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Shock fast bikes nmax

If you have the shocks, take them to a welder and he'll cut the fork and weld them. If you try to do it yourself, just remember that it's your fault if you break and get them. Attaching them by any other means guarantees that it will break. Bicycles aren't just for kids. Adult cyclists get health benefits, but they want safety and comfort, too. Cycling is more forgiving and inviting than many other forms of exercise. People turn to it in part because it's not as the knees as running and it's usually more convenient than swimming. Heavier people often do well with bikes because cycling is not an activity that carries weight, so there is little penalty on the perimeter. The bike strengthens the muscles of the legs, especially the quadriceps that form the top of the thigh. But for the most part, cycling is an aerobic, not a resistance, workout - the kind of exercise that takes you breathing harder and your heart rate and pays cardiovascular dividends. The cardiovascular effects of running and cycling are quite similar, although running can make the heart work a little harder. In trained triathletes, the maximum heart rate during cycling tends to be about six to 10 beats per minute lower than the rate during running. Cycling stacks up against other forms of exercise when it comes to calorie burning. A 155-pound person cycling at a fairly leisurely pace of 10 to 12 miles per hour (mph) will burn about seven calories a minute. (It's important to determine weight when talking about calories: heavier people will burn more of them than lighter people do the same activity because they have more mass to move on.) A person of the same weight walking at the fast pace of 4 mph will burn less than five calories per minute. And if the cyclist were to pick up the pace and ride at 14 to 16 mph, he or she would burn calories at the same rate as a runner doing 10 minutes of mileage. Great way to get to work But perhaps the biggest advantage cycling has over many other types of exercise, besides walking, is that it can serve a utilitarian purpose, doing double duty as a form of transportation. Researchers and health officials are beginning to consider active commuting by bike or on foot as a way for us to meet physical activity guidelines, which set 30 minutes of moderate activity most days of the week as a minimum and an hour or more as a limit to limit weight gain. A study in Denmark made active movement look like a good cholesterol drug: those who cycled or walked to and from work had higher good HDL cholesterol and lower levels of bad LDL cholesterol and triglycerides than those who got there by other means. The results reported in 2009 in the Archives of Internal Medicine were the good news-bad news variety. As in several European studies, those who were active movers had a variety of characteristics that are well-promoted for well-being, such as a healthy body mass index and good blood pressure numbers, although the compound was very much for men than it was for women. The bad news is that only 17% of the 2,300 Americans in this study were active commuters. The active movement studies flat cycling and walking together, so you can't attribute all the good results to cycling. Another caveat is the problem of self-selection: people who actively commute can be (probably) healthier to start with and have other healthy habits. Statistical techniques for testing for these factors only go so far. Making It Safer All the health benefits of cycling won't seem worth it if you get seriously hurt in a bike accident. National Highway Traffic Safety Administration statistics show that in most years since 2000, between 700 and 800 Americans have been killed in bike crashes. Another 40,000 or so are injured, although the number of reported injuries is probably a fraction of the actual number. The vast majority of deaths from bicycle-related injuries are caused by accidents involving motor vehicles. Compared to the 34,000 deaths each year from road accidents (a number that has decreased), the number of bicycle deaths may seem low. But compared to other countries, the United States is a dangerous place to cycle. An analysis carried out in 2007 compared the rates of injuries and deaths from cycling in this country with those in the Netherlands and Germany per journey and per kilometre. Calculated in this way, the risk of death while cycling was two or three times higher in the United States than it was in these countries, and the risk of injury was perhaps 30 times greater. But there are reasons to be optimistic about American cycling becoming safer - if not already (some of the crash statistics are quite dated). Studies conducted in California, Australia and Europe show that there is safety in numbers: as cycling rates go up, the rate of crash-related injuries decreases. (Keep in mind, though, that even if the percentage decreases, absolute numbers can increase). Many times drivers will say after an accident that they never saw the cyclist. Reckless cycling can be a factor. But when cyclists are few and far between, motorists don't have a habit of seeing them on the road. This should change as the number of cyclists increases. Cycling is also likely to become safer due to the increasing number of special bike paths and routes, as well as cycle paths, which are regular roads that have some accommodation for cyclists. In 2009, a team of researchers at the University of British Columbia published a review of the on the impact that changes in transport infrastructure can have on bicycle safety. They identified five studies that showed that creating bike paths and routes, on average, halved the number of bike-related injuries and crash rates. The commoner - street lights, well-maintained roads - also for safer cycling. The verdict was divided on riding on the sidewalks, though more studies than not show it's more dangerous than riding on the road. Cyclists themselves can do a lot to make cycling safer. The first step is to understand that two-wheeled transport is not licensed to ignore traffic laws. Running red lights and weaving in and out of traffic flirt with destruction. Cyclists in urban areas should be wary about cars parked along the side of the road: running into a car door that has suddenly opened is one of the most common ways to get hurt. Of course, drivers should do their part and look in their side mirrors before opening the door and getting out of the car. And he's wearing a helmet. It is true that in cycling-focused countries such as the Netherlands, helmets are not required or expected. On the other hand, head injury poses the greatest risk to the cyclist, accounting for two-thirds of hospital admissions and three-quarters of deaths. Case control studies comparing cyclists who have been in accidents without a helmet with those who wear one show that helmet use is associated with fewer head and brain injuries. Some researchers have argued that helmets have the perverse effect of encouraging cyclists to take more risks because they feel protected, but critics have calculated that cyclists would have to increase risk-taking four times to overcome the protective effects of helmets, and that doesn't seem likely. Making it comfortable Most of us learned to ride a bike when we were young, so there is a tendency to see a bike as simple and cycling as an activity that requires no special skill or training. In many ways, this is a good attitude. Why over-complicate things and put another obstacle to physical activity? If you're cycling for short distances, or for longer only occasionally, just hopping on the bike and it shouldn't be a problem. But more and more people are cycling for long distances to transform or as a physically demanding form of recreation. Many cyclists participate in charity rides of 100 miles or more that require months of training. Poor technique or mounting or a bike that is the wrong size can make cycling uncomfortable at the point of pain and ultimately lead to injuries. High-end bike shops offer bike placement services that cost about \$100, which will be money well spent if you're cycling a lot. A full discussion of bike customization - there are dozens of adjustments that can be made - and cycling technique is well beyond the scope of this article, but here are some problems that arise, causes, and solutions: Knee pain. Like runners, cyclists may suffer from patella - pain from inflammation or tendinitis at the intersection of the patella (patella) and thigh (femur). Possible causes include having the saddle too low or too far forward or cycling in too hard from a tool, so pedaling is too painful. Pain on the outside of the knee can be caused by irritation of the iliotermic zone, a fat tissue cable that extends from the hip bone on the outside of the thigh to the tibia (tibia). Causes include a saddle that is very high and pedal with toes pointed in. Back pain. Causes include a bike that is too big or steering wheel that is positioned too far ahead or too low. The typical recommendation is to maintain the saddle level, but a study showed that tipping forward by 10 to 15 degrees relieved the back pain of cyclists. Numb hands and wrists. This problem is sometimes called steering wheel paralysis. It comes from placing too much weight on the hands, so the ulnar nerve that runs from the elbow outwards from the hand gets compressed. Increasing or shortening the range on the steering wheel can help, as it can change the positions of the hands while driving. Pain in the buttocks. Much of the weight in the saddle should be in the sciatic tubular, the sit bones that make up the bottom of the pelvis. Some pain is to be expected if you're starting to cycle a lot, but if it's very painful, the saddle may be too high or you may need to reposition it forward or backwards. Erectile dysfunction. Whether this is a real problem for cyclists is debatable; the results of the study were ambiguous. But a bike saddle is definitely able to compress blood vessels and nerves into the perineal, the area between the anus and external genitalia, and perineal numbness is a common problem. A saddle that is large enough at the back to support hip vasic home can help. Standing for a few seconds during every 10 minutes or so of riding is recommended. Reducing the seat can also help. Disclaimer: As a service to our readers, Harvard Health Publishing provides access to our archived library of content. Please note the date of the last review or update for all articles. No content on this site, regardless of the date, should ever be used as a substitute for direct medical advice from your doctor or other qualified clinician. Doctor.

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