

The two-sided Rivendell Bicycle Works Safety Sheet

Thank you for buying this bike. All of the good it can do, all the wonderful adventures and rides of utility in it, though, can be wiped out if you get hurt on it. This is written with that in mind. You should have received an owner's manual. Hardly anybody reads them. Please read yours and also read this.

1. Don't ride until you can close the quick-release right. The owner's manual tells how, we have a youtube video on it, & we triple the effort on the flipside of this. We will not hold a gun to your head.

2. Nuts & bolts can vibrate loose. And do! Check them often, especially on racks. A loose bolt won't be our fault, because we're not there, you are, & so on.

3. Tire treads are thick enough to ward off shrapnel, **but sidewalls are much thinner.** Inspect them regularly, especially skinwalls, which, like the Swedes, Norse & Irish, suffer in the sun. **Have your tires cuts or sun-burnt threads? Replace.**

4. After mounting a tire, check to make sure it's seated. Inflate a little & check, then inflate more & check again. If your tire blows off, it's your fault.

5. Listen for and remove rocks embedded in the brake pads. They score the rims until it "suddenly" explodes. Use the point of a knife to remove them.

6. Repeated tightening (presumably followed by loosening) **of the seat post binder bolt will, over time, break it.** It is an M6x22mm hex cap bolt, available in any hardware store. Get the matching 10mm nut for it. In a pinch you can close it with Vise Grips, no harm. It is the best-designed seat lug in the Multiverse.

7. If you crash your bike on the derailer side, you may bend the rear derailer tab (part of the dropout it attaches to) or both, and this may cause you to shift into the spokes. Have a shop realign the bent tab. Shops have the tool for it.

8. The "Maximum Height" marks on your stem should be buried below the headset. Look closely and do that, or you could break your fork.

9. Nearly last words:

HEY MAN, STUFF WEARS OUT

Even expensive stuff. You have an exceptionally well conceived, designed, and built bicycle. It is built with safety and longevity in mind, and we go to great lengths and considerable expense to make sure you're taken care of. But you are the last line of defense, and so we implore you to inspect your bike regularly, don't try to keep up with crazy people down hills, and so on.

Rack Capacities

Mini front/Mark's: 4.4 pounds

Top Rack: 13 pounds

Rear, Med or Big: 44 pounds

Big Fronts: 30 pounds

Mark's HAR (due Spring 13): TBD

Overloaded Mini/Mark's? Tension-strap the basket to the handlebar to lift the load off.

Memorize everything on this page.

How tight the bolts? How much do you crank on 'em?

The "slight grunt, a bit of white knuckle, but no cheater bar" way works when used with good judgement and a history of incident-free tightening. But officially we recommend what Nitto says, below. M5=metric 5mm bolt, etc. That refers to the bolt diameter. The hex key that fits it is typically 1mm less. (M6 bolts take a 5mm hex, and so on.)

M5: 3N.m (30.62kgfcm) M6: 5N.m (51.03kgfcm)

M7: 12N.m (122.47kgfcm) M8: 13N.m (132.68kgfcm)

We haven't included conversions (foot-pounds, newton-meters), but if you're the type who wants to know torque specs, you should also be the type to whom the figures above mean beans—since this is the language of torque specs, and ought to be able to Google the conversion. The most secure way—marginally paranoid to use a longer bolt for racks, thread all the way through, with & a lock-washer, loctite, and an anti-vibration nut on the other side. Every year bike riders get hurt because they aren't competent with nuts & bolts. Be thee not one of them!

Don't pedal a stroke until you know How To Close a Quick-Release

It is the easiest thing in the world, and you must know how to do it right before you ride your bike. We implore you to achieve mastery of this simple, accident-preventing task. Any time your front wheel comes off, it is your fault. A properly closed quick-release cannot vibrate open. No way, no how.

