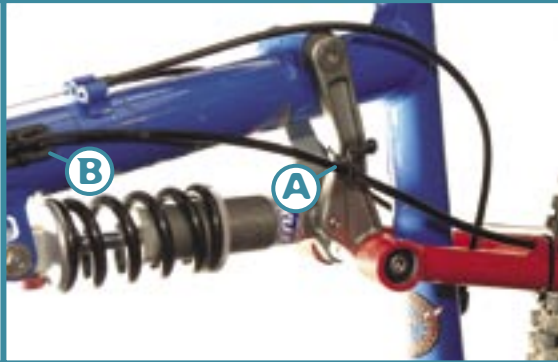


Random jobs for a rainy day's riding

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Zip-ties: These little things are indispensable for tidying and securing all manner of cables, wires, and hoses. To give brake lines or gear cables on full suspension rigs a smooth and kink-free path, buddy up two (A) and create a guide that won't do damage. Check to make sure your rear suspension isn't stressing out your expensive cables and hoses or causing them to wear into your frame. Stick-on guides (B) are sometimes necessary to add alignment to a hose or cables (make sure you clean the mounting area and allow the glue to set), they look pro and keep things tidy.



Inner tubes make good mud flaps and can be great to help protect those areas that are sensitive to winter's ravages. The capillary action between the seat tube and post will suck enough water over time to fill a bottom bracket, eventually killing the bearings. Fashion a cover and attach with zip-ties, don't overdo the top one and you'll be able to raise and lower the seat with ease.



Trim zip-tie ends off with a set of nibbler pliers to finish the job off real smooth and prevent nasty scratches from sharp dags (this pair cost \$10 in the local Mitre10 bargain bin).



Some rear shocks are right in the line of fire from the debris shooting off the rear tyre. Get creative with an old inner tube and zip-ties to help slow the rate of wear. It doesn't have to be permanent fix, even if you just shield it for the muddiest rides.

Sick of the chain slapping on the stays when you're going fast over the rough? A simple neoprene boot that attaches with velcro around the chain stay will keep your sanity and make you stealthier when attacking.



Grips help you control your bike, until they start slipping and rotating. Spray paint or hair lacquer is great for fitting new grips and helps stick 'em...but to make doubly sure buy some grip tie-wire from the local motorcycle dealer and forget about throttle-action.



The other option is lock-on grips like these from ODI for absolute peace of mind and sheer good looks, those with small hands may be out of luck though as they are fairly chunky.

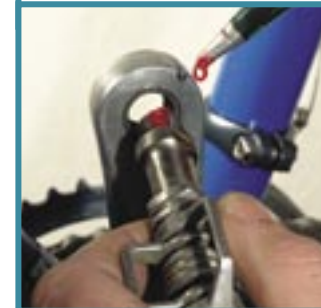
Pedals are one of the most overlooked parts of a mountain bike. To help avoid the embarrassment of the slow topple after sticking in, clean and lube them regularly (remember: dry lube for dry conditions, wet lube for mud).



If you change pedals often, or hardly ever, you'll want to grease the threads now and then to make sure they don't seize up and damage the alloy crank threads when removing.



Some of the steel bolts on your bike will screw into alloy parts such as the stem or seat clamp. These are best prepped with a light smear of grease to allow a smooth tensioning and the correct torque to be attained without stressing the alloy threads. Jockey wheel bolts, disc brake and suspension mounting components are all best secured with a light grade of loctite to prevent vibrating loose. All grease and crud must be cleaned from the threads first to ensure proper effect.



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