Bicycle Component: short description of function and location

Tools:

Figure Caption

Inspection:

Removal:

Bicycle Component: short description of function and location

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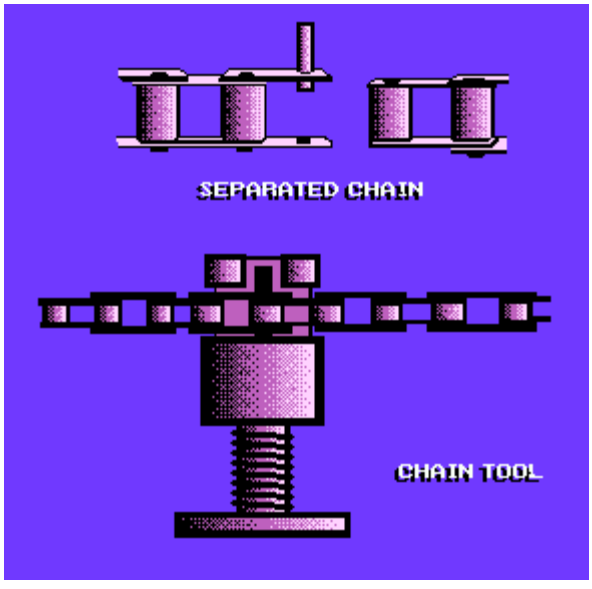
Chain: Transfers power from the pedals to the wheels



Tools:
- Ruler
- Chain breaker
- Chain checker tool

Figure Caption

Removal:

Inspection:
Keep chains with little or no rust.

Check the chain for wear. Use a ruler, place the zero-inch mark at the center of a chain pin. Then check if a pin lines up with the 12” mark on the ruler. Keep the chain if the pin is 1/16” or less off.

Optionally, use the chain checker specialties tool

Pedals: clipless, platform and cage

Clipless Style (Newer and more high-tech

Tools:
•Pedal Wrench

Note: Do NOT use a cone wrench (way too flimsy!)

Platform Style (Most Common)

Cage Style (Attachment to platforms)

Removal:

The left pedal is left hand threaded (opposite from a regular bolt).

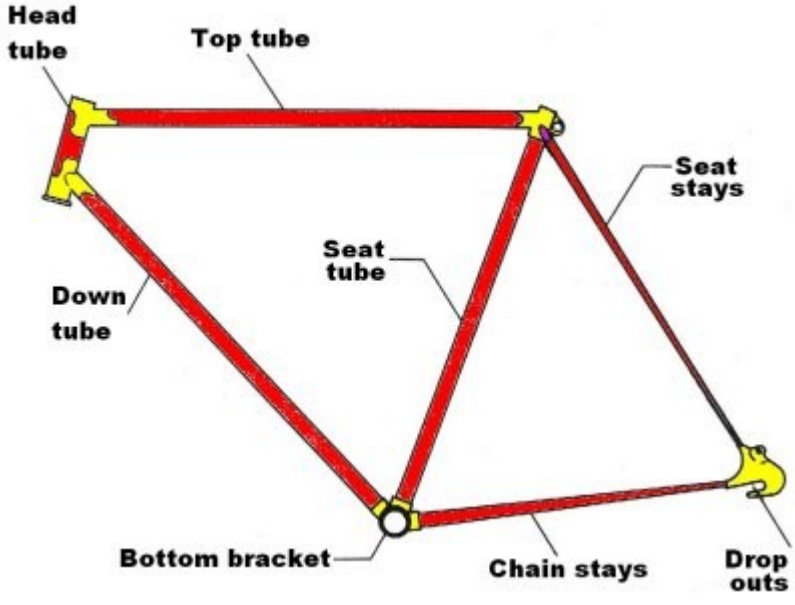
The right pedal is ordinary threaded.

Inspection:

Pedals must be intact and can have slight rust.

Pedals with lateral shake, squeaks, and spin are in disrepair. Don't keep these if they are bad.

Frame and Fork: The body of the bike



Tools:

- General purpose wrenches
- Special tools for drivetrain and headset.

Inspection:

They must not have kinks or bends in their tubes. They can have slight rust and superficial flaws to the paint. Frames with lugged joints are of better quality. Some brands such as: Murray, Free Spirit, Colombia, Galaxy, Roadmaster, and Huffy, etc. are overflowing in the shop and are of lesser quality. It is possible to scrap these.

Removal:

The frame is not removed from the bike, it is the bike.

Remove all the parts from the frame, but leave the fork. The fork is removed in some cases, like when it is damaged and unusable.

Seat Post: The pipe going into the frame that the seat is bolted onto

Tools:
General Wrenches

Some seat posts have the clamp included. For them, be sure to keep all the clamp parts with the post.

Removal:

Loosen the clamp bolt on the frame and pull out. Use PB-Blaster if the post is stuck. Also try twisting while pulling.

Inspection:

Don't keep posts that are very rusty or damaged in any way.

Remove the seat from the post.
- To remove the single bolt, loosen bolt part of the way then turn the clamp and lift the saddle off the rails.
- To remove the two bolts seat post loosen both clamps or completely remove them (careful, they have loose parts).

Saddle: Fancy name for the seat

http://www.flickr.com/photos/chrisgold/3257608076/

Tools:

General Wrenches

Removal:

See instructions for removin
the post.

Inspection:

They can have slight rust to rails but no ripped upholstery.

Wheel with Tire: Process the tire independently from the rest of the wheel

Tools:
- Allen Keys
- Box Wrenches
  - (Typically 15mm)

Right: Quick release lever in the "closed" position.

Removal:

- Quick Release
  - Flip the lever to the "open" position
- Bolt Axel
  - Use the box wrench to loosen the axel nuts
- Pull the wheel off and disengage from the chain

Inspection:

See the following page for separating the tire from the rest of the wheel.

Tire: The only part of the bike that touches the ground!

Tools:
- Tire Levers

Right: Using tire levers to remove the tire

Removal:
- *Completely* deflate the inner tube
- Use the tire levers to remove one bead of the tire
- Remove the tube
- Remove the other bead to separate the tire from the rim

Inspection:

Don't keep tires with excessively worn treads, large tears, dry rot or other damage.

We have plenty of standard wall-mart tires and not many other types of tires.

Complete Wheel, No Tire: We could write an entire book on just the wheel...

Tools:

SCRAP TESTS *(not a keeper unless it passes them all!)*

- Are the spokes excessively rusty?
- Is the rim excessively rusty?
  - We can remove some rust. However, if there is a shiny coating and it is starting to flake off, there is no rescuing it.
- Is it severely out of true?
  - Spin the wheel while looking at it in profile. If it wobbles severely from side to side, it is scrap. Minor wobbles can be fixed.
- Is the axle missing, or missing its cones? If so, don't save the wheel unless it is a very high quality rim.

Things we want to keep*:*

- Aluminum rim wheels
- Double walled rims
- Functional rear wheels
- Straight (not bent) axles inside their hubs

Wheels we don't need to keep as many of:

- Front wheels for mountain and kids bikes
- Steel rimmed wheels

Wheel Axel: Salvage from otherwise bad wheels

Tools:

Solid Axel: Bolt-on wheels
Hollow Axel: Quick release wheels

Removal:

If the wheel is getting scrapped, we might want to salvage the axle. We save good axles inside of their hubs. This allows people to find replacement parts easily simply by finding a hub that looks the same as theirs.

CHECKING THE AXLE

Is the axle bent? Spin the axle, and watch the ends, especially the longer end if it is a rear wheel. If the end moves up and down as you spin, it is bent. Discard. If not, save the axle.

Bicycle Component: short description of function and location

Tools:

Figure Caption

Removal:

Inspection: