

Owner's Manual

Adult type tricycles



Capri



Twin Tri-Rider

Applies to most Tricycle models but more specifically the models above.
For the Comfort Tri-Rider, please see “Comfort Tri-Rider Assembly Guide”.

GENERAL SAFETY RULES

1. ALWAYS wear a safety approved bicycle helmet. To be sure your helmet is approved, check for an ANSI, ASTM or CSA (Canadian Standards Association) approval label on the inside of your helmet. Helmets can reduce the severity of injury in case of an accident.
2. ALWAYS wear cycling gloves which serve 3 purposes:
 - a) To protect the hands from abrasion in case of a crash.
 - b) To provide a good grip on the handlebars.
 - c) To reduce the effects of vibration.
3. Never ride with headphones which will prevent you from hearing traffic and can be very dangerous.
4. Because you are a vehicle operator observe all traffic regulations, red and green lights, one way streets, stop signs, etc.
5. Keep to the right, ride in a straight line, single file and in the same direction as traffic.
6. Pedestrians have the right of way so avoid riding on sidewalks.
7. Watch for cars turning or pulling out in front of you and car doors suddenly opening in your path.
8. Never carry parcels that obstruct vision or control of the tricycle or prevent use of the hands on the brakes.
9. Make sure your brakes are working well and keep your tricycle in perfect condition.
10. Watch for pot-holes or other hazards.
11. Increase your visibility to others by wearing bright reflective clothing.
12. Railway tracks should be crossed at right angles.
13. You should always be in control of your speed in relation to the terrain and your riding experience.
14. Make sure you have reflectors (front, rear and both sides) if ridden in low light situations.
15. Use proper hand signals for turning, slowing and stopping.
16. Do not ride at night unless you have front and rear working lights.
17. Tricycles are not designed to go off-road. Ride only on road or paved bicycle paths.
18. **Practice your first tricycle ride in an open area until left and right turns are mastered.**

TRICYCLE FIT AND ADJUSTMENT

SADDLE HEIGHT / ADJUSTMENT

Never ride your tricycle with the seat post raised beyond the “Maximum Height Mark” stamped on the seat post. Ignoring this can result in the bending or breaking of the seat post and possible serious injury.

When the pedal is in its lowest position, adjust the seat height so that the knee is slightly bent when the ball of the foot is over the pedal axle.

STEERING STEM HEIGHT

Never ride your tricycle with the handlebar stem raised beyond the “Maximum Height Mark” stamped on the stem. Ignoring this can result in the bending or breaking of the stem and possible serious injury.

Adjust the height to where the handlebars feel most comfortable. When changing handlebar height the hand brakes may have to be readjusted.

CARE AND MAINTENANCE

REGULAR INSPECTION

1. Hand Brake: Make sure the brake engages, by squeezing the hand brake.
2. Wheels: Check wheels for alignment.
3. Pedals: Inspect pedal bearings and tightness on crank.
4. Handgrips: Replace worn or loose grips.
5. Chain: Check for proper tension. Replace if damaged.
6. Seat: Adjust for comfort and safety.
7. Tires: Keep inflated to recommended tire pressure (indicated on tire sidewall).
8. Reflectors: Replace broken or missing reflectors.
9. Chain guard: Replace if damaged or missing.

REGULAR MAINTENANCE: Bi-Monthly

1. Keep all painted components clean and waxed.
2. Spray all chrome parts with protective spray (LPS-1, WD-40, etc.)
3. Lubricate the axle shafts, the inside bearings of both pedals and the chain.
4. When storing over a prolonged period, keep tires off the floor to prevent flat spots and cover if stored outdoors.

PREVENTIVE MAINTENANCE: Every Six Months

These are procedures that should be performed by a local bicycle shop.

1. Check tires for wear, rim cuts and valve core condition.
2. Check wheels for cracks and alignment.
3. Check brakes for proper operation.
4. Clean and repack all bearings and adjust all cones.
5. Check for worn bearings, cups and cones.
6. Check chain for wear or adjustment and clean and adjust or replace as needed.
7. Check for loose nuts and bolts.
8. Check for smooth shifting.

Assembly Tips

Carefully remove all the parts from the cartons. Remove all the protective materials from the fork, front frame and rear frame sections. Tear open the bag that holds all the bolts and nuts. Prop the front frame assembly and align the rear frame section perpendicular to it. Find two round headed carriage bolts and the corresponding washers and nuts. Place these two bolts on the most forward holes on the front frame with the heads on the inside. Slide the rear assembly forward on the inside of the matching frame tubes on the front section and make sure that the square section of the bolts already in place align with the slots on the rear frame section. Attach loosely and install the short chain between the sprocket on the front frame section and the fixed sprocket on the rear axle. This chain is usually connected with a connecting link. Now you can tighten all four bolts that hold the two frame sections together making sure that the rear is perpendicular to the front and the chain is snug. Next you should install both rear wheels while ***making sure that the left wheel nut is left loose enough that the spacer on the inside is still free to spin by hand (over-tightening of the left wheel nut will cause the wheel-bearing to bind and squeal).***

Install the front fender on fork. Install the front wheel making sure that the tabs on the washers fit into the holes on the fork and slide the fender brackets over the axle before tightening the axle nuts. Now install the steering stem(s), the handlebar(s), the brake and shifter (if a multi speed) levers on the handlebar as well as the grips (these will slide in easily if you first wet the insides with a little water).

Next run the rear brake cable through the adjustment nut, through the enclosed coil spring and finally through the mounting nut. Adjust and tighten the cable. Do the same with the shifter cable.

The front chain normally comes installed but if not thread the shifter type chain through the sprockets or the derailleur and join the two ends together using either the special link provided or a bicycle chain breaker/riveting tool.

The seat(s) should now be mounted on the seat post and slid into the seat tube and tightened.

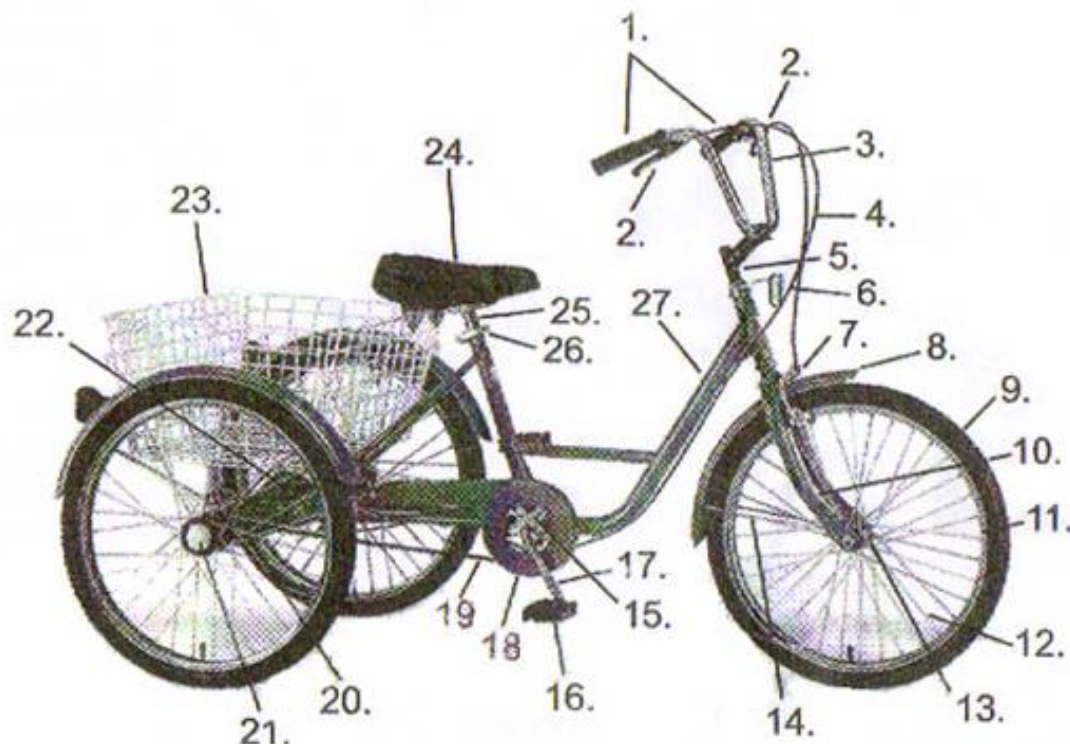
The rear fenders should be installed with the brackets on the inside of the frame tangs and the bolts tightened securely to be sure the fenders don't rotate down and get damaged..

Some final alignment of the fenders can be done by bending the brackets.

The basket should now be assembled and mounted onto the rear frame section, the pedals (L on the left side with a counter clockwise thread, R on the right with a regular clockwise thread) and the chain guard installed.

Cable ends can now be crimped on, tires inflated to the limit written on the tire sidewall, the brakes adjusted, the handlebar angle and height (not past the maximum indicated) and the seat height adjusted(not past the maximum indicated).

We recommend that the trike be assembled and adjusted by a qualified mechanic but if not then you should now bring the assembled tricycle to a bicycle mechanic for a final inspection before using it.



1. GRIP
2. BRAKE LEVER
3. HANDLE BAR
4. BRAKE CABLE
5. HANDLE STEM
6. REFLECTOR
7. FRONT BRAKE
8. FENDER
9. TIRE
10. FRONT FORK
11. RIM
12. SPOKE
13. HUB
14. FENDER BRACE
15. CHAINWHEEL
16. PEDAL
17. CRANK
18. CHAIN COVER
19. CHAIN
20. REAR FRAME
21. AXLE
22. FREEWHEEL
23. BASKET
24. SADDLE
25. SEAT POST
26. QUICK RELEASE
27. FRAME

ADULT TRICYCLE ASSEMBLY

1. Carefully remove and lay out all parts from the carton so as not to scratch or lose any parts or pieces.

2. FRONT BRAKE AND FENDER ASSEMBLY (FIGURE 1&1-1)

(a) FRONT BRAKE

Insert brake bolt through hole and fender bracket, securing brake to fork. Make sure brake is centered on fork before tightening.

(b) FRONT FENDER

Fender secures onto fork with brake bolt. Align front fender bracket with top fork hole so that short end of fender faces front.

3. FRONT WHEEL ASSEMBLY (FIGURE 2)

(a) Insert tooth of safety washer into safety hole at end of fork.

(b) Insert fender brace onto axle.

(c) Place flat washer and nut onto axle and tighten securely.

(d) Follow same sequence on other side making sure wheel is centered onto fork while securing.

4. HANDLEBAR AND STEM (FIGURE 3)

(a) Insert handlebar through stem. Secure handlebar by tightening front stem binder bolt and nut.

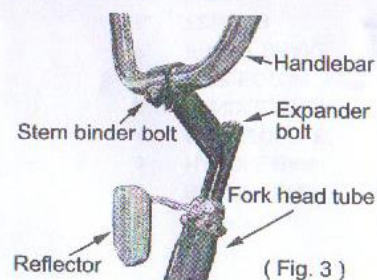
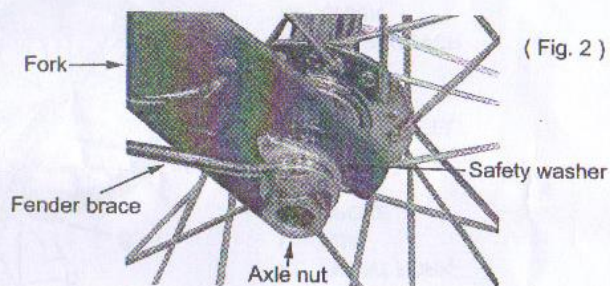
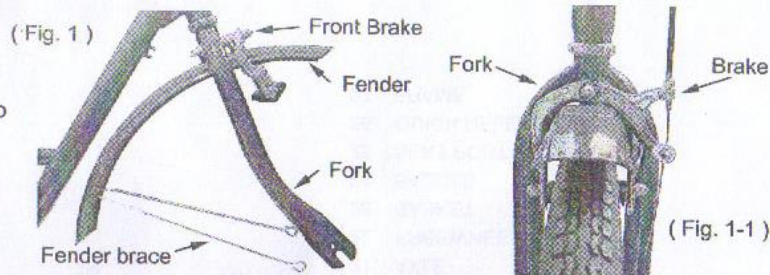
(b) Insert stem into fork head tube. Penetrate at least to the minimum insertion line. Secure stem by tightening stem expander bolt.

Be sure to center stem with the front wheel.

****NOTE: THE STEM MUST BE INSERTED INTO THE FORK HEAD TUBE TO AT LEAST THE MINIMUM INSERTION LINE.**

5. FRONT REFLECTOR (FIGURE 3)

Mount front reflector onto front bracket.



6. HANDLEBAR GRIPS

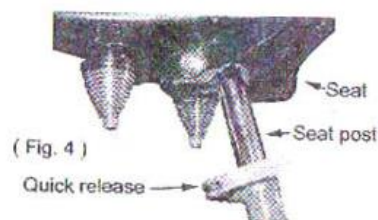
Slide grips onto handlebar, making sure that grips are all the way to the end of the handlebar.

7. BRAKE LEVER

- (a) Mount the REAR brake lever to the RIGHT side of the handlebar.
- (b) Mount the FRONT brake lever to the LEFT side of the handlebar.
- (c) Note: Coaster brake units will only have a FRONT brake lever.

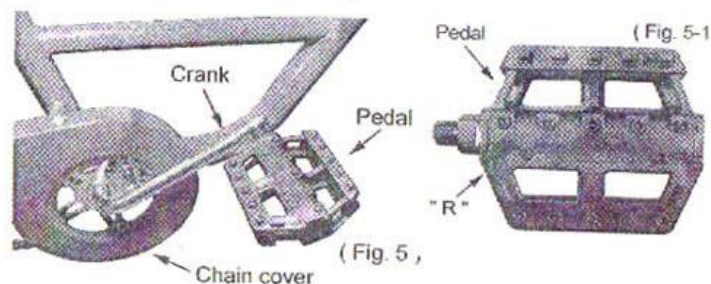
8. SEAT POST AND SEAT (FIGURE 4)

- (a) Insert seat post into frame. Penetrate at least to minimum insertion line. Secure by tightening seat post nut and bolt.
- (b) Attach seat to seat post by inserting seat clamp onto seat post. Adjust seat to proper level. Secure by tightening nuts evenly on both sides of seat clamp.



9. PEDALS (FIGURE 5&5-1)

Mount pedals onto crank. Note, there is a left and right pedal indicated by an L or R on the end of each pedal. Left pedal tightens left. Right pedal tightens right.

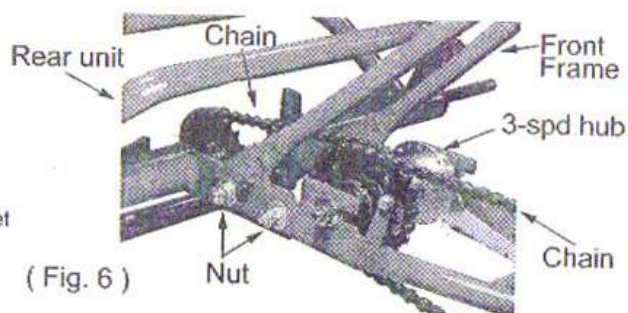


Re-assembled on the front frame.

11. REAR FRAME END CHASSIS (FIGURE 6&7)

To mount rear frame end onto front frame:

- (a) Remove bolts from slide-in bracket of rear end of chassis.
- (b) Slide rear end of chassis onto frame making sure the fixed bracket is on right side of bike frame.
- (c) Re-insert 4 bolts through bike frame onto rear end of chassis and secure finger tight.



12. REAR WHEELS ASSEMBLY (FIGURE 8&9)

- (a) Both wheels are the same. The hub has three holes that fit the pins on the axle. Install the drive wheel first(right side), and let the bolt of axle snug down locking nut.

****CAUTION: OVER-TIGHTENING WILL DAMAGE THE BEARINGS.**

- (b) Put the idler wheel on left side. First slip on the spacer, then the wheel, followed by a washer and the locking nut. Tighten nut until it touches the bearing.

- (c) Tire inflation: Inflate tires to proper inflation pressure, 35 psi.

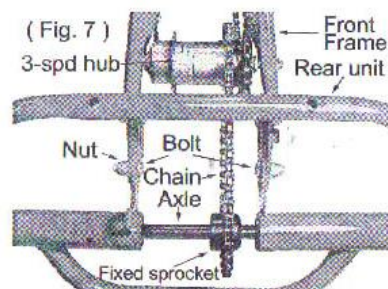
13. REAR FENDERS

Line up the screw hole of fender stays with frame bracket. Tighten up the screws.

14. BASKET ASSEMBLY (FIGURE 10)

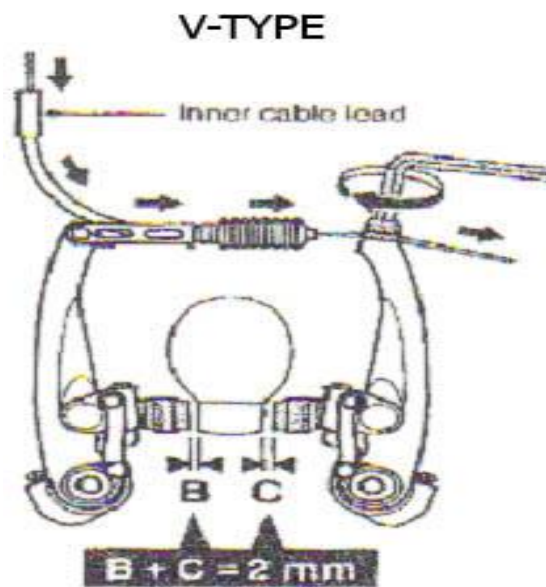
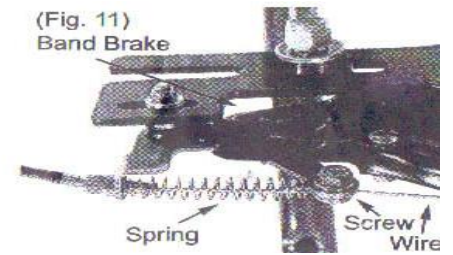
- (a) Place the large bottom wire grid flat on the ground. Attach the long side grids into the basket holes of the short side grids. Attach to the bottom wire grid and lock the iron plates.
- (b) Once the basket is assembled, place and center the basket onto the frame's basket bars, then screw in and tighten the bolts to complete the assembly.

****WARNING: THE BASKET IS NOT INTENDED TO CARRY A CHILD OR ANY OTHER PASSENGER. DOING SO CAN RESULT IN SERIOUS INJURY.**



15. REAR BAND BRAKE(FIGURE 11)

Insert the spring into brake wire and the fixed screw hole of band brake, then tighten up the screws.



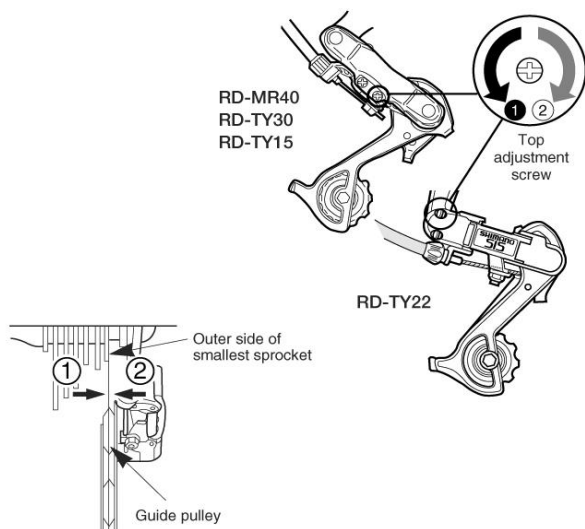
Chain tool for 6 speed



Stroke adjustment and cable securing

1. Top adjustment

Turn the top adjustment screw to adjust so that the guide pulley is below the outer line of the smallest sprocket when looking from the rear.

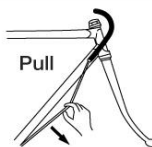


2. Connection and securing of cable

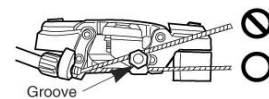
Connect the cable to the rear derailleur and, after taking up the initial slack in the cable, reattach to the rear derailleur as shown in the illustration.

Secure the cable by pulling it with pliers with a force of 5-10 kg.

Tightening torque:
5 - 7 Nm {44 - 60 in. lbs.}

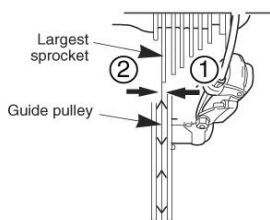


Note: Be sure that the cable is securely in the groove.

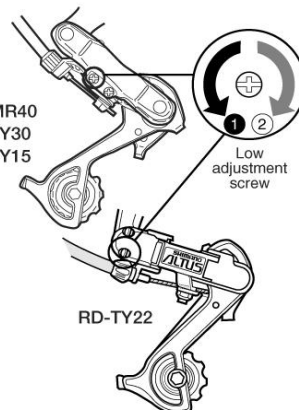


3. Low adjustment

Turn the low adjustment screw so that the guide pulley moves to a position directly below the largest sprocket.



RD-MR40
RD-TY30
RD-TY15

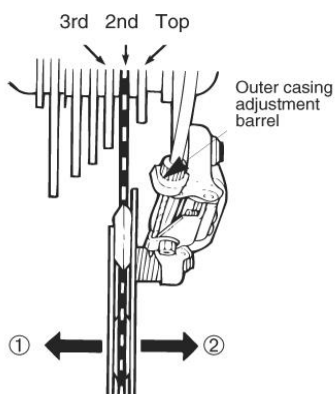


SIS Adjustment

1. Operate the shifting lever to move the chain from the top gear to the 2nd gear.

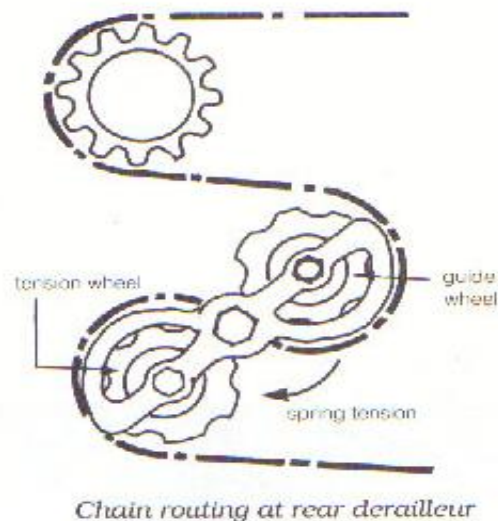
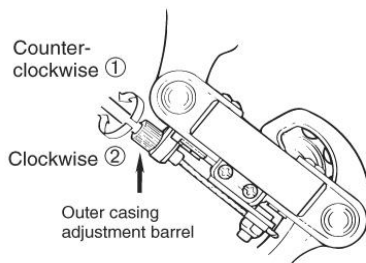
* If the chain will not move to the 2nd gear, turn the outer casing adjustment barrel to increase the tension----① (counter clockwise)

* If the chain moves past the 2nd gear, decrease the tension---② (clockwise)



2. Next with the chain on the 2nd gear, increase the inner cable tension ① while turning the crank arm forward. Stop turning the outer casing adjustment barrel just before the chain makes noise against the 3rd gear.

This completes the adjustment.



For the best SIS performance, periodically lubricate all power-transmission parts.

Before use read these instructions carefully, and follow them for correct use.



WARNING!

This ALHONGA direct pull brake system is substantially more sensitive than regular cable lever brakes. Please use caution if you are completely familiar with this brake's superior performance. Improper use could cause the rider to fall or be thrown off the bicycle.

INSTALLATION OF THE DIRECT-PULL LEVER



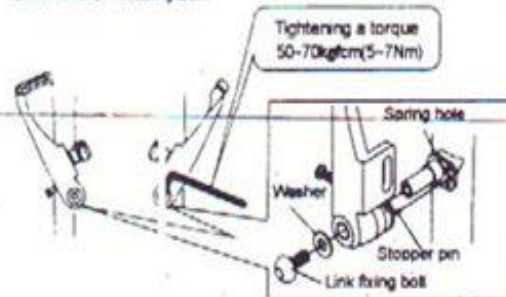
Attention

This direct-pull lever fits direct-pull (long arm cant) brake use only.



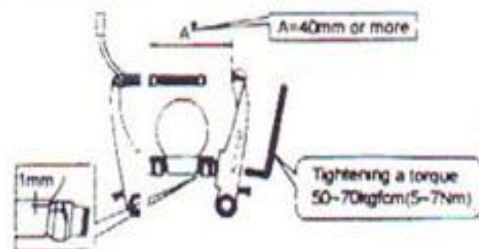
INSTALLATION OF THE DIRECT-PULL BRAKE

1. Insert the stopper pin of the brake body into the center spring hole in the frame mounting boss, and then secure the brake body to the fork with the link fixing bolt.

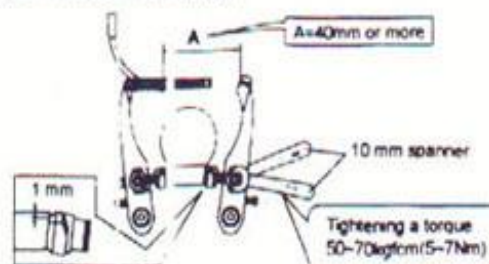


2. While holding the shoe against the rim, tighten the shoe fixing nut. (Dimension "A" is kept at 40mm or more.)

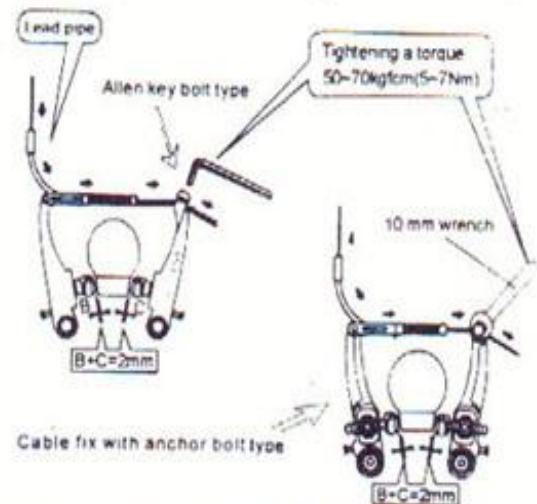
2.1 Fix shoes with screw type.



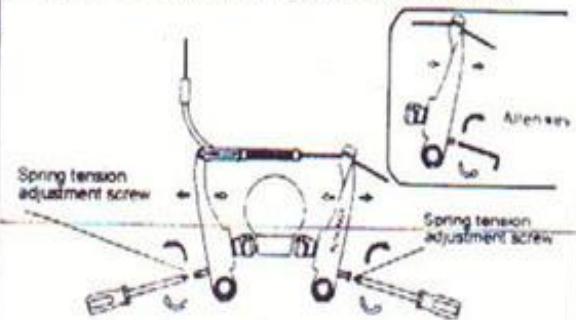
2.2 Fix shoes with slim type.



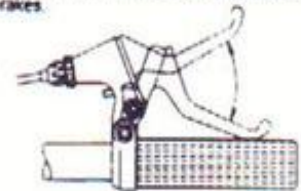
3. Pass the inner cable through the inner cable lead, and after setting so that the total of the clearances between the left and right shoes and the rim is 2 mm, tighten the cable fixing bolt.



4. Adjust the balance with the spring tension adjustment screws.



5. Depress the brake lever about 10 times as far as the grip and check that everything is operating correctly and that the shoe clearance is correct before using the brakes.



HARDWARE PACKAGE CONTENTS FOR TWIN TRI-RIDER

Correct assembly is critical to avoid damaging components. Please review these instructions **BEFORE** starting the assembly and refer to them during the assembly process.



Photo 1: hardware package contents

- (A)** Separate and group all similar hardware to confirm that you have everything necessary for correct assembly.
- Refer to photograph 1.
 - You must have all the hardware items identified in the table below:

ITEM	QUANTITY	FUNCTION
Brake Spring	1	Install over rear brake cable between cable adjuster and brake assembly for cable return
12mm cap screws M5x0.8	6	Used to mount rear fenders to fender stays Note: Centre stay is the shorter one
M5x0.8 nuts	6	

12mm Hex screws M5x0.8	12	Used to mount fender stays to rear frame Note: Centre stay is the shorter one A ratchet wrench is recommended
30mm Carriage bolts M10x1.5	4	Used to mount rear frame to front frame Note: Nuts and washers face inside frame
Large washers	4	
M10x1.5 lock nuts	4	
Cable end crimp	1	Used to cap rear brake cable after installation
16mm Allan bolts M6x1.0	4	Used to mount basket to rear frame Note: The support brackets are to be installed parallel to the frame
Small washers	4	

Important:

- **To insure an optimal chain line for the secondary drive chain, loosen the grub screw anchoring the gear on the rear axle to permit it to float sideways. Install and tension the secondary drive chain and then re-tighten the grub screw.**
- Separate the rear fender stays by size. Two are slightly smaller than the other four. Those two shorter stays **MUST** be installed in the center of each rear fender.
- The hex head bolts address a clearance issue on the drive side when installing the fender stays to the rear frame. Grease the bolt threads, start by hand and then use a ratchet wrench to tighten the bottom bolts first. The top bolts will need to be finished without a ratchet wrench. The non-drive side can be installed with a Phillips head screwdriver as there are no clearance issues.