

Important: Please Read Before You Ride



Pre-Ride Check

- Frame and spindles for any cracks or damage
- Tires for proper inflation and wear
- Brakes and shifting for functionality
- Boom for tightness
- Check for anything that may have worked its way loose like handlebars, adjustable seat bracket, swing arm, suspended spindles or wheels

Catrike Safety:

- Make sure your boom is adjusted to your leg length by a Catrike dealer.



- All Catrikes are standard equipped with SPD Style Clipless pedals. **We strongly recommend using clipless shoes for Catrike's SPD pedals to attach your feet securely to the pedals.** If you are uncomfortable with clipless pedals, we recommend a pedal with heel support and straps that hold the foot securely to the pedals. Your Catrike dealer can help you with alternative options. **Important: Due to the forward placement of the crankset, if your feet are not secured to the pedals, they could slip off the pedals and your leg can be pulled under the frame causing serious injury.**



- All Catrikes come standard with safety flags that extend upwards above rider height to be visible to motorists, cyclist, and pedestrians. Front and rear lights are also recommended. Always be visible!
- We recommend always riding your Catrike with a rear-view mirror. This is a useful tool to increase awareness of your surroundings.



- **Always ride under control.** Use a safe speed for your ability when negotiating corners and going downhill. Your trike can tip over if turned too sharply for a given speed. When possible lean into your turns. Never lean the opposite way of turning. Catrikes have two brakes - one on the right front wheel and one on the left front wheel. The brake lever actuates each brake on the corresponding side. For smooth, controlled, and safe braking, apply equal force to each lever. Just like on a bicycle, if you squeeze the brake levers in a panic situation, it can cause your front wheels to lock up and pitch you forward. Please take a moment to practice braking to better understand how your Catrike will perform in different stopping conditions.



Owner's Manual

ALL CATRIKE MODELS

More resources available
at
Catrike.com



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Introduction

Congratulations on purchasing a Catrike!

You made a great decision buying a Catrike. We are sure you will enjoy riding it for years to come.

Please take a moment to read through this document, especially, the sections on safety and riding tips. You may find the most comfortable place to read this manual is sitting (stationary) on your Catrike!

We hope you enjoy owning and riding your Catrike!

Happy Trails,

Paulo Camasmie
Founder and CEO

Register your Catrike

First, take a moment to register your Catrike. Registration is very important and **required** to validate your warranty. We also use the registration to contact you, in the event, we ever need to inform you about any Catrike safety warnings or recalls of any part.

Register online at the following link: <http://www.catrike.com/register>

If you are unable to register online (best method for registration is online) you can mail the form on the back cover of this manual.

Serial numbers

The serial number is located on the main frame of your Catrike. The main frame is the largest diameter part of the frame and serial numbers are located towards the back of the Catrike behind/below the seat.

The serial numbers are permanently engraved into the frame. Serial numbers are preceded by the Catrike logo and they are a 5-digit number (ie. 25555). You might need to look closely as the serial numbers are engraved prior to powder coating/painting.



On space frame models Expedition, 700, Pocket S/Ns are on the bottom side of the main frame.

On adjustable seat back models Villager, Trail, Road, 559 & Dumont S/Ns are on the top side of the main frame.



Catrike Models



559



TRAIL



EXPEDITION



POCKET



FCO



Villager



road



DUMONT



Safety and riding tips

We make Catrikes for your enjoyment. Your safety is our top priority. Riding safely depends on many things, from proper equipment to alertness to your attitude on the road. Above all, use common sense.

Safety tips

Bike trails and paths are ideal places to ride Catrikes. You can enjoy the view, relax and socialize. You will have the most comfort, peace of mind and fun. If you elect, however, to ride on streets, you do so at your own risk and know that whether it is a regular bicycle or a trike you should be very careful. A trike is low to the ground and you must be extra careful when riding with vehicular traffic. It is very important to make yourself visible. In part, you do this with equipment such as brightly colored clothing and helmets, use of the safety flag that comes with every Catrike, with blinking lights and reflective stickers. But you also must ride in such a way that you engage the attention of motorists, making eye contact, signaling your intentions, being courteous, smiling and waving. Use your voice to get attention. Be alert and pay attention when riding in traffic and obey all traffic laws and rules of the road. The positive side is that recumbent tricycles are unique, and once you make sure that you are being seen, you generally find that motorists leave you more room and respect when you're on our Catrikes than they do when you're on upright bicycles. Nevertheless, always assume that they don't see you.

Reflective and high-visibility gear is great (use it all the time), but it's no substitute for lights when riding at night or in low-light conditions. The new super-high-output LED rear lights are very effective. Any small headlight (those that look like flashlights) may be enough to help oncoming motorists see you, but it's not sufficient to actually light your way. If you're going to ride at night, spend the money and get a good headlight.

While it may seem silly to wear a helmet on a low-slung tricycle, you should always do so. It's very hard to tip the trike over, but it can happen. Also, if you have a close encounter of the worst kind with a car or stationary object, chances are you won't stay on the trike. Always wear a cycling helmet when riding your Catrike. A brightly colored helmet also helps motorists see you.

You're very low, and it's possible for road grit to get whipped up by the wind or kicked up by passing cars and hit you in the face. This is especially true in the spring in areas where sand is used on the roads in winter. It's a good idea to wear sunglasses to protect your eyes.



We strongly recommend the use of the mirror that comes standard with every Catrike. You can also order dual mirrors (one on each side). However, don't rely entirely on your mirrors. Turn and look before changing lanes or turning across the line of traffic.

Riding along a line of parked cars can be particularly dangerous for those on low-slung bikes and trikes. Motorists have a habit of opening their doors suddenly without looking behind them...and even if they do look, they're concentrating on looking for oncoming cars, not a low trike. When riding along a line of parked cars, look for occupants inside as you approach. If you see someone sitting in the car, give them a bit of extra room.

Pedestrians, too, often aren't looking where you are. Use caution when approaching crosswalks and use your bell, horn or your voice to alert those who may be stepping into the street.

If you carry loaded panniers, avoid putting the weight too high and too far aft, or it can cause poor, even unsafe, handling.


Riding tips


If you don't have experience with recumbent tricycles, you may find that for the first few rides you experience noticeable pedal steer (pushing hard on the pedals makes the trike swerve) and brake steer (grabbing one brake harder than the other causes the trike to swerve). These two phenomena become much less noticeable as you gain experience. Pedal steer is minimized or eliminated by pedaling smoothly at a fairly high cadence, rather than mashing hard. Brake steer is minimized by braking smoothly and evenly...if the trike lurches under braking you're overdoing it (it's like driving your car...you don't stand on the brakes every time you slow the car; rather, you learn to modulate the pressure so that the car does not lurch).


The smoothest, most enjoyable ride comes when you learn not to over control the trike. The steering is very responsive, and does not require much input at all to make the trike change direction. The less you try to steer, the smoother the ride will be.

It's possible to get the trike up onto two wheels, but this should be avoided. It puts a lot of stress on the components and can cause loss of control. Bicycle wheels, hubs and tires are not designed for heavy lateral loads, and if you go up on two wheels you're asking them to do something they were never meant for. Your Catrike is wonderfully responsive and handles very

well, but it's possible to overdo it. Use common sense. You'll find that the trike stays more firmly planted when going around a corner at speed if you lean to the inside of the turn.

 **CAUTION:** The brakes on your Catrike are very powerful. It is quite possible to do a "stoppie" on the Catrike (lock the front wheels and lift the rear wheel off the ground by jamming on the brakes). In extreme cases, you can hit the chain rings on the ground and damage them. Use common sense. Don't use maximum braking unless you really need to. (At high enough speeds, the trike won't lift the rear wheel...it will just skid. And at very low speeds, there isn't enough momentum to hit the chain rings on the ground.)

 **CAUTION:** Brake Steering: Our frames are designed for a diminished brake steer effect. However keep in mind that the trike is not a heavy vehicle such as a car. It does not have hydraulic, electronics or self correcting mechanisms either. It is instead, a very light recreational vehicle with a mechanical steering linkage that carries a rider sometimes over 8 times its weight. Therefore the weight & dynamics of the driver can exert total control over the capabilities of the vehicle. It does demand that the rider develops proper riding skills, such as smooth pedaling, smooth steering and smooth breaking and that it is always conscious when riding. The Catrike has front brakes only, since in a breaking situation 90% of the weight is transferred to the front of the trike. The front brakes are also independent, meaning that you can break the right wheel only, or the left wheel only. Therefore, especially in high speed or downhill situations, it is mandatory that you pull both brakes at the same time and with the same intensity. If you elect however, to brake only with one brake, this could cause the trike to steer out of your path and cause serious injury or death.

 **CAUTION:** Our peace boom and boom clamp is designed for high pressure clamping and has an indexing system to keep the boom from twisting more than a few degrees. Make sure the boom clamp is tight enough, so the boom will not twist while you pedal. The indexing tab should be used as a guide; it is not intended to keep the boom from twisting under pressure. Just like a bicycle seat post clamp, it is the rider's responsibility to check the boom clamp for tightness. There is a plastic shim included between the boom and the main frame to eliminate any gap and to increase clamping action. Make sure the plastic shim is correctly placed before riding your Catrike. If for any reason, you are unable to install or tighten the boom clamp or are



missing the boom shim, please do not ride your Catrike and contact your Catrike Dealer. Failure to do so might cause the boom to twist and cause serious injury.

Maintenance tips

Make it a habit to inspect your trike from time to time, especially when new. Fasteners have a habit of working loose at first and this can cause a safety hazard. Also, you'll find that the right front wheel tends to pick up debris from the edge of the road faster than the left front wheel, because it's running closer to the curb. Catrikes come with Kevlar-belted tires for puncture resistance, but this does not mean they're immune to flats.

Keeping your trike clean will maximize its life. Wash it from time to time but avoid the use of pressure washers. They do a great job of getting dirt out of tight spaces, but they do an equally good job of driving lubricant out of where it needs to be. It's better to use a bucket of water, mild detergent and a soft brush.

Your Catrike comes equipped with mechanical disc brakes. Use care to not overspray any solvents or cleaners onto the disc brake rotors or brake pads. Brake pads can absorb cleaners which is a common cause of brake noise.

Many new owners tend to over-lube the chain. It should not be dripping with lube. A properly lubricated chain looks dry and clean, and while it may leave a bit of a mark on your hand if you grab it, it should not be a gloppy mess. Use your favorite lube and follow the instructions.

Always keep your tires filled to the recommended pressure (printed on the tire sidewall). The tubes are not entirely airtight, and the tire will lose pressure over time. Trikes by nature will scrub the tires a bit, so they may not last as long as they would on a bicycle. Overly aggressive riding will shorten tire life.

Your seat mesh will stretch a bit and settle in over time. It's not meant to be drum-tight...it's meant to support you comfortably. Pull the straps tight from time to time when the trike is new...eventually the mesh and straps will settle into a stable configuration that you'll find is quite comfortable.

When using a neck rest, we recommend placing the pad so that it's behind your neck, just under the lower edge of the helmet, and in a position that lets you rest your neck on it if you



need to but which doesn't force you to have your neck on it all the time. The neck rest is nice and soft, but it does transmit road vibration.

If you're adjusting the trike to fit another rider, make absolutely certain that the chain is of the right length. In order to get the maximum possible gear range, the Catrike drive train pushes the derailleurs close to their maximum capacity. The chain must be long enough to handle the big chain ring/big cog combination...if it's too short; it's possible to severely damage the drive train by shifting into this gear combination and applying power. You can get away with a slightly slack chain, but NEVER ride with a chain that's too short.

Improper toe can cause extremely rapid tire wear. Toe is set by the mechanic during installation of the tie rod. We've heard reports from the field of improperly set toe, with resulting excessive tire wear. Don't assume it's been done right! Check it yourself. Toe is checked by measuring the distance between the front tires at approximately axle height ahead of the axle, then comparing this measurement with the distance between the tires behind the axle. The difference should be no more than 1/16 inch with the front narrower than the rear.

Please note: See section titled "Setting the toe (front wheel alignment)" on page 21 for more details.

Assembly

Assembly instructions

Assembly set up and fitting performed by authorized Catrike dealer.



Your Catrike should be fully assembled, tested and fine-tuned by your Catrike dealer or local bike store. Here are the assembly instructions in order to show how this process is done.

A complete Catrike includes:

- ✓ Main frame with cups for headsets in place. The idler pulley and chain tube also are pre-assembled and installed on the frame.
- ✓ Quick-release boom clamp
- ✓ Boom
- ✓ Seat mesh
- ✓ One tie rod with two aluminum rod-end bearings, jam nuts, and tie rod bolts
- ✓ Two spindle/axle assemblies with headsets and quick release axles
- ✓ Two suspended spindles assemblies with quick release axles (Road_{AR} & Dumont)
- ✓ Adjustable handlebars
- ✓ A plastic boom shim
- ✓ Quick-release rear wheel skewer
- ✓ Brake cables and two lengths of brake cable housing



- ✓ Gear cable housing
- ✓ Cable ferrules and cable ends
- ✓ Flag mount
- ✓ Safety flag
- ✓ Derailleur hanger
- ✓ Computer sensor mount
- ✓ Space Neck Rest (Expedition & 700).
- ✓ RockShox Monarch R Shock (RoadAR & Dumont).
- ✓ Two front wheels with tubes and tires installed.
- ✓ One rear wheel with tube and tire installed.
- ✓ Disk brakes
- ✓ Brake levers
- ✓ Shifters
- ✓ Cassette
- ✓ Crank Set
- ✓ Front derailleur
- ✓ Rear derailleur
- ✓ Bottom bracket
- ✓ Chain with (1) MasterLink
- ✓ Mirror
- ✓ Pedals
- ✓ Hand rest
- ✓ Mirror mount

Tools required for assembly and maintenance

- ✓ A set of metric Allen wrenches
- ✓ A metric wrench set
- ✓ A bicycle chain tool
- ✓ A small screwdriver (to adjust the derailleurs)
- ✓ A bicycle cable and housing cutter
- ✓ Torx drivers
- ✓ Cassette installation tool (for standard cassette)

! IMPORTANT NOTE !

The frame and many other parts of your Catrike are made of aluminum. It is very easy to strip aluminum threads especially if steel fasteners are going into them. Be careful not to cross thread or over tighten any fastener.



An easy way to estimate the proper tightness for aluminum fasteners is to use two or three fingers on the wrench. This limits the amount of force you can apply to the tool. Use two fingers for small fasteners, or three for larger ones.

It is very important for you to re-check all of the threaded fasteners (pedals, axle bolts, quick release on wheels and all other nuts and bolts) on the trike after you've ridden it for a couple of hours, just to make sure everything is still tight. Periodic checks during the riding season also are a good idea. Virtually all of the trouble reports we receive are nothing more than fasteners that have worked loose.

Wheels

Prepare the wheels

Attach the brake rotors to the front wheels using the screws provided with the brakes.

Both the brake rotors and the tread on the tire are directional so attention must be paid to how they are mounted. The direction of the brake rotor and tire must match!



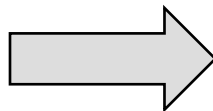
Direction of rotation shown on brake rotors



Direction of rotation shown on tire sidewall

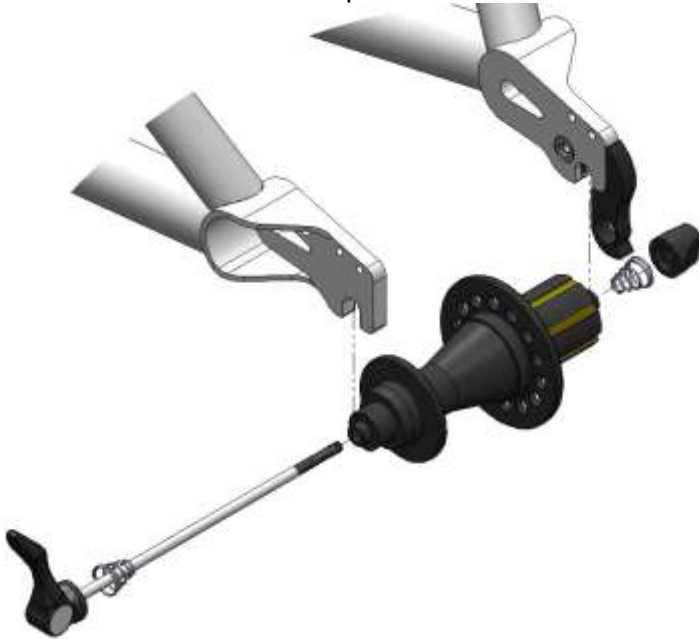
Installing the derailleur hanger

Insert derailleur hanger into it recess located in the right dropout and tighten mounting hardware.



Installing the rear wheel

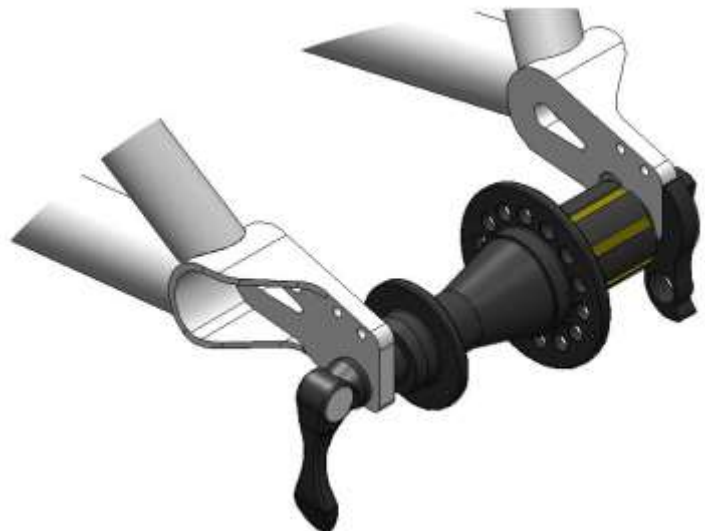
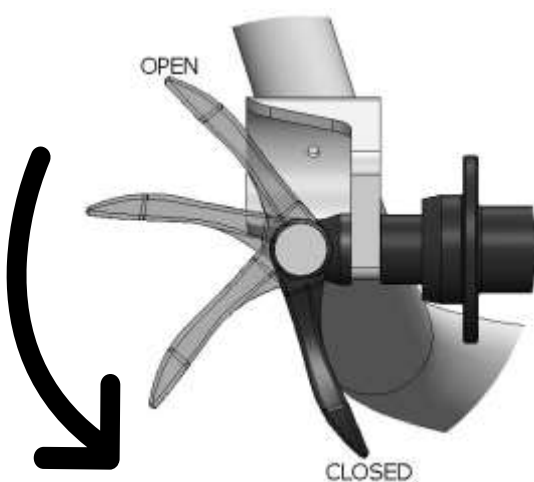
Insert quick release into the non-drive side of the hub and partially thread quick release nut. Insert rear wheel into dropouts.



Click [HERE](#) or scan QR code below to video aids.



Push lever side of quick release against the outside face of the left dropout. With the lever in the open position, tighten the quick release adjusting nut until nut contacts derailleur hanger. Move the quick release lever to the closed position shown in the image below. Closing lever should require a considerable amount of force. If lever is easy to close, reopen quick release lever and turn adjusting nut an 1/8 of a turn. When sufficient clamping force is achieved, the lever should leave an imprint on your palm. Repeat until clamping force is sufficient.



Prepare the spindles

Spindles connect the front wheels to the handlebars and steering mechanism.

- **First, identify the right and left spindles**

Mount the brake calipers on the spindles. The left-hand assembly has the brake caliper on top, and the right hand has the brake caliper underneath. Use the provided M6 washers between the head of the calipers mounting brackets and the plates to space out the bolt.

Install the spindles with headsets into the head tubes

- Remove the top half of the head set assembly and slide the spindle up into the head tube. Reinstall the Teflon bearing and dust cover on the spindle. Install the handle bar support tube onto the spindle without tightening the bolts. For standard handlebar positioning, the handle bar supports should angle slightly up, not down (700 probably best to install handle bar support angled down). Reinstall the head set top cap and tighten it to 10 inch-pounds (or enough to eliminate play while leaving the wheels to turn freely). Now adjust the handle bars in the proper position and tighten them down.

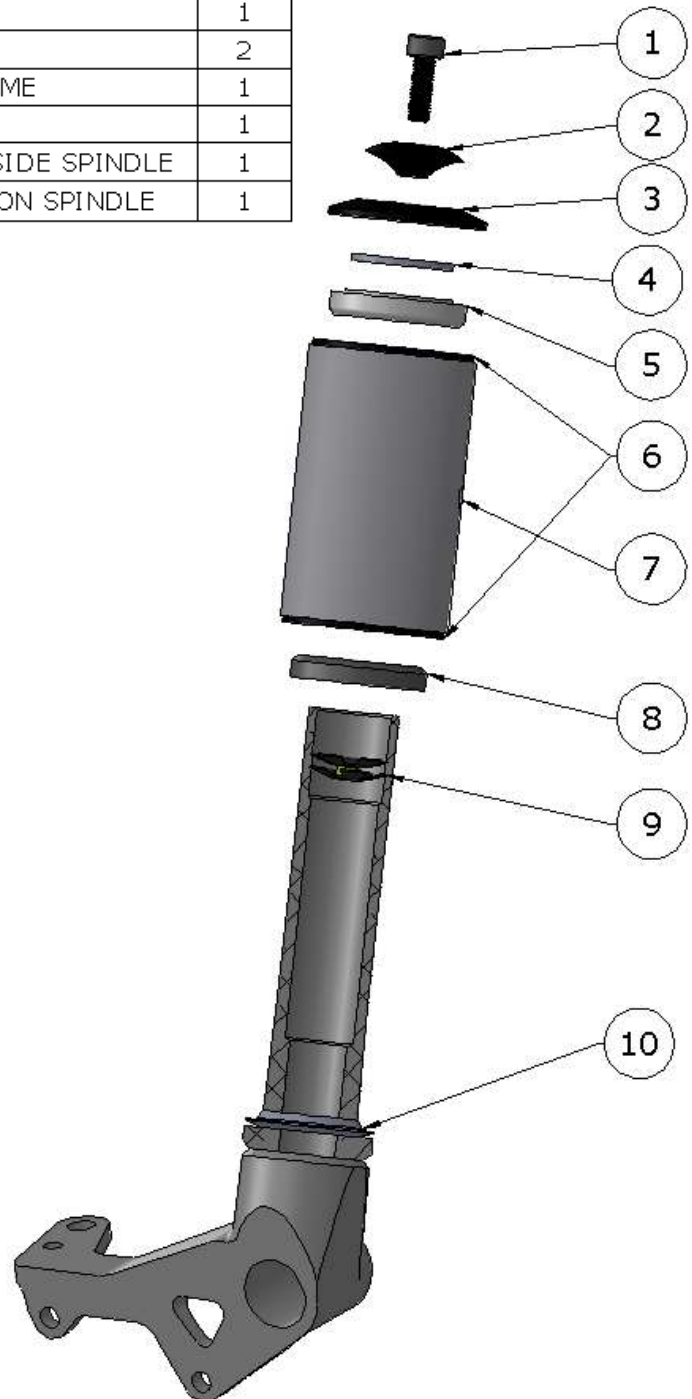


Image (shown left) correctly installed:

- ✓ Spindles
- ✓ headset
- ✓ brakes
- ✓ handlebars
- ✓ front wheel

Headset assembly

ITEM NO.	PART	COMMENTS	QTY.
1	M6 BOLT		1
2	TOP CAP		1
3	DUST COVER		1
4	HEADSET SPACER 2mm		1
5	TEFLON BEARING		1
6	CUP	PRE-INSTALLED	2
7	HEAD TUBE	PART OF TRIKE FRAME	1
8	BEARING		1
9	1" STAR NUT	PRE-INSTALLED INSIDE SPINDLE	1
10	PRESSED CROWN RACE	PRE-INSTALLED ON SPINDLE	1



Install front wheels

Attach the front wheels to their respective spindle/steering arm assemblies. First, identify the left and right wheels and set them on the correct side of the trike. Unscrew the quick release to remove domed axle nuts for wheel installation.

Domed axle nut on
Outside when installed



Quick Release on Inside
when installed on trike

Now you can place the wheel in position, sliding the disc in between the brake pads. Place the wheel hub opening directly over the axle, then slide the axle through the hub from behind the spindle assembly. The quick release lever goes on the inside of the spindle. The bolt and its retaining ring go on wheel. Place the cone-shaped retaining ring (flat side in) against the hub, thread the quick release bolt in and hand-tighten it. Then close the quick release lever for a tight hold.

! IMPORTANT NOTE !

These quick releases hold the wheels on, so, it's very important that they be kept secure. Check them from time to time.

Handlebar adjustment

Your new Catrike adjustable handlebars can be adjusted in many ways to give each Catrike owner a custom fit. The long, horizontal portion of the handlebar has a gentle incline to it. For those riders who prefer lower handlebars, this can be installed upside down to provide a gentle downward slope. The same holds true for the shorter grip portion of the handlebar. It has a gentle angle leaning forward but can be reversed. You can see the difference in mounting in the pictures below. The picture on the top shows the recommended standard setup.

The handlebar sets come in left and right sides. When mounting them upside down, simply swap sides to keep the heads of the screws on the inside of the trike, making them easier to reach with the Allen key.

Click [HERE](#) or scan QR
code below to video aids.





Handlebars can be adjusted wide out for a better turning radius or in close to the body for better aerodynamics. The grip portion of the handlebar is also fully adjustable.

TIP: Be sure the tightening bolts are completely loosened before attempting to move or rotate the short grip portion of the handlebar to avoid scratching the surface of the bar.

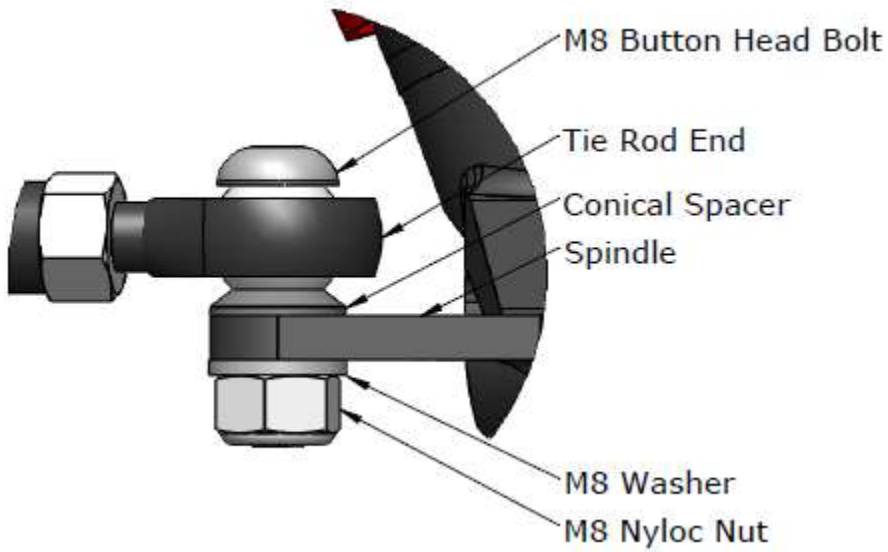
Install tie rod

The rod goes under the seat side rails and over the main frame tube, and bolts in place on top of the small plates on the spindle assemblies.

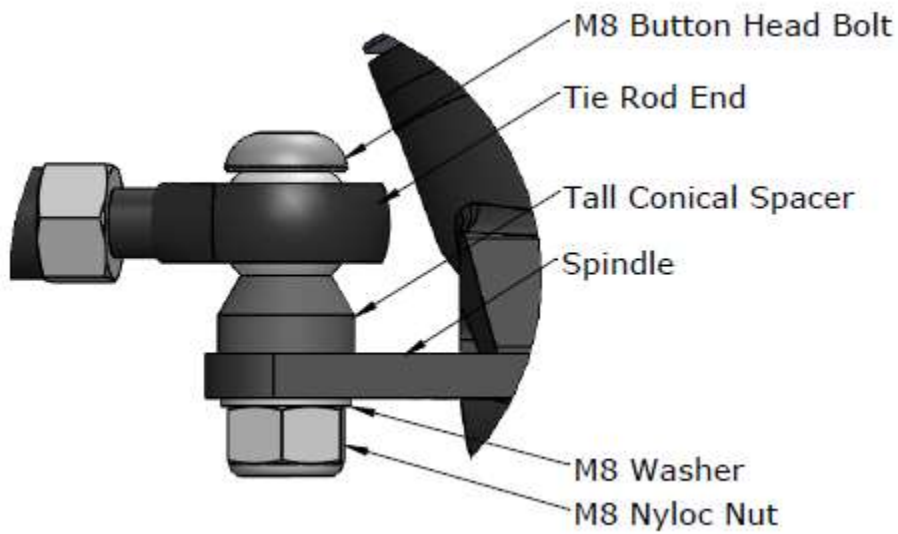


All tie rods come with one right hand and one left hand tie rod ends. For now, just install the tie rod. We'll be checking the toe later in the assembly instructions.

TIE RODS for all Catrikes except 5.5.9 (below)



TIE ROD for 5.5.9 only (below)



Tie Rod Adjustment

To adjust, loosen the jam nuts and **twist the tie rod** between your fingers to adjust the length.

Make sure the rod ends are parallel when tightening the jam nuts. Flats are provided on the tie rod to fit an 11mm wrench.

The conical spacer included on the tie rod assembly goes between the tie rod end and mounting plate on the spindle as shown for the model. The tie rod fits under the mainframe and between the two chain tubes. Bolt each rod end bearing to its spindle assembly, placing the ball of the rod-end bearing on top of the spindle plate. The bolt goes in from the top, and the nut goes on underneath the plate. Tighten everything snugly.



! IMPORTANT SAFETY NOTE !

The tie rod bolts should be kept tightened securely. If they get loose, the steering will get sloppy and the wheels may shimmy under certain circumstances. If the bolts fall out, loss of control could result. Check them from time to time.

Setting the Toe (front wheel alignment)

First, this setting is **very important** as it directly impacts performance and handling. Any vehicle with left and right wheels has a setting called "toe." This refers to the extent to which the front wheels point towards one another. Toe in means that the front edges of the wheels point inward slightly. Toe out means they point outward slightly.

The purpose of toe is to keep the steering nice and tight. All bearings have a little slop in them. By applying a bit of force to the entire system, it's possible to remove that slop. Too much toe and you cause the tires to scrub. This causes premature tire wear and increased rolling resistance. What you're looking for is just a little bit of toe.

Toe is checked by measuring the distance between the front wheels. Check the distance between the front of wheels at axle height and then at the rear of the wheels at axle height. The measured distances should be the same or 1/16th of an inch closer in the front; a very slight toe-in.

This can be done with a tape measure or a Catrike Calibro tool. Make sure to have the wheels point straight ahead using either method. When using a tape measure, it is best to measure from the centerline of the tire to the centerline of the other tire at axle height (approximately 9 ½" off the ground). First measure the front, running tape measure just under the boom at axle height, then, measure the rear, running the tape measure just under the bottom of seat frame at axle height. (See images below)

For measurement using the Catrike Calibro tool, use the same method but you can get more accurate by measuring from the inside of the rim to the inside of the other rim at axle height using the telescoping feature of the Calibro. (See images below)



↑ Using tape measure ↑

↑ Using Calibro ↑

Now do the same for the back of the wheel, running the tape just above the seat. The rear measurement should be no more than 1/16" greater than the front measurement. It's very important to get this right...if you have a quarter inch of toe your tires will wear out VERY quickly and handling performance will be degraded. Proper toe-in will also affect rolling efficiency. Too much toe-in (greater than 1/16" or toe-out where the front of wheel is wider than the rear) are to be avoidable as either incorrect setting will significantly reduce rolling efficiency.

TIP: The toe should be set by your Catrike dealer as part of the original assembly setup. Once properly adjusted and set it should stay set in place. If you notice increased rolling resistance or excessive tire wear you should ask your Catrike dealer to check the alignment or check it yourself using the procedure described above.

Brake cable routing

This is done by threading the cable through the brake lever and fitting the small metal cylinder on the end into the recess in the lever. Screw the barrel adjusters on the bottom of the levers almost all of the way in (they'll be used later to take up slack during brake adjustment). The procedure for the left and right brake is the same. Slide the brake cable housing on. You should have eight cable ferrules. Four are for the brake cable housings. Thread the cable through a ferrule, then through the housing, then through another ferrule.



Thread the end of the cable through the fittings in the brake actuating arm. The ferrule fits under the rubber boot. Loosen the cable clamp bolt, put the cable under the clamp plate, pull it taut and retighten the bolt. Using a bicycle cable cutter (preferred) or a SHARP pair of wire cutters cut the brake cable so that a few inches extend beyond the clamp bolt.

! IMPORTANT NOTE !

The end of the cut cable must be sealed or it will fray and cause a safety hazard. Crimp on one of the included cable ends.

Brake adjustment

Next, adjust the calipers. One of the nice things about the Avid disc brakes on your Catrike is that they are very easy to adjust. If the caliper mounting bolts have been tightened, loosen them.



- Adjust the brake pads; use the knurled plastic adjuster knobs on either side of the caliper until the pads are firmly contacting the rotor. First screw the larger knob (the one closest to the wheel hub) in until the disc is offset slightly away from the wheel hub. Then screw the smaller knob in until the rotor is held tightly.
- Tighten the caliper mounting bolts.
- Back off the pad adjuster knobs until the disc spins freely and without noise...about 1/2 turn each.

Install the boom on the main frame tube

There is a boom shim inside of the main frame. The boom will fit very snug inside your frame.

First insert the boom clamp on the boom with the indexing tab in the channel of the boom (make sure the indexing tab is toward the bottom bracket). Slide the boom clamp about half way up then insert the boom into the main frame. Now you can slide the boom clamp over the main frame tube and adjust the boom to the approximate length and tighten the quick releases enough to keep it from slipping. You can adjust it to the correct length later.



! IMPORTANT NOTE !

Never lubricate or wax the part of the boom that fits inside the frame.



CAUTION: Make sure the boom clamp is tight enough, so the boom will not twist while you pedal. Just like a bicycle seat post clamp, it is the rider responsibility to check for the boom clamp tightness. The boom clamp is designed for a high-pressure clamp action. It also includes a plastic shim to

be installed between the boom and the main frame for zero gap and increased clamping action. Make sure the plastic shim is correctly placed and that the boom clamp is tight enough to avoid the boom to spin inside the frame. If for any reason, you are unable to install or tighten the boom clamp enough, please don't ride and contact your Catrike dealer. Failure to do so might cause the boom to twist and cause damage to the Catrike or even cause injury.



Install the derailleurs

Install the front derailleur on the derailleur post. Line up the derailleur cage with the chain rings and position the curve of the derailleur cage so that it clears the big chain ring by about 2mm (1/8"). There should be a small plastic guide taped to the cage to assist you in this. Install the rear derailleur by bolting it in place.

Route the shifter cables

Cable guides have been provided on the boom and rear chain stay. The actual routing is not important, as long as sharp bends are avoided. The recommended routing for the left side (front derailleur cable) is to run the cable between the seat brace and the seat mesh (not yet installed) from behind before running it forward. Likewise, run the rear derailleur cable between the seat brace and the mesh from the front. For Dumont, route rear derailleur cable through p-clamp installed on idler pulley. For reassembly of secondary pulley assembly refer to pg. 35. For installation of the cables at the derailleurs is similar to the installation on the brakes. Put a ferrule on the end of each cable housing. Thread the cables into the derailleurs, pull them taut, clamp them down, trim and seal the ends. Before you clamp the rear derailleur cable in place, screw the barrel adjuster on the derailleur in as far as it will go, then back it off 1 to 1-1/2 full turns. Note that there is no adjuster on the front derailleur.

Below are images showing cable routing



Dumont

Install the pedals

We strongly recommend that you use “clip less” pedals with cycling shoes.

Clip less is the industry term used to describe the type of pedals that your cycling shoes connect to with small cleats on the underside of your shoes. The cleats that clip into the pedals provided with every Catrike are Shimano SPD type. They're not only safer; they're far more efficient, convenient and comfortable than using flat pedals.



! IMPORTANT NOTE !

The left pedal is reverse threaded.

Make sure you don't install the pedals incorrectly or you might strip the crank threads. The pedals are marked so you can tell which side they are installed on.

TIP: Using anti-seize compound on the pedal threads will make future disassembly much easier and will help prevent damage to the threads in the crank arms.

Install the seat

Lay the seat mesh on top of your Catrike with the patch toward the top of the seat. Insert the buckles into each other on the back of the seat leaving the straps loose and position the seat mesh so that it is square on the frame, with the cutouts for the lower seat support tubes positioned properly and tighten all the straps.



You will find handy pockets on the underside and back side of the seat. There is one pocket under the lower portion of the seat ideally sized for a cellular phone, another pocket on the back side ideally sized for snacks or tubes and tools and a special pocket just for a small tire pump.

Once installed and over time the seat mesh will loosen a bit. This is normal. Adjust the position and re-tighten as needed. The seat mesh will stretch a bit at first, requiring re-tightening the straps, but will soon break in and stop moving. The comfort of the Catrike seat comes from the mesh cradling and supporting your body, so it's ok if the buckles slip a bit as they find their preferred tension. Trying to keep them drum-tight is not only futile, it's not as comfortable as letting them support your body fully. There are elastic strap keepers on the male straps. When the seat is fully adjusted tuck the excess straps under the elastic keepers. This keeps the straps nice and tidy and away from the chain and idler pulley.

Set the boom length

Sit on the trike, wearing shoes like those you'll have on when riding, and adjust the boom length. This is done by loosening the boom quick releases enough to allow the boom to move, then putting your instep on one pedal and extending your leg fully (the boom will rotate...just move it back to vertical with your hand). You should be able to lock your knee, but not have to lock your knee. You can fine-tune the position later. Re-tighten the boom release (or pinch bolts) enough to keep the boom from slipping.



CAUTION: Before riding, make sure the boom clamp is tight enough, so, the boom will not twist while you pedal. Just like a bicycle seat post clamp, it is the rider responsibility to check for the boom clamp tightness. The boom clamp is designed for a high-pressure clamp action.

Click [HERE](#) or scan QR code below to video aids.



Install the chain



Start at the chain rings in the front of the trike. Run the chain through the front derailleur; between the main cross member and the tie rod; through the upper chain tube; under the idler wheel; over the rear cassette; through the rear derailleur and back through the lower chain tube.

Now you can use the MasterLink to connect the chain together.



Note the chain routing (left) there is a chain guide tube (return) running beneath the cross member. The drive part of chain runs underneath the black guide pulley and over the top of the chain ring.



It's easier to thread the chain if you immobilize the crank. This can get messy! Protect your work surface and keep paper towels handy. It's easy to thread the chain through the rear derailleur cage incorrectly. Make sure the chain runs cleanly through it, and not over the retaining tabs.

Adjust the chain length. To do this, shift onto the largest cog on the rear and the largest chain ring in the front. Pull the chain taut, so that the rear derailleur cage is fully extended. Then add two links. That will be close to the ideal length for the chain. Use the included Powerlink to hold the chain together.



It's easier to work on a chain under tension if you create a loop of slack and hold it in place with a stiff, bent wire, made from an old spoke or wire coat hanger. Using a master link removal tool or needle nose pliers, insert the end of the tool into the Powerlink. Now squeeze the handle until the Powerlink separates.

Adjust the derailleurs

For adjustment of front and rear derailleur go to www.sram.com/service or it can be found in any bike maintenance book.

Seat back adjustment

Seat back Adjustability

The 5.5.9, Dumont, RoadAR, Trail & Villager have adjustable seats that allow the angle of the seat back to be adjusted to four different angles to suit the rider's preference. This is a quick and simple adjustment. Loosen the quick release. Choose the desired setting and tighten the quick release to keep the seat angle in place. This is designed to provide a quick and easy way to change the seat angle when needed.



Click [HERE](#) or scan QR code below to video aids.



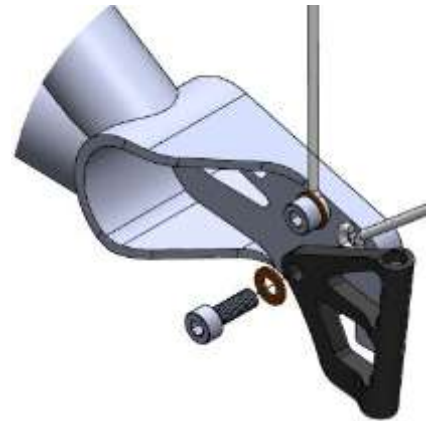
Install the mirror

Your Catrike comes with a left side mirror. Follow instructions on mirror packaging and install as show in image.



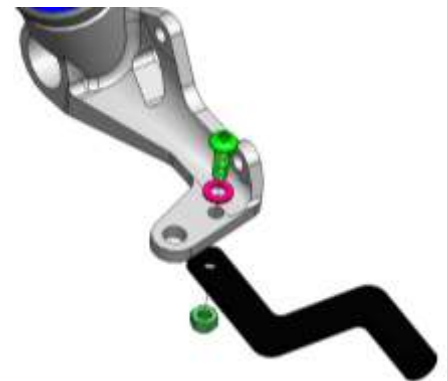
Install the flag

Your Catrike comes with a flag mount. Using the provided M5x14 socket head cap screw & M5 washer. Install flag mount into rear threaded hole of the left drop out. For thru-axle equipped models install into rear threaded hole in right drop out. Next insert flag into flag mount.



Install the computer sensor mount

There is a hole on both spindle assemblies to mount the Computer Sensor Mount on the desired side of your trike. The mount and lock nut should be on the bottom of the spindle with only the bolt and washer on top.



Adjust the neck rest

Remove the screws from the clamps to mount on the top horizontal seat bar. Place shims in clamps and center the space neck rest. Snug up the clamp bolts. You'll likely be moving these clamps as you adjust the neck rest.

You can now adjust the space neck rest height and angle to fit rider. The neck rest is a standard feature on the 700 and Expedition. It is an optional feature on other models. Loosen quick release to adjust height. Loosen the top adjusting bolts to adjust the angle of the top of the space neck rest. Position the neck rest where you want it. Tighten all the bolts and you are ready to ride in style!

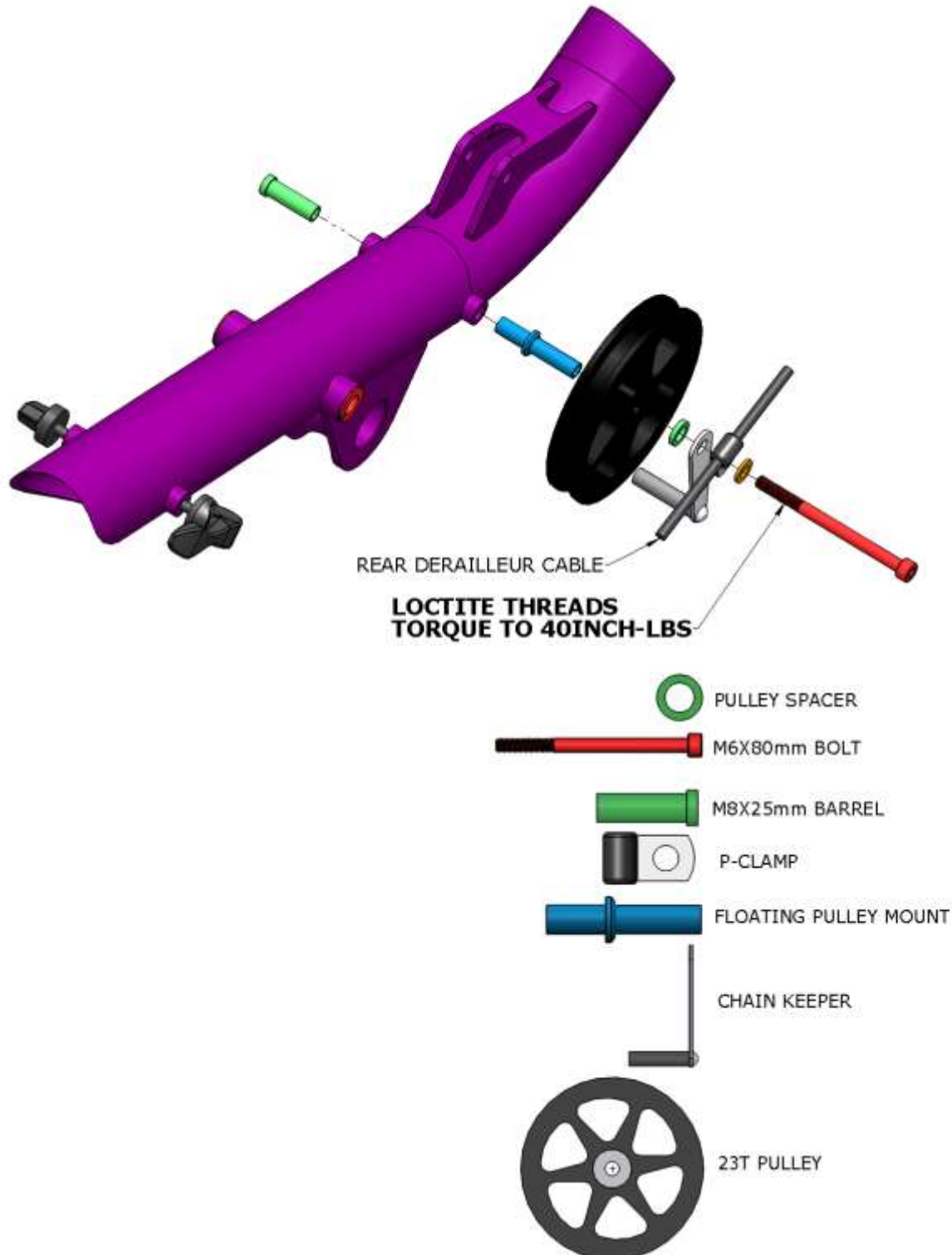


! IMPORTANT NOTE !

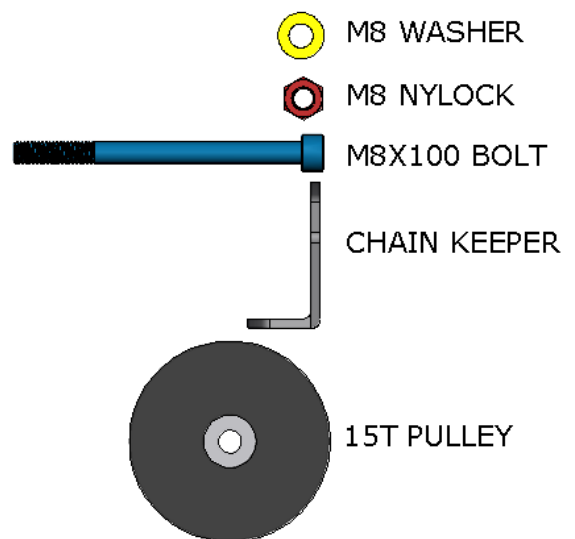
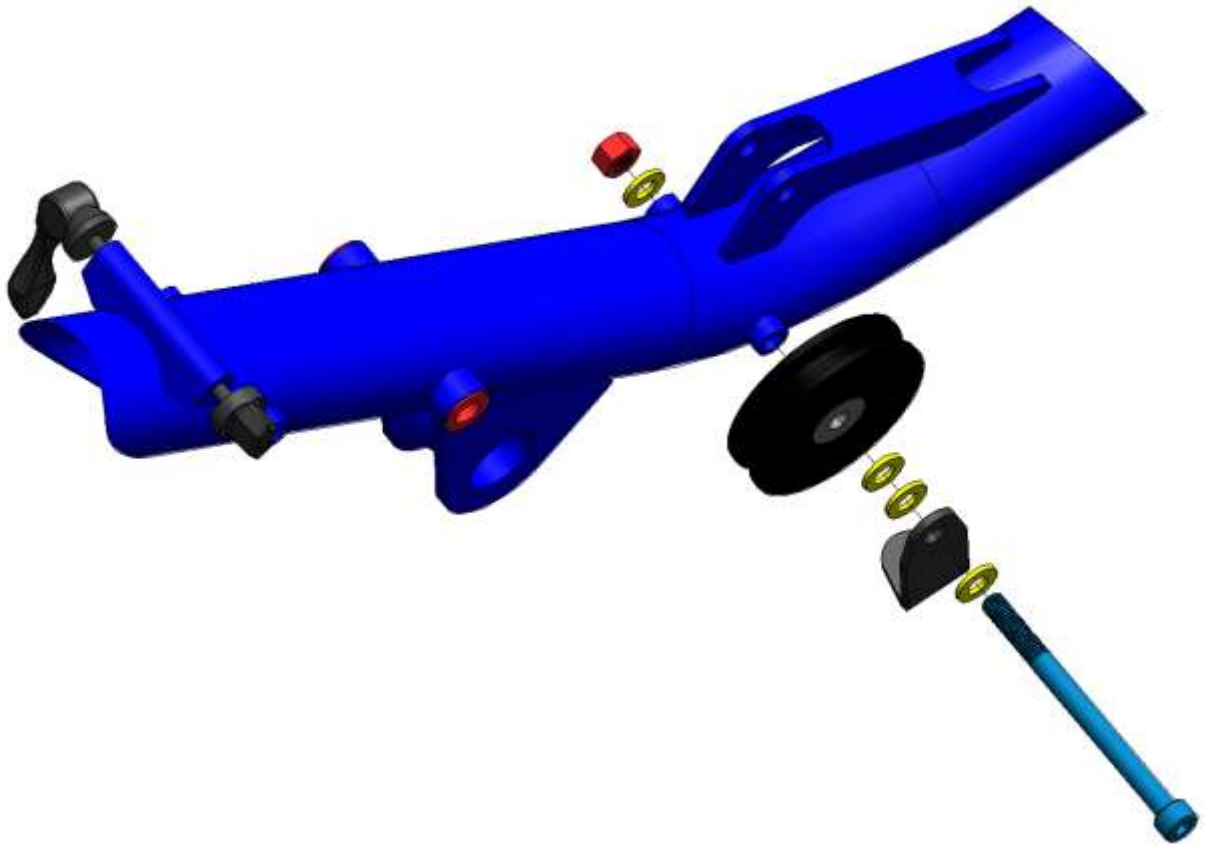
It is normal for cables and assembled parts to settle and “bed in” during the first several days of riding. It is important to go over the trike carefully during this break-in period and adjust anything that’s loosened up. That means all fasteners, especially the axle quick releases and the tie rod nuts and bolts.

Rear Suspension Instructions (Dumont & RoadAR)

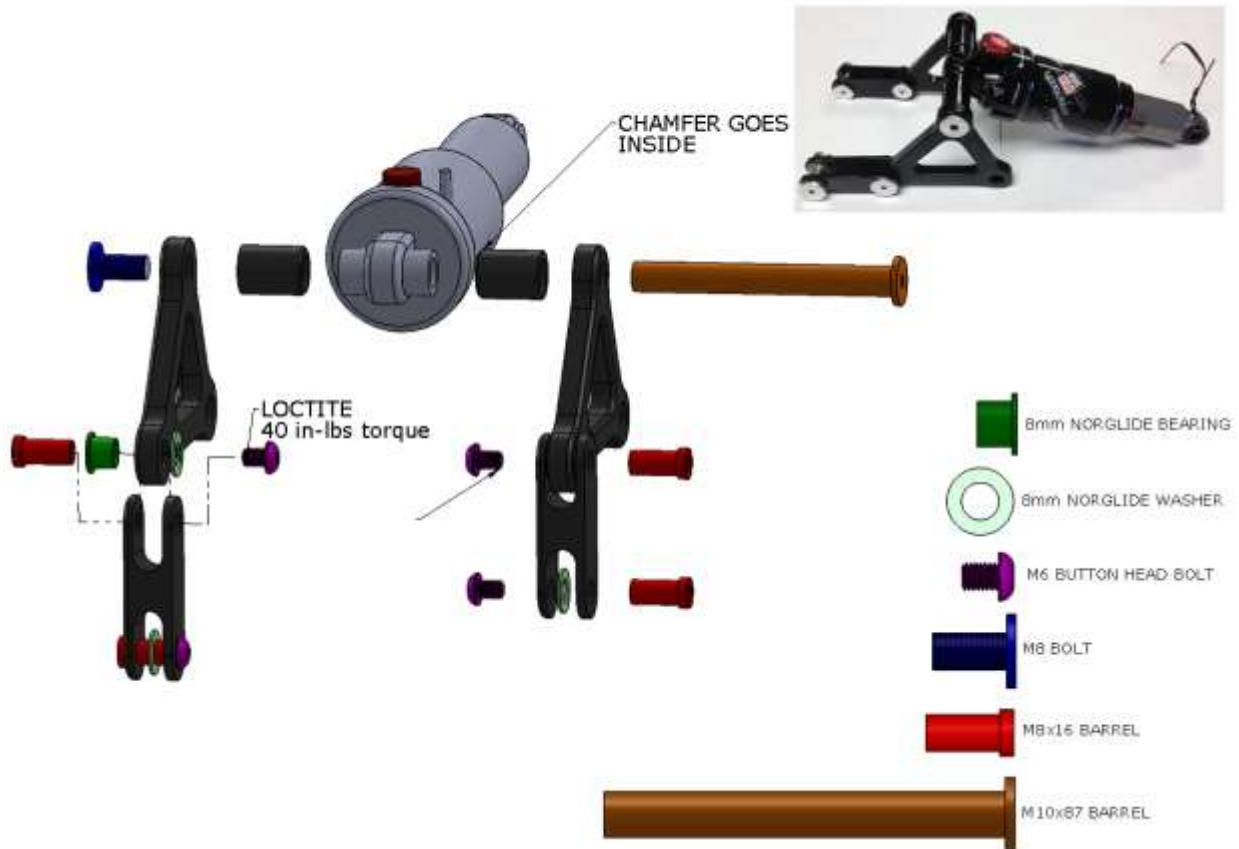
Dumont Secondary Pulley Installation



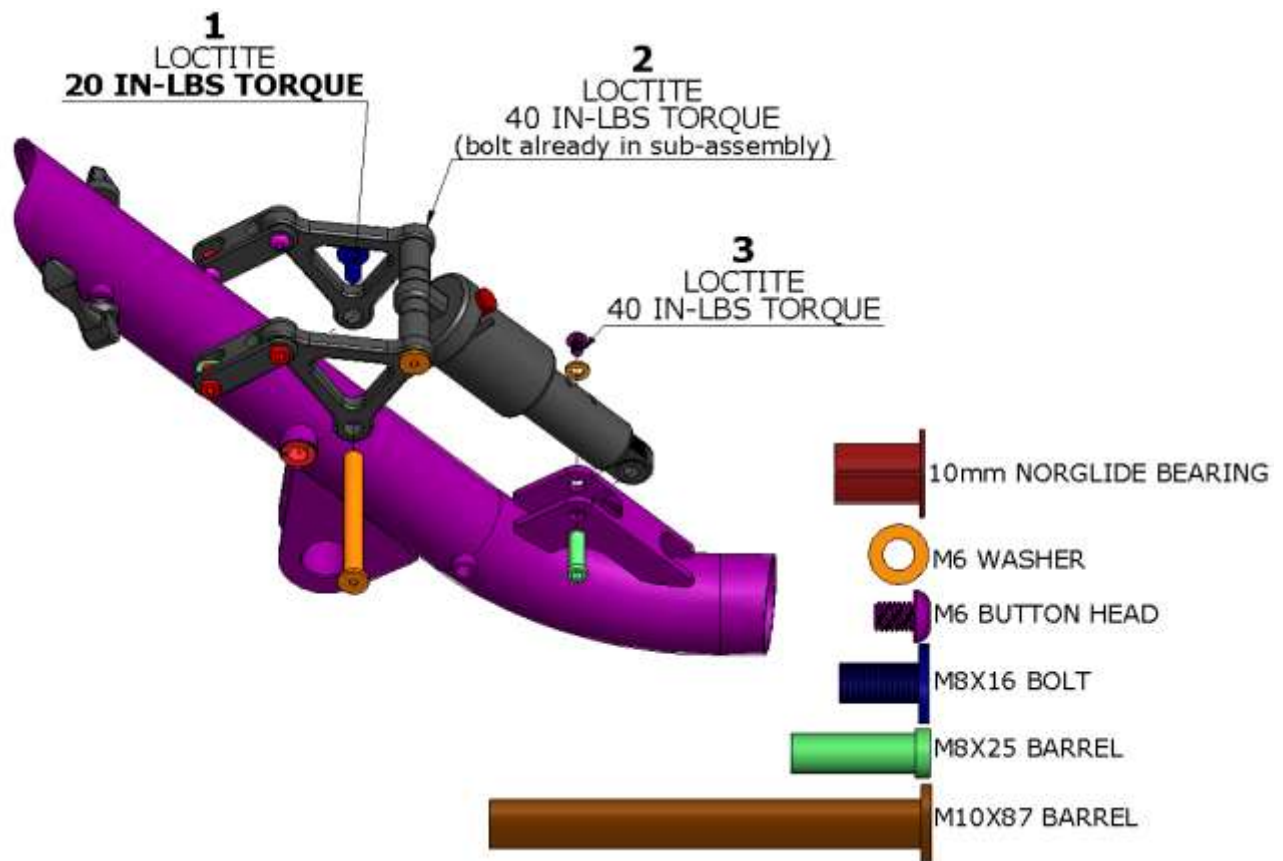
RoadAR Secondary Pulley Instruction



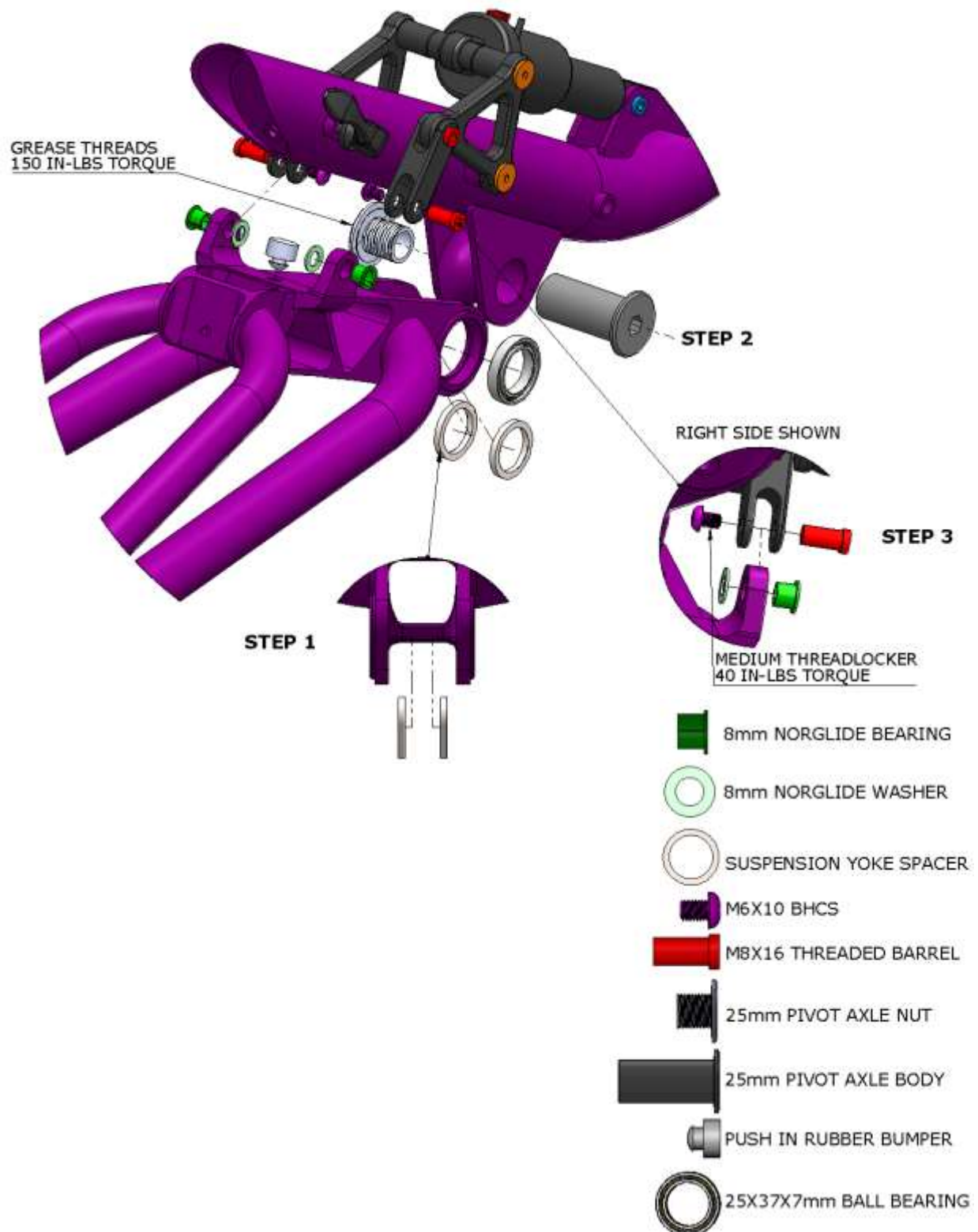
Shock Sub Assembly



Shock Mounting to Frame



Rear Suspension Assembly



Catrike Dumont & RoadAR Suspension Set-up Instructions



Monarch shocks can be set up and tuned for your particular weight, riding style, and terrain. When tuning suspension, always make one change at a time and write it down. This allows you to understand how each change affects your ride.

In this section, you will set up and adjust the following two settings: Sag and Rebound

Sag is the amount of shock travel that is used as the rider sits stationary on the bike. The purpose of sag is to pre-load the shock and force the rear wheel down toward the ground when the bike is unweighted over small bumps. This helps to maintain contact and traction over rough terrain.

Typically, sag is 15 to 25 percent of available shock travel.

To set sag on your RockShox Monarch rear shock, you will need to change the air spring rate (air pressure).

Adjusting the air pressure will also determine the overall stiffness of the shock. The more air you put in, the firmer your shock will be. To find the optimal balance between your bicycle manufacturer's sag recommendation and your preferred shock stiffness, follow the sag setting instructions below:

Setting Sag

- Make sure the shock is set in the open position.
- Depressurize the air chamber by removing the air cap and depressing the valve core stem.
- Pressurize the air chamber to an air pressure equal to your body weight (psi to pounds).



- **Note: As bicycle designs differ significantly, your bicycle may require different pressures or set up techniques. For example: lower leverage ratio bicycles require less air pressure to achieve proper sag. Use this set up technique as a starting point only.**
- **Important: Do Not use air pressure above 275 psi.**
- Move the travel indicator O-ring next to the air can.
- Gently get onto your tricycle and sit in your normal riding position, then carefully step out of your Catrike.
 - **Important: If you jump on your tricycle or move too much while getting on or off, you will not get an accurate sag measurement.**

Check the location of the travel indicator O-ring against the sag value gradients marked on the shock body and verify your sag falls between the 15% and 25% range.

If the sag is less than your bicycle manufacturer's recommendation, a lower air pressure should be used. If the sag is greater than your bicycle manufacturer's recommendation, a greater air pressure should be used.

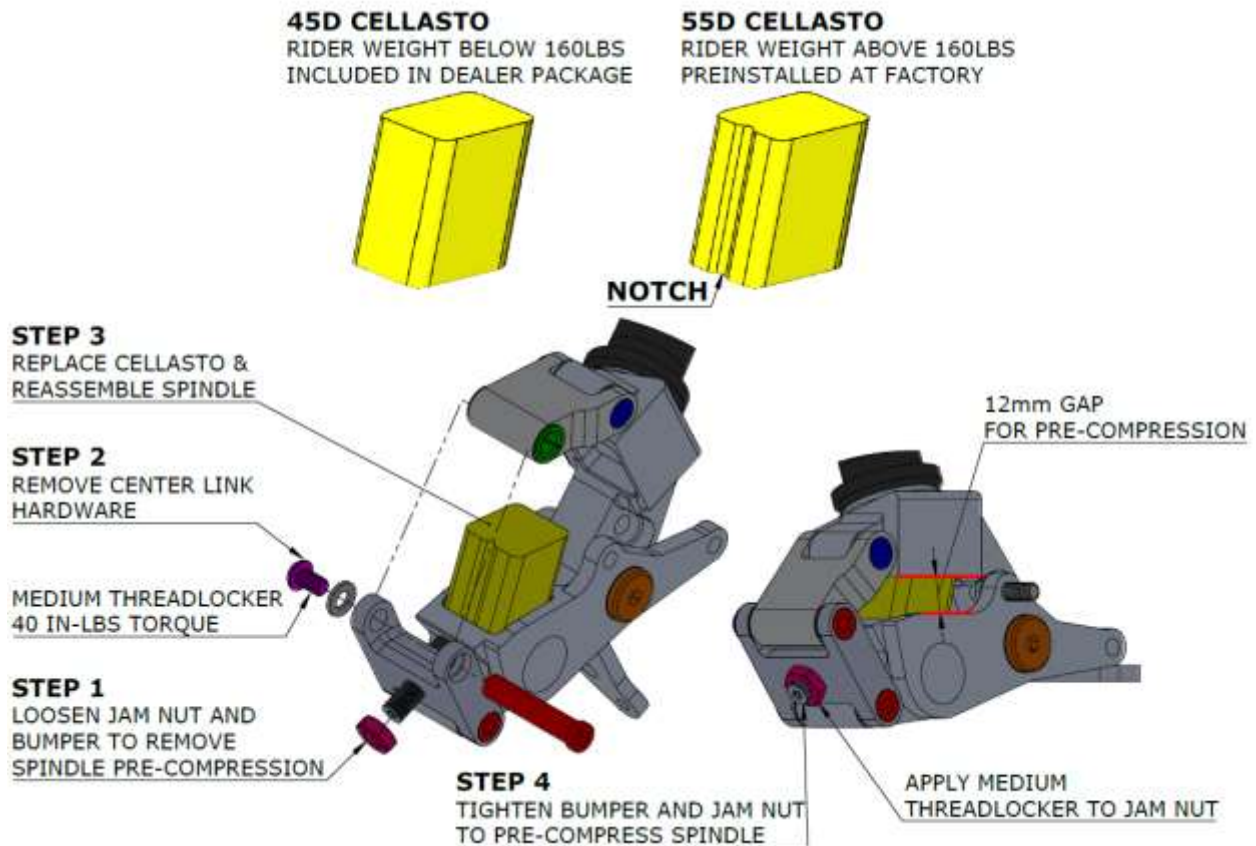
Important: Make sure that the air valve cap remains on the shock at all times or the shock can prematurely lose air.

Rebound Damping Adjustment

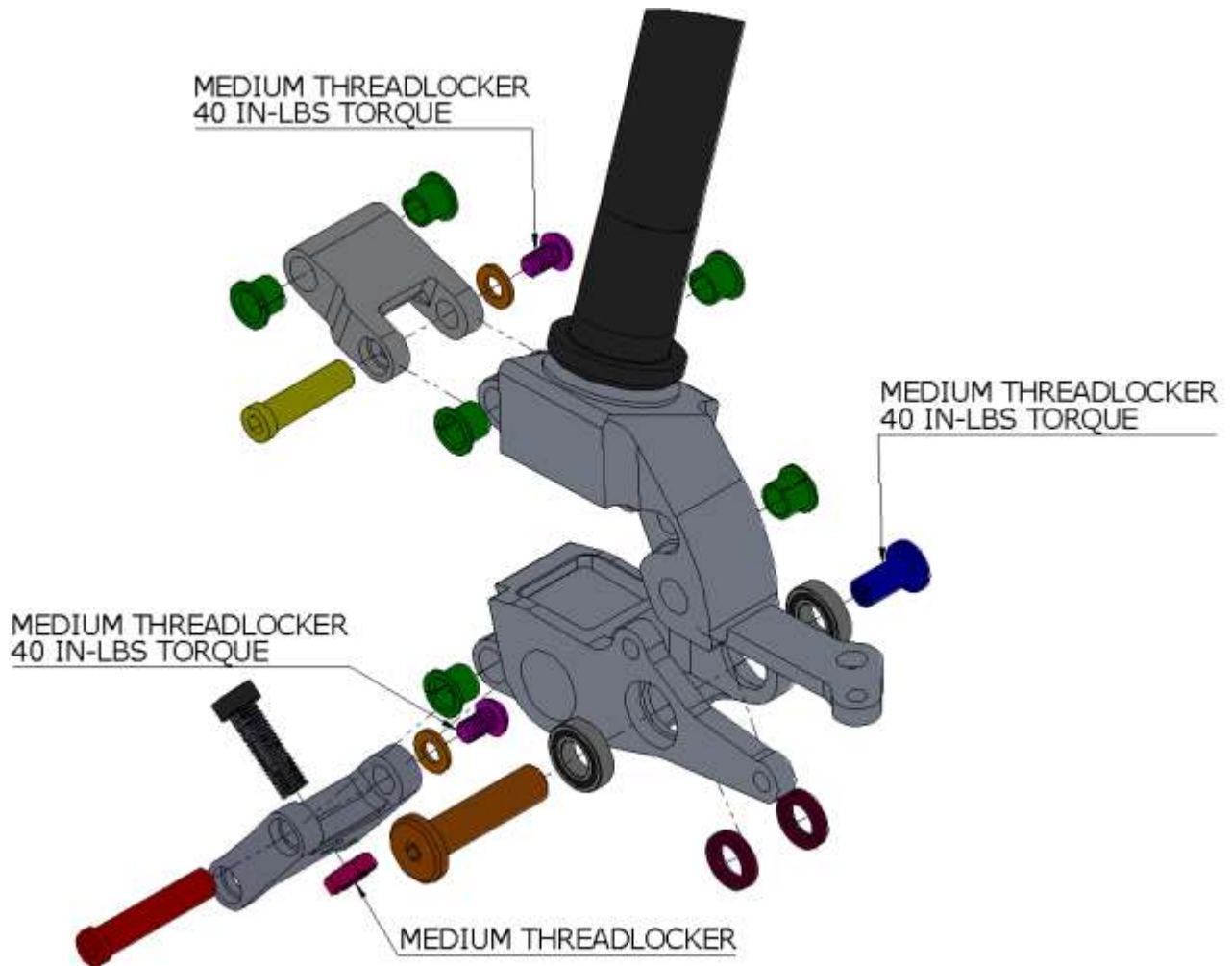
Rebound damping controls the speed at which the shock returns to its full travel position after compression. The Monarch shock features a red rebound damping adjustment knob to dial in your rebound setting. Rebound is quickest when the adjustment knob is in the full counter-clockwise position (turned toward the rabbit) and slowest when the adjustment knob is in the full clockwise position (turned toward the turtle).












Suspended Spindle Instructions (Dumont & Road_{AR})

Cellasto Installation & Information

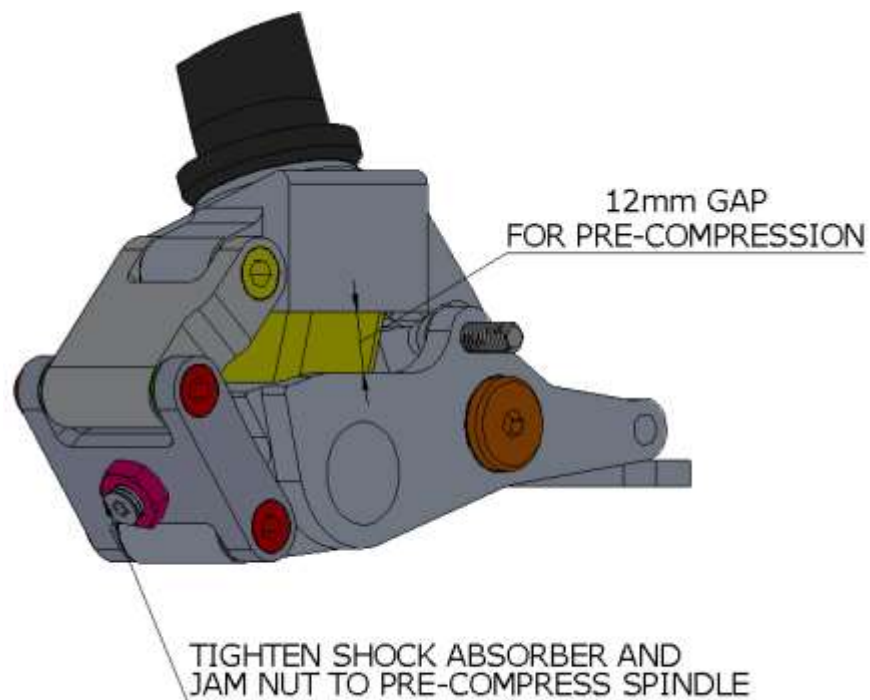
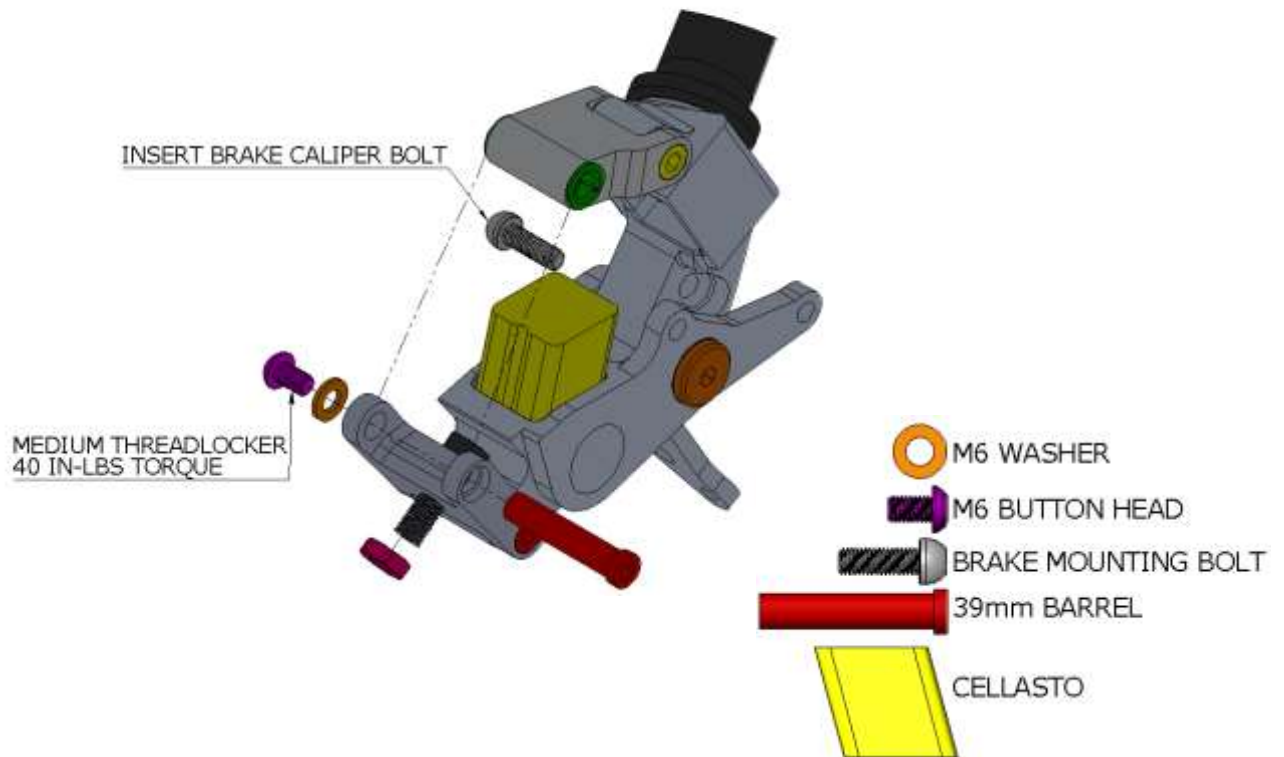


Left Spindle Assembly Step 1

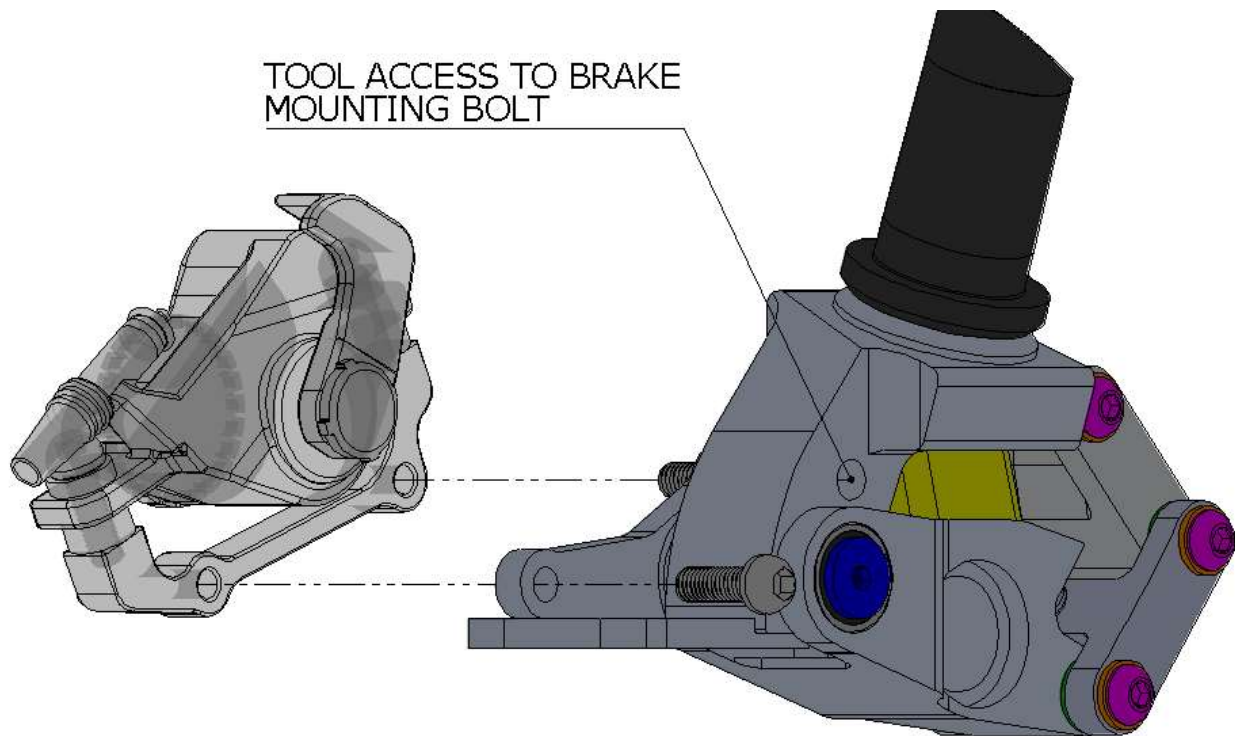


-  M6 WASHER
-  SPINDLE BEARING SPACER
-  10X19X5 BALL BEARING
-  M8 JAM NUT
-  8MM NORGLIDE BEARING
-  M6 BUTTON HEAD
-  M8 BOLT
-  SHOCK ABSORBER
-  29mm BARREL
-  39mm BARREL
-  M10 BINDER BOLT

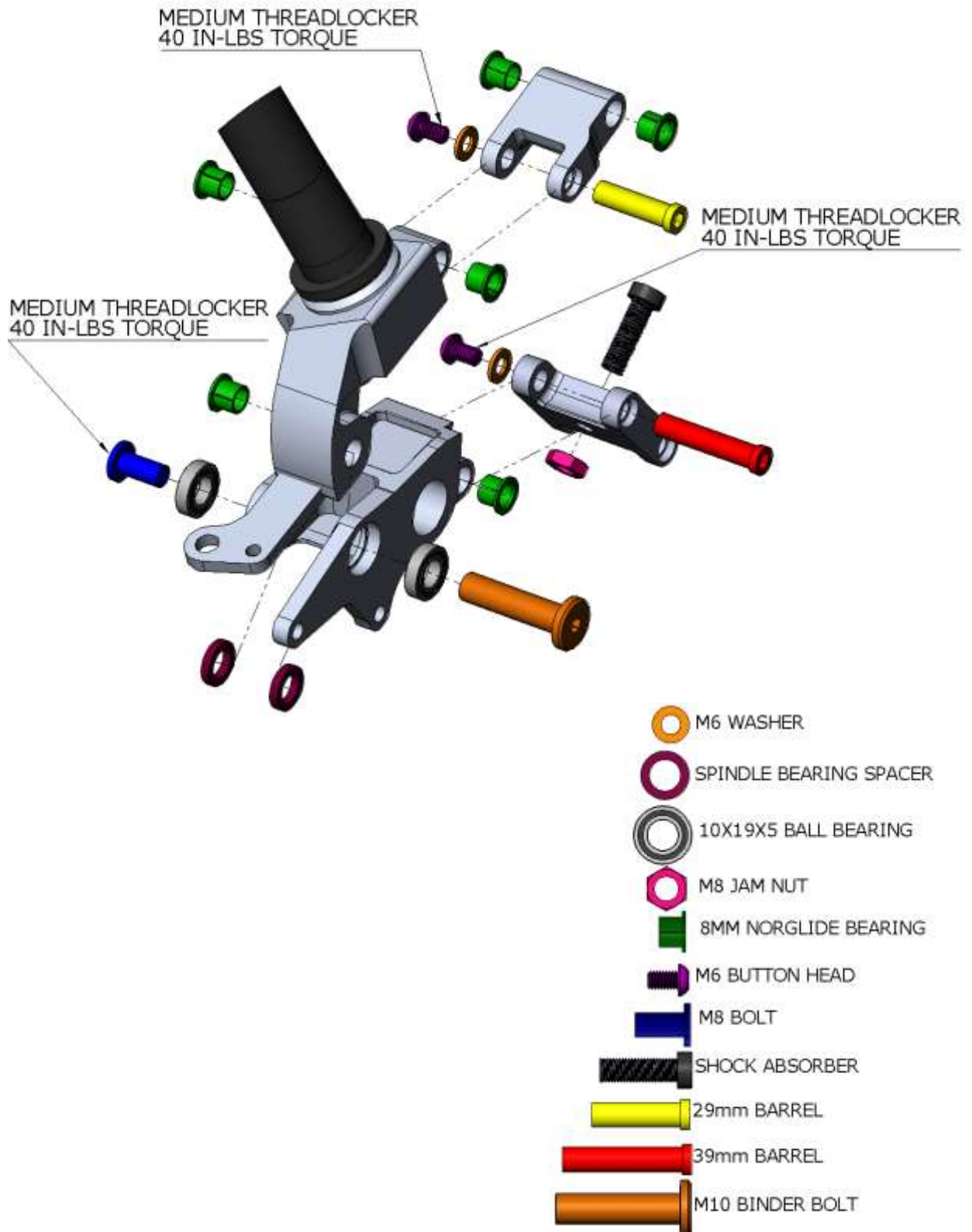
Left Spindle Assembly Step 2



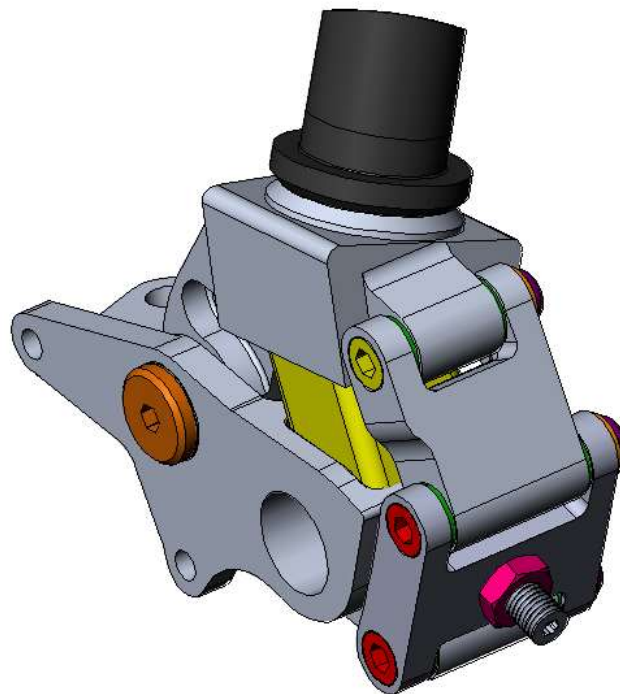
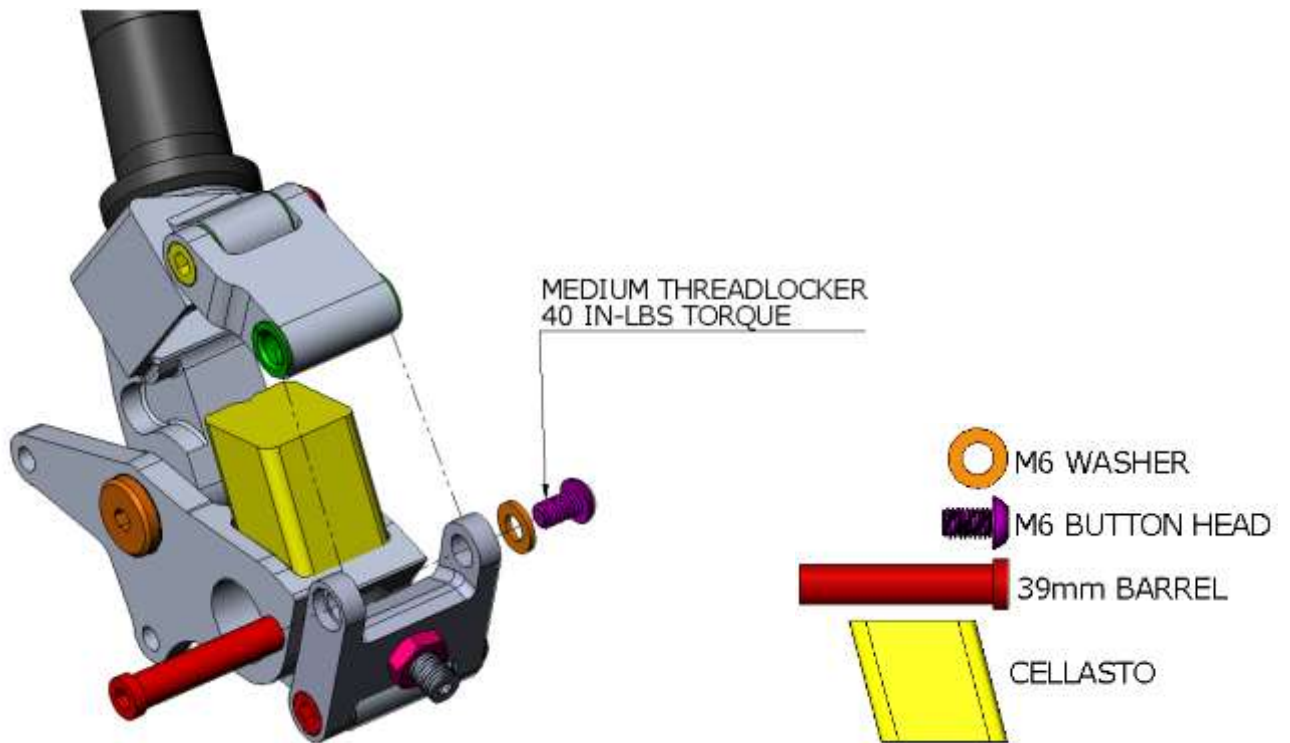
Left Spindle Assembly Step 3



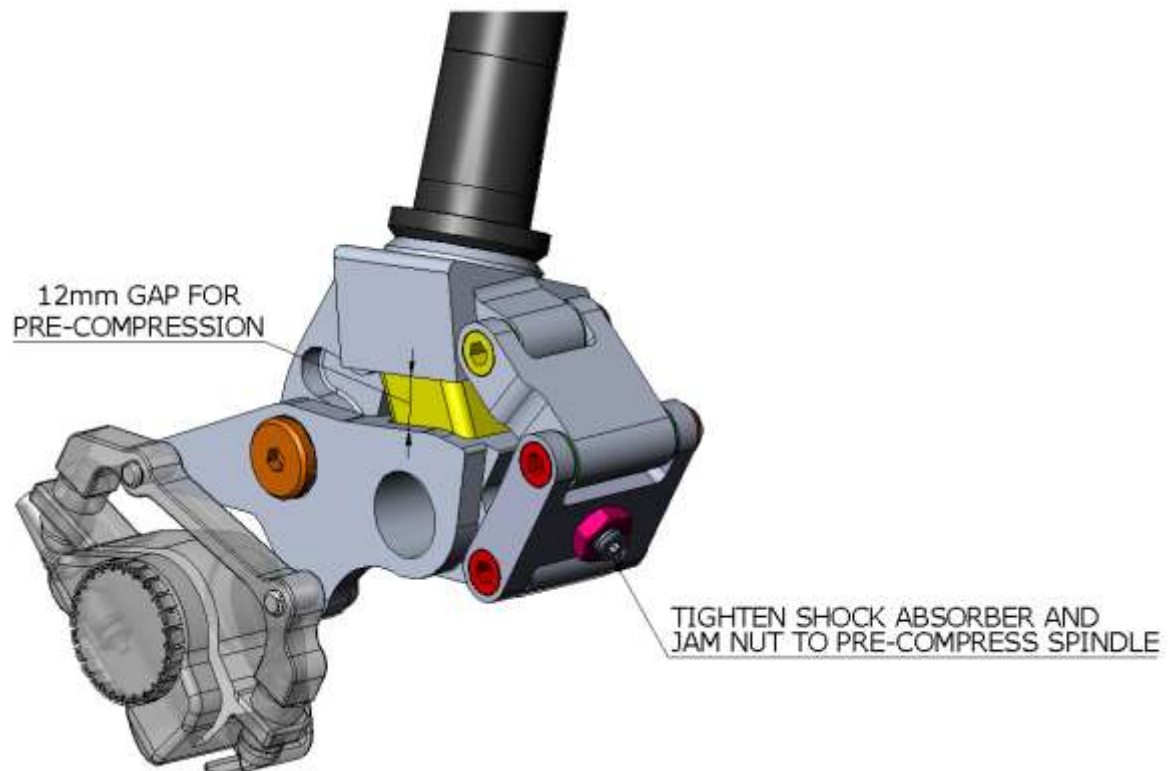
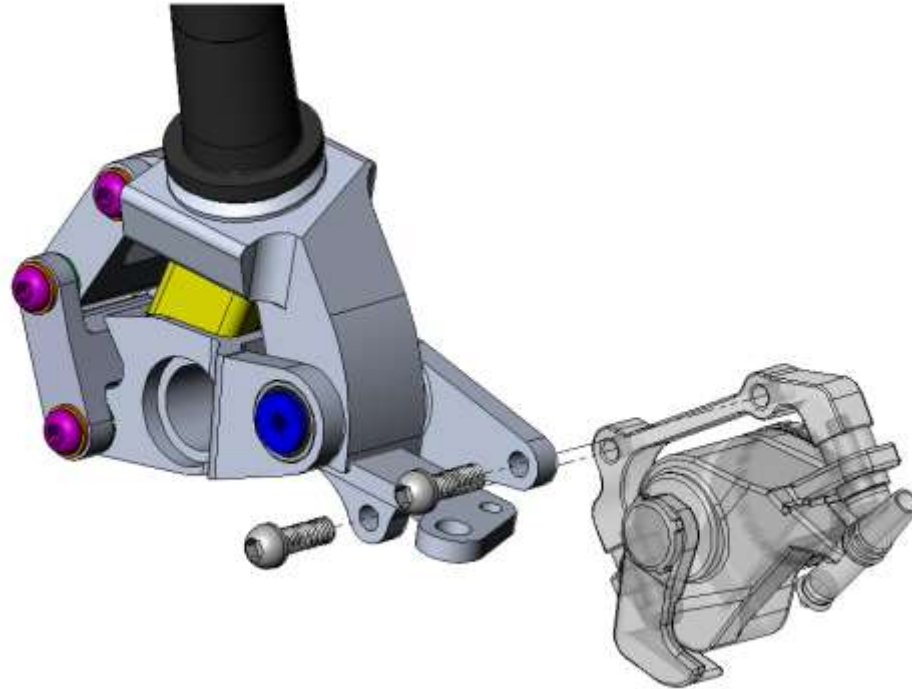
Right Spindle Assembly Step 1



Right Spindle Assembly Step 2

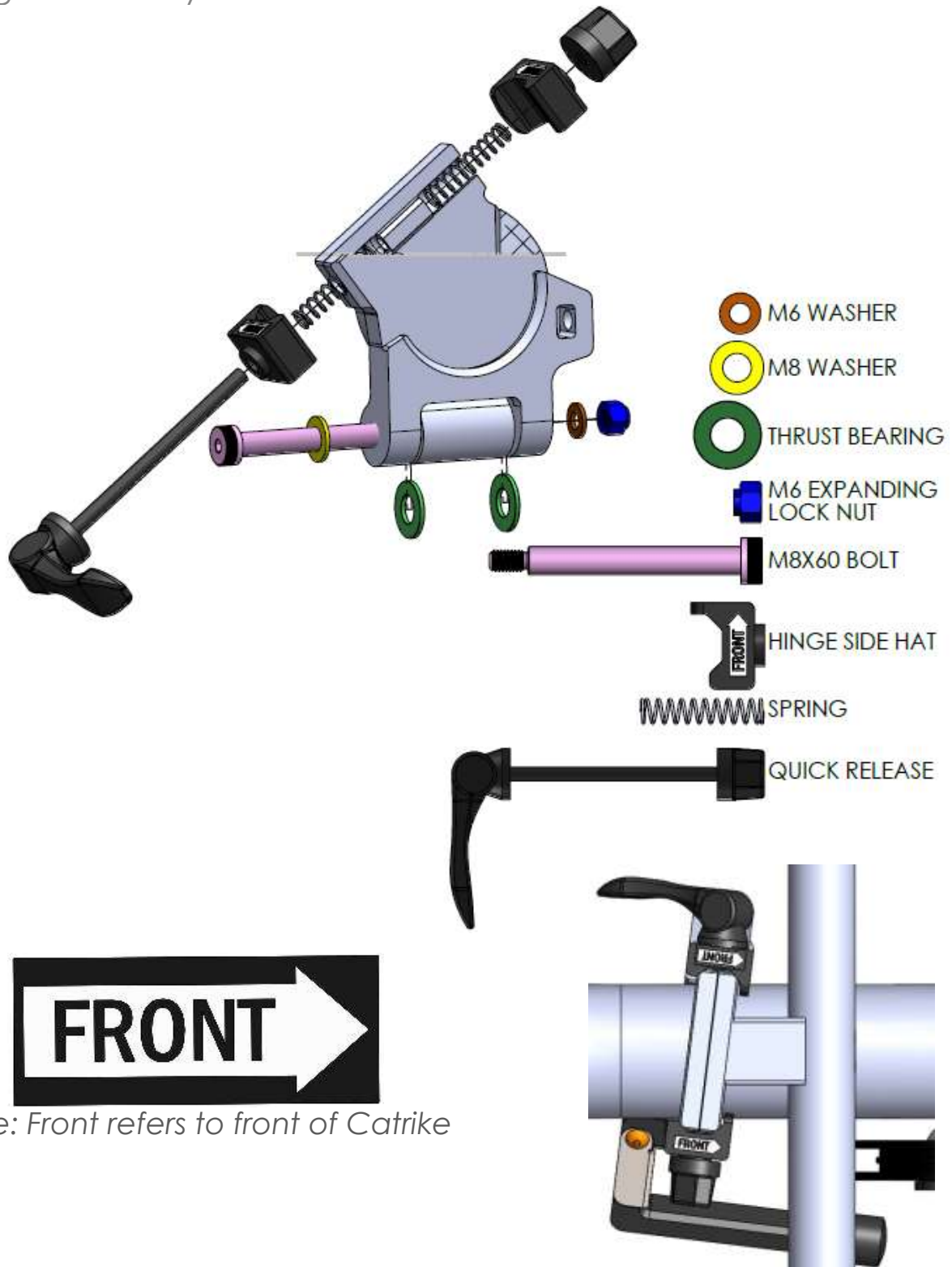


Spindle Assembly Step 3

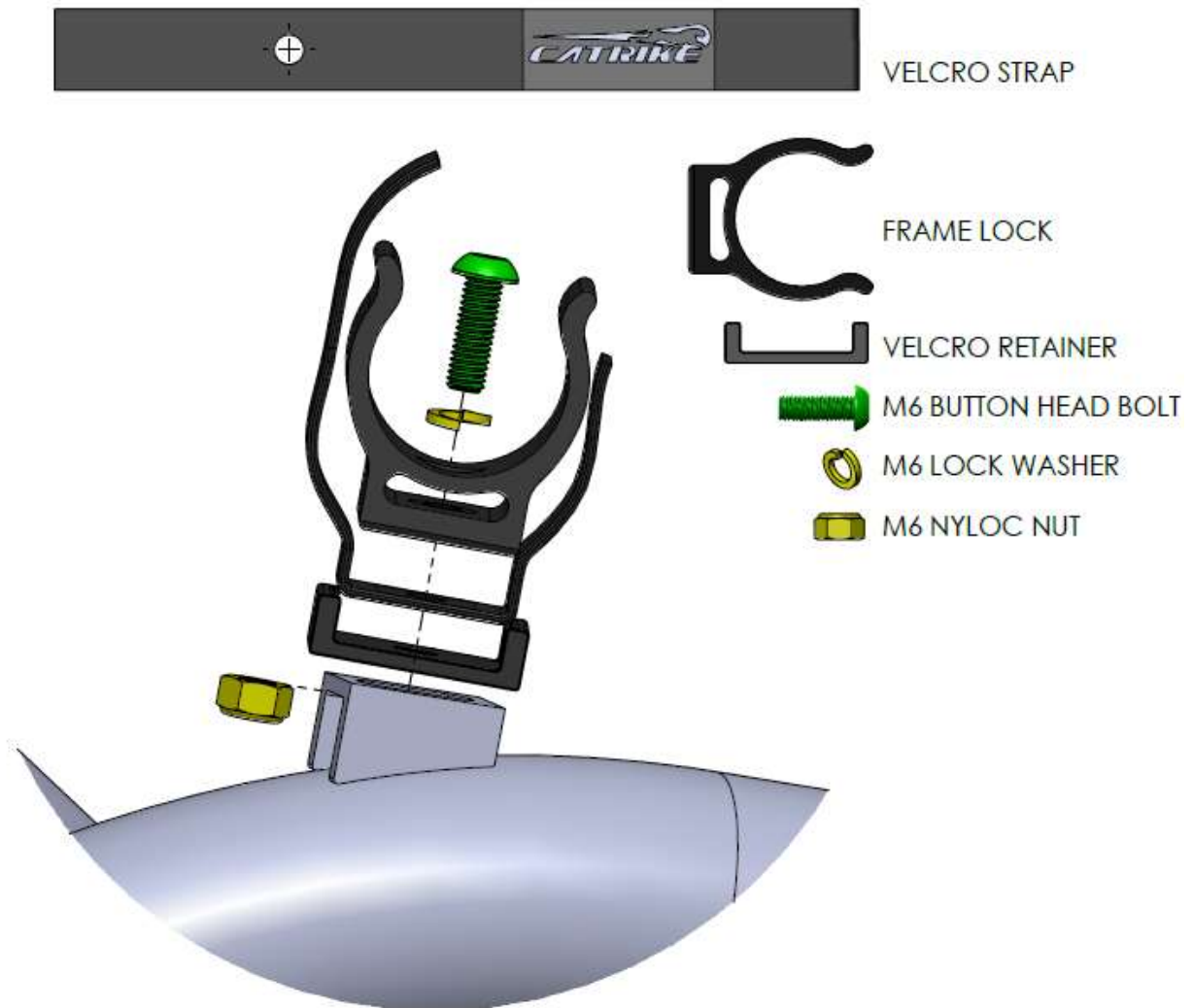


Folding Assembly Instructions (5.5.9, Dumont & Trail)

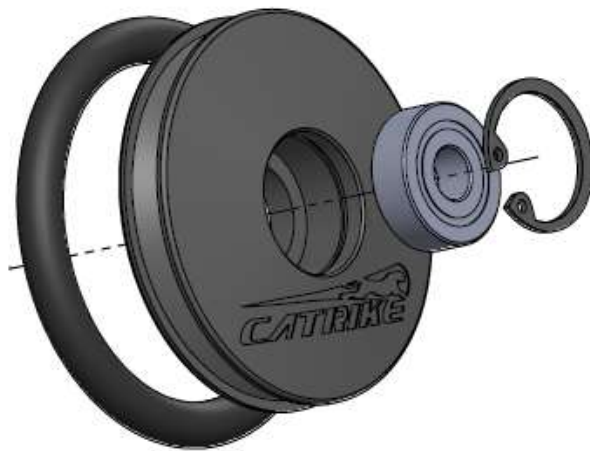
Hinge Assembly



Frame Lock Assembly



Roller Wheel Assembly



RETAINING RING



8X22X7mm BEARING

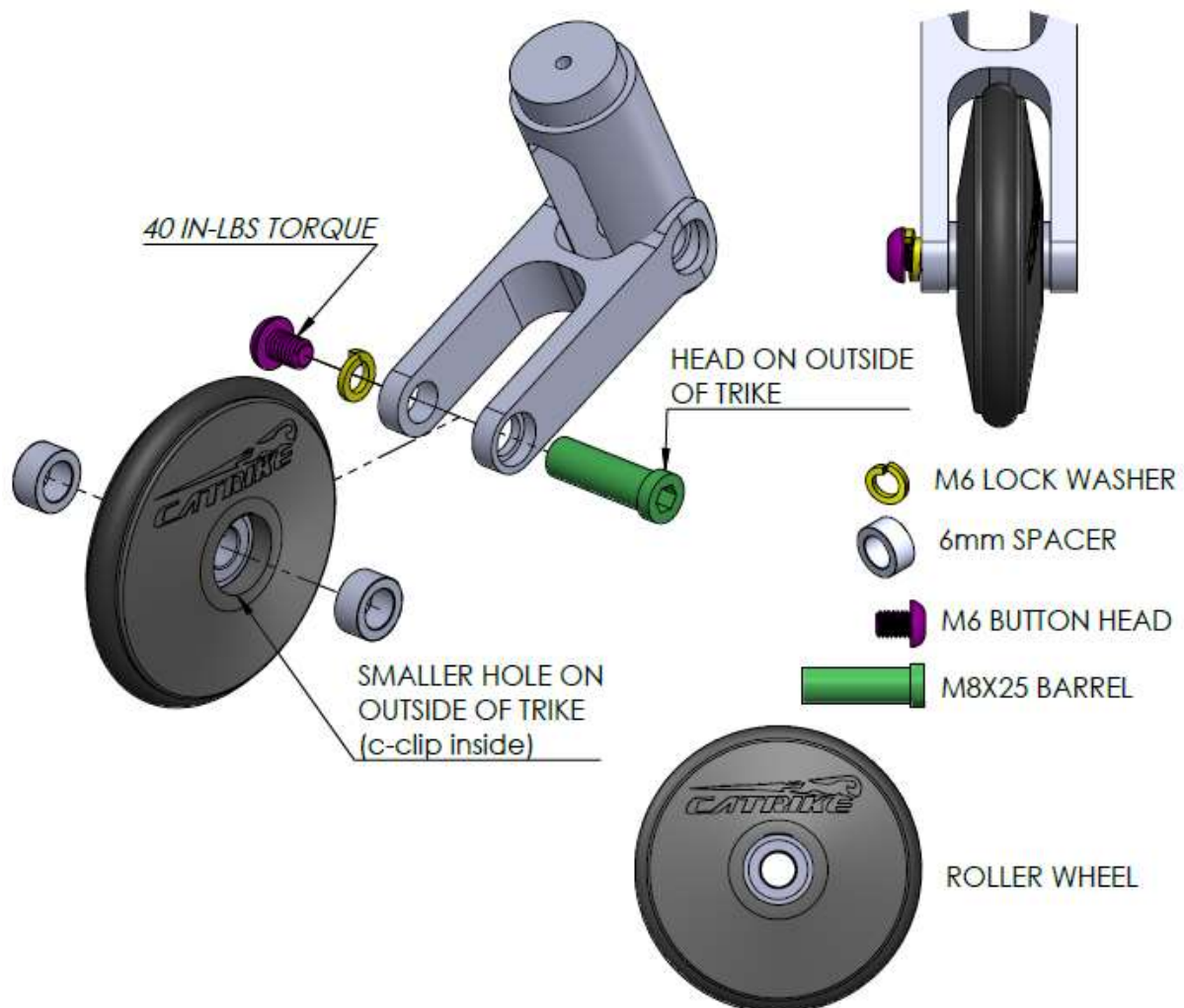


ROLLER

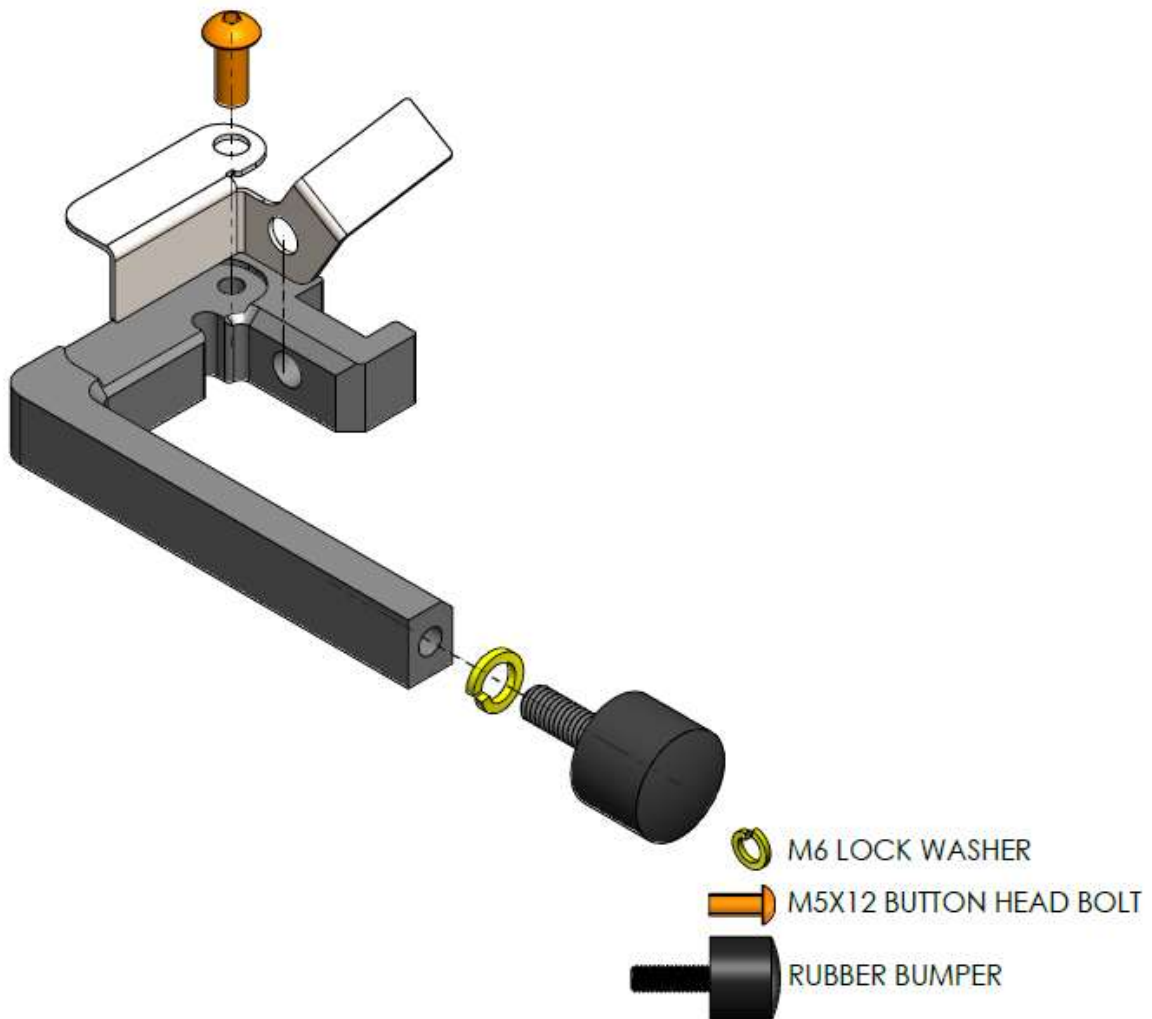


O-RING

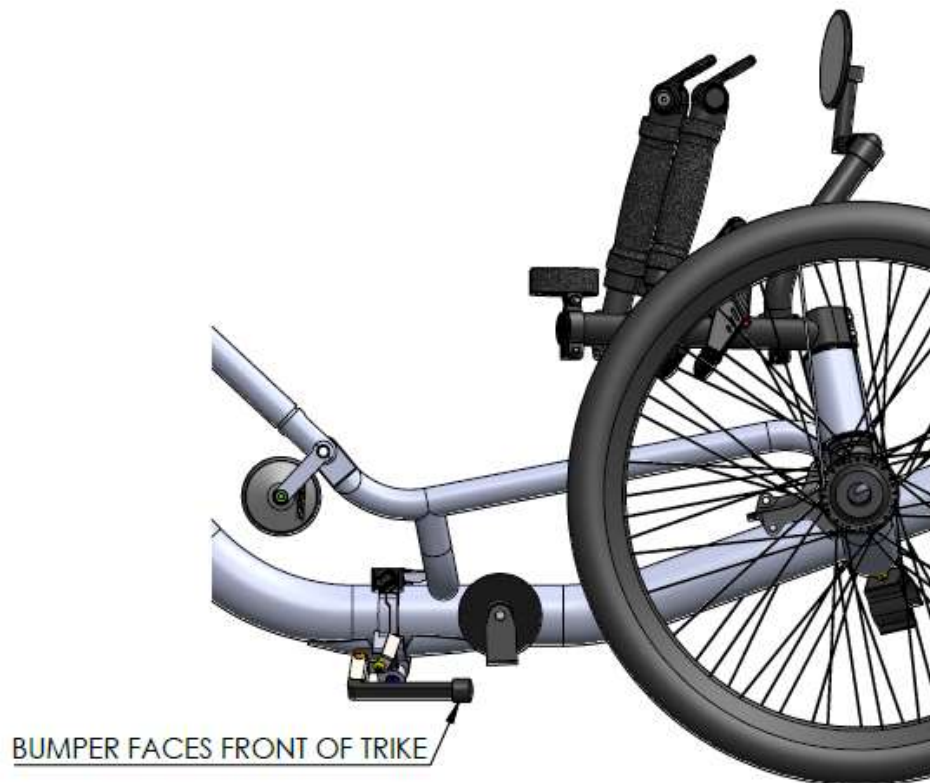
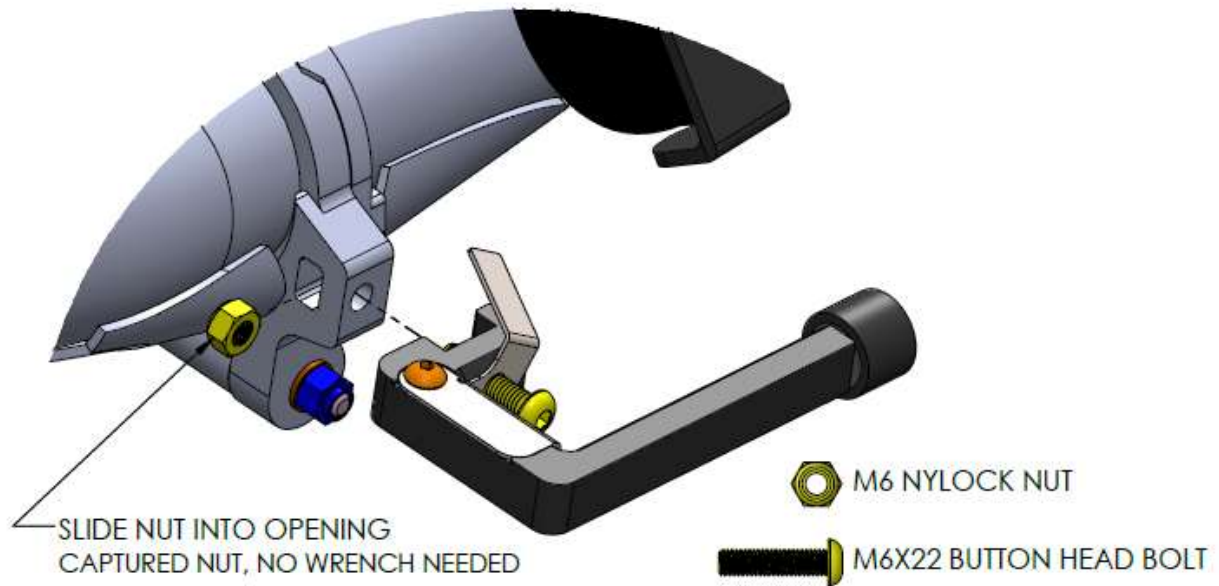
Roller Wheel Attaching to Frame



Kickstand Assembly



Kickstand Installation



How to Fold (5.5.9, Dumont & Trail)

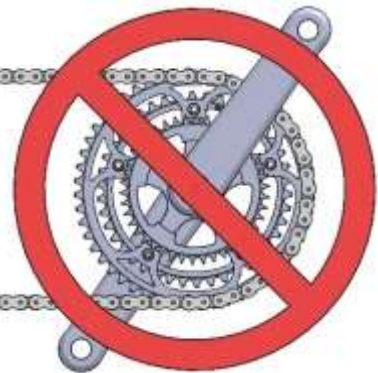
Folding Steps

1. Release seat back—Loosen quick release lever on seat back.
2. Fold seat forward—Fold seat forward all the way (Note: Seat pad can stay in place).
3. Release Velcro seat strap—Find Velcro strap under the lower portion of the seat and use to secure seat back in place.
4. Loosen quick release on hinge—Loosen lever, unscrew the quick release skewer nut enough to allow the hinge to fold.
5. Tilt Catrike to one side—Tilt in the direction that will allow the rear wheel section to fold.
6. Secure using frame lock—Once folded, secure the frame in the folded position using the frame lock and close Velcro strap attached to frame lock.

Reverse sequence to unfold for riding. Be sure to securely close the hinge and seat back quick release levers prior to riding.



DO NOT FOLD
TRIKE WITH CHAIN
IN BIG CHAIN RING

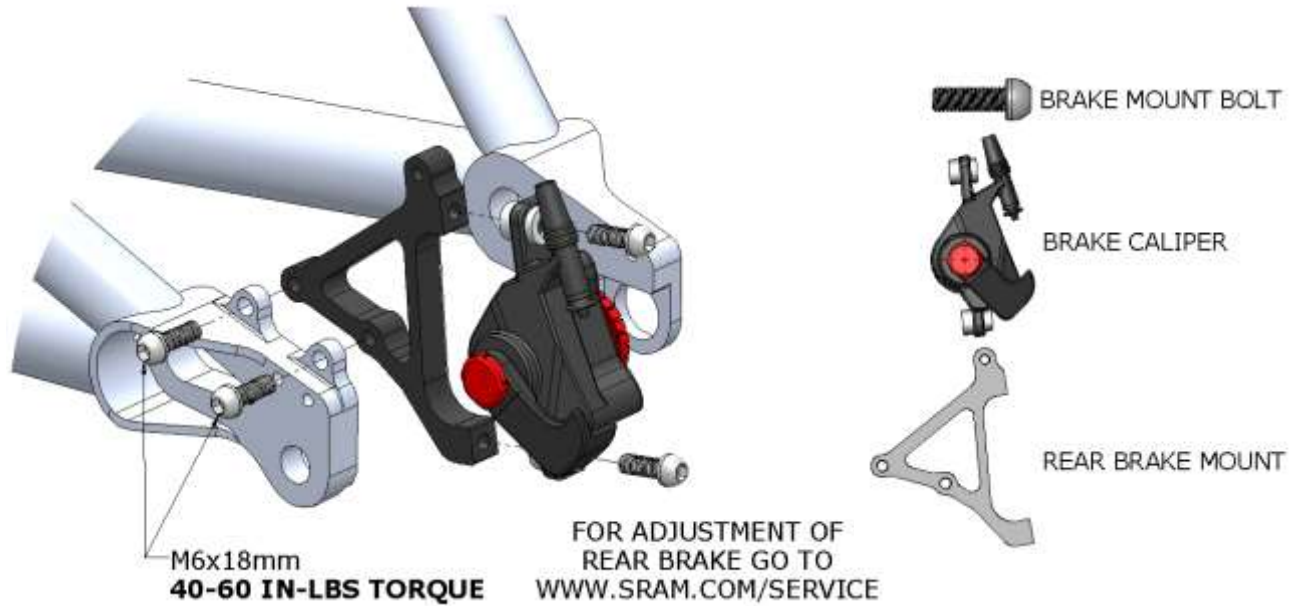


Click [HERE](#) or scan QR
code below to video aids.

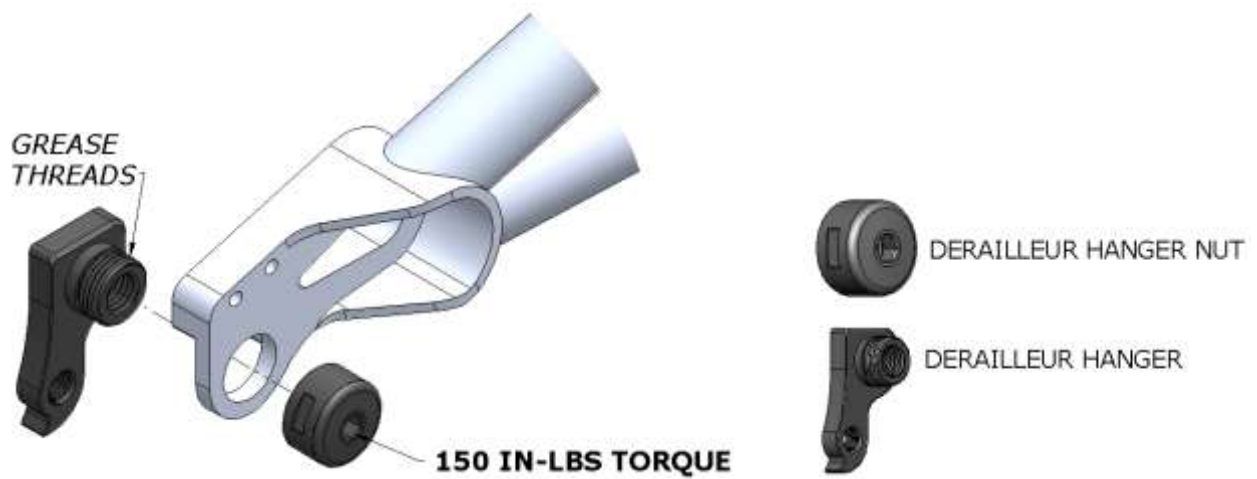


Thru-Axle Instructions (700)

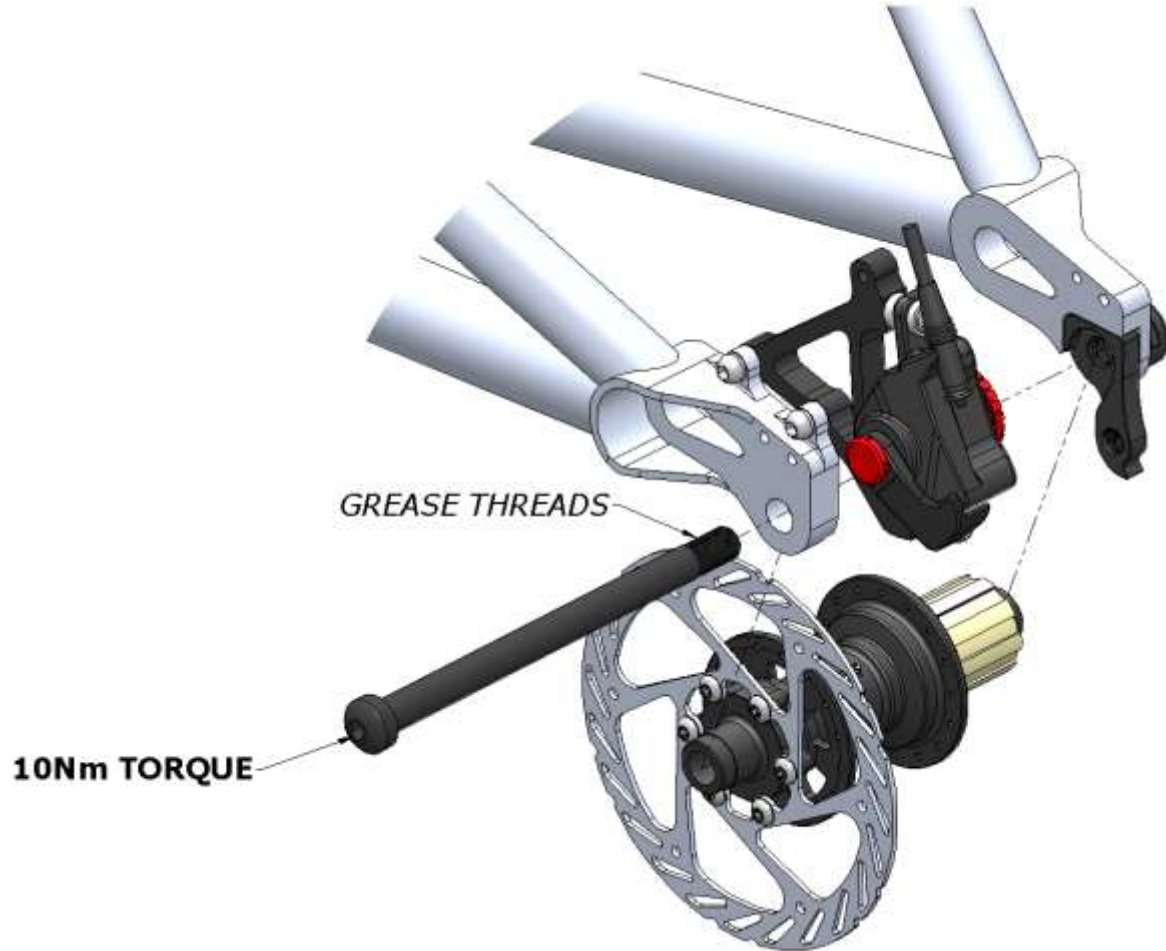
Parking Brake Assembly



Rear Derailleur Assembly



Rear Wheel Assembly



CATRIKE THRU-AXLE 12X142mm



DISCLAIMER: Catrike supplied 12X142mm thru-axle must be used when installing rear wheel.

Click [HERE](#) or scan QR code below to video aids.





Catrike Limited Warranty

Big Cat HPV, LLC warrants Catrike tricycle frames and steering components against defects in materials or manufacturing for 5-years, while owned by the original retail purchaser. The limited 5-year warranty on the frame and steering components does not apply to the paint/finish; this is covered under the limited 1-year warranty. Warranty coverage on Catrike proprietary components (excluding tires, tubes and cables) extends for 1-year while owned by the original retail purchaser. Warranty coverage of non-proprietary components will be covered by the warranty stated by their original manufacturers.

Warranty coverage is conditioned upon the tricycle being assembled and adjusted correctly, being operated under normal conditions and use, and being properly maintained. Proof of purchase is required for any claims made under this warranty. The warranty is valid for the original purchaser only and is non-transferable.

This warranty does not cover:

Normal wear and tear.

Any damage, failure or loss caused by accident, misuse, neglect, abuse, theft, or failure to follow instructions or warnings in the owner's manual. Any damage, failure or loss caused by use of tricycles for stunt riding, ramp jumping, acrobatics or other similar activities, or in any other manner for which they were not designed. Bending of frames, handlebars or wheel rims can be a sign of misuse or abuse. Any damage, failure or loss caused by the use of tricycles, not intended for such use as, power driven vehicles. The original owner shall pay all labor charges associated with the repair or replacement of all parts. Under no circumstances does this limited warranty include the cost of shipment or transportation to or from an authorized Catrike dealer or Big Cat HPV.

Useful product life cycle

Every Catrike tricycle and frameset has a useful life cycle. This useful life cycle is not the same as the warranty period. The warranty identifies the period of time that Big Cat HPV will replace the product if this becomes necessary. The length of the useful life cycle will vary depending on the riding conditions and care the trike receives. Competition, jumping, downhill racing, trick riding (e.g. riding on two wheels, wheel stands), trial riding, riding in severe conditions or climates, riding with extremely heavy loads or any other non-standard use can substantially shorten the useful product life cycle of a



Catrike tricycle or frame set. Any one or a combination of these conditions may result in an unpredictable failure of a Catrike tricycle or frame set that would not be covered by this warranty. All Catrike tricycles and frame sets should be periodically checked by an authorized Catrike dealer for indications of potential failures including cracks, corrosion, dents, deformation, paint peeling and any other indications of potential problems, inappropriate use or abuse. These are important safety checks and very important to help prevent accidents, bodily injury to the rider and shortened useful product life cycle of a Catrike tricycle frameset.

Crash Replacement Program

If your Catrike tricycle or frameset ever fails in such a manner that the warranty is denied, you are still eligible for Catrike's crash replacement program. This program is intended to provide for a low-cost frame replacement when a frame failure is determined to be caused by accident, crash, abuse or any other non-standard use. Please see your Catrike dealer for details. This crash replacement program is available to the original owner for the lifetime of the tricycle or frame set. Your proof of purchase will be required.

Limitations

Big Cat HPV reserves the right to make sole determination of whether any failure or damage claimed under warranty was caused by material or manufacturing defect. Proof of purchase from an authorized Catrike dealer is required for any limited warranty replacement/repair or crash replacement program.

The foregoing warranties are in lieu of and exclude all other warranties not expressly set forth herein, whether express or implied by operation of law or otherwise, including but not limited to any warranties of merchantability for a particular purpose.

Big Cat HPV shall in no event be liable for incidental or consequential losses, damages or expenses in connection with its tricycle products. Big Cat HPV's liability hereunder is expressly limited to the replacement of goods not complying with this warranty. Some states do not permit the exclusion or limitation of implied warranties or consequential damages, so the preceding limitations and exclusions may not apply to you.



Procedures

Warranty service will be performed by Big Cat HPV or an authorized Catrike dealer. Proof of purchase must be provided. Transportation to and from the authorized Catrike dealer is the responsibility of the purchaser.

Big Cat HPV will have the option of either repair or replacement at no charge for any defective product. In the event, Big Cat HPV elects to replace a defective frame, a new frame of equal or greater value will be provided. The new frame may not be the exact model purchased. Big Cat HPV is not responsible for dealer labor charges for component changeovers when a frame is replaced after one year from the date of original retail purchase.

If you elect to repair a defective product yourself or use the services of someone other than a Catrike authorized dealer, or if you use a replacement part not supplied by Big Cat HPV, Big Cat HPV will not be liable for any damage, failure or loss caused by the use of such unauthorized service or parts.

IF YOU HAVE A PROBLEM

Contact your Authorized Catrike Dealer. Catrikes are sold exclusively through authorized dealers and they are there to provide support and ongoing customer service.



Thank you for choosing Catrike.

Next steps, please:

Register your Catrike and give us your feedback online at:

<http://www.catrike.com/register>

Look over Catrike resources and manuals at

knowledge.catrike.com

Participate in the Catrike message board at

<http://catrike.yuku.com>

Ride your Catrike as much as possible and spread the Catrike lifestyle!

Happy Trails!



Registration Form -- if you are unable to register online at
<http://www.catrike.com/register> Use this form and mail to:
Catrike (Attn: Registration) 2016 Stanhome Way, Orlando, FL 32804
Please note: Registering online is the best method.

All items below are required

Name _____

Email _____

Address _____

Catrike model _____

Serial number _____

Catrike dealer _____

Are you the first owner _____

Please rate your experience on the following items on a scale of 1-5 with 5 being completely satisfied and 1 being completely dissatisfied:

Your Catrike dealer _____

Your Catrike quality and finish _____

Your Catrike performance _____

Your Catrike comfort _____

What else should we know? Any suggestions?

How did you hear about us?
