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Chapter 1 : General names for bike parts

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Maintenance care of a motorbike engine Cylinder head Like most non-electric cars, motorcycles are powered by an internal combustion engine. This means that fuel usually gasoline or diesel is burned or combusted to make the parts of the car move which propel it along. The cylinder head is an engine part which is constructed of various materials, depending on the model: The function of the cylinder head is to seal the top of the engine cylinders. These engine cylinders are what form the combustion chamber. It is also referred to as an engine head or the head. It is not only the combustion chamber , but shafts and valves are also found here. In motorcycles the valves for the head tend to be side valve or overhead. Different motorbikes have different head shapes, which often affect performance as some allow more space for combustion than others. Aficionados have come to identify each type of head shape, as they can be pretty striking. The head will also be up on the front of the motorbike, something which was not always the case. The first motorcycles developed were steam powered and had the engine on the back. Cylinders The engine of a motorcycle may have up to six cylinders which are cast from iron. They need to be made from such a strong material so they can be capable of withstanding very high temperatures. The purpose of the cylinders is to provide a sealed space for the movement of the pistons. Single cylinder engines are one of the simplest combustion engines out there. While they have their use, they also have certain drawbacks. They do not have very high speeds nor is their acceleration particularly good, but they cool much quicker than most other engines. On of the inconveniences is the vibration and noise which single cylinders emit. They can be uncomfortable to ride for this reason and can annoy neighbors when ridden at night. Twin cylinders are the most common type of motorbike engine in the UK. Their types include the straight-twin, v-twin pictured below , flat-twin and tandem-twin. The names represent the shape and position of the cylinders in the engine. The different positions can affect performance as well as reduce vibration. The more cylinders the motorbike has, the better the performance should be. This may be mitigated by the ability to control bigger bikes. There are even V8 and V10 8 and 10 cylinder engines in a V-shape , but these tend to look like something the Dark Knight might ride. Pistons The pistons drive the movements of the connecting rod, moving up and down inside the cylinders. They can move up and down only, so the connecting rod moves from left to right as the pistons rise and fall, transferring energy to the drive train. Pistons are made from materials like cast iron, steel alloys with aluminium or nickel and cast iron. Through the movement of the pistons, the energy of the combustion of gases is transferred to the connecting rod. These pistons will move at tremendous speeds and need to be in good nick as they can cause an accident if broken. Take a look at how to know if your piston rings are bad for more information on the subject. While the pistons move up and down, the rod is designed to convert this reciprocating motion into a rotating motion. In other words, it converts the movement of the piston into the rotation of the crankshaft. Normally, the material use for manufacturing the connecting or piston rod is steel, aluminium or titanium. If there is a problem with the connecting rod, there could be big trouble. Why does this happen? If you have rod bearing failure where the crankshaft wears out prematurely , you will have to take all of the motorbike apart to reach the parts which need replacing. It can be difficult to diagnose problems with the piston rod, so make sure to get professional mechanical advice if you are unsure. The Crankshaft The crankshaft is a shaft connects to the connecting rod, which rotates and moves in coordination the pistons, as explained above. The rotary motion of the crankshaft is what sets the motorcycle chain and ultimately the wheels of the motorbike into motion. The special shapes of the crankshaft mean that the different pistons move at different intervals. The timing of these intervals is very precise and if there is a mis-timing, it can cause a lot of trouble. They will need to be controlled by this timing chain or belt, although chains are most common. They produce a spark, which subsequently ignites the fuel-air mixture in the engine cylinders. This is how the combustion engine converts chemical fuel energy into kinetic energy. If the spark plug does not seem to be working, there may be a problem with your battery, as you need electricity to make the spark plug

spark and thereby ignite the fuel. The Engine Valves Some other important parts of your motorbike engine are the Engine valves. They are important because they control the passage of air and fuel to and from the combustion chamber as well as the gas that the combustion generates. Checking their condition will allow you to monitor if the combustion process is happening correctly and efficiently. You should also adjust engine valves regularly to avoid serious and costly problems. Maintenance care of a motorbike engine These are the basic parts at the heart of your motorbike engine. To find out how to keep them in good condition, we recommend the following oneHOWTO article on how to maintain your motorbike engine.

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Chapter 2 : motorcycle parts Pictures, Images & Photos | Photobucket

This question and its answers list the names of bike parts and cycling concepts. Some Rules. Make sure you only put one term per answer! Try to include an image if applicable.

For other cycling related terms besides parts see Glossary of cycling. List of bicycle parts by alphabetic order: Also sometimes used to describe suspension components, for example a swing arm pivot axle Bar ends: The bearing system that the pedals and cranks rotate around. Contains a spindle to which the crankset is attached and the bearings themselves. There is a bearing surface on the spindle, and on each of the cups that thread into the frame. The bottom bracket may be overhaulable an adjustable bottom bracket or not overhaulable a cartridge bottom bracket. The bottom bracket fits inside the bottom bracket shell, which is part of the bicycle frame Brake: Rim brakes and disc brakes are operated by brake levers, which are mounted on the handlebars. Band brake is an alternative to rim brakes but can only be installed at the rear wheel. Coaster brakes are operated by pedaling backward Brake lever: Either way, designed to keep clothing from fouling the chain. See also Skirtguard, Bashguard. See also Cone Cyclocomputer: Often provides other measurements such as heart rate Derailleur hanger: The term dropout is often incorrectly used to refer to any fork end, but not all fork ends are dropouts Dustcap: Common over crank bolts, often plastic Dynamo: May come in pairs Ferrule: See also Dropout Frame: The term is variously construed, and can refer to the base section, always including the bottom bracket, or to base frame, fork, and suspension components such as a shock absorber Freehub: These are more commonly seen on BMX and mountain bikes Hanger: Allows steering and provides a point of attachment for controls and accessories Handlebar plug: Cable operated by one or two cables Indicator: Usually mounts to frame near bottom bracket, sometimes near rear dropouts "Lawyer lips": In some systems, it provides attachment to the hub Pannier: Pronounced pan-ear, or pan-yer an old English word, which is derived from an old French word Pedal: There are two general types; one secures the foot with a mechanical clamp or cage and the other has no connection to lock the foot to the pedal. Used for releasing wheels and seat posts Rack: Usually required by law but held in disdain by many cyclists Removable training wheels: Useful for first time bicyclists Rim: Used to apply brakes in order for the bicycle to slow down or suddenly stop Saddle or Seat: The seat post attaches to the seat rails by means of a clamp Seat lug: Usually wire with one end swaged to form a head and one threaded end. A typical wheel has 36 spokes Sprocket or cog: Usually secured by pinch bolts Tire: A tubular tire is glued to the wheel rim; most tires use tubes, but tubeless tires and rims are increasingly common Toe clips: Usually has an adjustment strap. Secures foot to pedal for increased control and more effective transfer of power from foot to drive chain Top tube: Two types are commonly used: Traditionally and most commonly spoked Wingnut:

Chapter 3 : Naming and explaining the different parts of a mountain bike - Trail Guide and Reviews - iBikeR

This diagram and the detail photos below it, show what the parts of a modern road bicycle are called. Knowing the bike component names (nomenclature) and how to correctly identify them will help you when you need to explain something to a mechanic working on your bike, when you're shopping for upgrades and when you're talking about bikes to other cyclists.

This diagram and the detail photos below it, show what the parts of a modern road bicycle are called. Hidden by the crankset in this picture is the bottom bracket. There are actually two bottom brackets. You call the bearing assembly that the crankset spins on, the bottom bracket marked A in the photo; the mechanic is holding the end of the bottom bracket axle that runs through the frame and that the crankarms attach to. And you also call the part of the frame that the bottom bracket bearing assembly is screwed or pressed into, the bottom bracket marked B. Cyclists and mechanics can call it the bottom bracket "shell," too. Other common bicycle serial number locations include the left rear dropout and on the bottom of the frame seat tube above the bottom bracket. You need to find your serial number for registering your bicycle if you need a bicycle license. If you record your serial number and keep it someplace safe, it can help you prove your bicycle is yours if it gets stolen and found. The headset is like the bottom bracket, and instead of holding the bearings for pedaling the bicycle as the BB does, it holds the bearings for steering. It is also the mechanism that joins the fork to the frame. While headsets seem mysterious because, like the BB, everything is hidden inside, quality headsets are comprised of relatively few parts. They are usually reliable and mostly trouble-free. Pedals with toe clips and straps In the main photo above, a common modern road pedal is shown, called a clipless pedal. Toe clips are plastic or metal clips that attach to your pedals see photo below. Toe straps run through the toe clips and around the feet. Toe clips and straps also hold your feet in the right position for efficient pedaling. Plus, they can be tightened to lock your feet on the pedals for even more pedal power. About clipless pedals The way clipless pedals work is with special cleats that attach to your cycling specific-shoe soles. The cleats are designed to be held fast by a retaining device on the clipless pedals. Just step down to click into the pedals and twist your feet to the side to exit. The clipless and cleat connecting mechanism is based on ski bindings that lock your boots to the skis. Clipless pedals provide even more efficient pedaling than toe clips and straps, which is why enthusiasts and racers prefer them. They are also easier to enter and exit. Regarding clipless pedals, you may hear riders say "clip into your pedals. What you want to say is "click into your pedals," because when you enter clipless pedals the cleats click into place. Recently the sailing, aircraft and automobile term "cockpit" has become slang for a bicycle handlebars and controls wikpedia says cockpit was first used in the s and meant a pit for fighting cocks. Now you read it in catalogs and bicycle reviews sometimes used to describe the bars, controls and seat. To be sure which components are being described, you usually need to search the bicycle specifications chart.

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Chapter 4 : Bike Components & Parts for sale | eBay

Page 5: Alphabetical List of Motorcycle Parts The first four pages of this article identify the locations of the parts on a pictorial view. This also gives you links to the part descriptions and close-up pictures.

The alternative is always a compromise. Insist on Shimano Original Parts. Take care of your bike: Do the Bike Performance Check to determine the status of your components or choose the Parts selector to quickly find the right component for your bike. Choosing the correct spare parts determines the quality of your ride. Shimano Original Parts are developed as part of a total integrated system. So by using, for instance, one of our original chains or brake pads, your bike can feel like new again. Find the right part in just a few simple steps. Disc brake pads Only original disk brake pads from Shimano meet the exact requirements to guarantee optimal performance. Find your perfect brake pad. Start Cables With the pre-lubricated outer casing of our polymer-coated cables, we ensure that your system continues to perform to the original standard. Find your perfect cable. Start Chains Developed as part of the component group, original Shimano chains are essential to maximizing the performance of your groupset. Find your perfect chain. Cassette Together with the chain, the cassette is an essential part of the drivetrain. Find your perfect cassette. Benefits of Shimano Original Parts Shimano system components: Made to work together in perfect harmony. Shimano Original Parts precisely match Shimano components. The highest quality standards for maximum fitting accuracy, reliability and safety. Always state of the art: Our parts are constantly updated in line with series development. About Shimano Original Parts Special tip from our mechanics Shift and brake cables can become sluggish and less efficient as a result of dirt and moisture. But once the old cables have been replaced with new ones, the difference can be clearly felt.

Chapter 5 : Mini Bike Parts | Mini Bike Fenders, Foot Pegs, Kickstands

Part attached to a crank that the cyclist rotates to provide the bicycle's power. front derailleur Mechanism for changing the front gears by lifting the chain from one chain wheel to another; it allows the cyclist to adapt to road conditions.

Where to Buy a Mountain Bike 9. Buying Second Hand Mountain Bike Sizing Chapter 5: This is where we start to look at the mountain bike parts that separate an average bike from a good one. So, why are we interested in the mountain bike parts? If you follow my advice in the earlier chapters, you wont buy a bad mountain bike after all. How to Read Model Names This is where most people start to get a bit edgy. Is higher better, or lower? What about the letters? Some brands use words to signify levels of quality, and some use numbers. Of the ones that use numbers, some signify the best parts with a high number, and some use low numbers. Think Ford, Volkswagen or Volvo for cars. This is your first indication as to quality. Some brands are known for more reliable parts, or sbikes that ride really well. There are two common reasons for this: Either way, these tend to be great places to get quality, value bikes. Mountain Bike Models Next, every bike and part has a model. This is because each brand wants to make a range of kit for different uses. Again in terms of cars, think Polo, Passat or Golf, all models of Volkswagen. Brands will often have a big range of models with two aspects to them. As an example, putting the two together, one brand might have an economy cross-country bike, a standard cross-country spec and top quality cross-country bike. And that would just be three models from a much larger range. Naming Conventions Helpful manufacturers will often give bikes a number ranking within their model names. Their All-Mountain Model is called the Remedy , and they have 3 specification levels on that model, called the 7, 8 and 9. At least they make it easy to tell though! For example, Specialized have three Rockhoppers their mid-range trail-riding hardtail: If you want the shortcut though, just have a look at my brand guide just a few chapters on. Ranking Mountain Bike Parts: What are we actually looking for? The are certain components that are worth far more than others. So, a top quality frame, for example, is worth far more than a top-quality front-mech. Biking Frames The Frame is the backbone of your bike. There are a ton of options here, but, to me, there are two main ways to go. Get the best frame you can afford, and forget about the other bits. A good frame will last for years and, fitted right, it can make a huge difference to how much you enjoy riding your bike. Many of the components will wear out after a year anyway, two at the most, and with a good frame to build on, you can upgrade over time. An example of this is buying a bottom spec Specialised Rockhopper. The Rockhopper has a great frame, and the bottom level components will do you fine for the first year. In year two you upgrade to the next level, and keep following that path, ending up with a bike to rival a lot of the top models. Get a basic, decent frame and blow-out on the components. Gears skip, shins meet pedal with a sickening crunch and your bike is thrown off the switchback as you hop around cursing everything within sight. But, your bike will have a ceiling. They just perform so much better over the same time period. The example here from the same brand is the Hardrock. You could happily ride the Hardrock for your first couple of years before upgrading to something a bit more refined. For a full list of frame types, as well as recommendations on what to buy, check out the dedicated chapter on mountain biking brands. Mountain Bike Gearing Next in line is the gearing â€” this is what lets us fire down the hill at top speed, but still allows a slow enough ascent to prevent us coughing up a lung. Despite the torture you put them through, your gears need precision and reliability to provide smooth and snappy shifting. First off we have the mechs, or the derailleurs. Sounds French to meâ€¦ Anyway, mechs and derailleurs are the same thing, and you have two on every mountain bike â€” a front and a rear. The front mech handles the big gears â€” it shifts the chain up and down the two or three chainrings that are attached to your pedal crank. The rear mech, on the other hand, handles the little gears at the back â€” the ones that provide the fine adjustment. The front mech is used the least and covers quite a big movement on each shift. The more important of the two is the rear mech â€” it makes short, precise shifts and it does it often. Because of this, the rear mech is probably the second thing I normally look at to assess the quality of a mountain bike. In parallel with the rear mech, we have the shifters. These are the devices mounted to your handlebars that you work with your fingers to shift the gears. Normally the rear mech and shifters will be of the same component level, and so of

matching quality. For full details on mountain bike gearing parts, have a look at the Mountain Bike Gears Chapter. Mountain Bike Suspension You wont find many people these days riding a mountain bike without any suspension. Those that do are usually fanatics who have built up some sort of torture device in the guise of a mountain bike. That can sometimes even extend to a lack of gears ridden by a lycra-clad muscular skeleton of a mountain biker. For us mere mortals suspension is both a comfort and a necessity. Necessary because it makes things so much more fun, and, once you know how to use it, even more fast. Suspension is split into front forks and rear shocks , and both come in a dizzying range of types, models and price levels. Suspension is split by a whole range of factors. Firstly, most setups are aimed squarely at one of the mountain biking types. You get heavy big-travel forks and shocks for downhill, and light, short travel ones for cross country. Top quality suspension will cost you. Not just a lot, but as much as an entire mid-range bike in some cases. But, top quality suspension is fuuuuunnn. Nothing feels quite like a plush, top-end mountain bike when things get fast and rough. For the full low-down on suspenion, have a look at our Mountain Bike Suspension Chapter. Because of all sorts of complicated physics, losing a little weight on your wheels makes a big difference, much more so that losing the same weight on your frame, for example. Not only that, but stiffness and size can completely change the way your bike rides. Suffice to say, this is a pretty important component to look at. Wheels are a little complicated, though, in that there are a LOT of choices. In your early days you can generally stick to whatever comes with your bike. When that times comes, have a look at our Mountain Bike Wheels chapter. For full info on each of these, check out the relevant chapters in this guide. For now though, enjoy speccing out your new bike. Put your questions in the comments below â€” I look forward to hearing from you!

Chapter 6 : Mongoose | Mongoose | BMX, Mountain and Urban Bikes

List of bicycle parts by alphabetic order: Axle: as in the generic definition, a rod that serves to attach a wheel to a bicycle and provides support for bearings on.

Claim this listing Add to favorites This article shows what each of the parts of a mountain bike are called and gives a short simple explanation for a selection of these. The frame - This is probably at the core of what makes a good bike. Frames are generally some Aluminium mix for lightness whilst still retaining strength. Carbon is strong, tough, yet light and is a knock absorbing material. The front fork is the movable part of the frame that holds the front wheel generally has a quick release drop out. On Mountain bikes these forks give a suspension effect taking the knocks of all we go over. Front suspension only bikes are referred to as hard tails. Full suspension is when a bike has a rear suspensionalso. This is great for steeper, bumpier descents with drops and roots. It also increases cost and weight. The wheels - The wheels are made of a hub, the spokes, the metal rim and the rubber tyre. Rim materials have got stronger so they can often be thinner and so lighter. Wheel diameter sizes in MTB are numerous these days from 26", 29" In essence 26" are the orginal wheel size and are being seen less and less in new models. The seat and seat post. Seats need to be comfy and allow moisture and rain to go. Then you have the handlebars and the handlebar stem that connects the handlebars to the frame. Handlebars are things people often customise. A riser handlebar rises up slightly. This helps if you do lots of downhill or jumps as it makes the geometry of the bike more suited to landing and keeping your weight back. Similarly a shorter stem can give you more reactive turning power it has less to move and can of course make your bike a tiny bit lighter for speed. The cranks and the pedals. As for cranks if you go over lots of rocks and drops then shorter cranks will aid but of course the shorter the crank the less power you have for pedalling. So it is a compromise you need to consider. Clipped in or out. Both have pros and cons. If you are learning new stuff then maybe consider riding flat initially. If you are doing long trails then clipped in gives you power enhancements especially on the up. If you are a downhiller or freerider then also flats with teeth and good flat grippy shoes could be the order of the day although riding downhill clipped in is becoming increasingly common too to make the rider and bike more connected and reactive. Disc brakes are good for all mountain biking giving consistent, effectivel braking regardless of temperature, rim condition, or trail conditions right through the life of the brake. It would write off the pads and the discs would clean using an isopropanol alcohol. The chain and gears groupset, consisting of the front chain wheels, the rear freewheel, the front and rear derailleur, the shift levers on the handlebars and the cables. The bottom bracket on a bicycle contains a spindle to which the crankset is attached and the bearings that allow the spindle and cranks to rotate. The chainrings and pedals are attached to the cranks. The bottom bracket fits inside the bottom bracket shell, which connects the seat tube, down tube and chain stays as part of the bicycle frame.

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Chapter 7 : Names Of Motorcycle Parts, Names Of Motorcycle Parts Suppliers and Manufacturers at theinn

Mountain Bike Anatomy -- Overview Click on a part to see definition and repair-page hyperlinks.. Bottom bracket Attachment of crankset to body of bike. Replacing or adjusting bottom bracket.

By function[edit] A modern touring bicycle , with accessories and baggage An aluminum BXR bike made by Caloi and built using Shimano Acera and 27 Speed and a wheelset with 36 spoke count. Bicycles parked outside an academic building at Stanford University Firefighter bicycle The main categories of bicycles in relation to their intended use are: Road bicycles are designed for traveling at speed on paved roads. Touring bicycles are designed for bicycle touring and long journeys. They are durable and comfortable, capable of transporting baggage, and have a wide gear range. The BXR bike a. Hybrid bicycles are a compromise between the mountain and racing style bicycles which replaced European-style utility bikes in North America in the early s. They have a light frame, medium gauge wheels, and derailleur gearing, and feature straight or curved-back, touring handlebars for more upright riding. Trekking bike - a hybrid with all the accessories necessary for bicycle touring - mudguards, pannier rack, lights etc. Commuter - designed specifically for commuting over short or long distances. It typically features derailleur gearing, c wheels with fairly light 1. It sometimes, though not always, has an enclosed chainguard to allow a rider to pedal the bike in long pants without entangling them in the chain. A well-equipped commuter bike typically features front and rear lights for use in the early morning or late evening hours encountered at the start or end of a business day City bike - optimized for the rough-and-tumble of urban commuting. The city bike differs from the familiar European city bike in its mountain bike heritage, gearing, and strong yet lightweight frame construction. It usually features mountain bike-sized inch wheels, a more upright seating position, and fairly wide 1. Using a sturdy welded chromoly or aluminum frame derived from the mountain bike, the city bike is more capable at handling urban hazards such as deep potholes, drainage grates, and jumps off city curbs. City bikes are designed to have reasonably quick, yet solid and predictable handling, and are normally fitted with full fenders for use in all weather conditions. A few city bikes may have enclosed chainguards, while others may be equipped with suspension forks, similar to mountain bikes. City bikes may also come with front and rear lighting systems for use at night or in bad weather. Comfort bike - essentially modern versions of the old roadster and sports roadster bicycle,[1] though modern comfort bikes are often equipped with derailleur rather than hub gearing. They typically have a modified mountain bike frame with a tall head tube to provide an upright riding position, inch wheels, and 1. Comfort bikes typically incorporate such features as front suspension forks, seat post suspension with wide plush saddles, and drop-center, angled North Road style handlebars designed for easy reach while riding in an upright position. Flat bar road bikes are road bikes fitted with mountain bike-style shifters, brake levers and a flat handlebar. They fit into the continuum between hybrids and road bikes. This bicycle style was originally intended for racing cyclo-cross. However, due to their robust design, strong brakes and more stable geometry, cyclocross bikes are frequently used as commuting, touring and "all rounder" bicycles. They employ middle or heavy weight frames and tires and they often have internal hub gearing. To keep the rider clean, they often have full front and rear fenders and chain guards. To make the bike more useful as a commuter vehicle, they are often equipped with a basket. The riding position varies from upright to very upright.

Chapter 8 : Different Motorcycle Engine Parts and Their Functions

Car parts vocabulary list learn the English words for car parts using pictures Learning car parts vocabulary using pictures English lesson Learning the vocabulary for inside and outside a car using pictures.

Chapter 9 : Online Road, BMX, Mountain Bike Parts And Bicycle Accessories USA | theinnatdunvilla.com

Names of motorcycle parts products are most popular in Domestic Market, North America, and Southeast Asia. You can

ensure product safety by selecting from certified suppliers, including with ISO, with Other, and 39 with ISO certification.