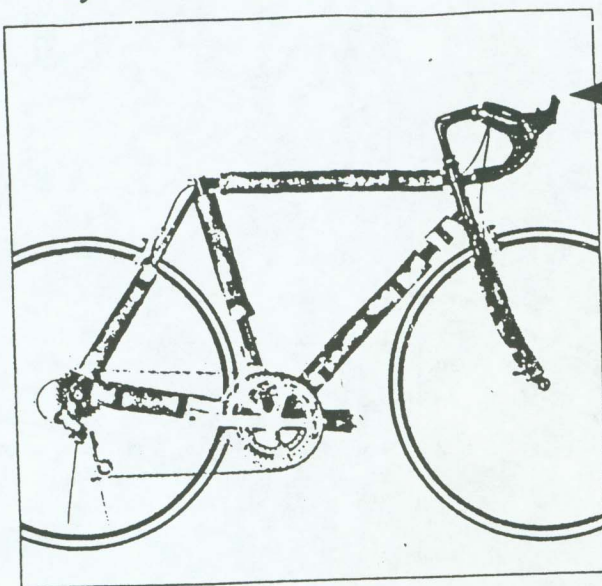


Boxing a Bike

By Jim Langley

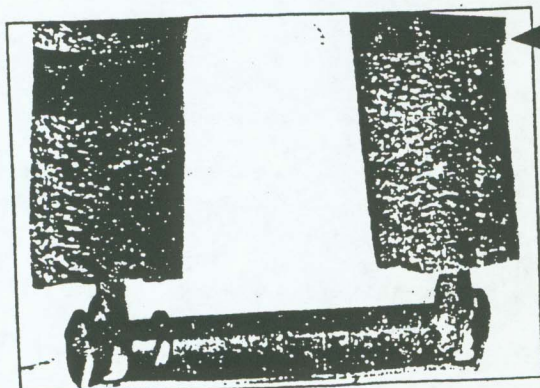
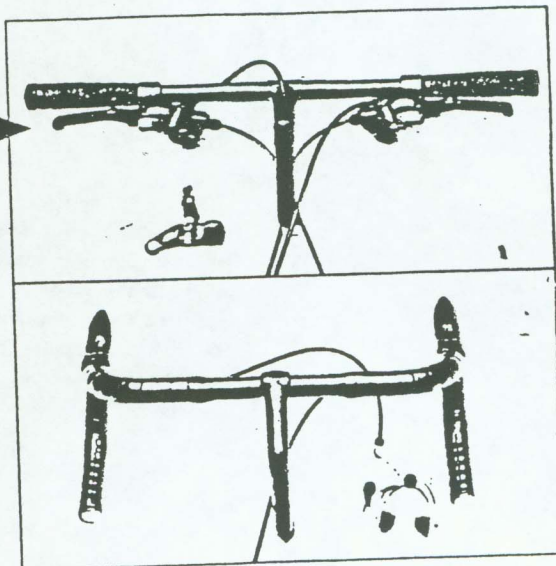
Required Items:

- 5- and 6-mm allen wrenches
- plastic mallet
- small screwdriver
- pliers
- 10-mm combination wrench
- 15-mm combination or pedal wrench
- pipe insulation, bubble wrap, or newspaper
- fork spacer (available at shops) or a 100-mm-long block of wood
- bike box (available at shops) of the correct width (for mountain or road bikes) and height (frame size is printed on the end)
- string
- electrical tape
- parts box (may be inside bike carton), shoe box, or plastic bag
- several stout rubber bands
- packing tape (2-inch-wide filament or clear types)
- black marker



1 Shift the chain onto the largest chainring and the second-largest cog. Remove the pedals (the left is reverse-threaded) and put them in the parts box or bag. To prevent damage, wrap each frame tube and the left crankarm with pipe insulation, bubble wrap, or newspaper. Loosen the seatpost binder bolt and remove the seat and post together. Take off the clip-on aero handlebar if you have one. Remove your cyclecomputer with its mount and unwind the wire from the brake cable. Individually wrap the seat/post, clip-on bar, and computer.

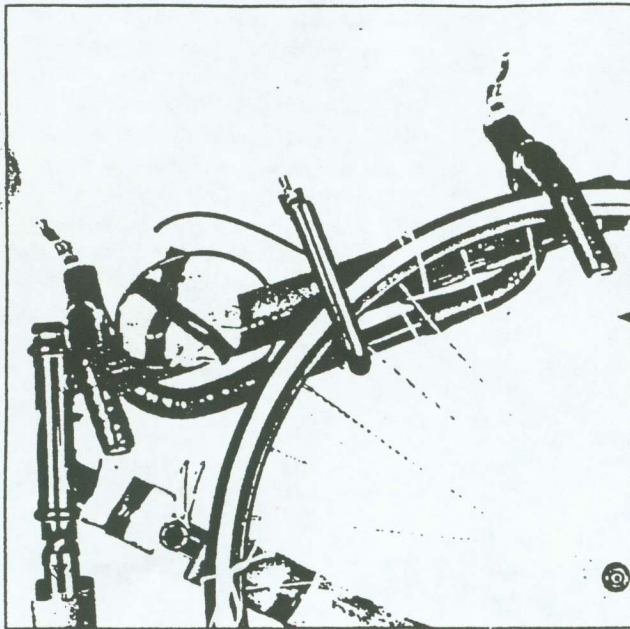
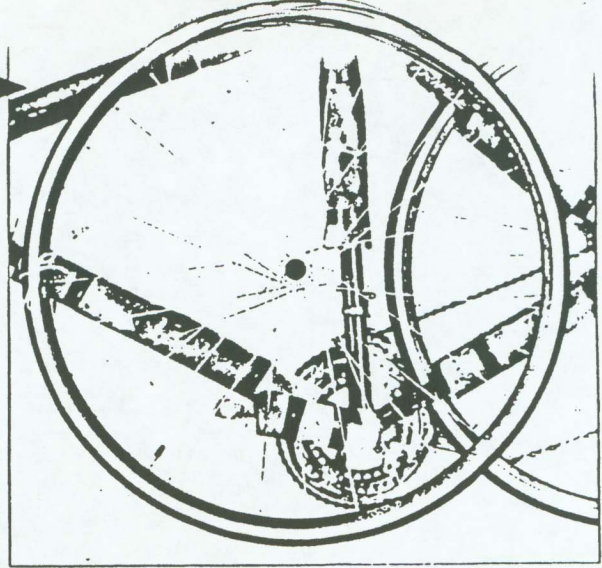
Loosen the bar and stem bolts with the allen wrenches. Tap the top of the stem bolt with the plastic mallet to free the wedge or plug. Open both brake quick-releases or unhook cantilever brake transverse cables to create slack. On cantilevers with fixed transverse cables, use the 6-mm allen wrench to remove the cantilever that is attached to the main cable. This allows you to move the bar freely and position it in the box without disconnecting the cable. Keep the parts together with string or tape. Remove front sidepull brakes with a 5-mm allen or 10-mm combination wrench (don't disconnect the cable), then reattach the nut so it won't get lost. Wrap the unattached brake caliper or cantilever so it won't scratch the frame.



3 Remove the front wheel. Unscrew the quick-release, reattach the springs and nut so they won't get lost, and put it in the parts box or bag. Install the fork spacer between the dropouts with screws or tape to prevent them from bending or penetrating the bottom of the box. Rotate the fork so it faces backward. Place the bike on the ground and level the crankarms. Move the valve stem between the seatstays and wrap a rubber band around it and the stays to keep the rear wheel from rotating.

Place the front wheel on the left side of the bike. Fit it as closely as possible by putting the left crankarm between the spokes. This should allow the wheel to rest against the frame with the axle above the down tube. Tie the wheel against the down, seat, and top tubes.

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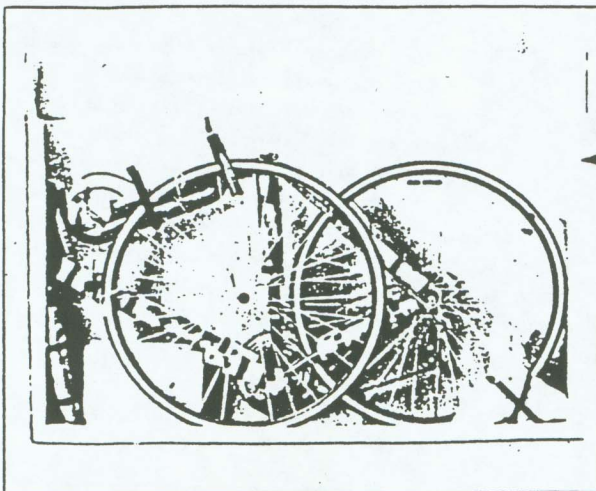


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Place the bar/stem assembly over the top tube and wheel. Manipulate the stem to get it within the frame's main triangle and make the package as narrow as possible. Don't kink the rear brake cable.

Remove any staples in the box flaps with pliers so you won't get scratched. Check that all small items are inside the parts box or bag, tape it shut, and place it toward one end of the bike carton.

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Lower the bike into the box so that the small parts fit beneath the down tube. The bike's rear wheel and fork should rest on the bottom of the box. Move the bar/stem assembly so the flaps close, and it doesn't create a bulge in the box. Insert the front brake wherever it fits. Place the seat/post assembly beside the rear wheel. Pack the clip-on bar, a helmet, or any other necessities where they fit. (All should be wrapped.) Close the flaps and tape the box shut. Add tape to the underside of the box for extra security. Use the black marker to cross out old addresses and add the correct one.

Thanks to The Bicycle Center in Santa Cruz for supplying equipment.

Next Issue: Installing fenders. ■