

Tech Help:

**How to pack a bike
into a carrying case**

To begin with, packing a bike is not a simple step by step operation done the same everytime. In fact, it changes everytime it is packed for every bike with any case. This tutorial is to show how one bike in one instance in one case by one person is set up for a trip. It is merely an example of how it can be done and what is most important to look for while packing your bike to keep all parts safe next to one another. Enjoy!

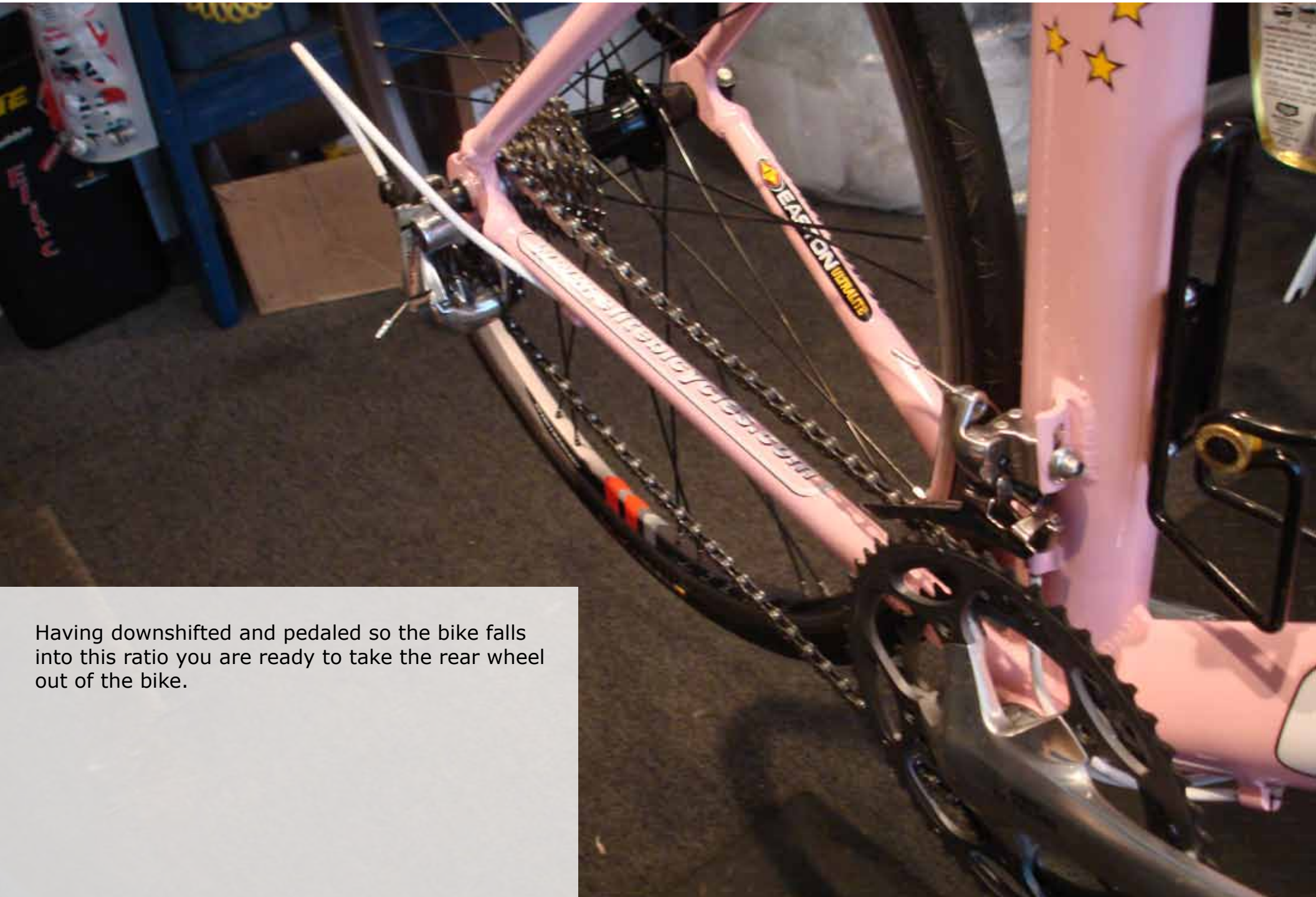




First, it all starts with the box.



First, put both shifters as low as possible. So they are in small ring in the front and the smallest cog in the rear.



Having downshifted and pedaled so the bike falls into this ratio you are ready to take the rear wheel out of the bike.

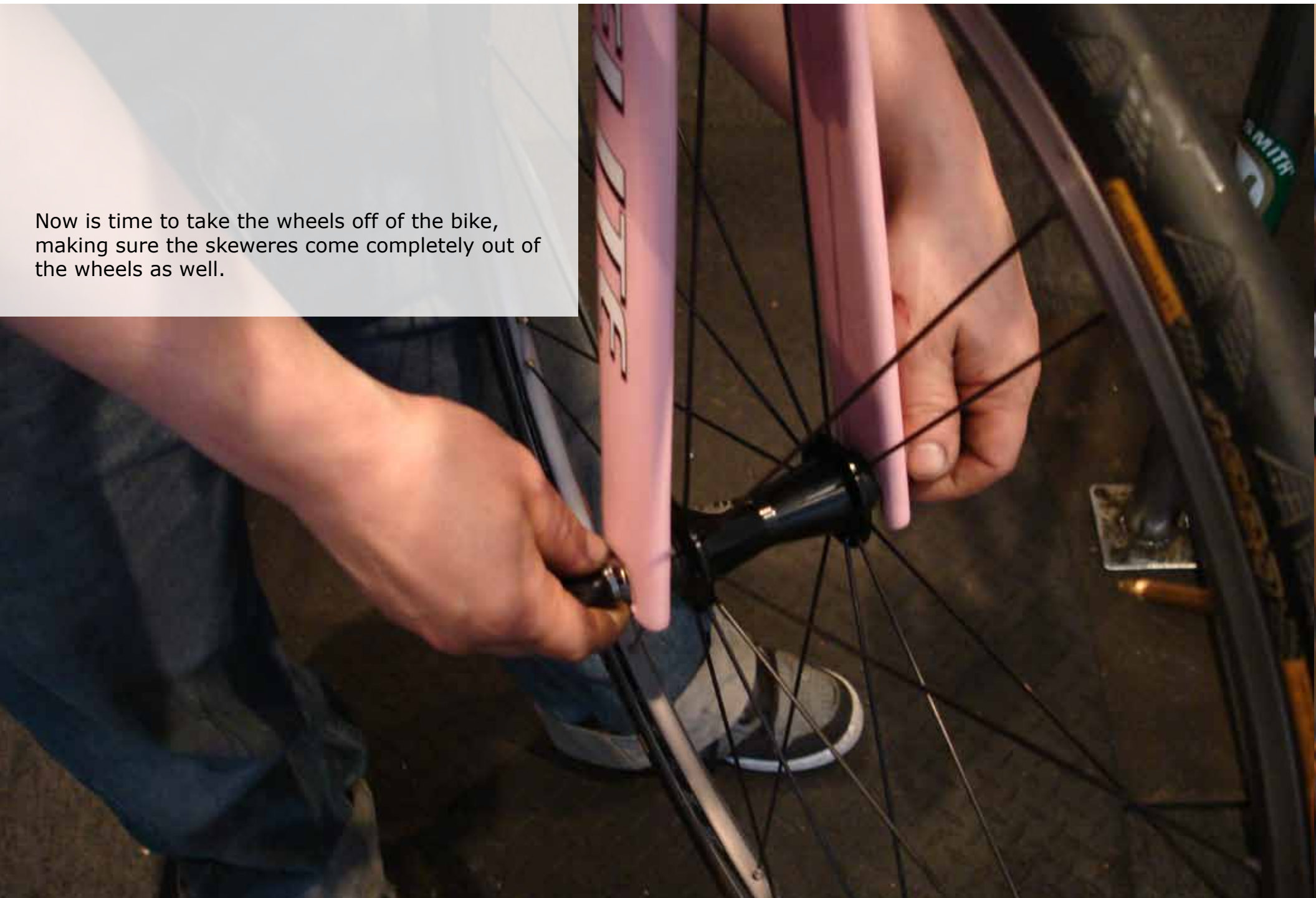
Next you need to take the pedals off of the bike allowing the bike to be its skiniest it can in the case. Use either a pedal wrench, a 15mm wrench, or a 6mm/8mm allen key depending on the type of pedal. Pictured here is a speedplay using a pedal wrench. Loosen pedals by turning wrench towards back of bike for both pedals.





Find a common place to put parts so you have everything in one spot so as not to forget anything from getting into the case.

Now is time to take the wheels off of the bike, making sure the skewers come completely out of the wheels as well.

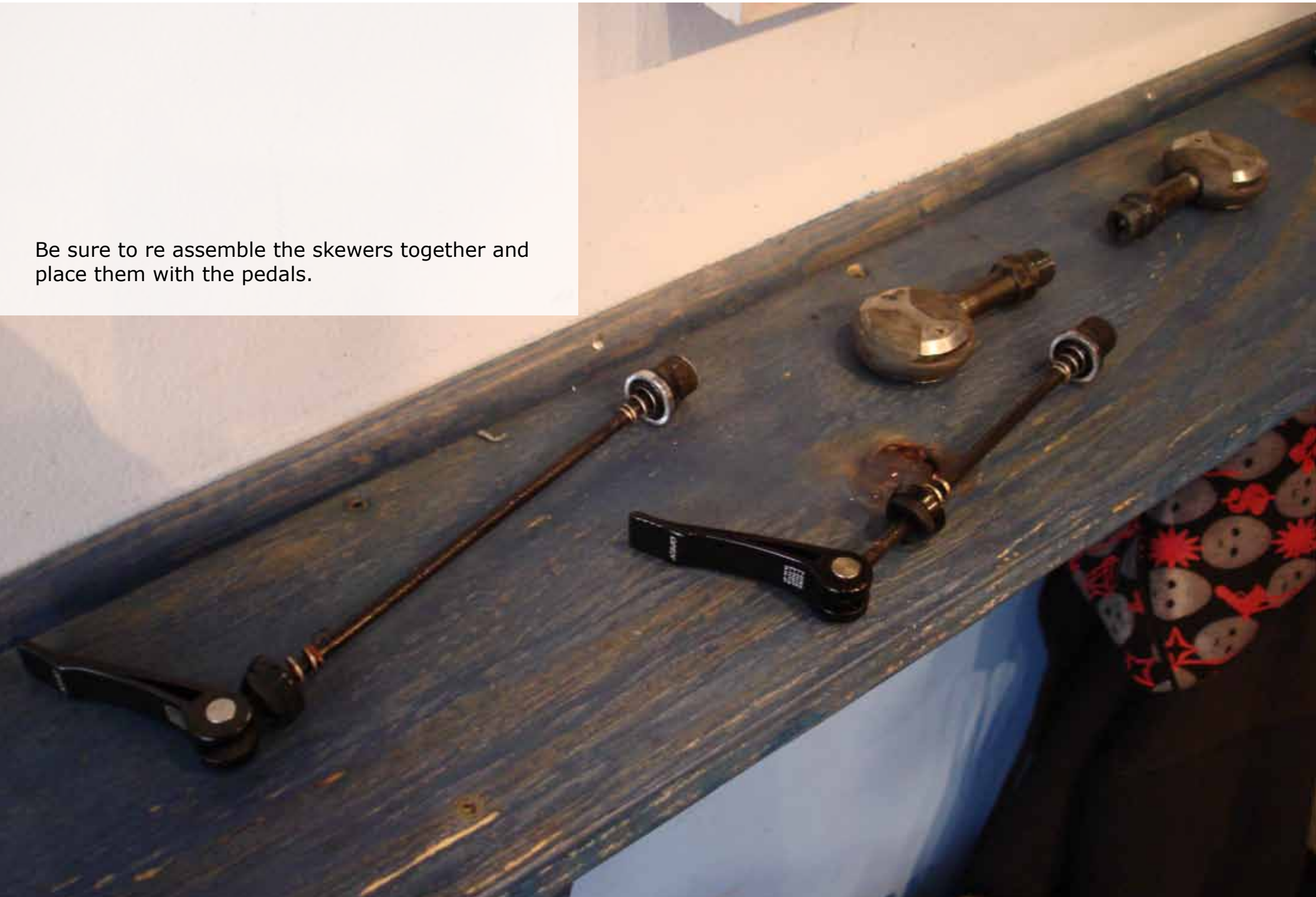


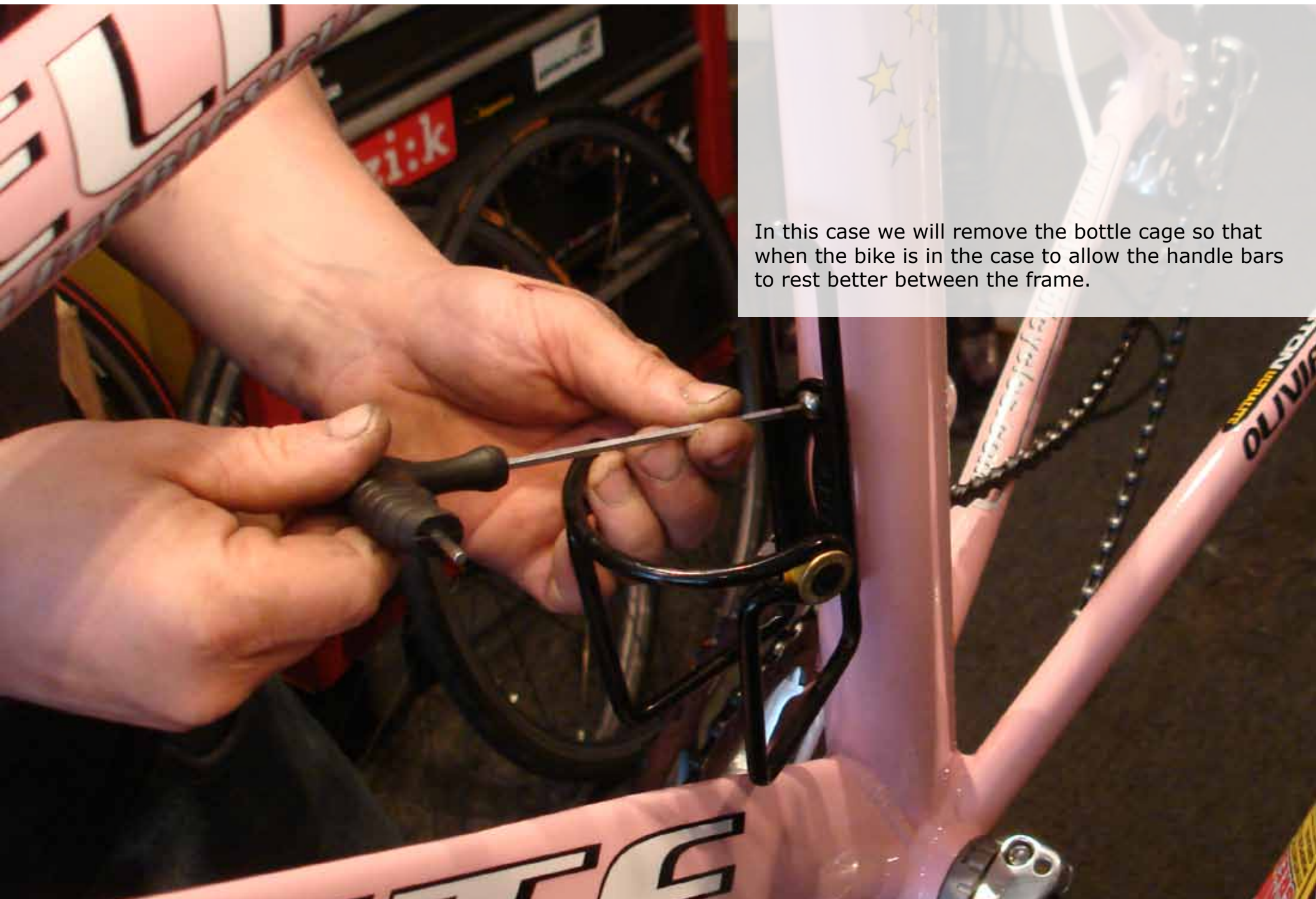
Be sure to deflate the pressure of the tires down to approximately 40psi, or at least the tires are very flat but not without all their air but enough in which when you push the tire your finger can touch the rim.



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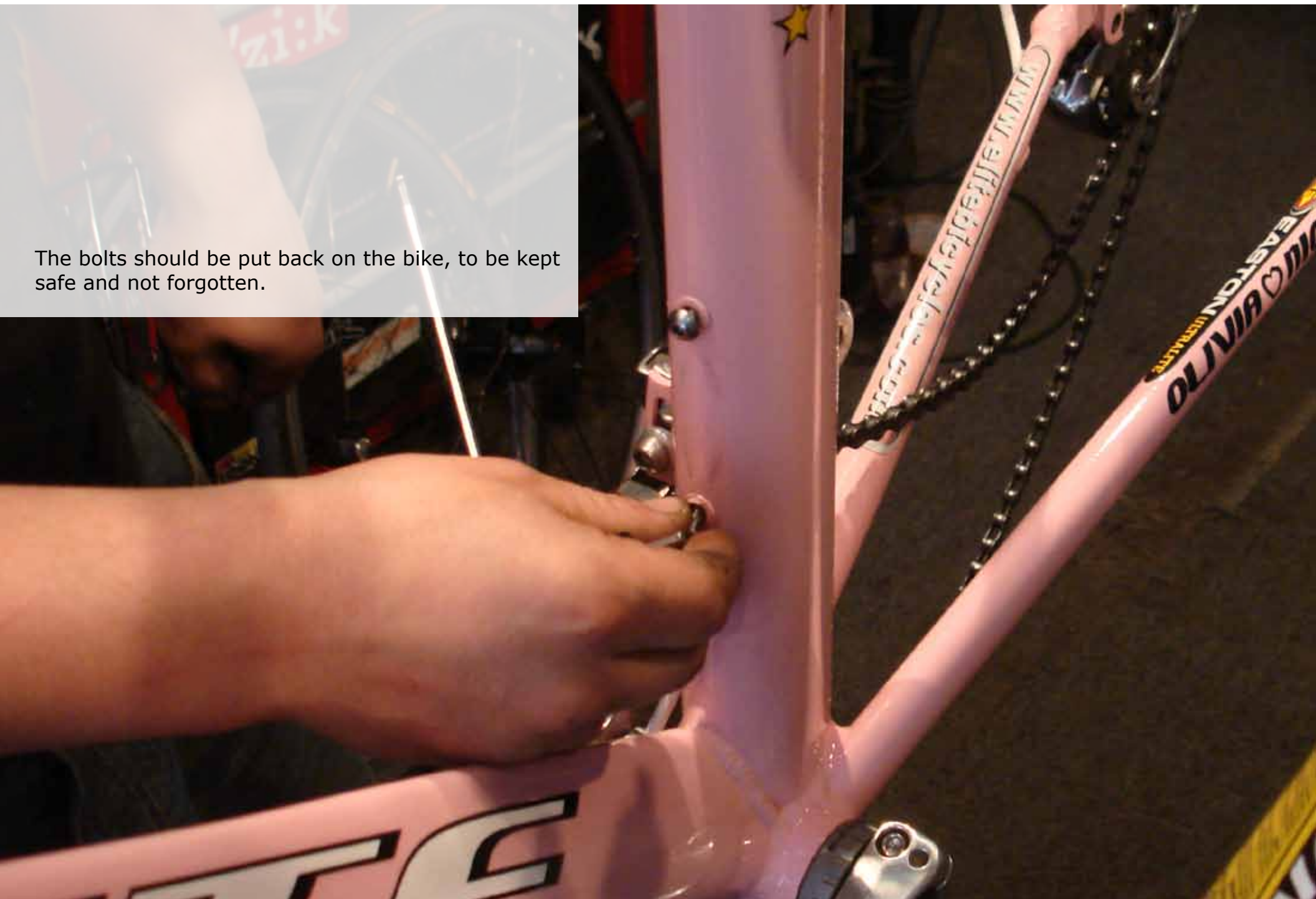
Be sure to re assemble the skewers together and place them with the pedals.





In this case we will remove the bottle cage so that when the bike is in the case to allow the handle bars to rest better between the frame.

The bolts should be put back on the bike, to be kept safe and not forgotten.



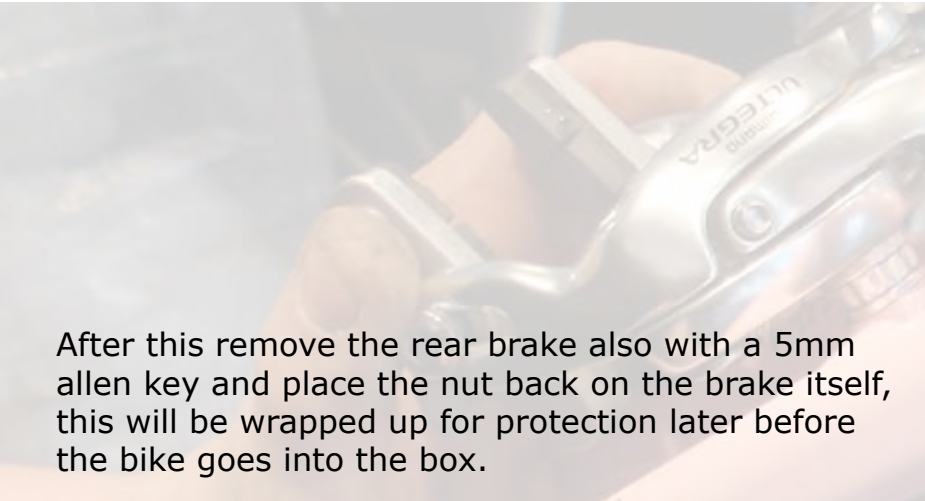


Next grab the rear derailleur and push it towards the bike in order to allow slack in the cable and pull the housing out of the frame.



After the cable tension is released, take a 5mm allen key to remove the rear derailleur to avoid the hanger from getting bent while travelling.

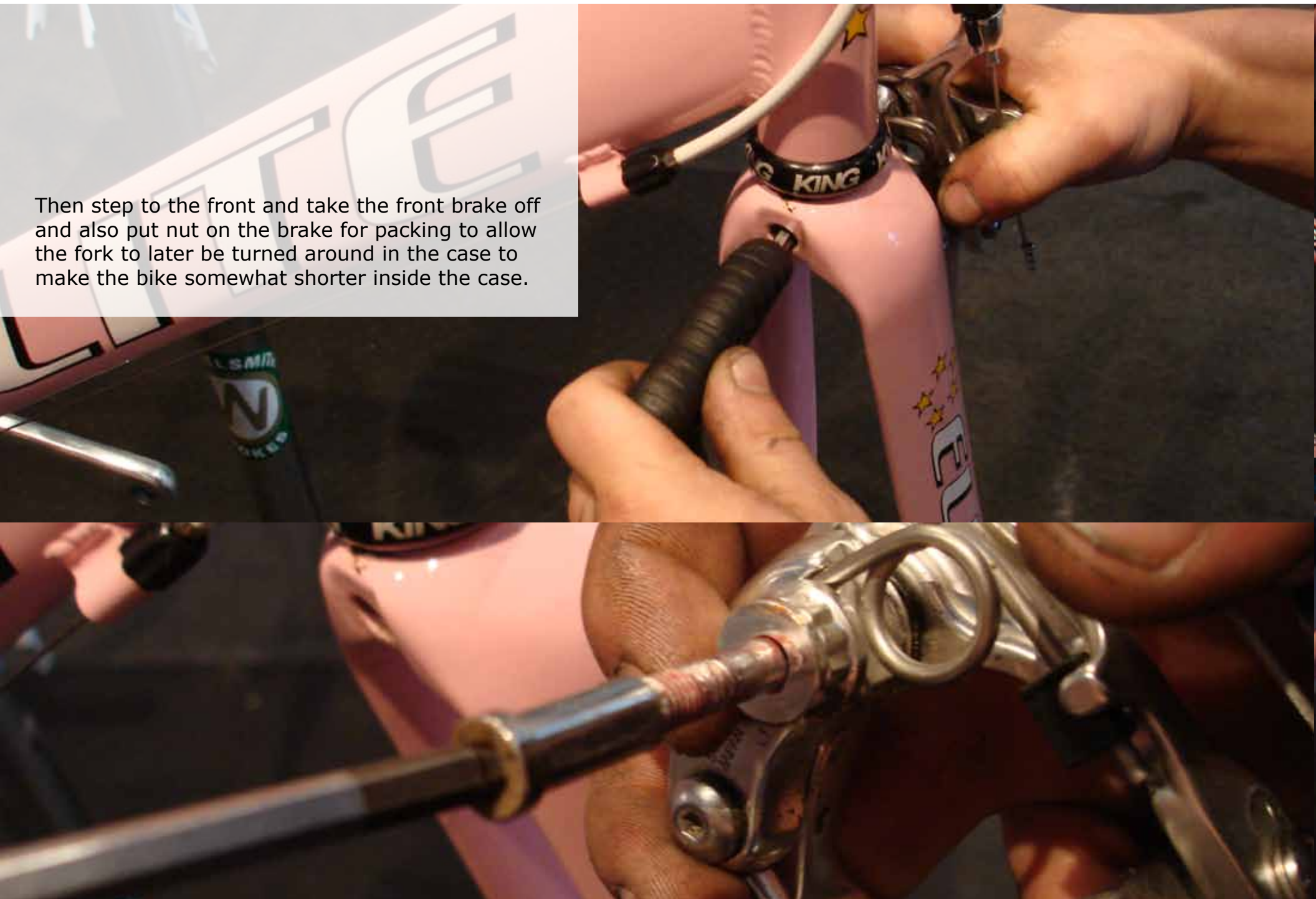




After this remove the rear brake also with a 5mm allen key and place the nut back on the brake itself, this will be wrapped up for protection later before the bike goes into the box.



Then step to the front and take the front brake off and also put nut on the brake for packing to allow the fork to later be turned around in the case to make the bike somewhat shorter inside the case.



Moving on to the frame will then be wrapped up with some form of bubble wrap to protect the frame from being harmed. On tubes be sure to tape on both ends to get maximum coverage and protection.

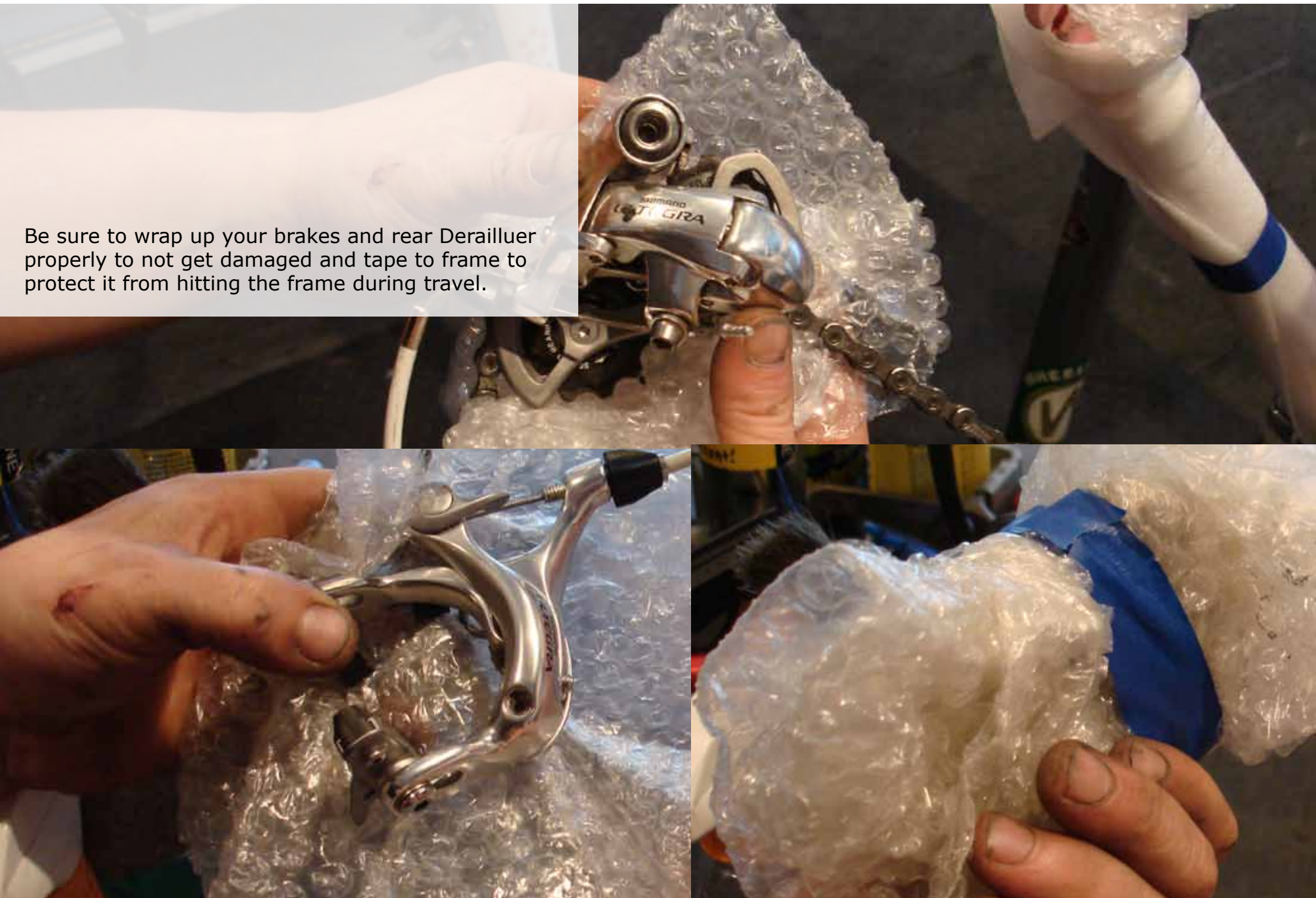


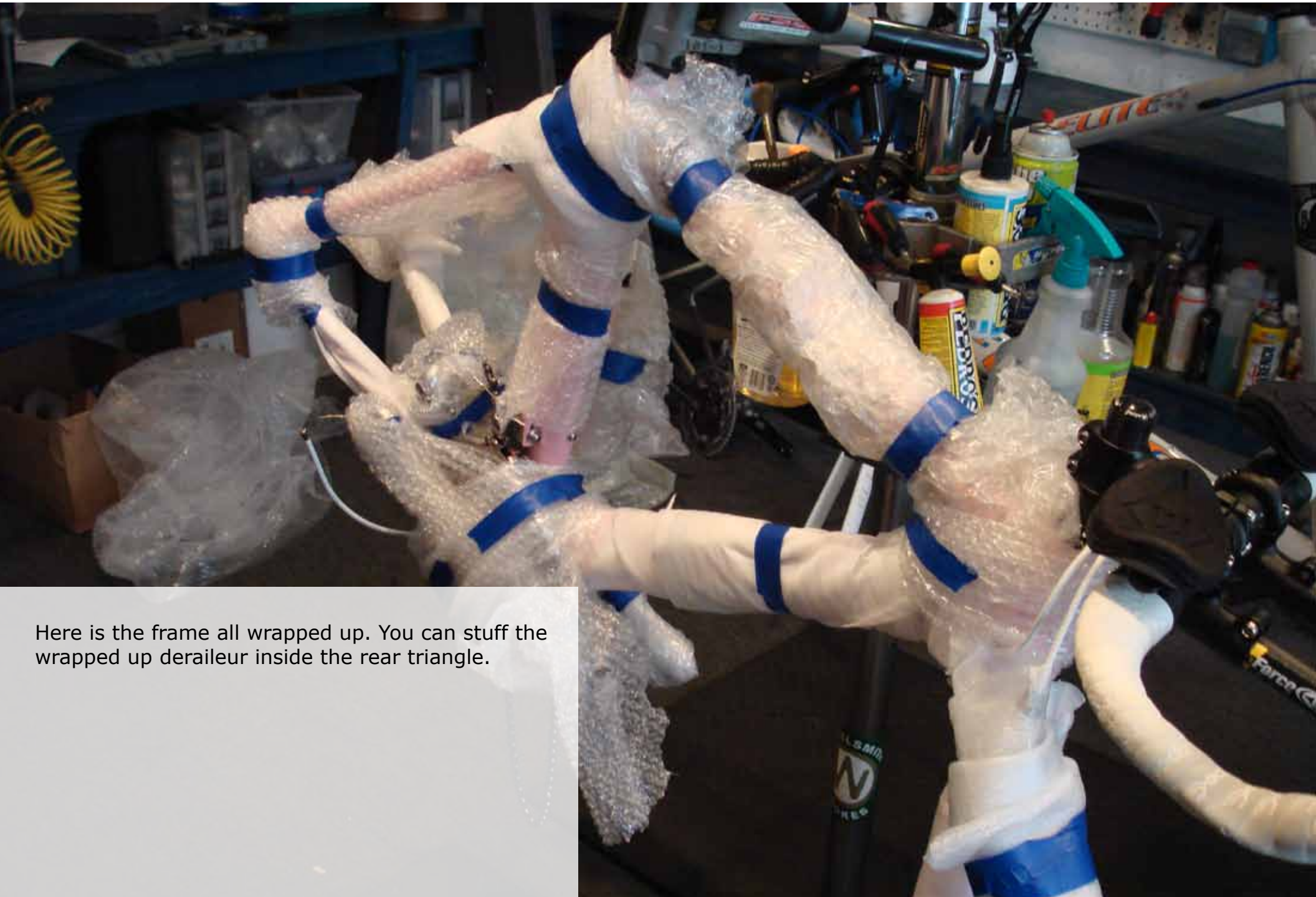
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Having the rear brake off also allows the rear end of the bike to get easily wrapped.

Be sure to wrap up your brakes and rear Derailleur properly to not get damaged and tape to frame to protect it from hitting the frame during travel.





Here is the frame all wrapped up. You can stuff the wrapped up derailleur inside the rear triangle.



Next is the front of the bike, starting with also wrapping up the front brake.

After the brake, move onto loosening the stem for the handlebars to come off with typically a 5mm allen key.





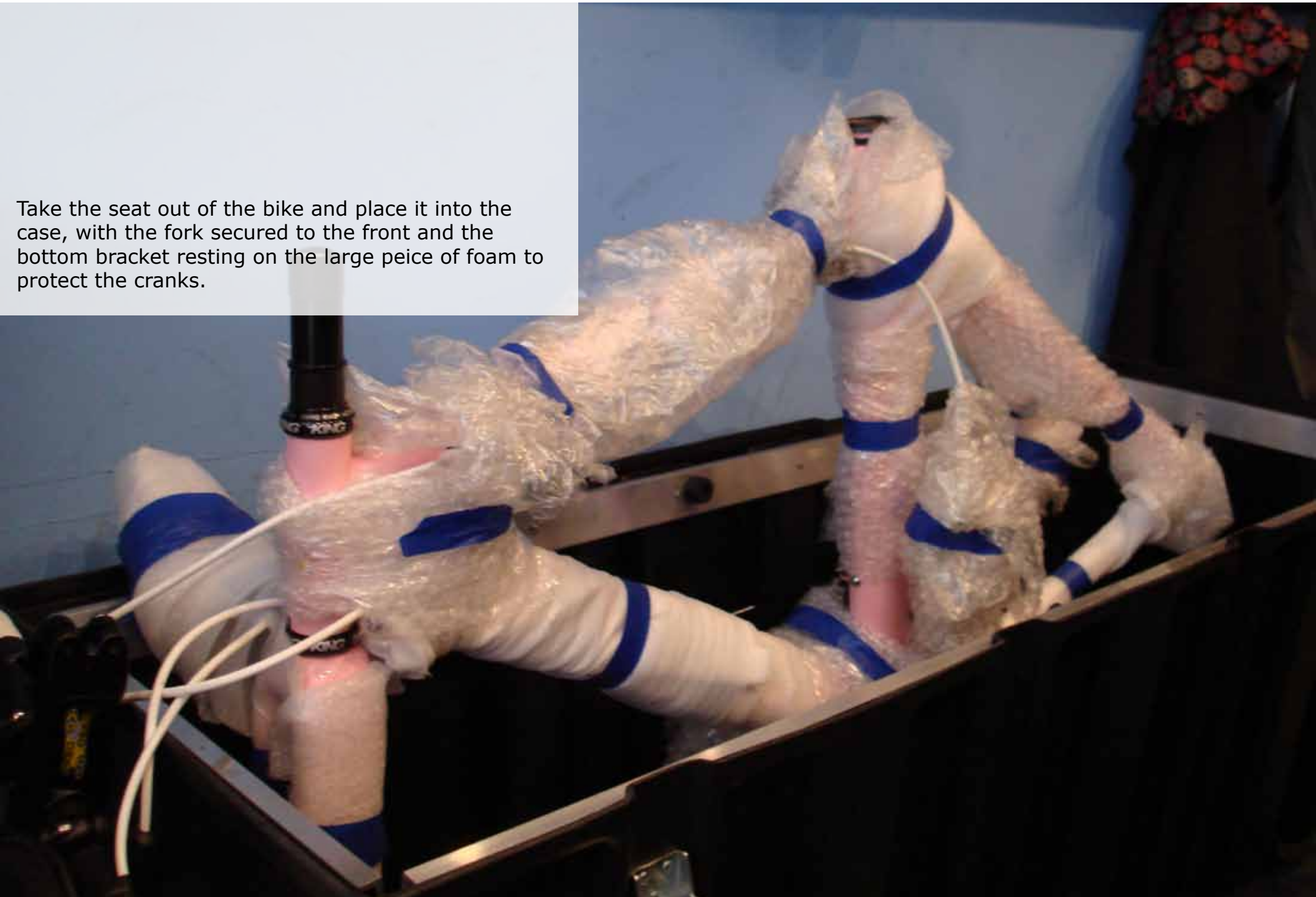
After the stem is loose, it should be easier to release the compression plug by using a 5mm or 6mm allen key on the top bolt, then remove the plug and if there are any spacers as well.





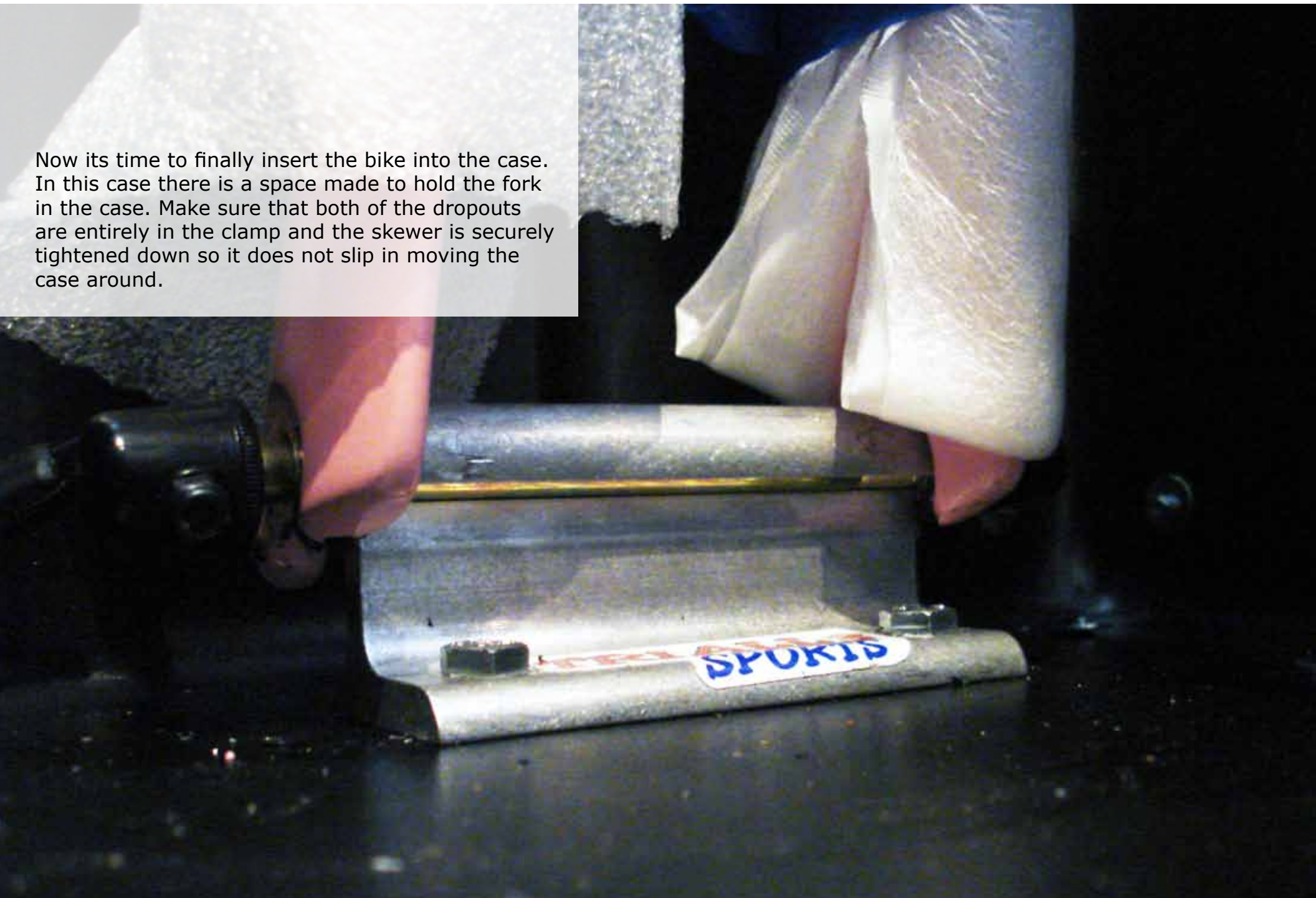
After taking the spacers off remove the handlebar setup and gently let it hang off the bike. Then put perhaps a piece of tape or a shim which is pictured here in place of the stem and put the spacers and top cap back on so as not to lose proper positioning.

Take the seat out of the bike and place it into the case, with the fork secured to the front and the bottom bracket resting on the large piece of foam to protect the cranks.



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Now its time to finally insert the bike into the case. In this case there is a space made to hold the fork in the case. Make sure that both of the dropouts are entirely in the clamp and the skewer is securely tightened down so it does not slip in moving the case around.





On the rear of the case there are loops on the bottom for the hook and loop straps provided to tie down the rear end of the bike.

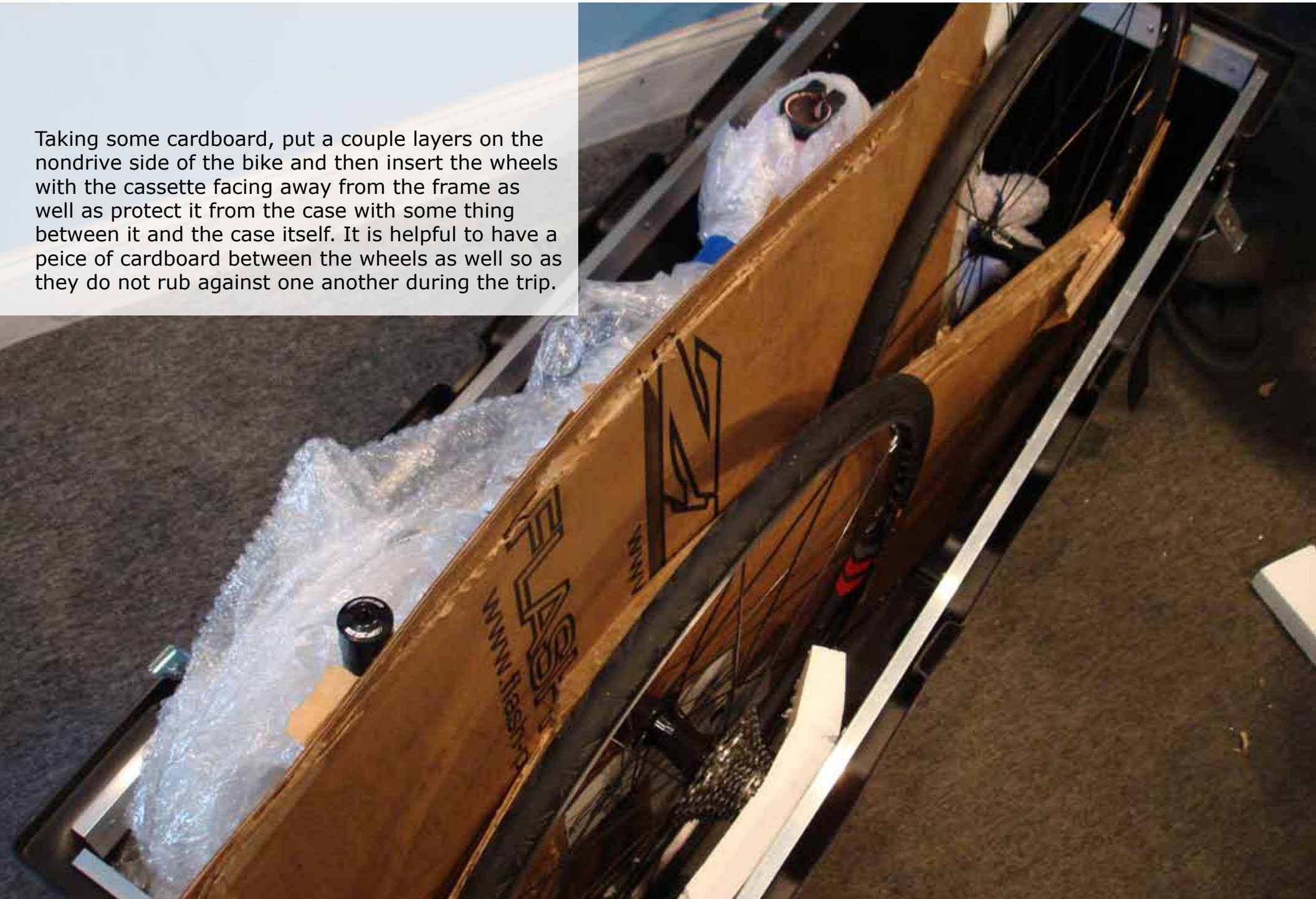


Next you'll need to protect the handlebars by wrapping them in bubble wrap as well. Here is pictured having them put into a bubble bag.



After the bars are protected, slide them in next to the bike with the shifters facing towards the bottom bracket and have the brake levers rest one inside the front triangle and one under the downtube.

Taking some cardboard, put a couple layers on the nondrive side of the bike and then insert the wheels with the cassette facing away from the frame as well as protect it from the case with some thing between it and the case itself. It is helpful to have a peice of cardboard between the wheels as well so as they do not rub against one another during the trip.

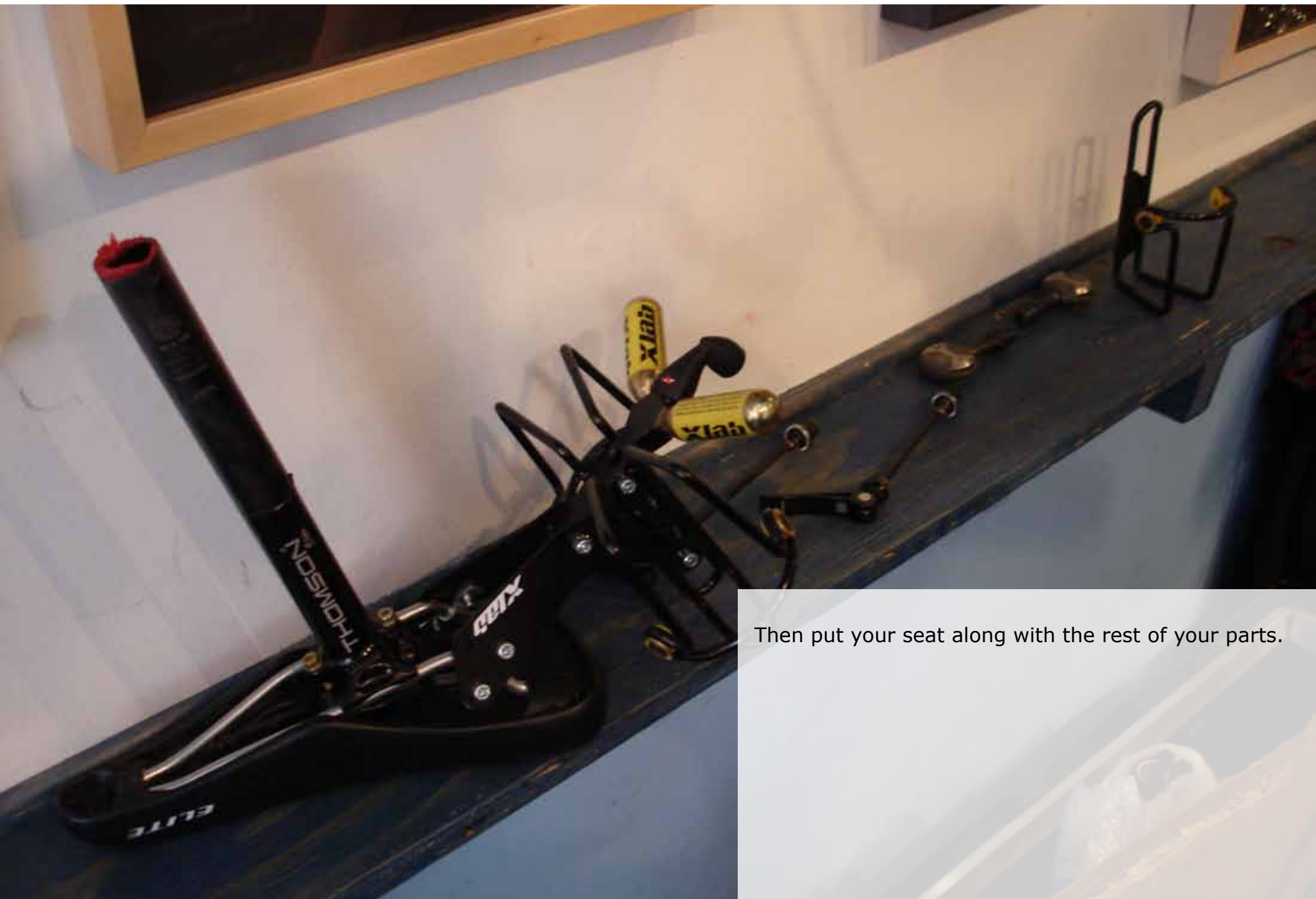




In this case be sure to use the peice of PVC piping provided as a stabilizer bar to go across the case to help against being crushed.

Be sure to align the stabilizer bar properly into the two rubber peices on both sides of the case.





Then put your seat along with the rest of your parts.

Its easier when you put all the loose parts you have into a bag so they all stay together as everything tavel and gets a little banged around.



And wrap them up to protect them and everything else in the case.



Next you should wrap up your post and saddle.
Watch out for the greasy seat post though.



Be sure to leave your CO2 canisters behind and pick some up at the expo or a local bike shop near your race, seeing that they will explode if you bring them on a plane.



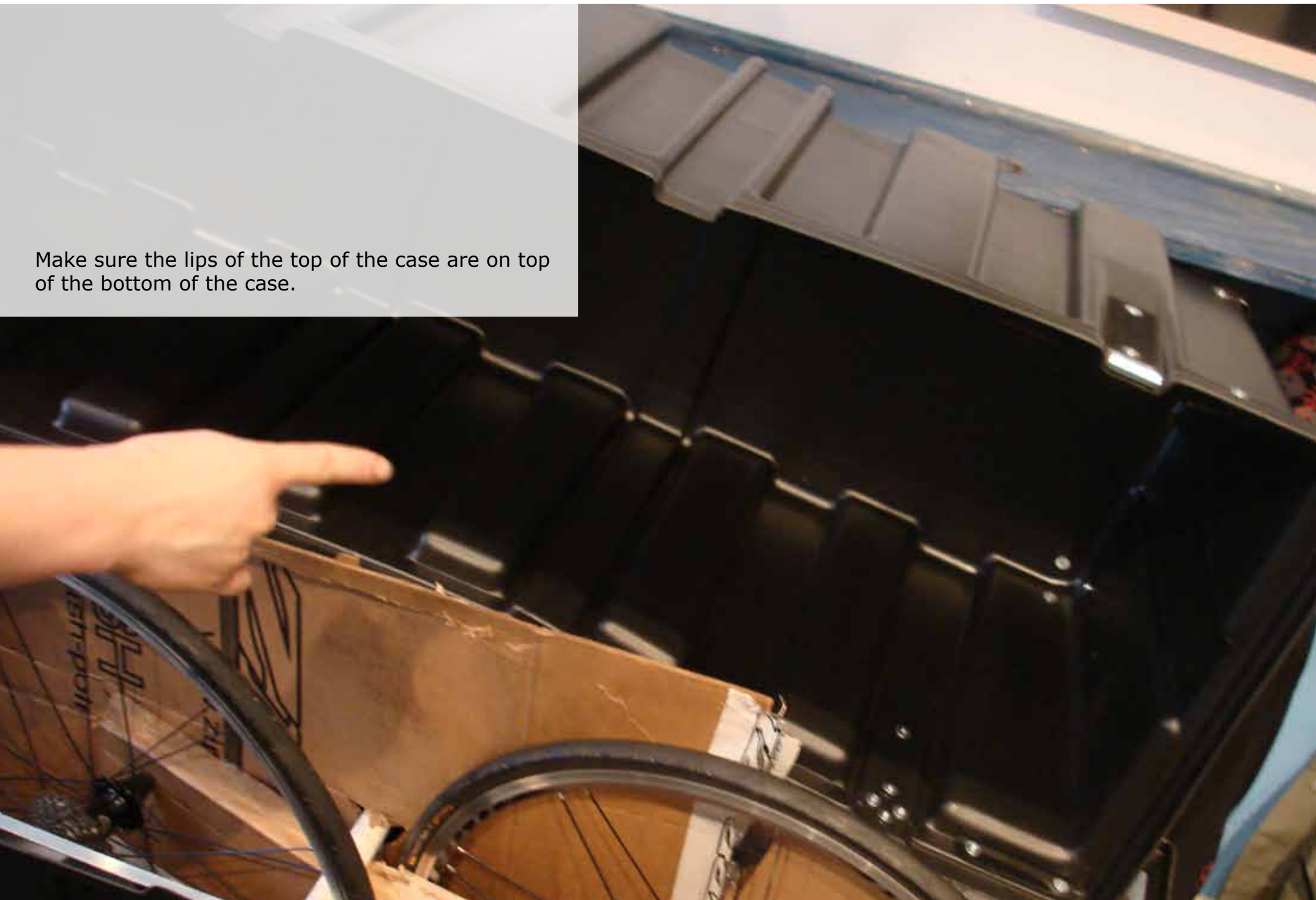
Then its a good idea to wrap everything up again in bubble wrap and stuff it all somewhere safe on the case.





For the safety of the frame, have the seat collar snug on the bike but not too tight as to crimp the frame which then you would not be able to get your seat post back in the bike.

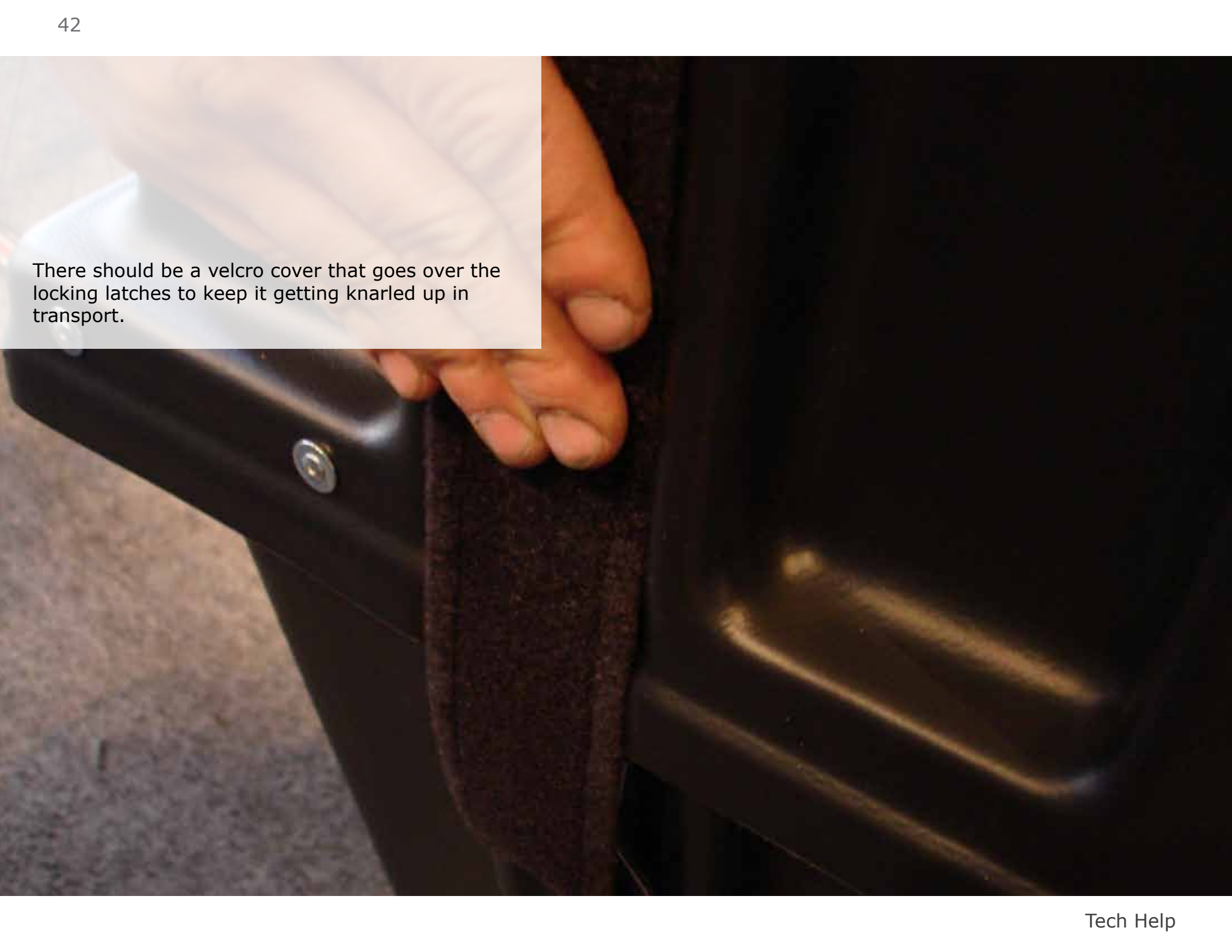
Make sure the lips of the top of the case are on top of the bottom of the case.



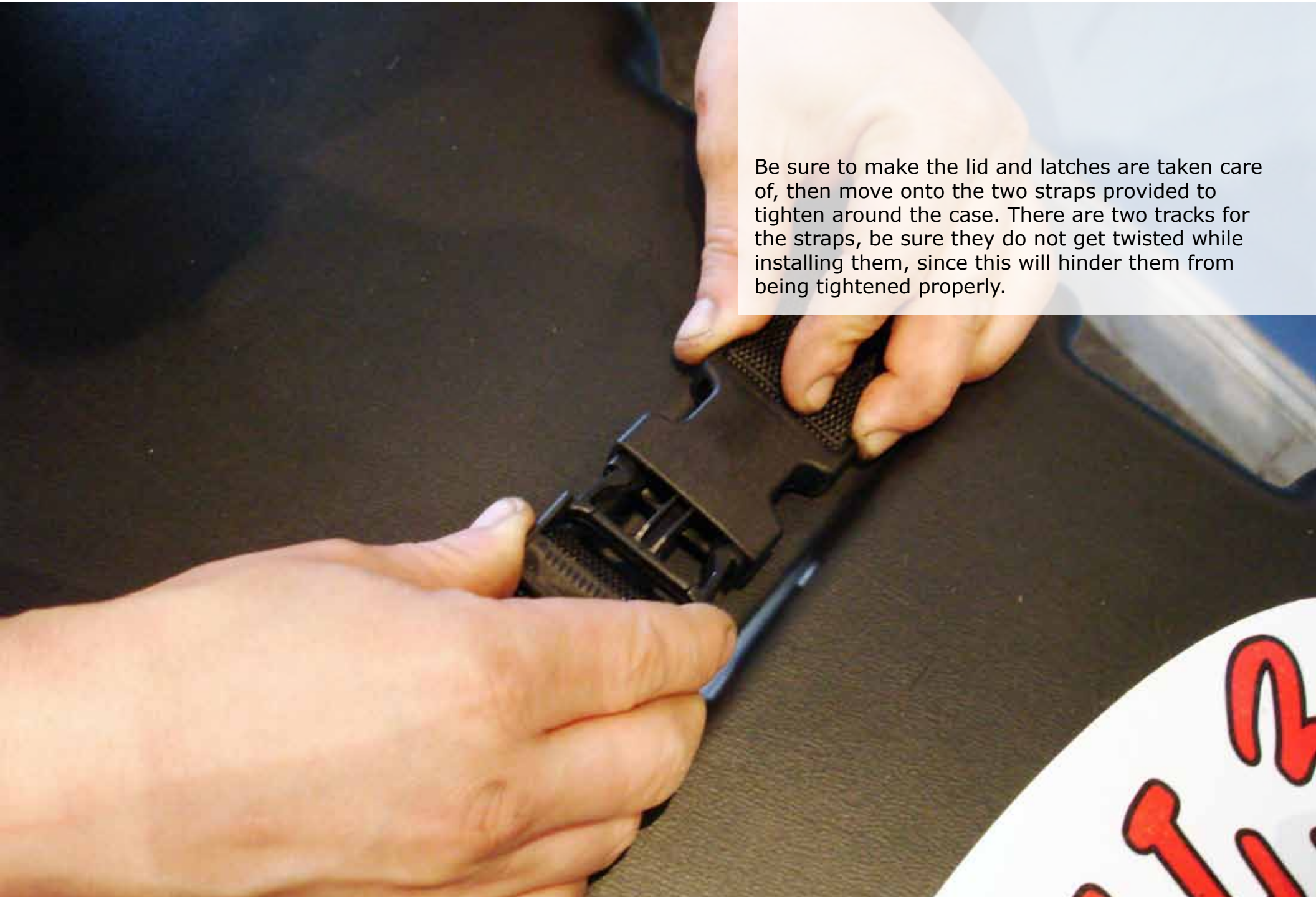


once the lid is properly aligned on the bottom, flip up the four latches and turn the lock clockwise until the latch is tight and flip down the handle.



A close-up photograph showing a person's hand holding a dark brown, textured velcro cover. The cover is being positioned over a silver metal locking latch on a black metal frame. The background is dark and out of focus.

There should be a velcro cover that goes over the locking latches to keep it getting knarled up in transport.



Be sure to make the lid and latches are taken care of, then move onto the two straps provided to tighten around the case. There are two tracks for the straps, be sure they do not get twisted while installing them, since this will hinder them from being tightened properly.

Your straps should end up flat and clean looking like this, and not near a corner of the case.





Here is what the straps can look like all installed together. And you're ready to go!