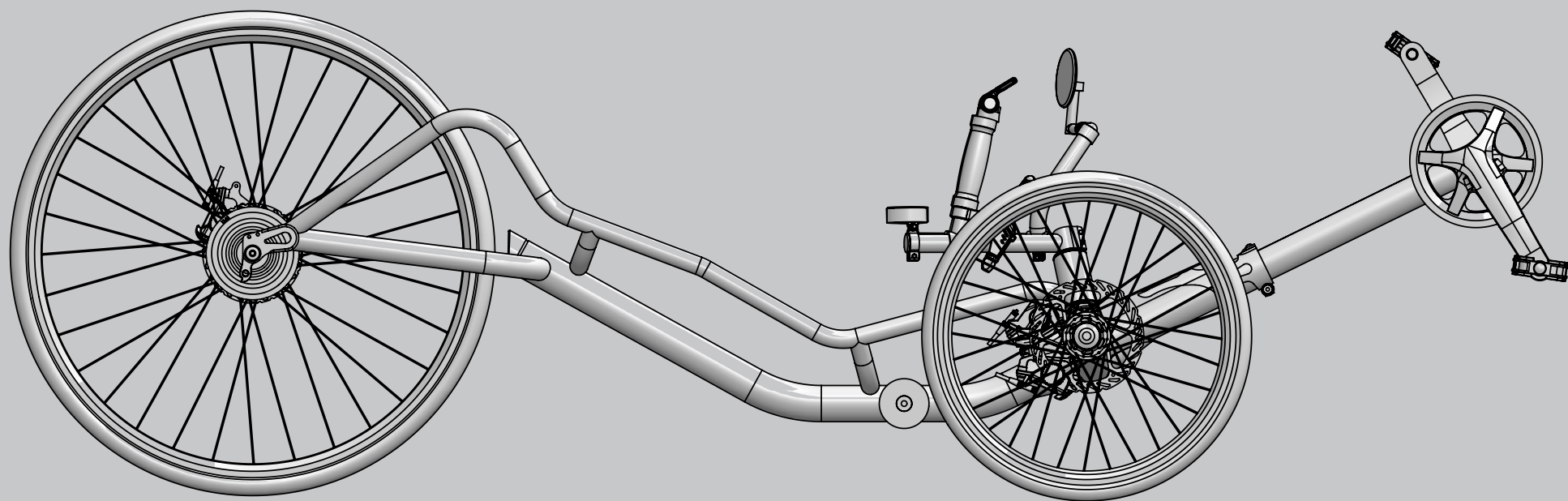


CATRIKE



TECHNICAL MANUAL

HEADSET ASSEMBLY 2

SPINDLES 3-4

TIE ROD 5

FRONT WHEEL INSTALL 6-9

REAR WHEEL INSTALL 10

REAR BRAKE MOUNT – 700 11

TIE ROD ADJUSTMENT 12-13

HANDLEBARS 14-15

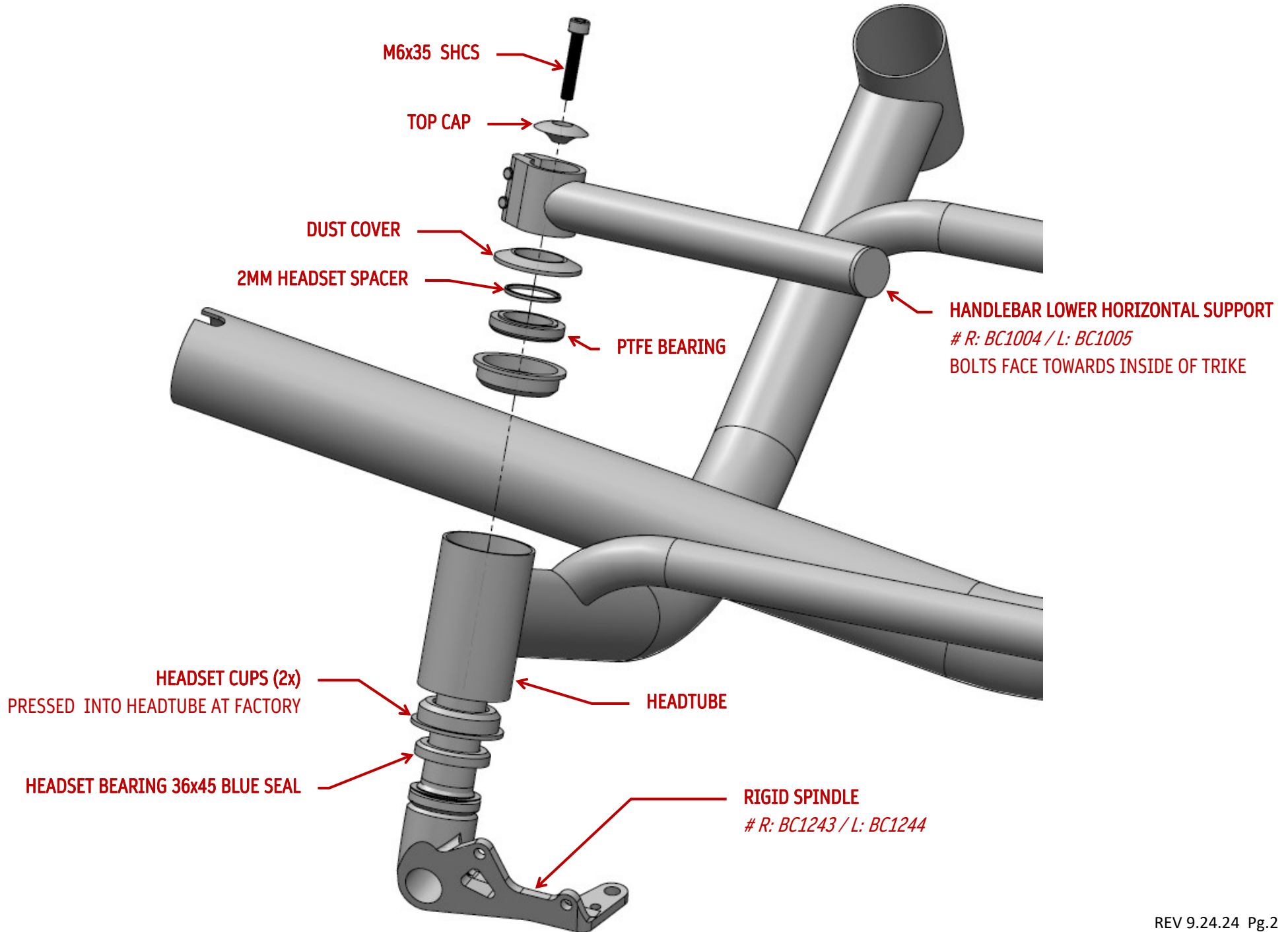
BOOM ADJUSTMENT 16-17

CABLE ROUTING 18

CHAIN ROUTING 19

REAR FENDER ASSEMBLY 20-22

HEADSET ASSEMBLY

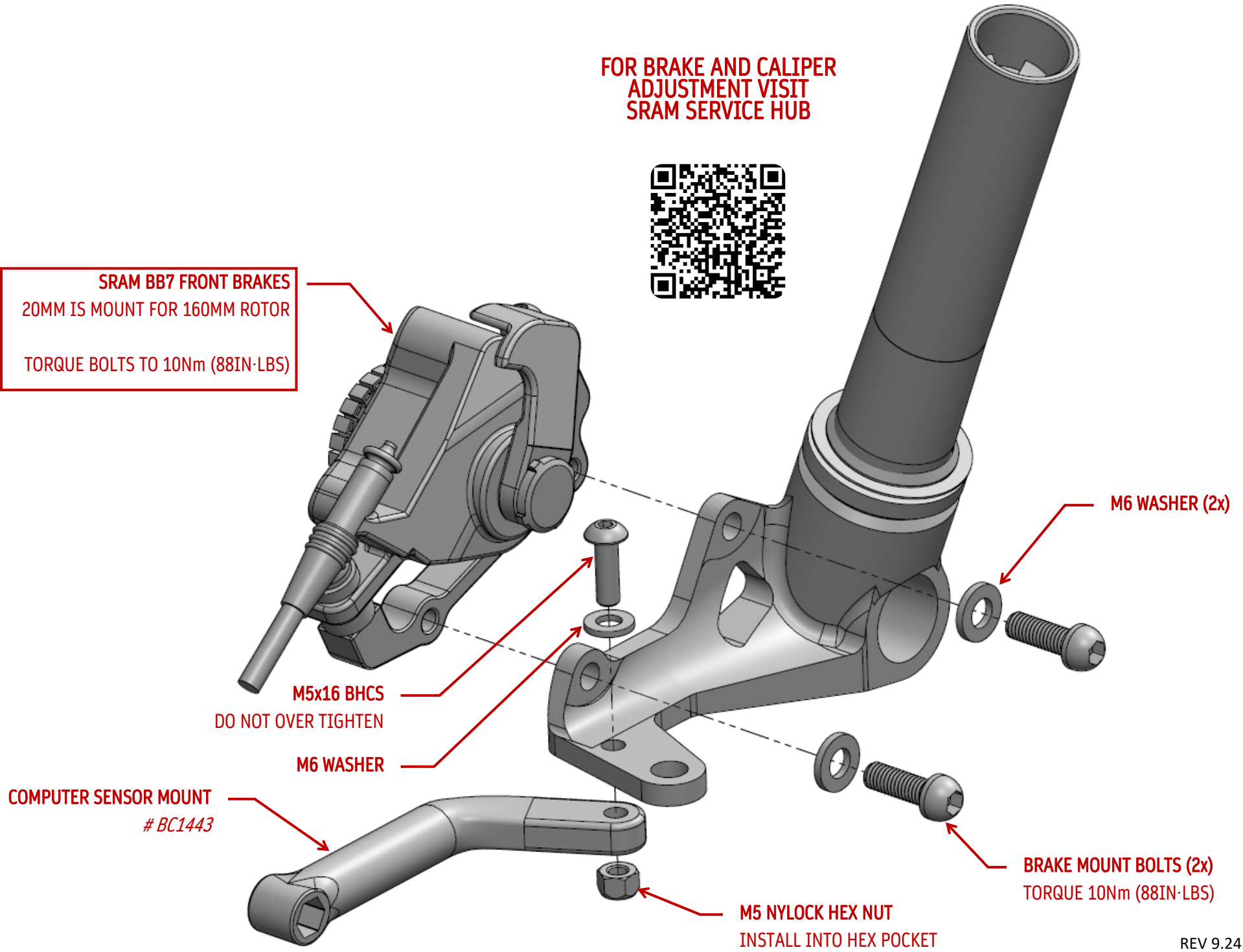


RIGID SPINDLE MAIN ASSEMBLY LEFT

FOR BRAKE AND CALIPER
ADJUSTMENT VISIT
SRAM SERVICE HUB



SRAM BB7 FRONT BRAKES
20MM IS MOUNT FOR 160MM ROTOR
TORQUE BOLTS TO 10Nm (88IN·LBS)



M5x16 BHCS
DO NOT OVER TIGHTEN

M6 WASHER

COMPUTER SENSOR MOUNT
BC1443

M5 NYLOCK HEX NUT
INSTALL INTO HEX POCKET

BRAKE MOUNT BOLTS (2x)
TORQUE 10Nm (88IN·LBS)

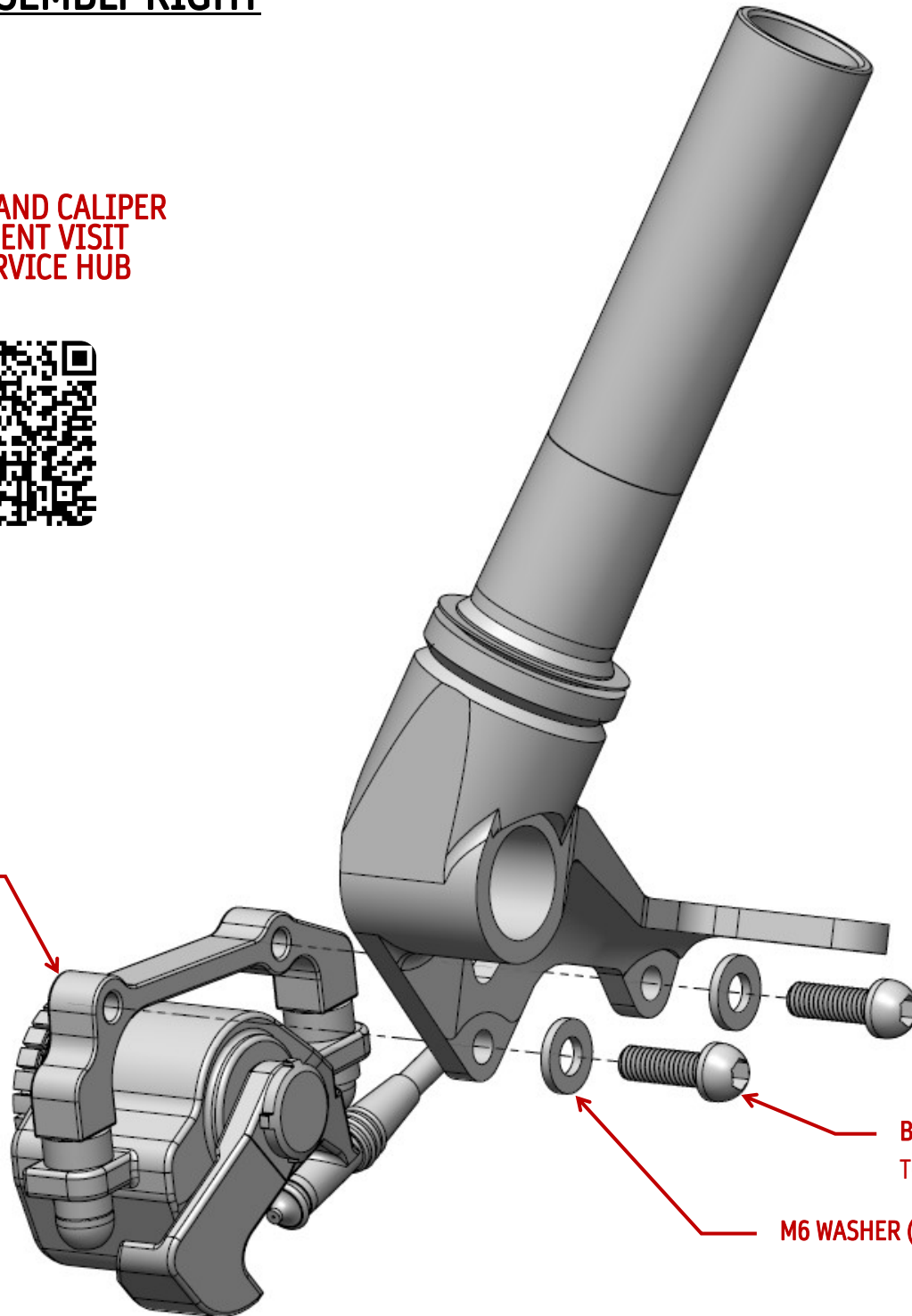
M6 WASHER (2x)

RIGID SPINDLE MAIN ASSEMBLY RIGHT

FOR BRAKE AND CALIPER
ADJUSTMENT VISIT
SRAM SERVICE HUB



SRAM BB7 FRONT BRAKES
20MM IS MOUNT FOR 160MM ROTOR
TORQUE BOLTS TO 10Nm (88IN·LBS)



BRAKE MOUNT BOLTS (2x)
TORQUE 10Nm (88IN·LBS)

M6 WASHER (2x)

TIE-ROD ASSEMBLY

SHORT TIE-ROD (ASSEMBLY)
BC1276
HARDWARE INCLUDED IN EACH ASSEMBLY

M8x35 BHCS

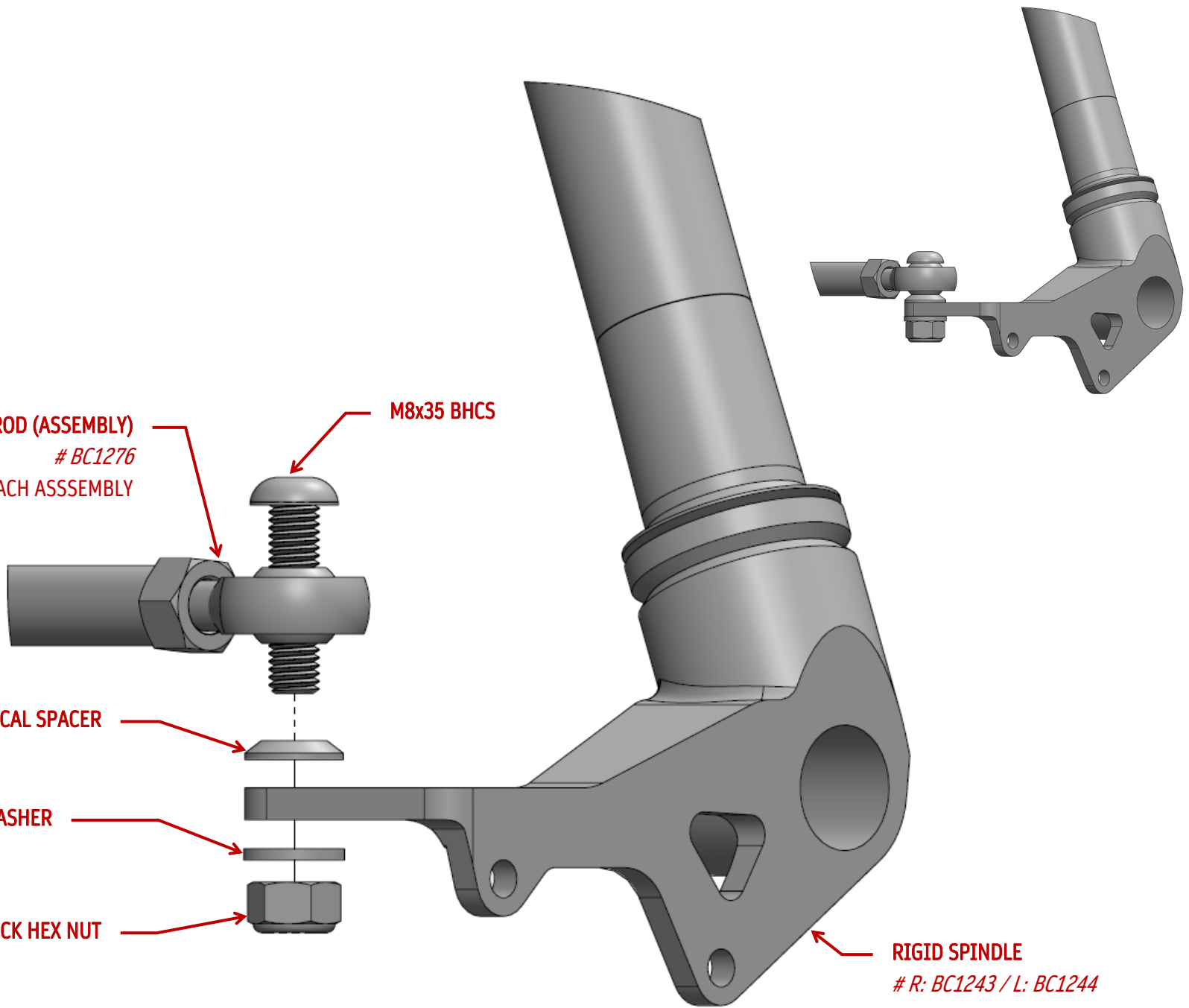
SLIM CONICAL SPACER

M8 WASHER

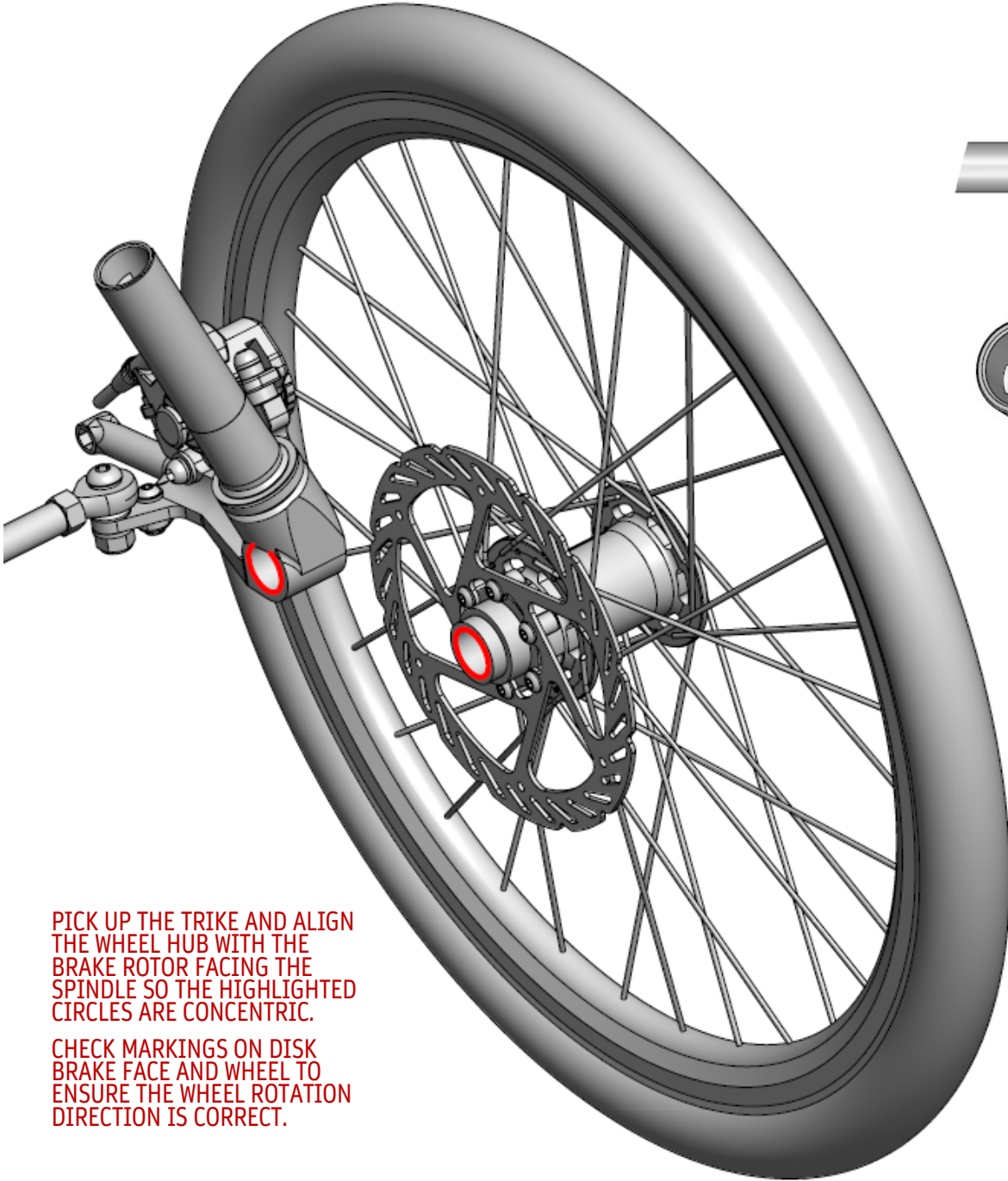
M8 NYLOCK HEX NUT

RIGID SPINDLE

R: BC1243 / L: BC1244

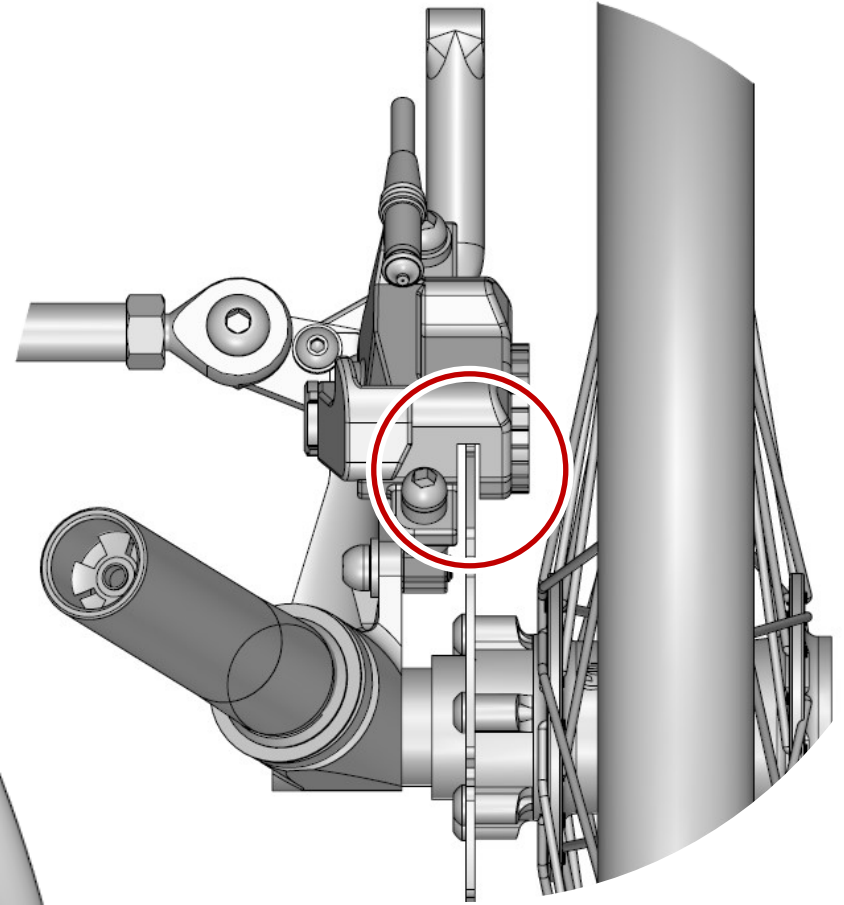


WHEEL INSTALL STEP 1



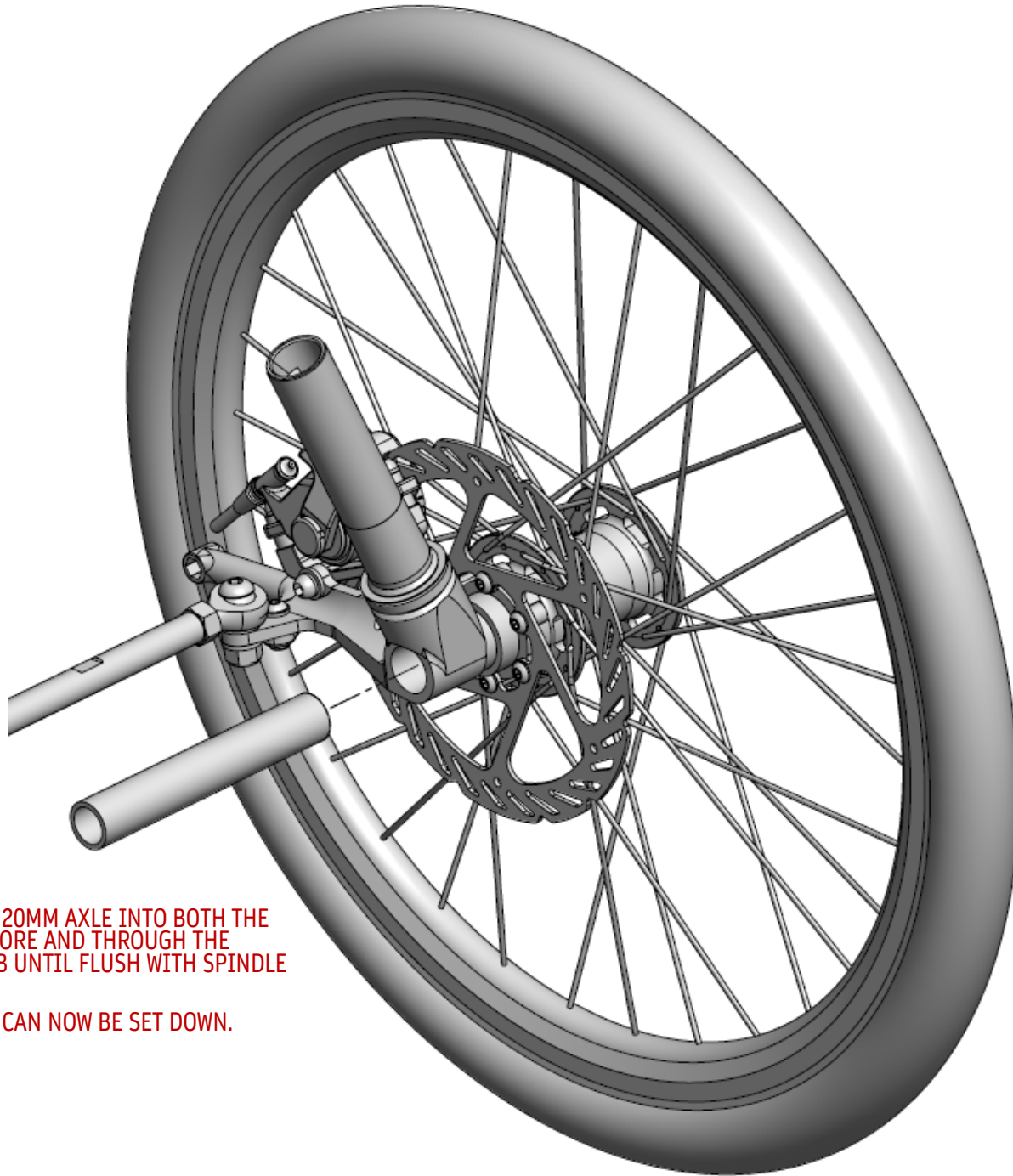
PICK UP THE TRIKE AND ALIGN THE WHEEL HUB WITH THE BRAKE ROTOR FACING THE SPINDLE SO THE HIGHLIGHTED CIRCLES ARE CONCENTRIC.

CHECK MARKINGS ON DISK BRAKE FACE AND WHEEL TO ENSURE THE WHEEL ROTATION DIRECTION IS CORRECT.



MAKE SURE THAT THE BRAKE ROTOR GOES IN THE CALIPER OPENING WHEN INSTALLING THE WHEEL.

WHEEL INSTALL STEP 2



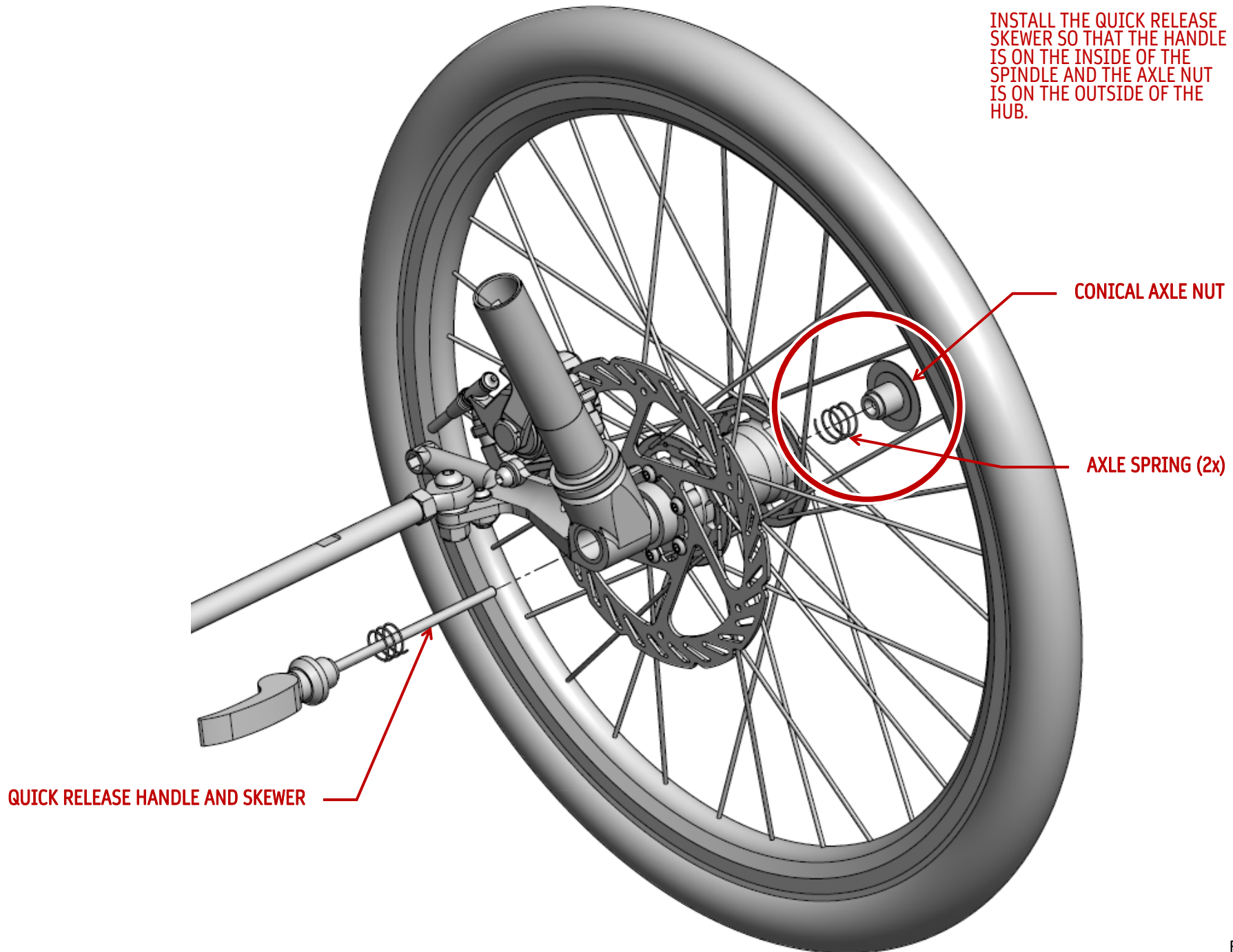
SLIDE THE 20MM AXLE INTO BOTH THE SPINDLE BORE AND THROUGH THE WHEEL HUB UNTIL FLUSH WITH SPINDLE SURFACE.

THE TRIKE CAN NOW BE SET DOWN.

WHEEL INSTALL STEP 3

INSTALL A SPRING ON EACH
SIDE OF THE AXLE ASSEMBLY.

INSTALL THE QUICK RELEASE
SKEWER SO THAT THE HANDLE
IS ON THE INSIDE OF THE
SPINDLE AND THE AXLE NUT
IS ON THE OUTSIDE OF THE
HUB.

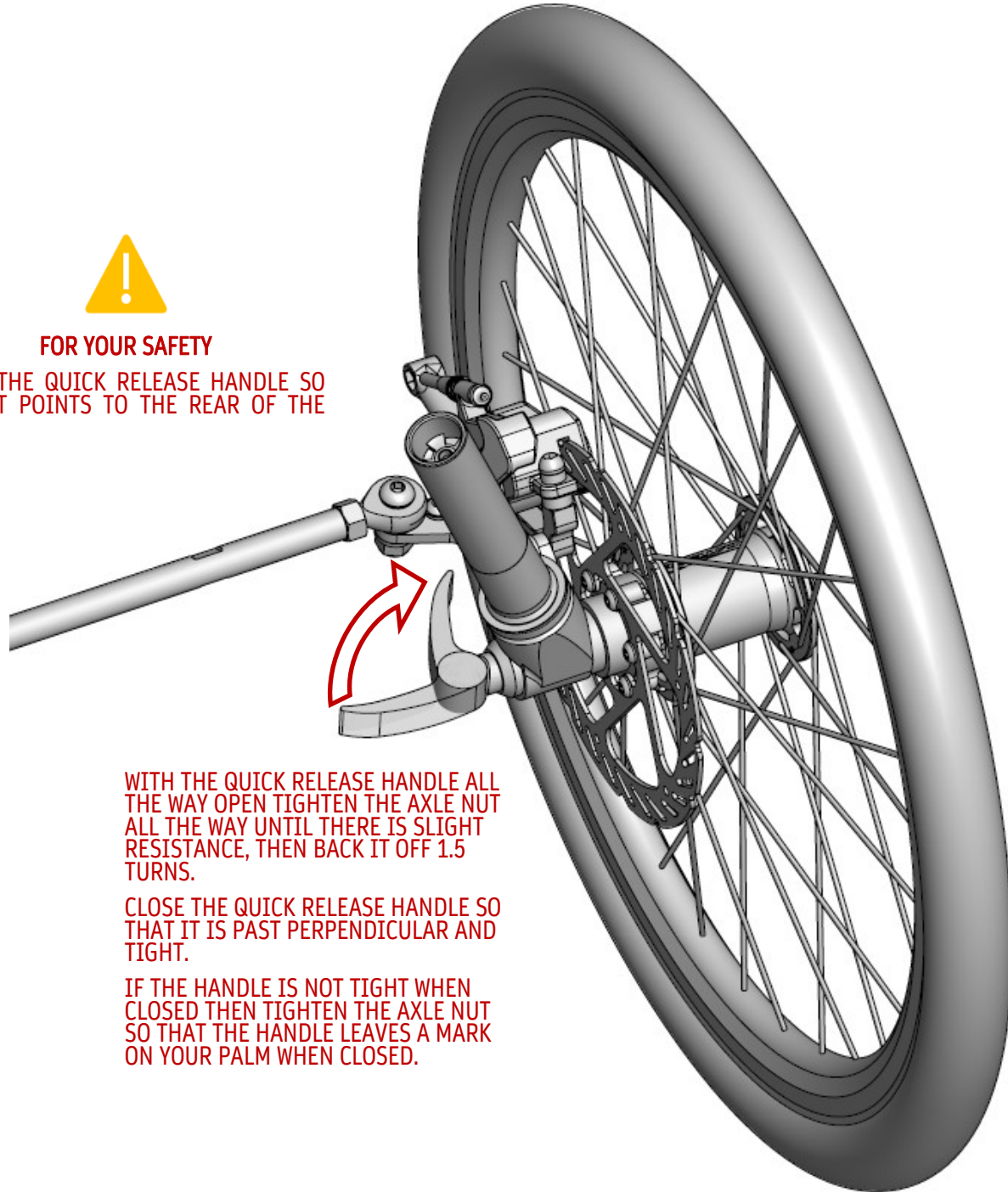


WHEEL INSTALL STEP 4



FOR YOUR SAFETY

CLOSE THE QUICK RELEASE HANDLE SO THAT IT POINTS TO THE REAR OF THE TRIKE



WITH THE QUICK RELEASE HANDLE ALL THE WAY OPEN TIGHTEN THE AXLE NUT ALL THE WAY UNTIL THERE IS SLIGHT RESISTANCE, THEN BACK IT OFF 1.5 TURNS.

CLOSE THE QUICK RELEASE HANDLE SO THAT IT IS PAST PERPENDICULAR AND TIGHT.

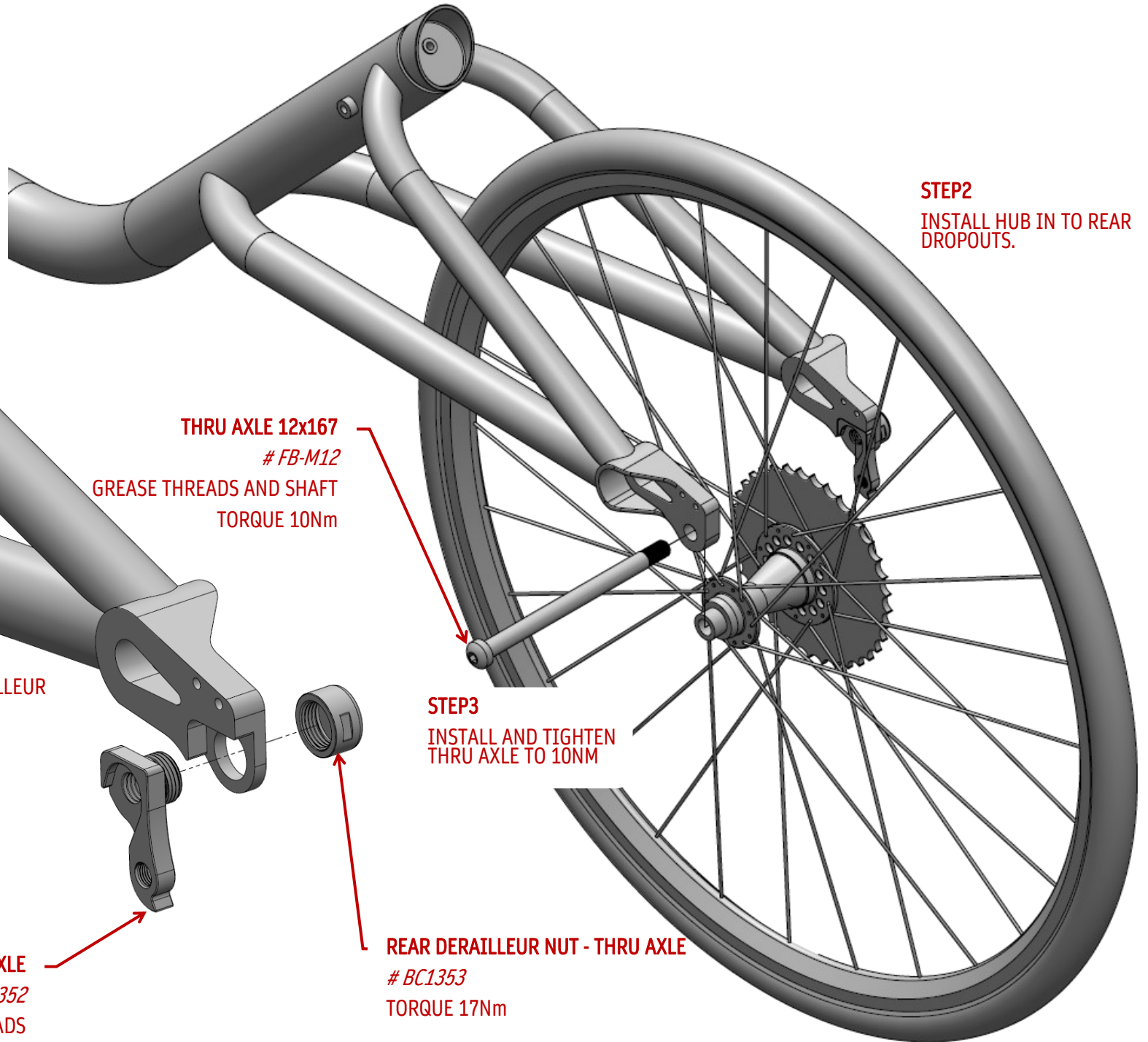
IF THE HANDLE IS NOT TIGHT WHEN CLOSED THEN TIGHTEN THE AXLE NUT SO THAT THE HANDLE LEAVES A MARK ON YOUR PALM WHEN CLOSED.

THRU AXLE HUB & HANGER INSTALL



TIP:

IF INSTALLED, SHIFT REAR DERAILEUR TO SMALLEST COG TO MAKE TIRE INSTALL AND REMOVAL EASIER



STEP2
INSTALL HUB IN TO REAR DROPOUTS.

THRU AXLE 12x167
FB-M12
GREASE THREADS AND SHAFT
TORQUE 10Nm

STEP3
INSTALL AND TIGHTEN
THRU AXLE TO 10NM

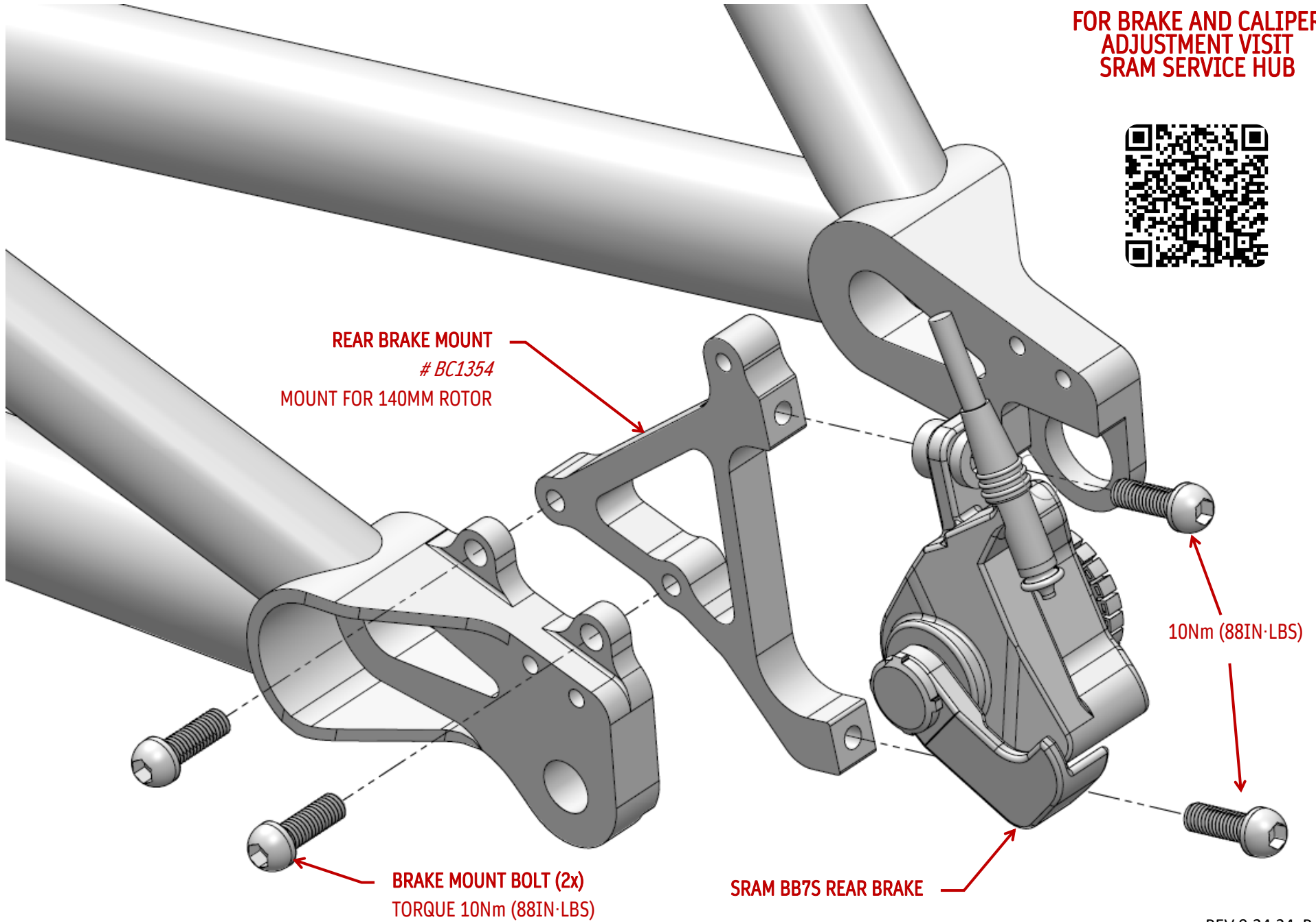
STEP1
INSTALL DERAILEUR
HANGER.

REAR DERAILEUR HANGER - THRU AXLE
BC1352
GREASE THREADS

REAR DERAILEUR NUT - THRU AXLE
BC1353
TORQUE 17Nm

REAR BRAKE ASSEMBLY

FOR BRAKE AND CALIPER
ADJUSTMENT VISIT
SRAM SERVICE HUB

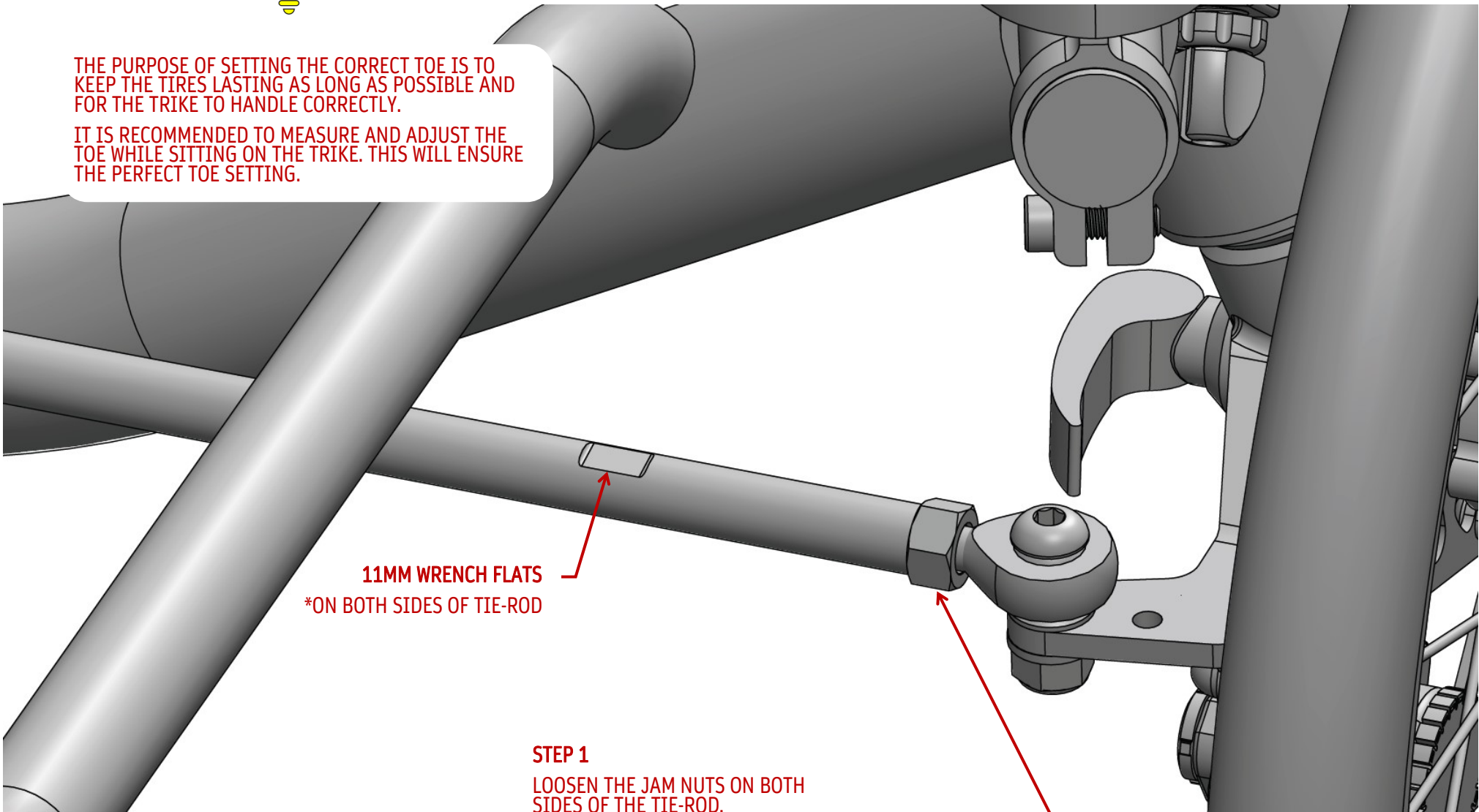


TIE-ROD ADJUSTMENT



THE PURPOSE OF SETTING THE CORRECT TOE IS TO KEEP THE TIRES LASTING AS LONG AS POSSIBLE AND FOR THE TRIKE TO HANDLE CORRECTLY.

IT IS RECOMMENDED TO MEASURE AND ADJUST THE TOE WHILE SITTING ON THE TRIKE. THIS WILL ENSURE THE PERFECT TOE SETTING.



11MM WRENCH FLATS
*ON BOTH SIDES OF TIE-ROD

STEP 1

LOOSEN THE JAM NUTS ON BOTH SIDES OF THE TIE-ROD.

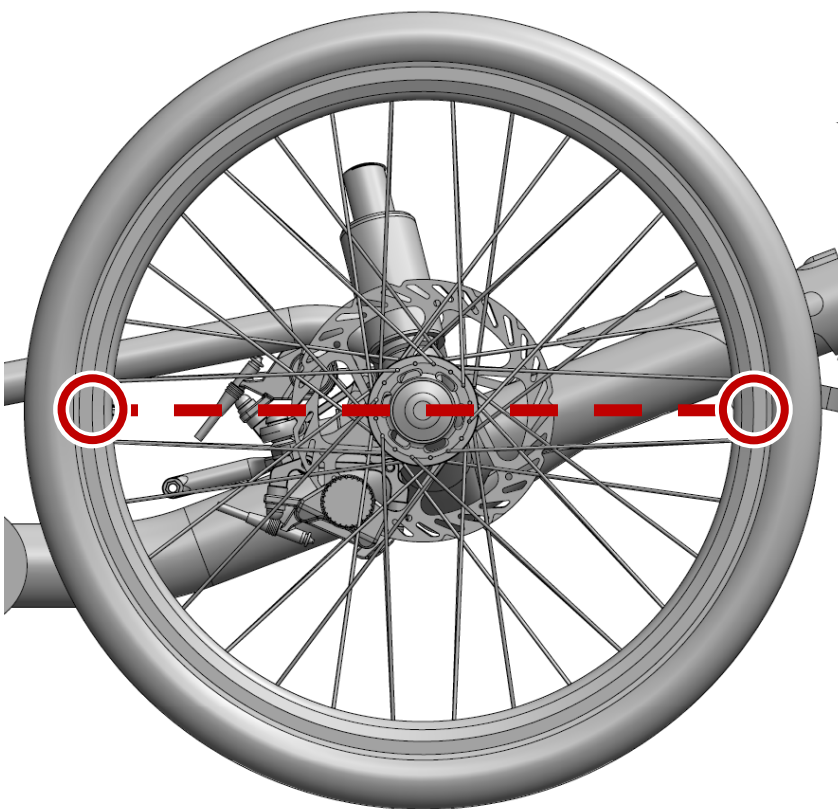
NOTE THAT ONE SIDE OF THE TIE-ROD IS REVERSE THREADED.

JAM NUT - 14MM WRENCH
*ONE SIDE IS REVERSE THREADED

TIE-ROD ADJUSTMENT CONTINUED

STEP 2

WITH THE WHEELS POINTING AS STRAIGHT AS POSSIBLE, USE THE CALIBRO OR A TAPE MEASURE TO MEASURE ACROSS THE FRONT WHEELS AT THE RIM FROM AXLE HEIGHT; TWO POINTS CIRCLED BELOW.

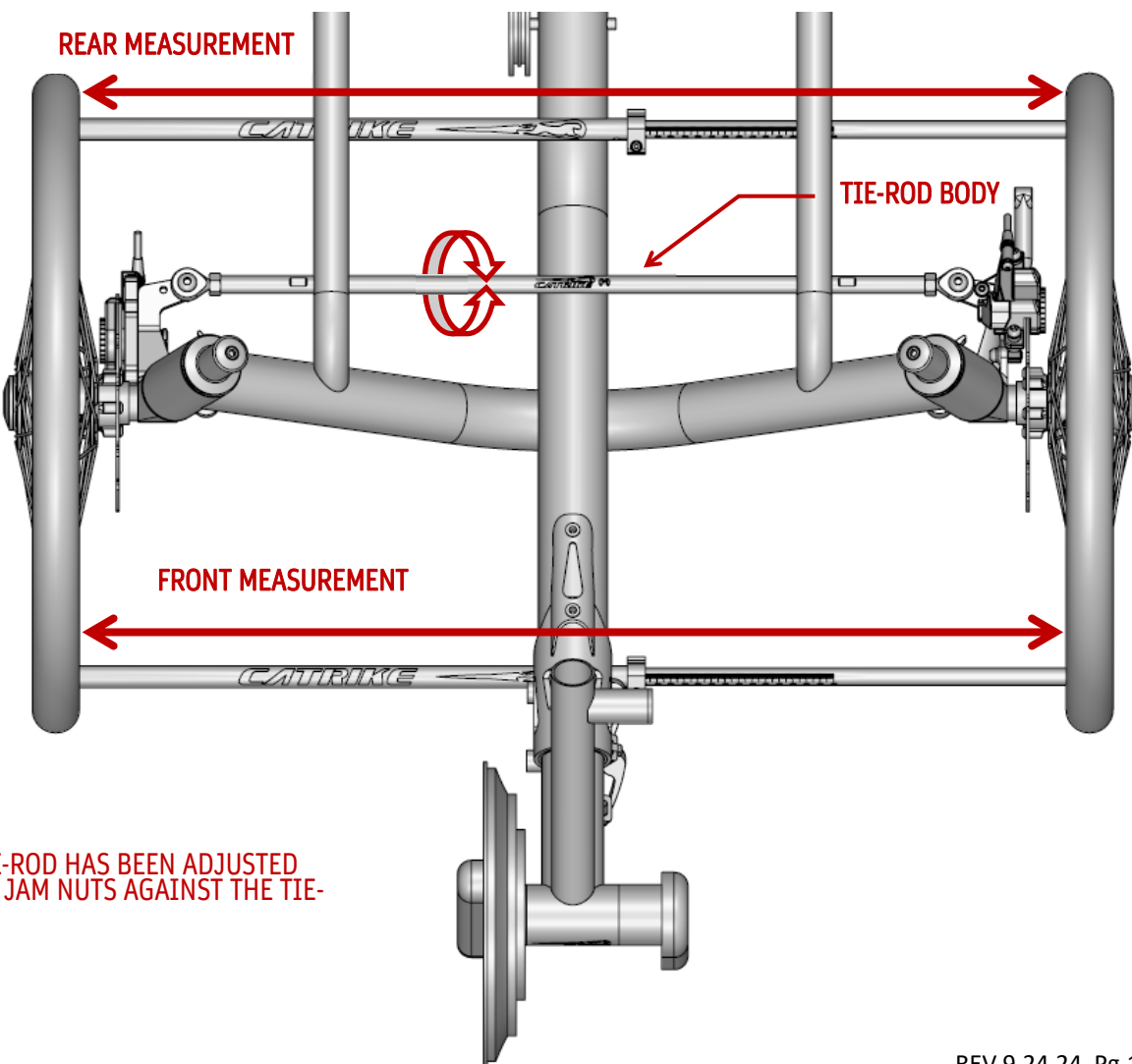


STEP 3

COMPARE THE MEASUREMENTS FROM BOTH SIDES, ADJUST THE TIE-ROD BY SPINNING THE MAIN BODY SO THAT THE FRONT AND REAR MEASUREMENT ARE EQUAL WHILE SITTING ON THE TRIKE.

IF IT IS NOT POSSIBLE TO SIT ON THE TRIKE WHILE ADJUSTING TOE, THEN TOE THE WHEELS IN 2MM. IN OTHER WORDS THE MEASUREMENT FROM THE FRONT SHOULD BE 2MM SMALLER THAN THE MEASUREMENT TAKEN FROM THE REAR OF THE RIM.

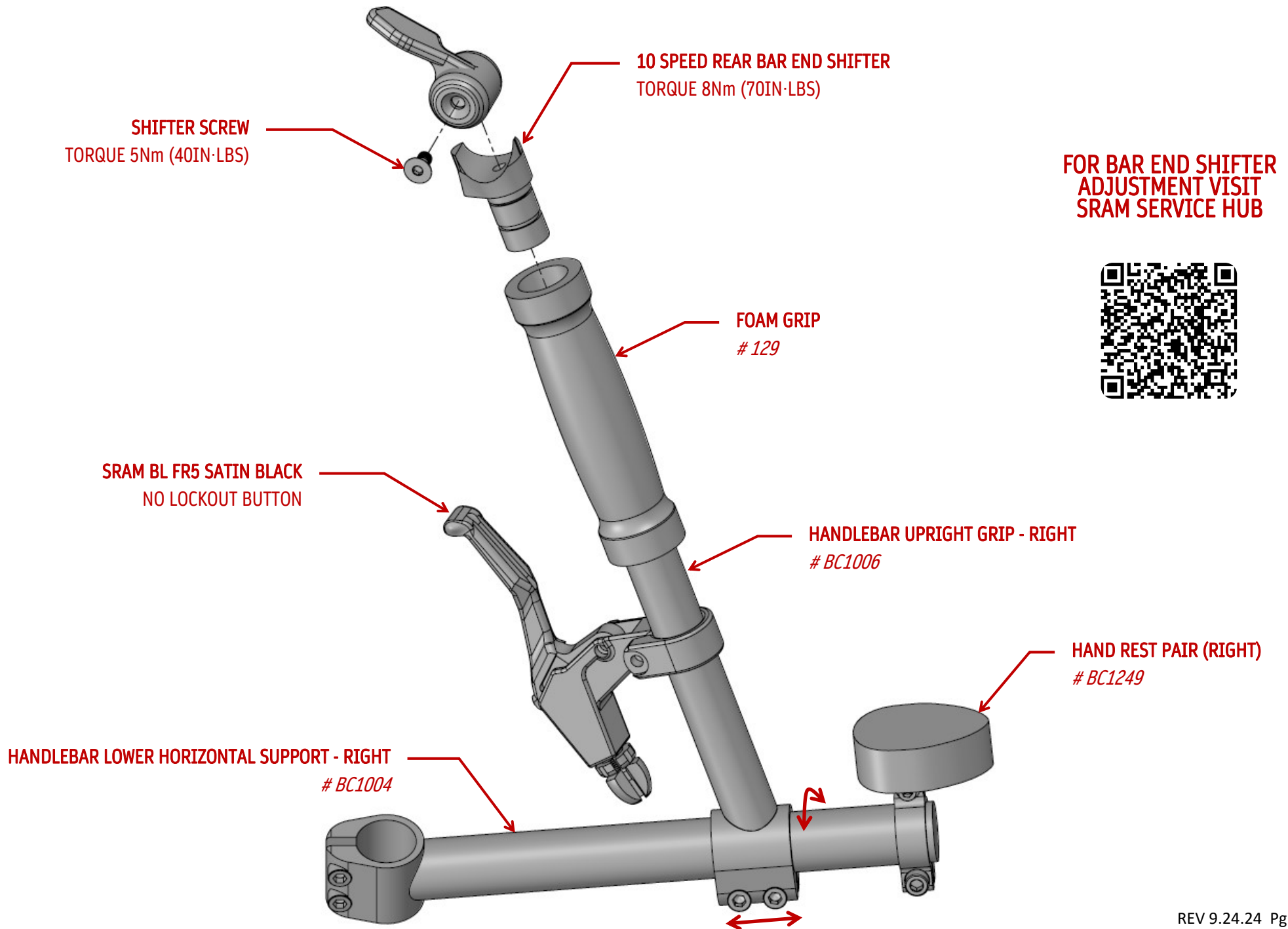
AS RIDER WEIGHT IS APPLIED TO THE CATRIKE THE TOE WILL BECOME MORE EQUAL.



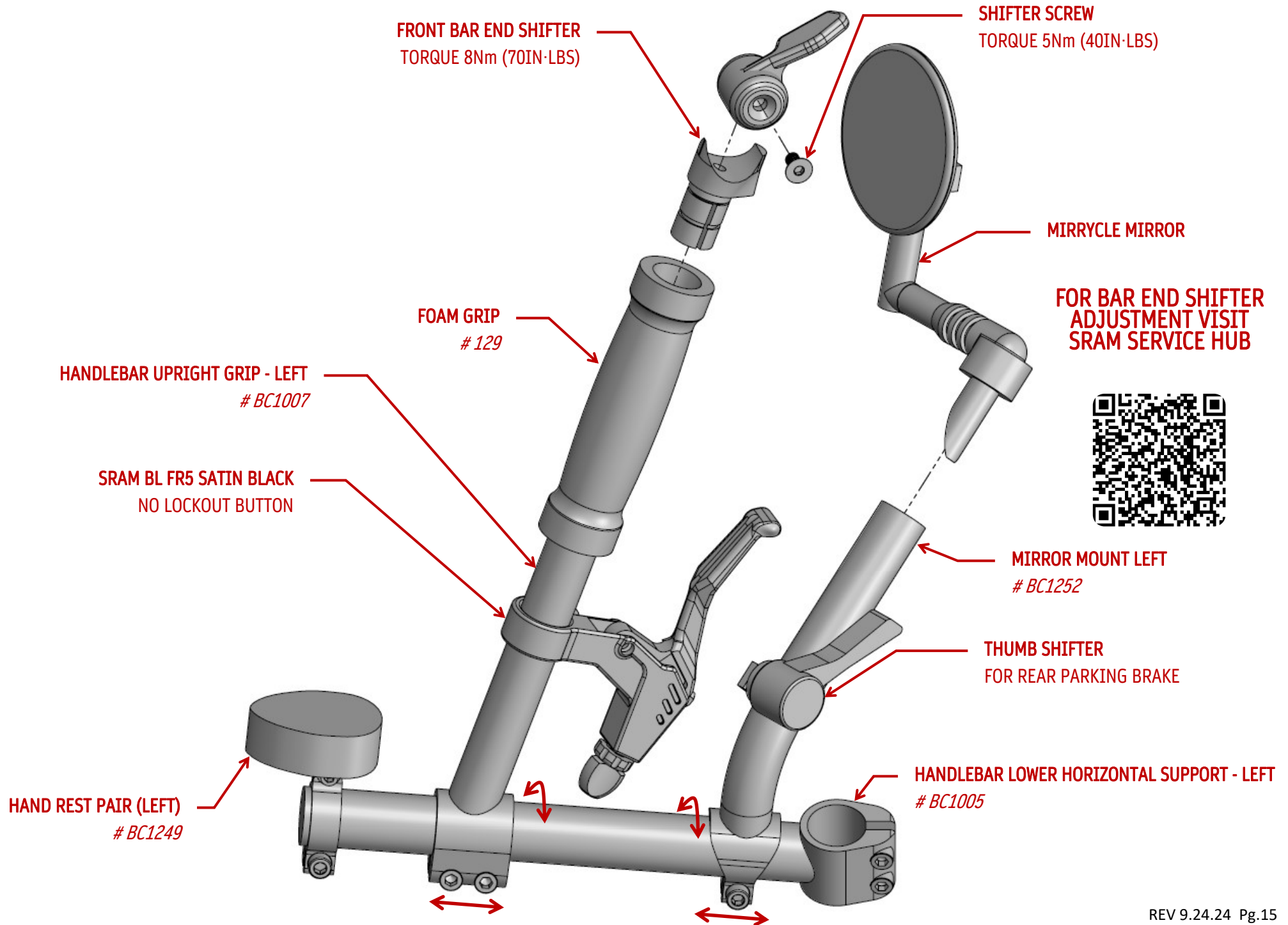
STEP 4

ONCE THE TIE-ROD HAS BEEN ADJUSTED TIGHTEN THE JAM NUTS AGAINST THE TIE-ROD BODY.

STANDARD HANDLEBAR ASSEMBLY RIGHT



STANDARD HANDLEBAR ASSEMBLY LEFT



BOOM ADJUSTMENT



WHILE SITTING, SLIDE BOOM UP TO HEEL OF FULLY EXTENDED LEG.

BOOM CAN BE CUT FOR SHORTER RIDERS.

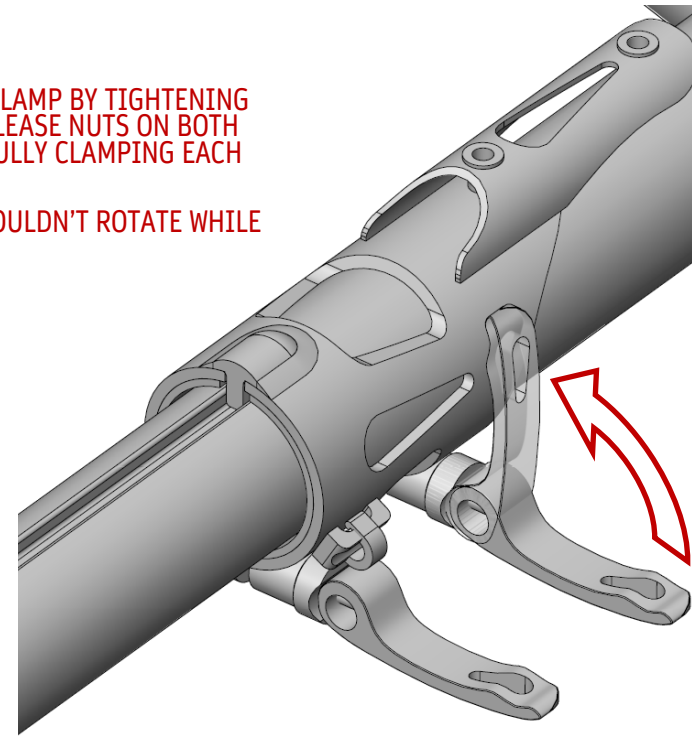


ONCE CLIPPED IN, THE EXTENDED LEG SHOULD NOW HAVE A SLIGHT BEND.

BOOM ADJUSTMENT IS UP TO RIDER PREFERENCE.

CLOSE BOOM CLAMP BY TIGHTENING THE QUICK RELEASE NUTS ON BOTH LEVERS AND FULLY CLAMPING EACH HANDLE.

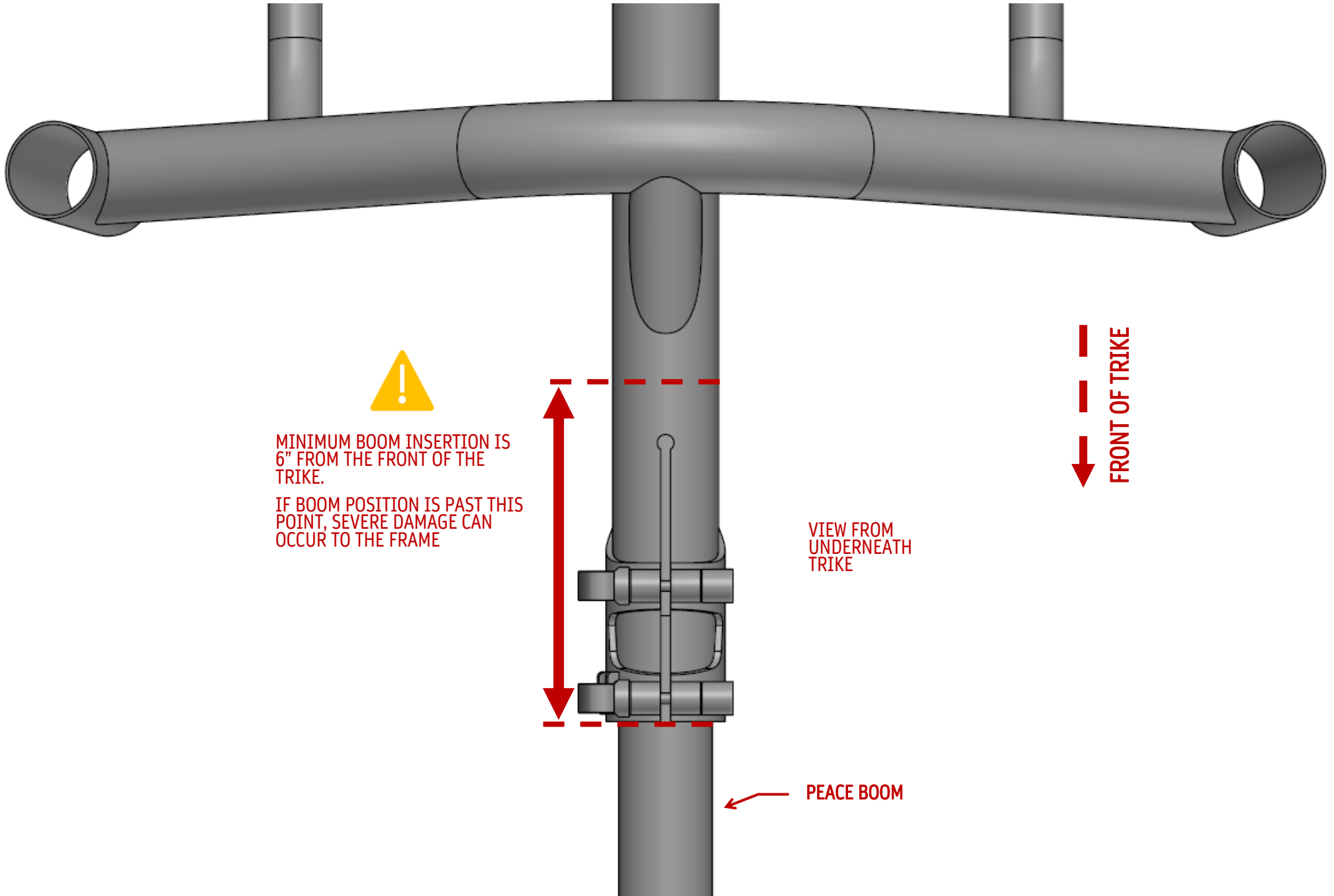
THE BOOM SHOULDN'T ROTATE WHILE PEDALING.



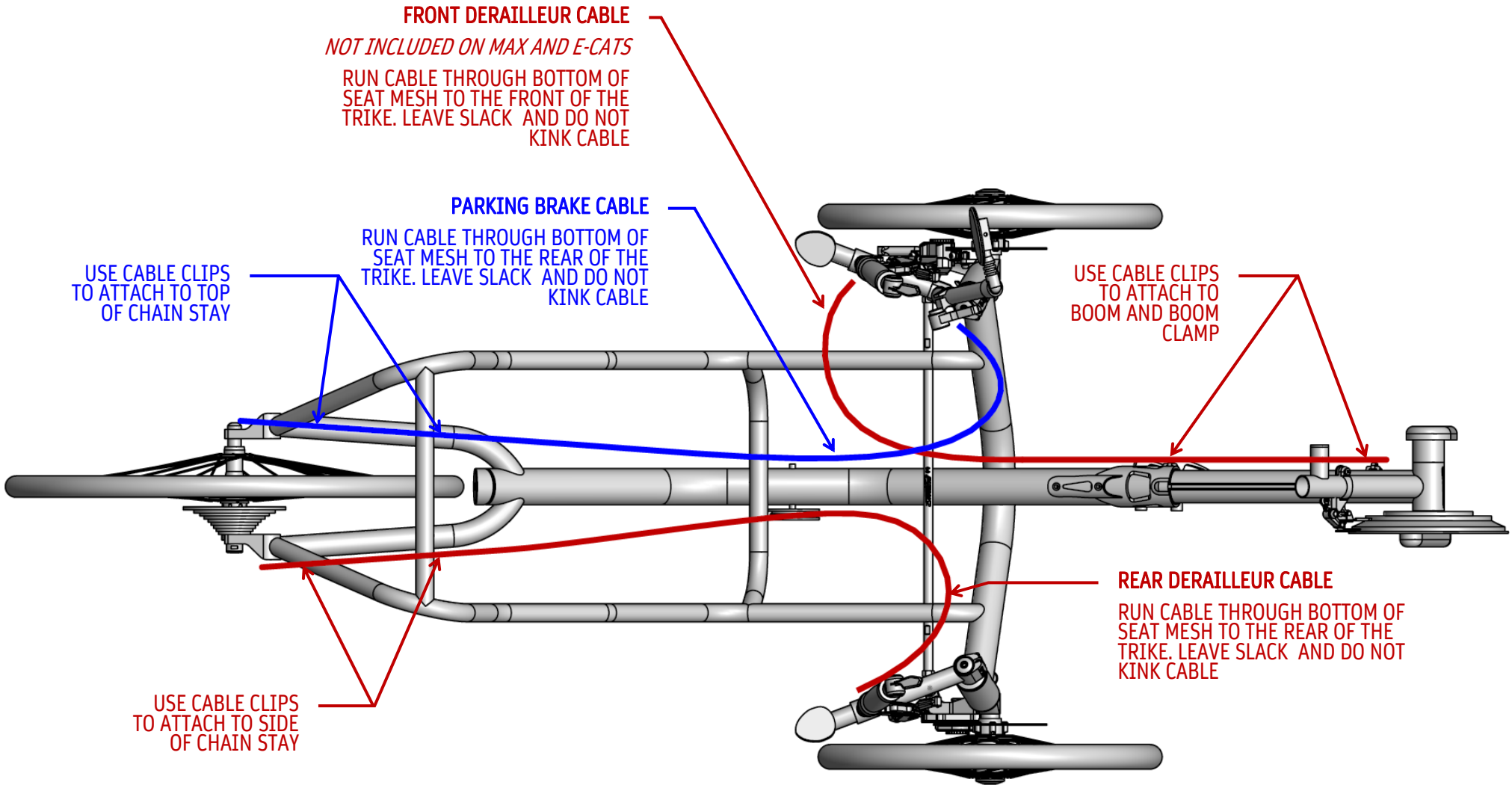
CLIPLESS SHOES ARE STRONGLY RECCOMENDED

SEE WARNING ON NEXT PAGE REGARDING MINIMUM BOOM INSERTION

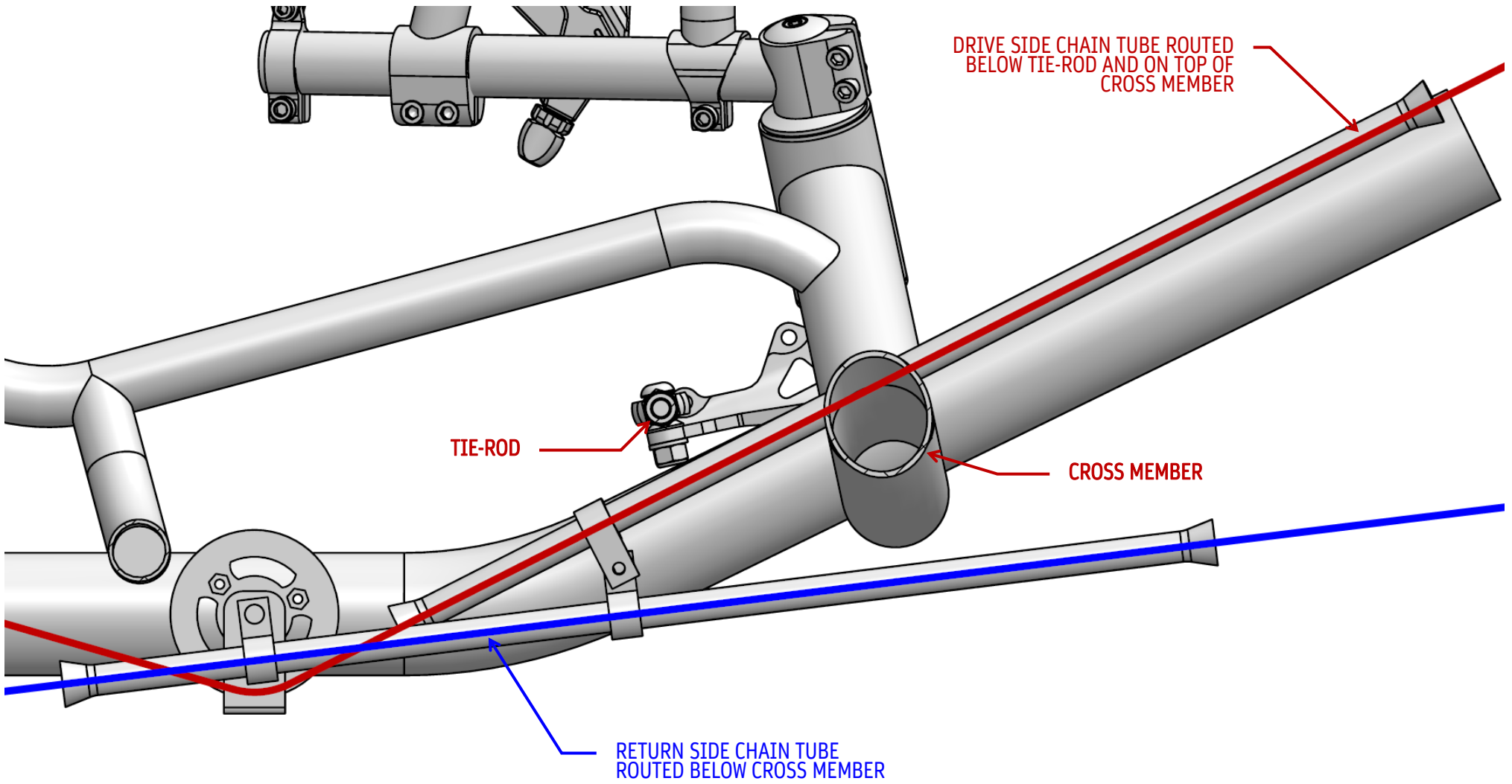
BOOM INSERTION



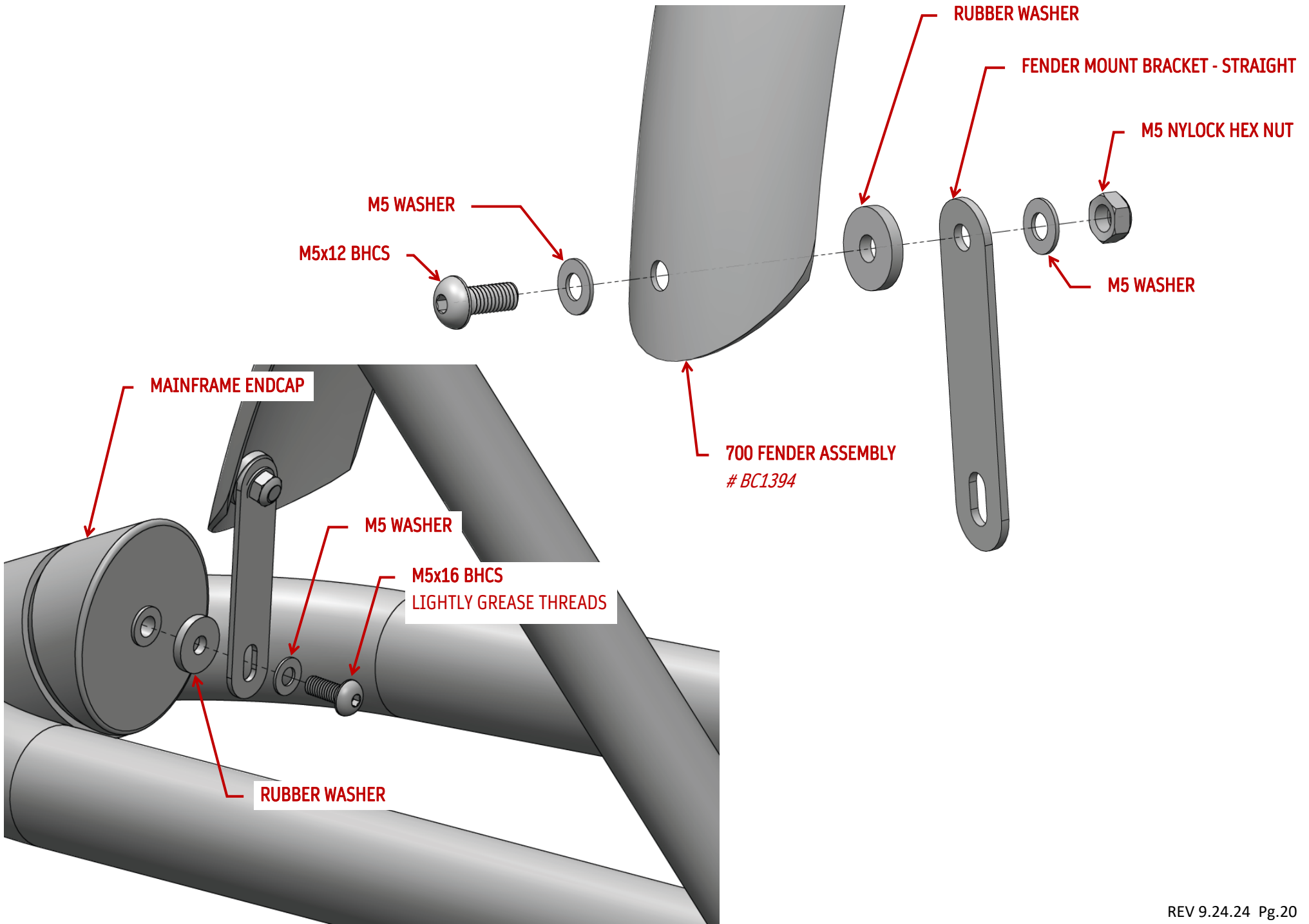
CABLE ROUTING



CHAIN ROUTING

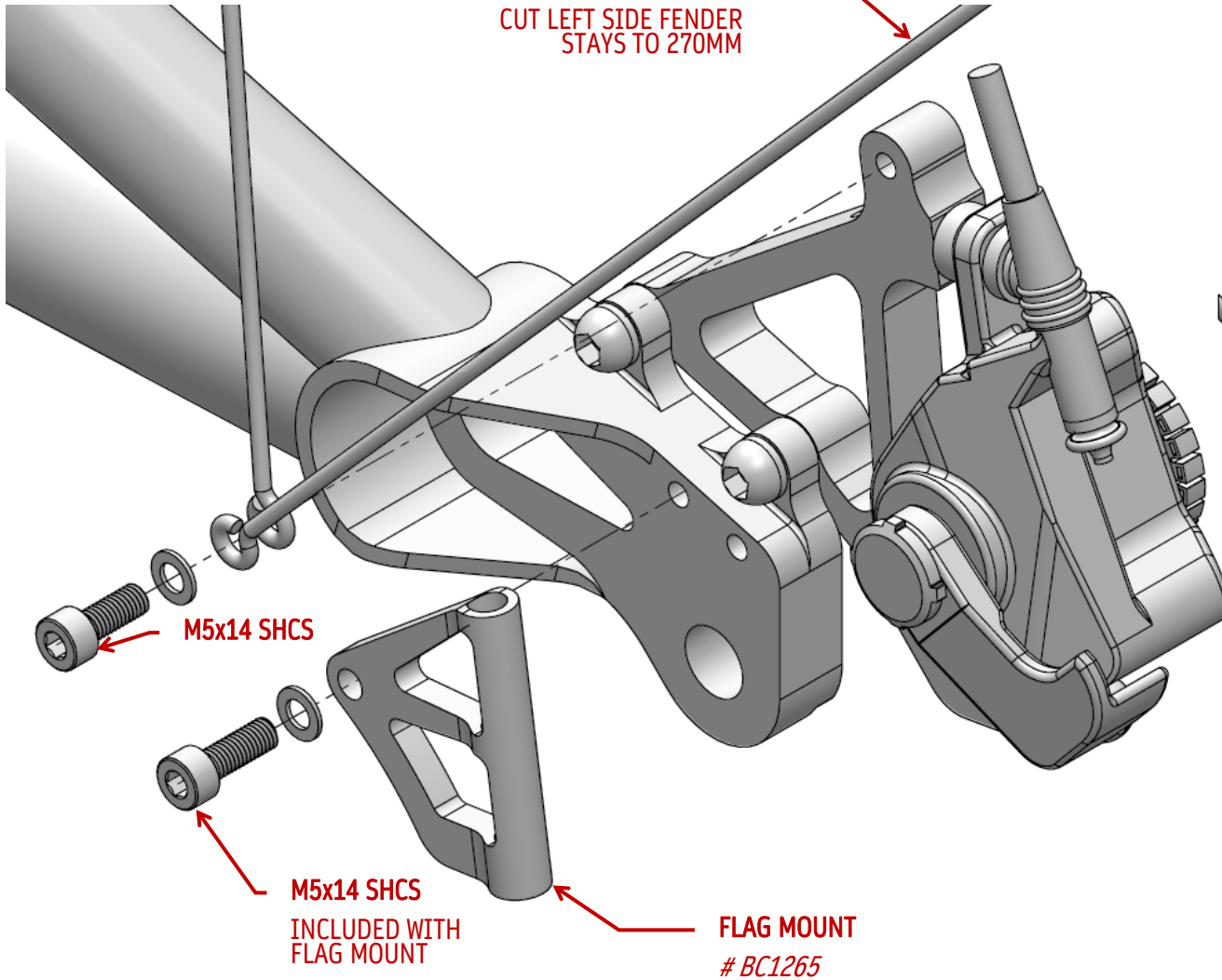


FENDER TO FRAME INSTALLATION

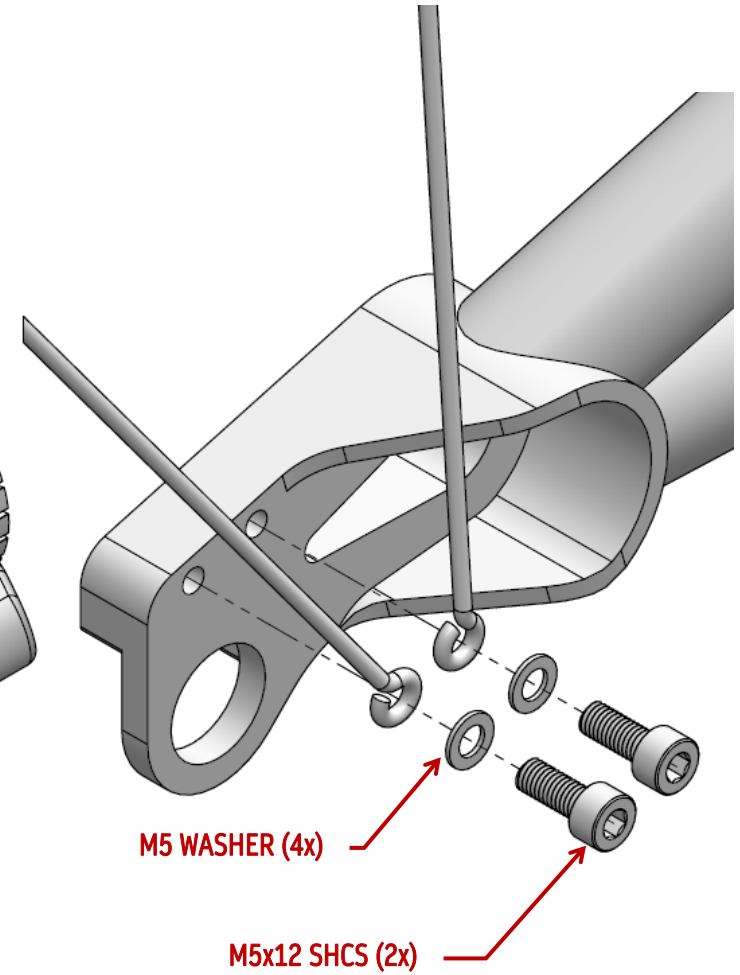


FENDER TO DROP OUT INSTALLATION

LEFT DROP OUT



RIGHT DROP OUT



FENDER STAYS & FINAL INSTALLATION

