



Bike Check

M-Check

One method of checking the preparedness of a bike is an 'M-check'. So called because it forms the shape of an M starting at the front hub, travelling up to the handlebars, down to the bottom bracket, up to the saddle and back down to the rear hub. .

The below list gives a more complete list of areas to examine when performing the M-check.

1. Front Wheel:

- Axle nuts/quick release – tight / firmly closed.
- Spokes all present and tight.
- Brakes – secure and working, aligned and not rubbing against tyres.
- Lights/reflectors – if fitted, then tight and working.
- Tyre – check for wear, cuts and splits in the tread, and that the tyre is inflated to the correct pressure.
- Bearings – grip rim and rock back and forth to feel for loose bearings.
- Spin to check for tight bearings and poor alignment or buckled wheels.

2. Handlebars:

- Headset/handlebar tight with no side-side play.
- Brakes levers/gear shifters working correctly.



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3. Chain Ring:

- Front derailleur – working correctly with smooth changes. Wires not frayed.
- Cranks – spinning freely with no side-side play.
- Pedals – fitted correctly, and free from debris. Also check cleats are clean and not worn.
- Chain – check it is well oiled and not rusty.

4. Saddle:

- Fitted tight, facing in the correct direction and set at the correct angle for the athlete.
- Free from rust, damage, cracks.
- Tightly secure (seat post clamp).

5. Rear Wheel:

- As per front wheel +
- Rear derailleur – working correctly with smooth changes.