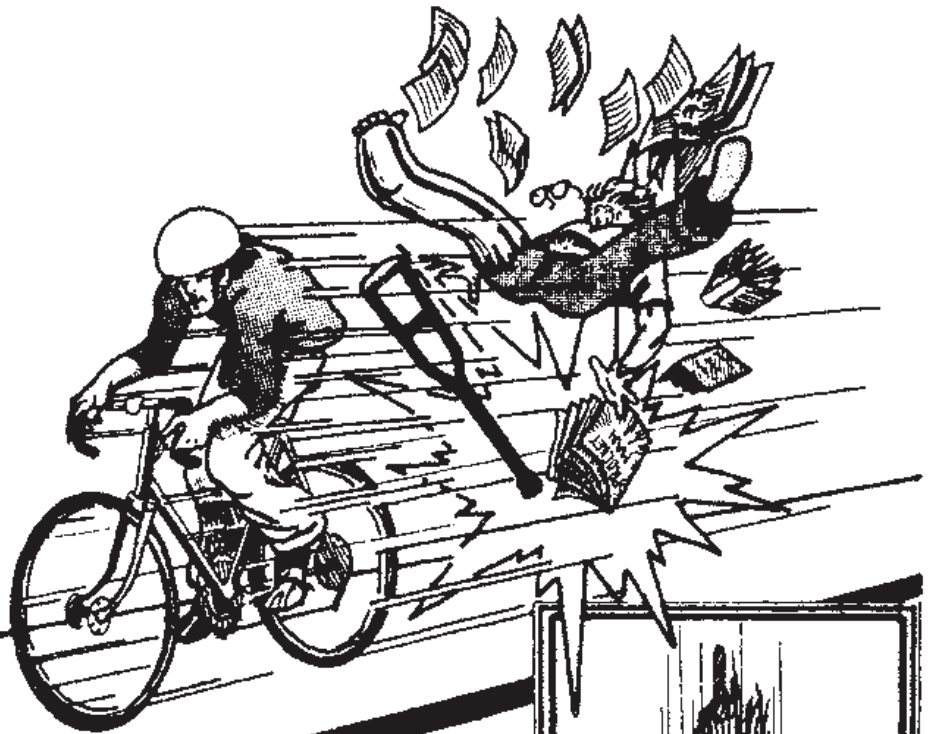
OBEY ALL TRAFFIC SIGNS





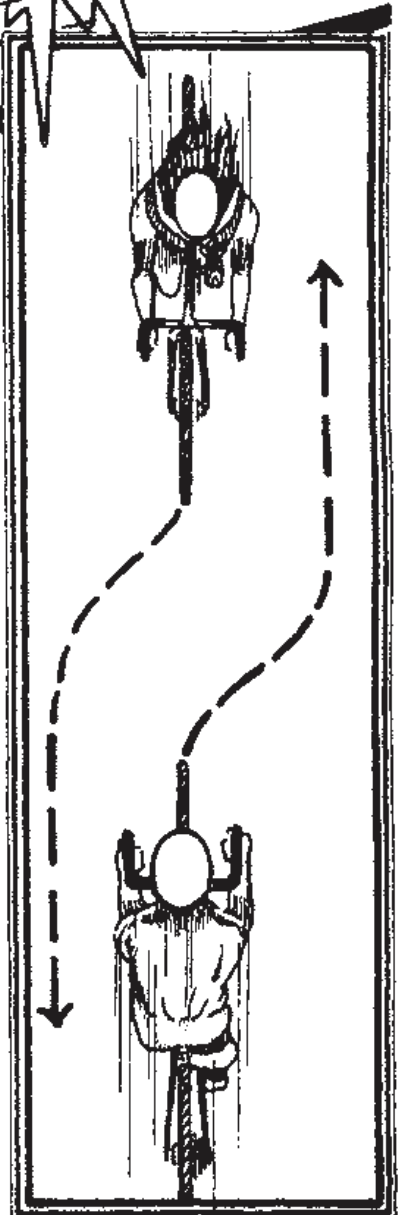
Play the **GOLDEN RULE** bit... No matter how much you like to ride a bike, **YOU'VE** got to walk **SOMETIME....**

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



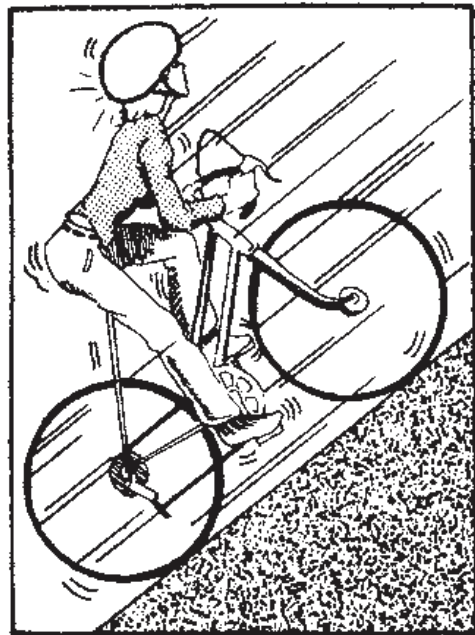
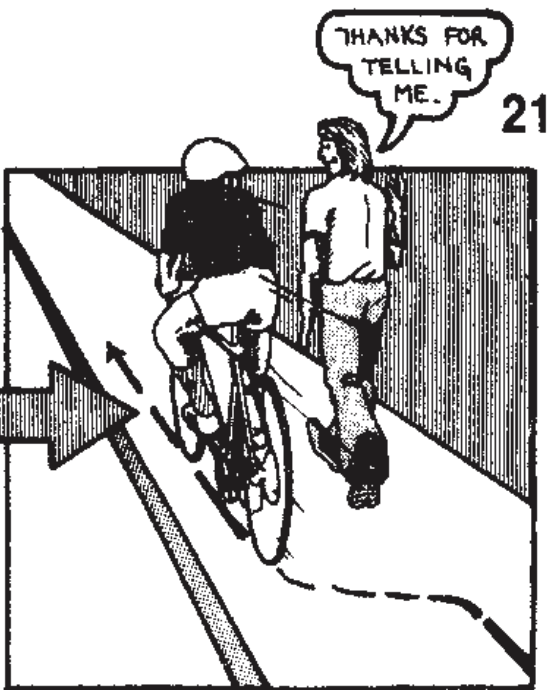
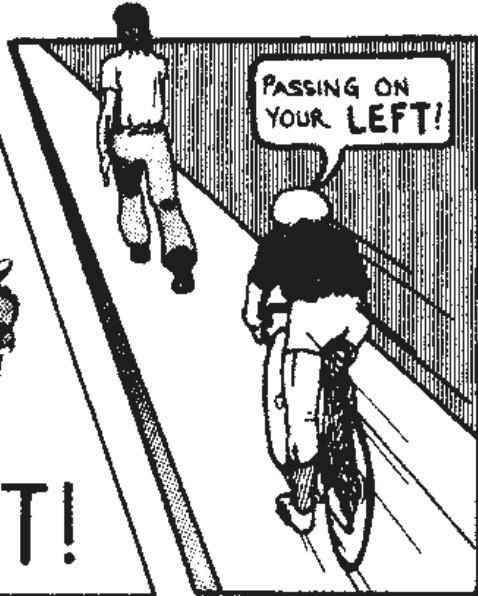
However, sometimes it's much easier for the ped to **FREEZE** than the bicyclists. The ped should let the bikes go straight through while he either stops or maneuvers around the bike.

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



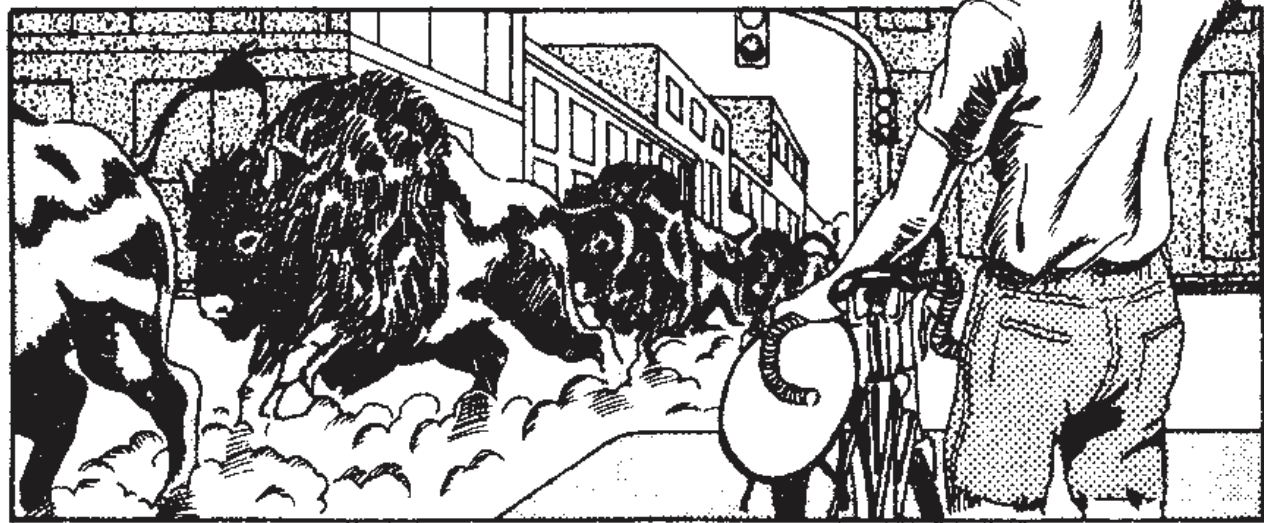


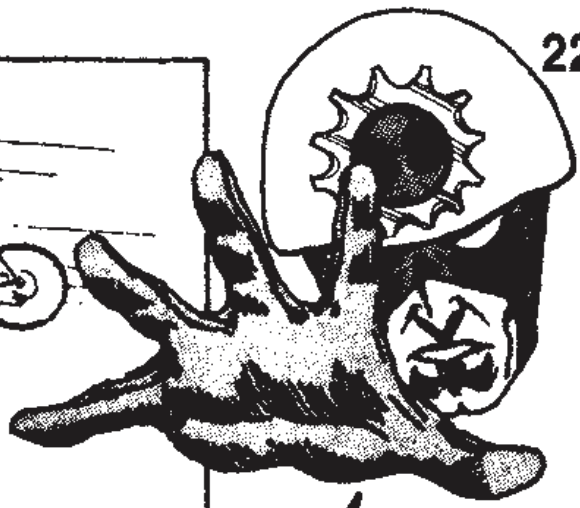
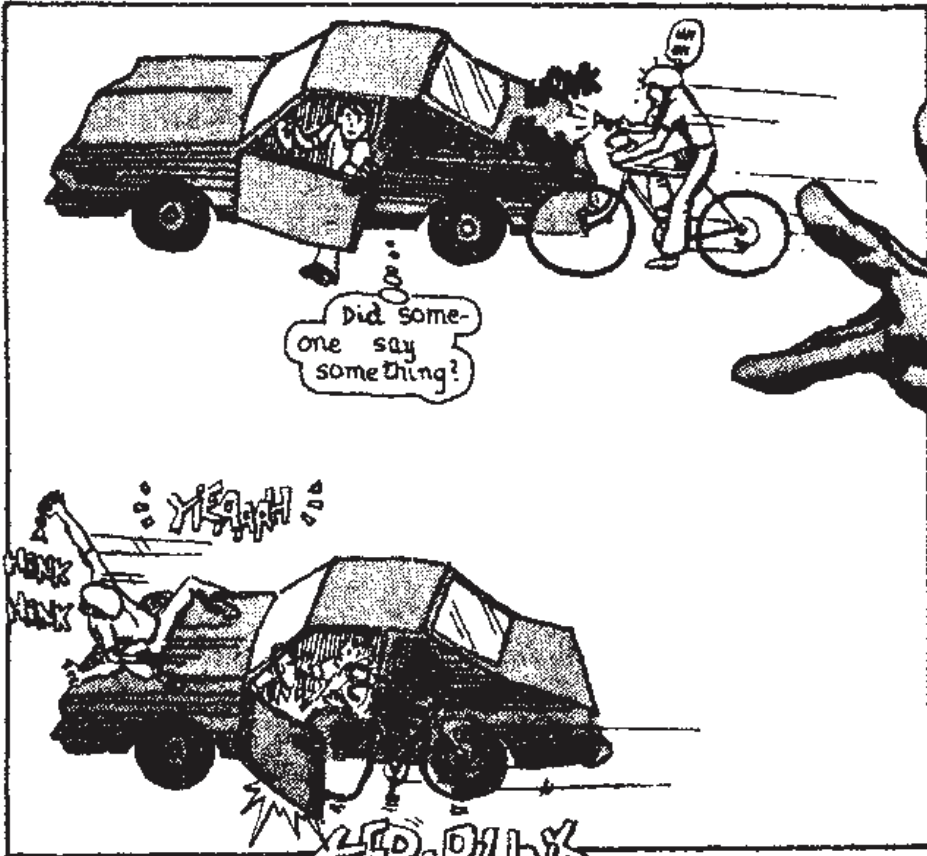
PASS A PEDESTRIAN ON  
HIS  
LEFT...  
AND  
SAY IT!



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.





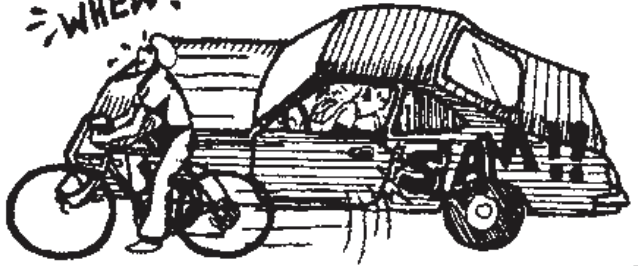
WATCH OUT FOR OPENING CAR DOORS!!



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

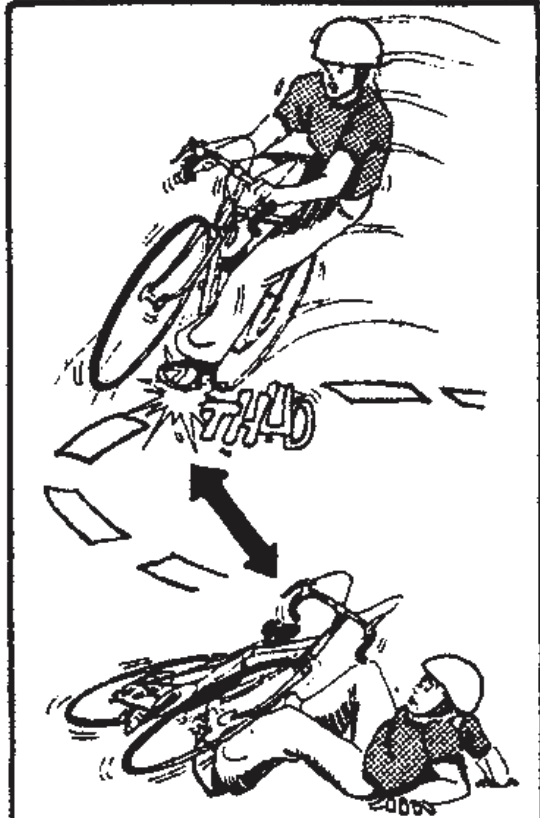
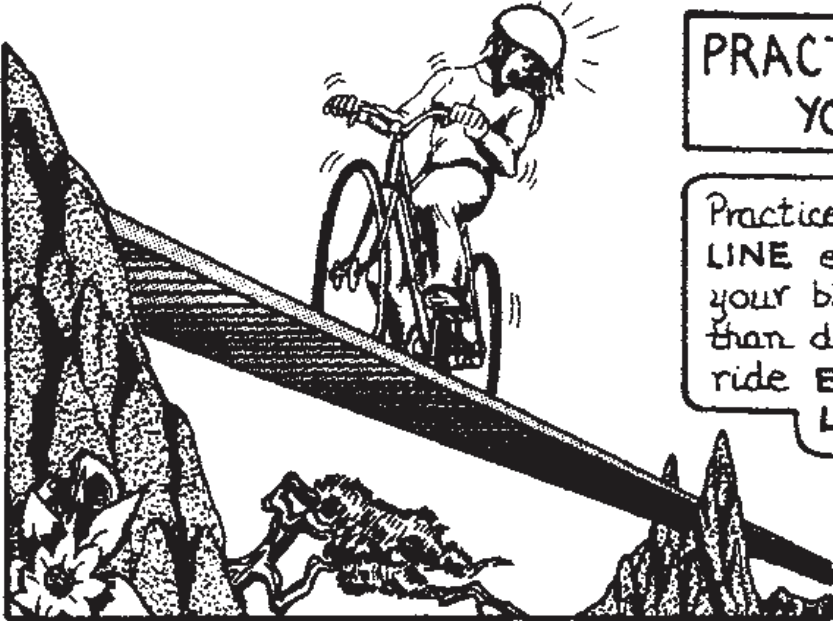


DON'T RIDE TOO CLOSE TO PARKED CARS.....  
 -KEEP AN EYE OUT FOR DRIVER'S HEAD AS YOU APPROACH.....  
 -WATCH OUT FOR DOUBLE-PARKING CARS 'CAUSE PASSENGERS MAY JUMP OUT ON YOUR LEFT.



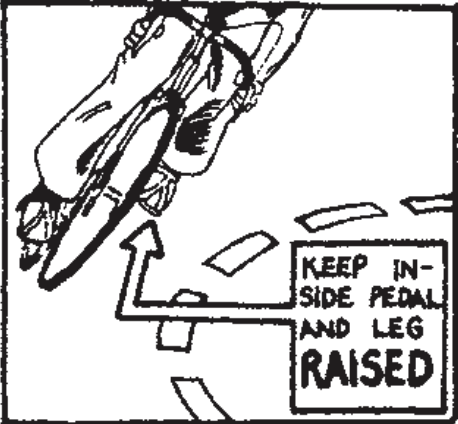
# PRACTICE RIDING YOUR BIKE !!

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!

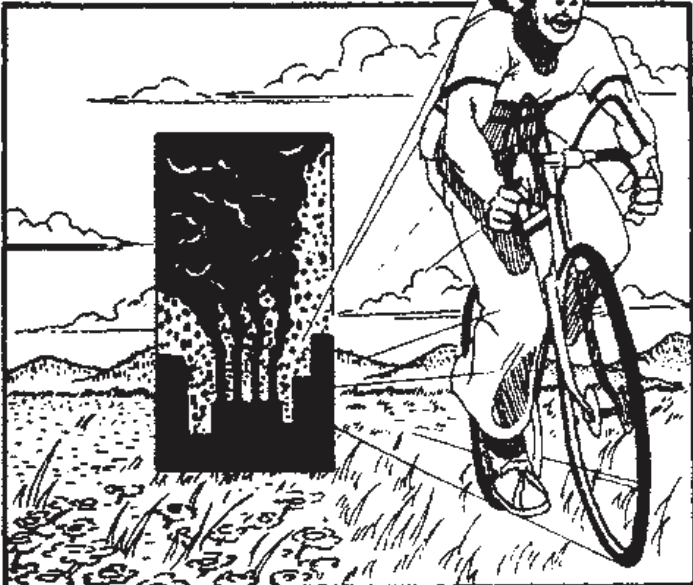


Around **CORNERS**, keep your **INSIDE** pedal and leg raised or you'll take a spill!

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



**KEEP INSIDE PEDAL AND LEG RAISED**





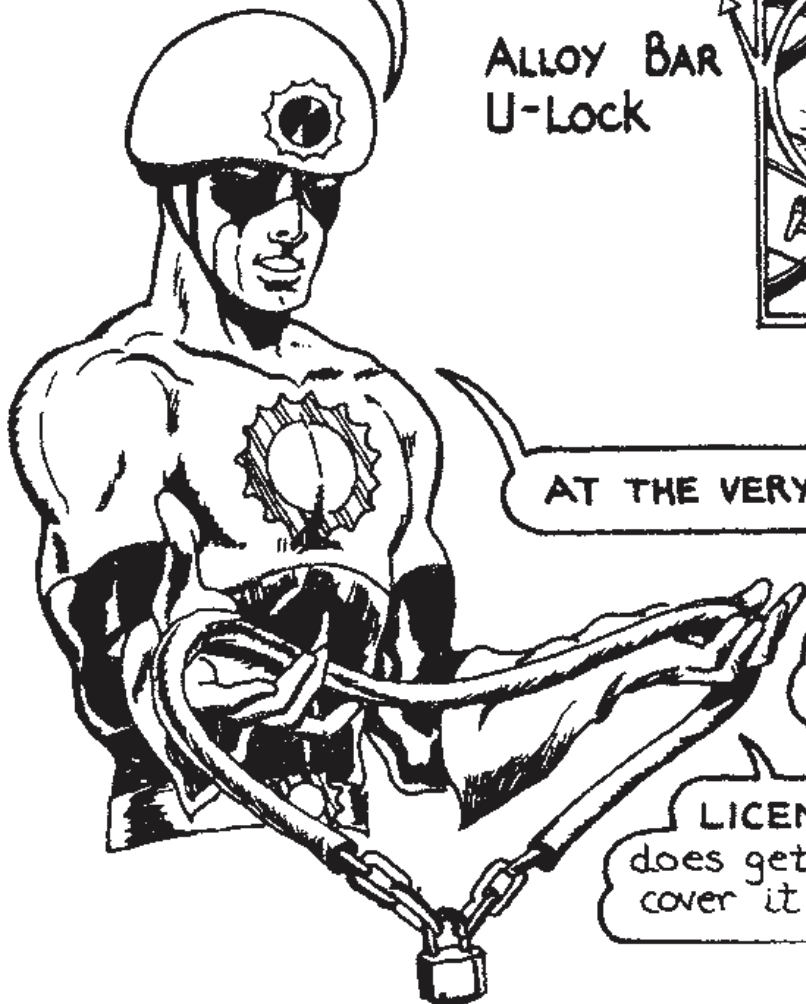
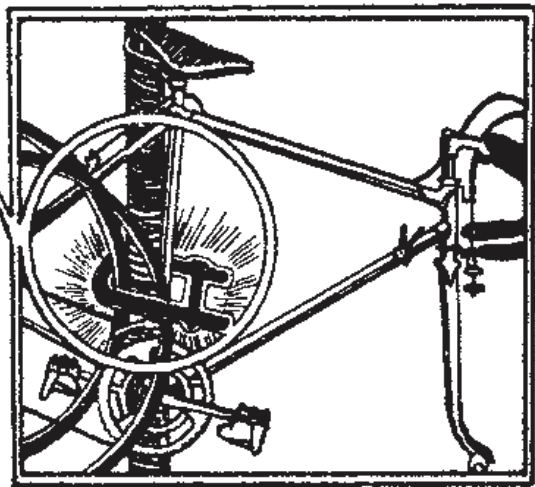
NO LOCKING SYSTEM IS FOOL-PROOF !!



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



ALLOY BAR U-LOCK



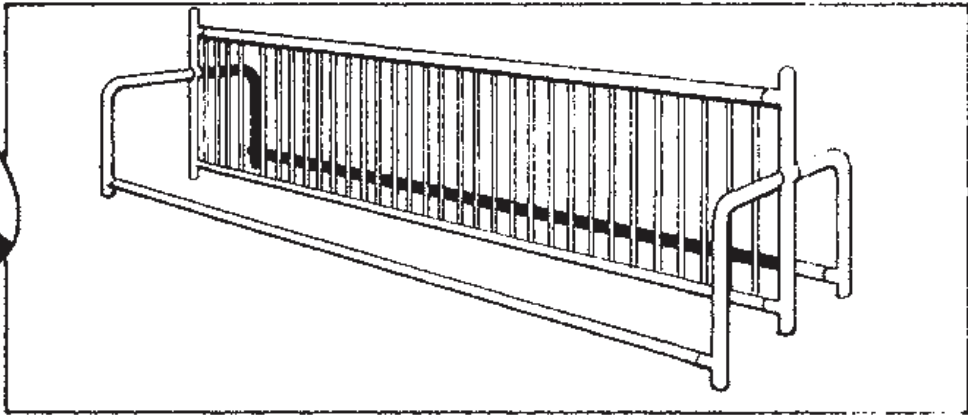
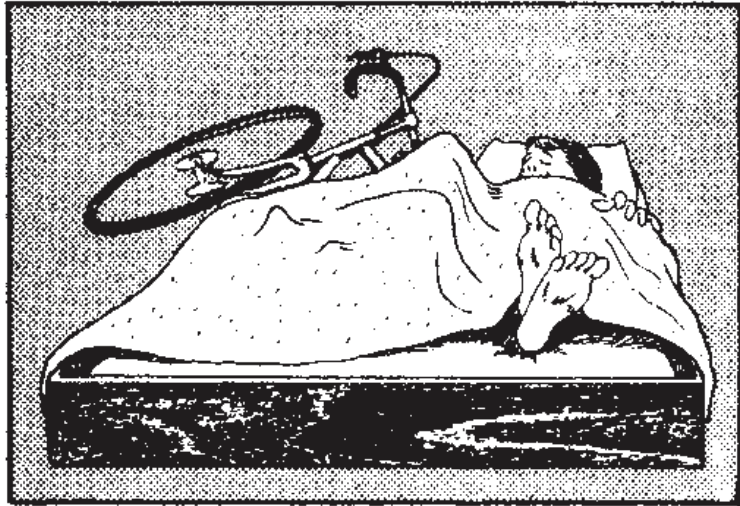
**AT THE VERY LEAST,** use a heavy chain (5/16" alloy) or cable and a good padlock. **NEVER** use a flimsy combination lock and chain !!

**LICENSE** your bike! If it does get stolen, you can recover it much more easily.

WHENEVER POSSIBLE,  
TAKE YOUR BIKE  
WITH YOU !!

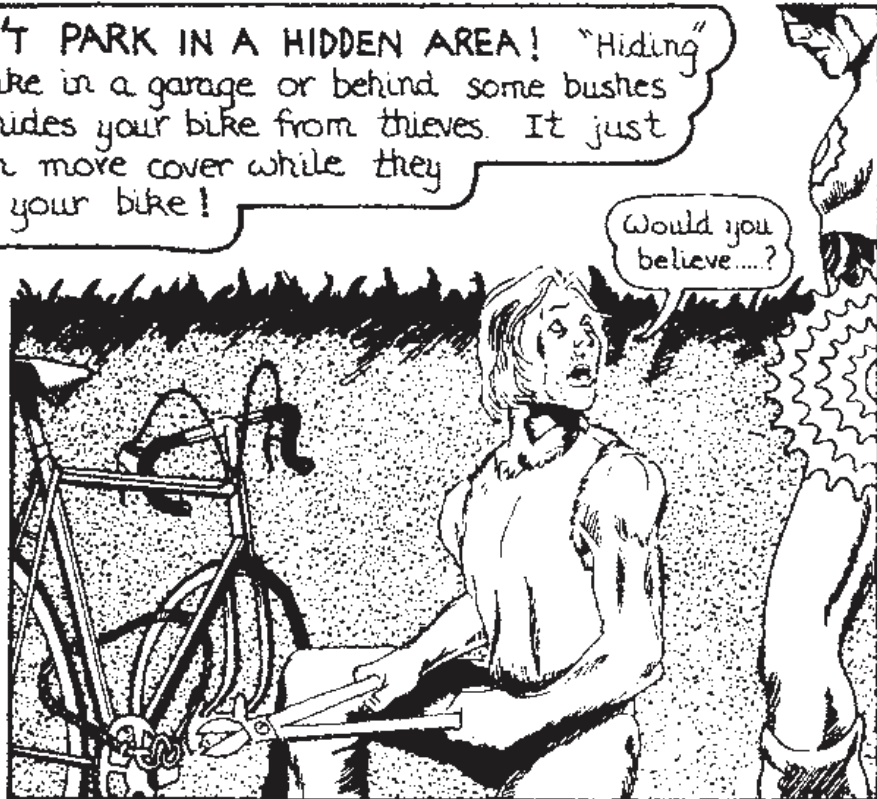
Otherwise, park  
in a **HIGHLY**  
**VISIBLE** location.

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

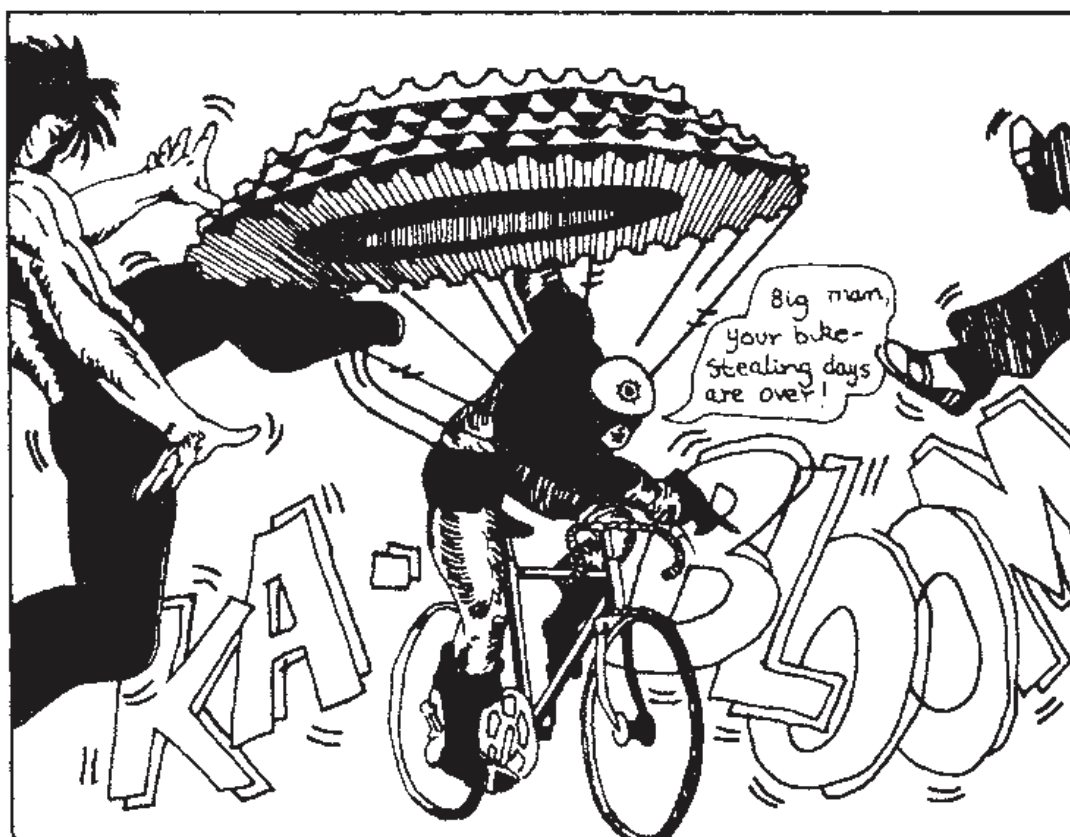


**DON'T PARK IN A HIDDEN AREA!** "Hiding"  
your bike in a garage or behind some bushes  
never hides your bike from thieves. It just  
gives them more cover while they  
**STEAL** your bike!

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

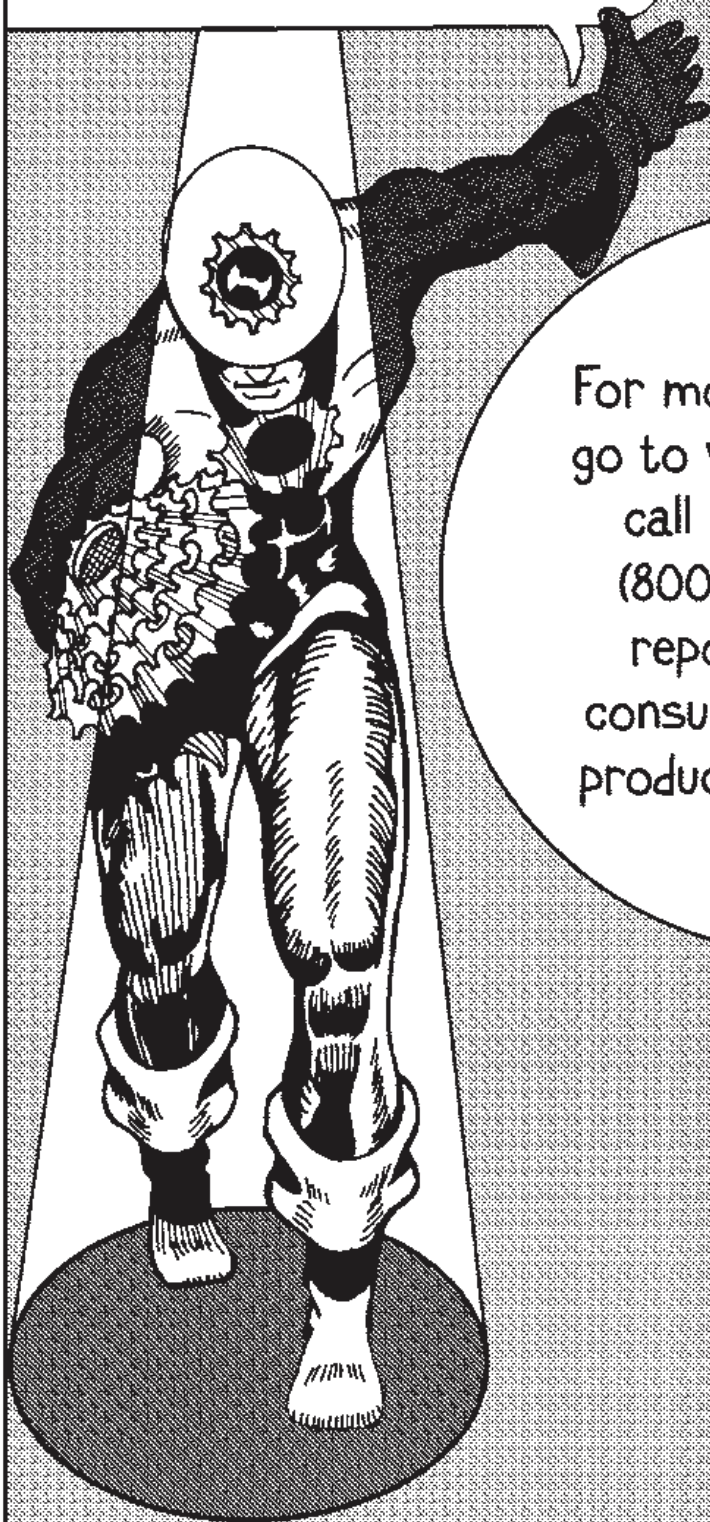


Would you  
believe....?





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



For more information,  
go to [www.cpsc.gov](http://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

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