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I recently acquired an old Miyata 1200 from my grandfather, which I believe is an 88 model, and I'm eager to learn more about it. According to my research, the Miyata 1200 was a top-of-the-line touring race bike in its time. I'm curious to know its original value and would appreciate any advice on how to care for it.The summer months offer the perfect opportunity to upgrade to something new, lighter, or shinier. For those who prefer a reliable backup or want to ride in bad weather, the Nishiki is an excellent choice. BengeBoy, a senior member with over 30 years of cycling experience, suggests that this bike can be transformed into a serviceable urban bike by installing smooth "city" tires and adjusting the saddle and handlebars to fit comfortably.For those who plan to use the bike for commuting, bike paths, or light gravel roads, adding a rear rack allows for hauling gear to work or even taking weekend tours. Fenders can also be added to create a foul-weather bike. However, beware of the risk of developing "OBTD" (obsessive bike tinkerer's disease), which BengeBoy and other enthusiasts confess to suffering from.Retro Grouch, another senior member, agrees that caution is necessary when modifying a Nishiki. He recently acquired a portable heater to work on his bikes during winter in the garage, which has allowed him to make progress on his signature Stumpjumper.FMSTER, who started with a used Nishiki, discovered it and fell in love with cycling again after purchasing a Gary Fisher for his son. He soon found himself hooked on multiple bikes and now struggles to narrow down the age of certain models, such as the Colorado, which appears to be an early 1990s model.Newbie, who recently turned 50, joined the Bike Forum and is eager to learn. Upon closer inspection, FMSTER discovered that his Nishiki Colorado is a "1985 model, manufactured by Giant, Taiwan", with some components stamped as made in Italy or Japan.I recently purchased a Nishiki Colorado bicycle at a garage sale and am eager to learn more about its history and performance. The bike shop indicated that it was a good bike in its day, but I'm hoping someone can provide more specific information about the model year, components, and condition.As shown in the photos, the bike appears to have had minimal use and was stored for an extended period. I replaced the original seat with a padded shock-absorbing seat, but left the original seat intact for potential future sale. I have some nostalgic reasons for wanting this bike back - I biked the Pacific Coast Highway 1561 miles in 1989 and lost my previous bike to theft. Before that trip, I had replaced the knobby tires with smoother ones.I'd be grateful for any thoughts on selling or restoration. I'm excited to get started!The High Sierra's rear caliper was a U-brake, which provided more stopping power due to the stiff chain stays near the bottom bracket shell. However, this design made the brake collect more dirt, especially mud, during off-road riding, affecting braking performance. The bike's frame featured triple butted CrMo construction, and it had a unique fillet brazed head tube, setting it apart from other bikes of its time.The cantilever fork brake and a bottom U brake are two distinct types of brakes commonly found on bicycles. A good article to reference for "rest mod"ing a High Sierra bike is available on Simplicity Vintage Cycles website . The author's 1987 Black Chrome version was purchased from the original owner, who had recently installed new tires.One notable difference between years is the Suntour Roller-Cam brakes front and rear - with the rear brake mounted on the rear stays, not underneath the bike. This bike, a 1987 Schwinn High Sierra, appears to be in good condition despite its age. The beautiful paint job suggests that it could fetch \$150 if sold. However, the tires look worn, which is a negative factor for potential buyers.The front brake seems to be missing a cable or disconnected, and the stem is unusually high. These issues need to be addressed before posting any photos of the bike for sale. Additionally, the seat's design appears off due to the standover height, which may not be comfortable for some riders.paraphrased text hereFor sale is my reliable 21" Nashbar ST Road 12-speed road bike, perfect for short rides around the neighborhood or on paved bike paths. Recently serviced by a professional mechanic to ensure it's ready to ride out of the box. The frame size is suitable for riders between 5'6" and 5'9", with a lightweight design featuring SunTour Cyclone MK II shifters and Ishiwata double butted CrMo tubing made in Japan. Although I'm not the original owner, the bike has already been thoroughly inspected and maintained to a high standard. Minor scratches on the frame are reflected in the asking price. Interested parties should contact me directly to arrange a viewing and test ride. \*\*\$\*\*\*

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