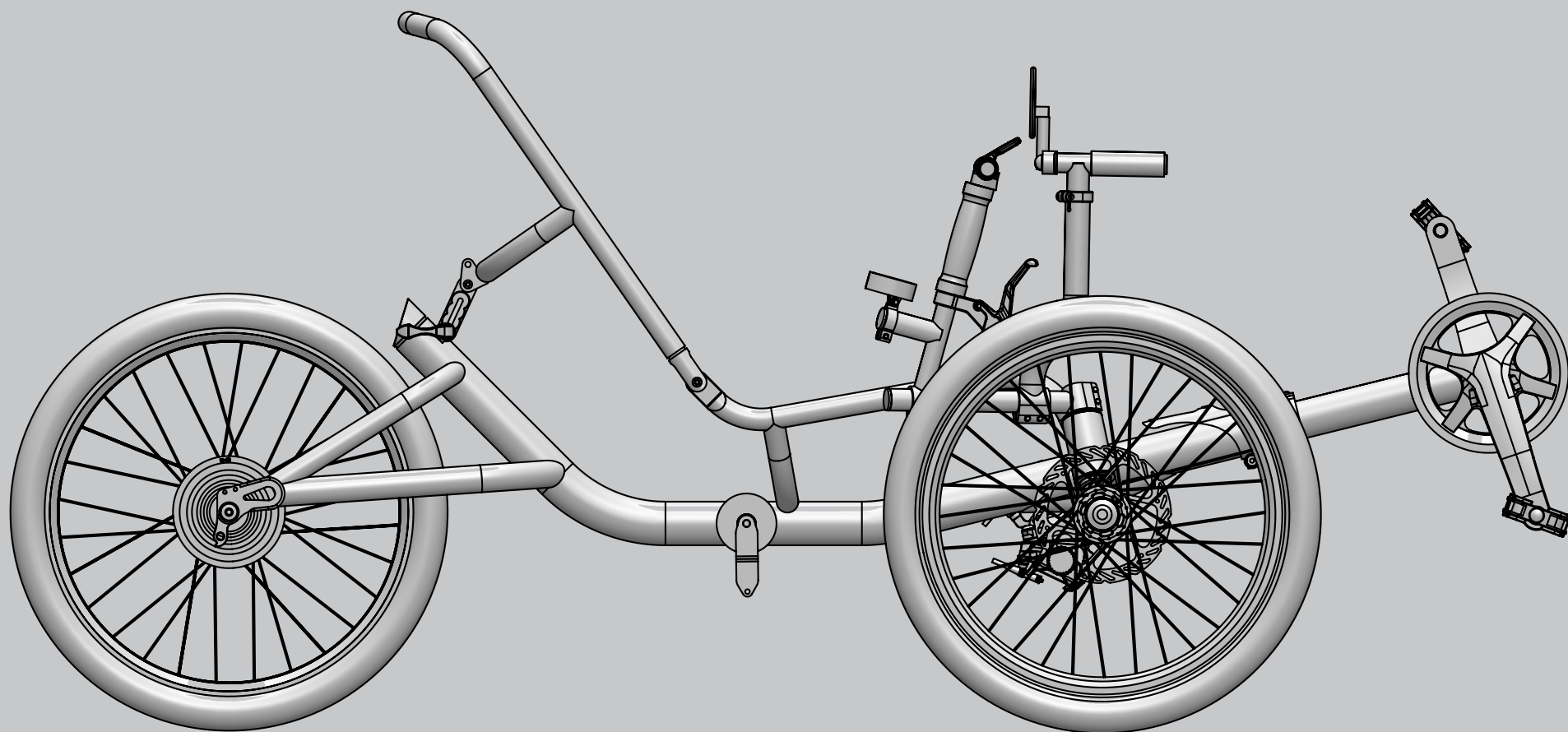


CATRIKE



MAX

TECHNICAL MANUAL

HEADSET ASSEMBLY 2

SPINDLES 3-4

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FRONT WHEEL INSTALL 6-9

REAR WHEEL INSTALL..... 10

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ASSIST BAR ADJUSTMENT 15-16

BOOM ADJUSTMENT..... 17-18

CABLE ROUTING 19

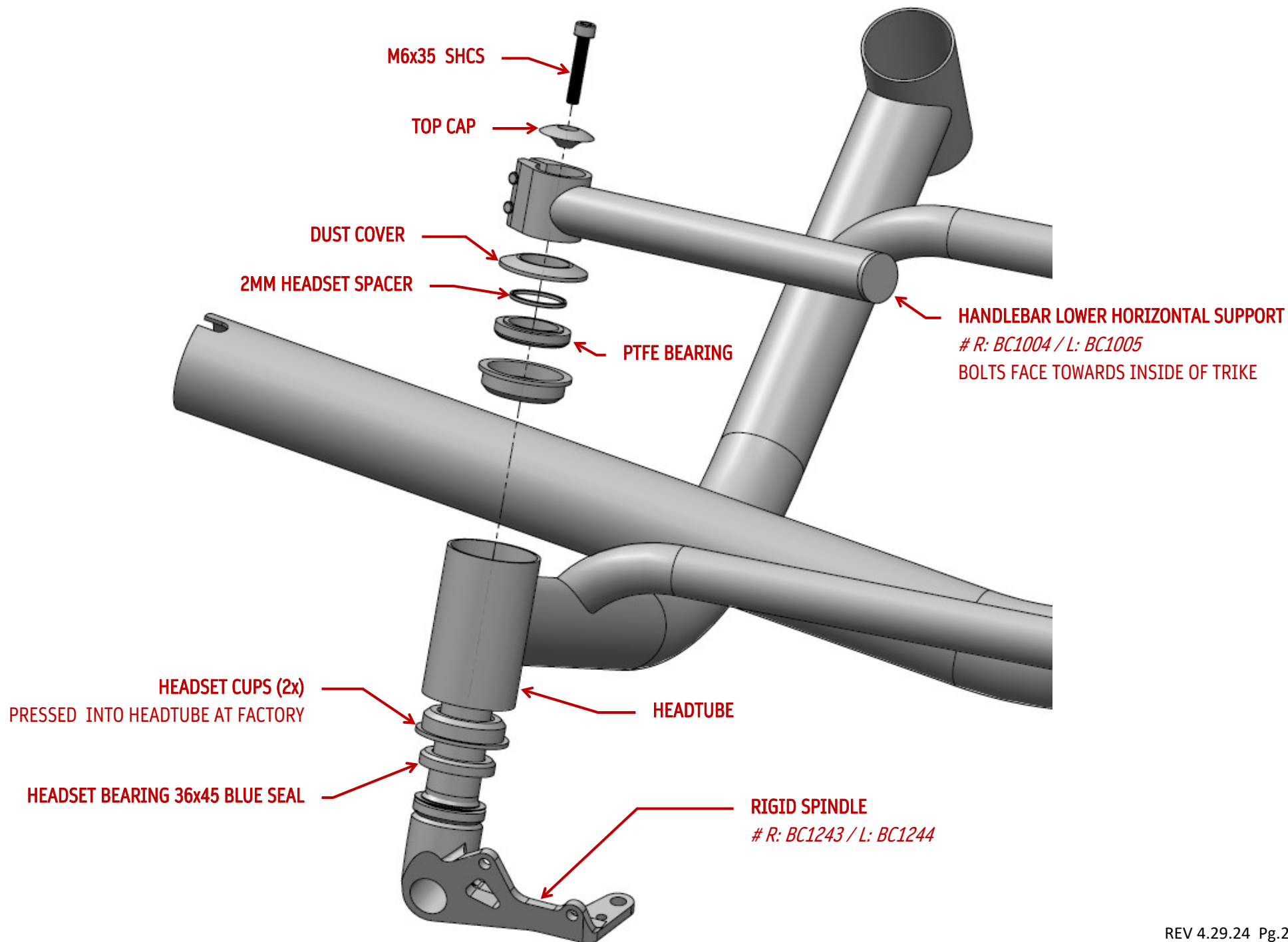
CHAIN ROUTING 20

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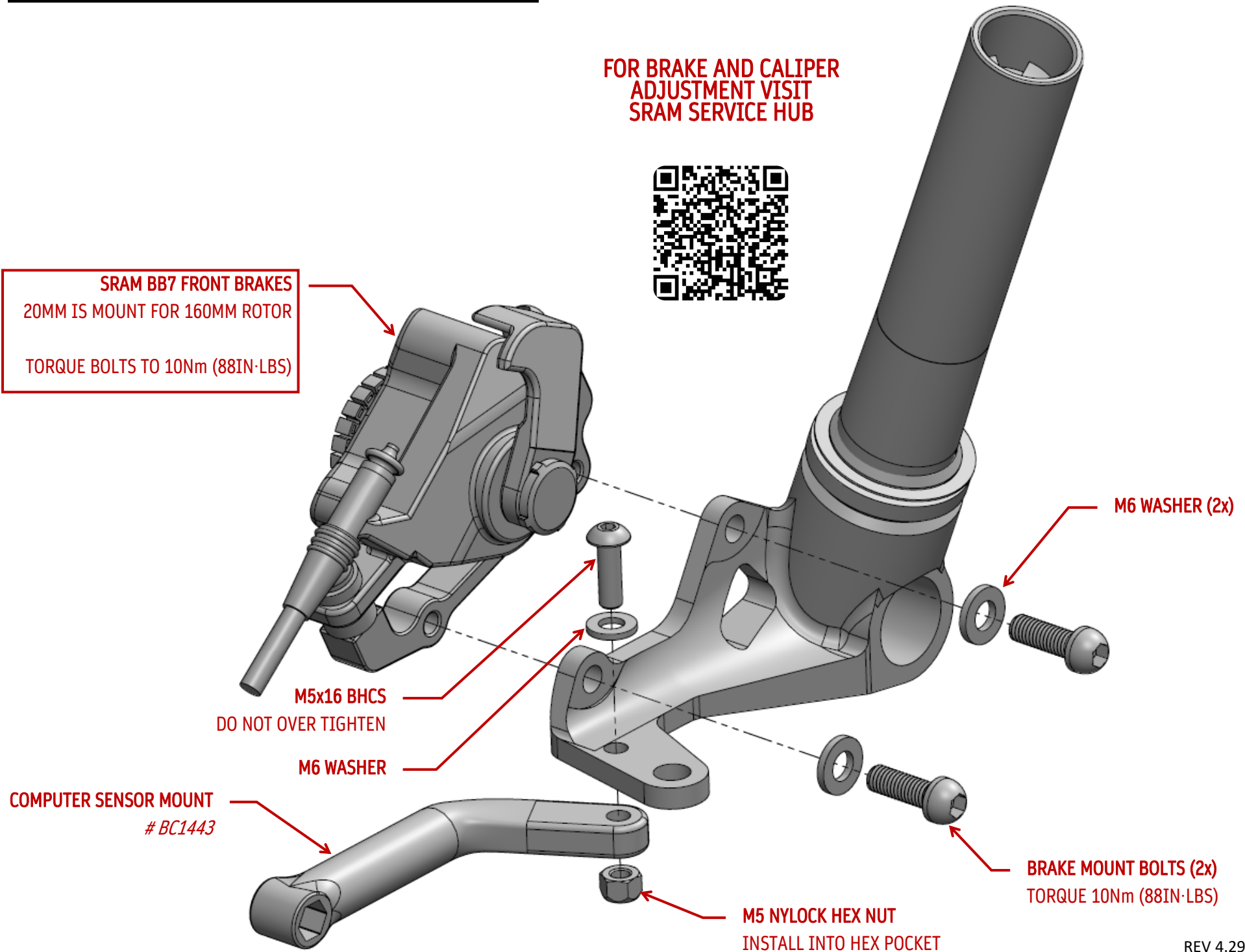


RIGID SPINDLE MAIN ASSEMBLY LEFT

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)

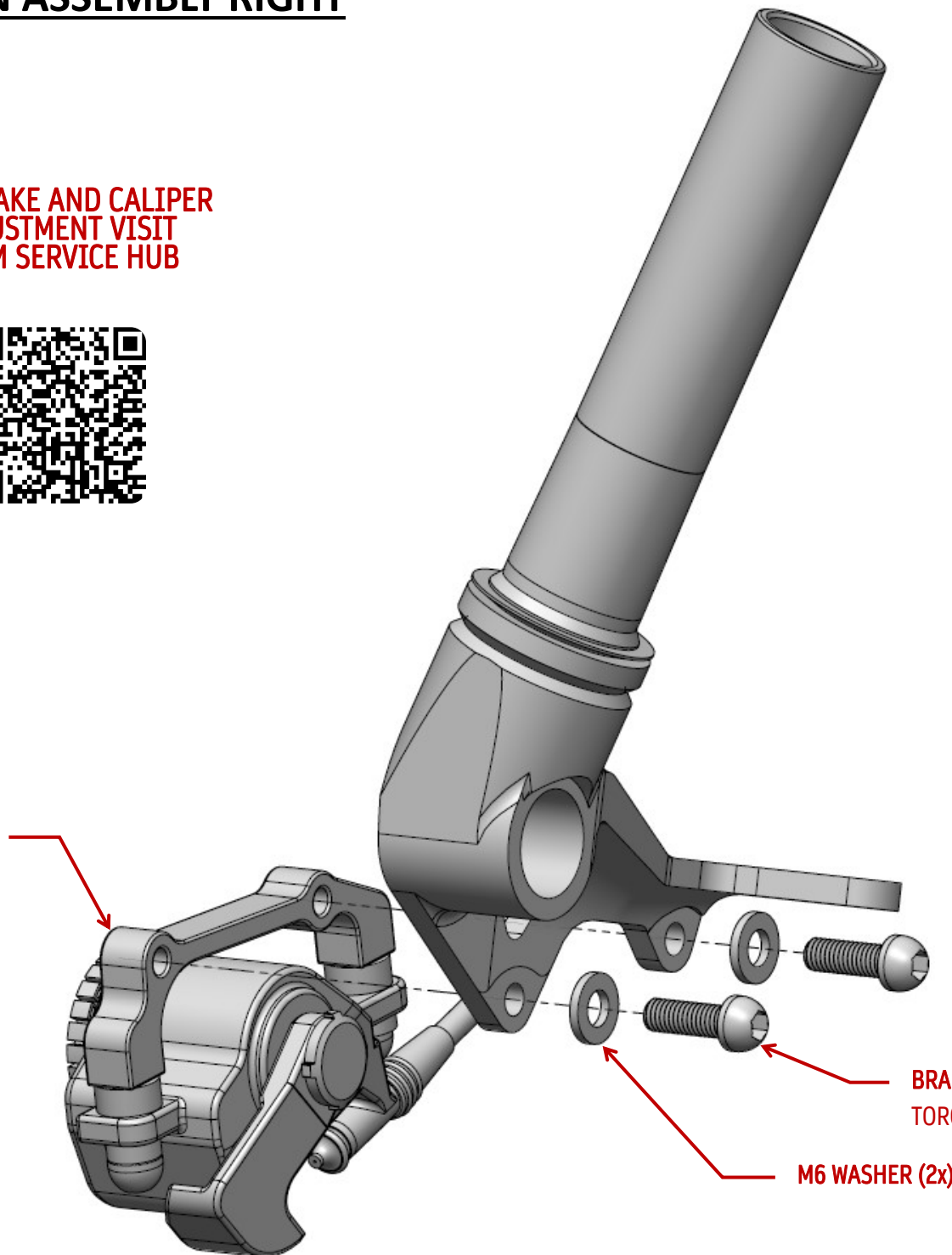


RIGID SPINDLE MAIN ASSEMBLY RIGHT

FOR BRAKE AND CALIPER
ADJUSTMENT VISIT
SRAM SERVICE HUB



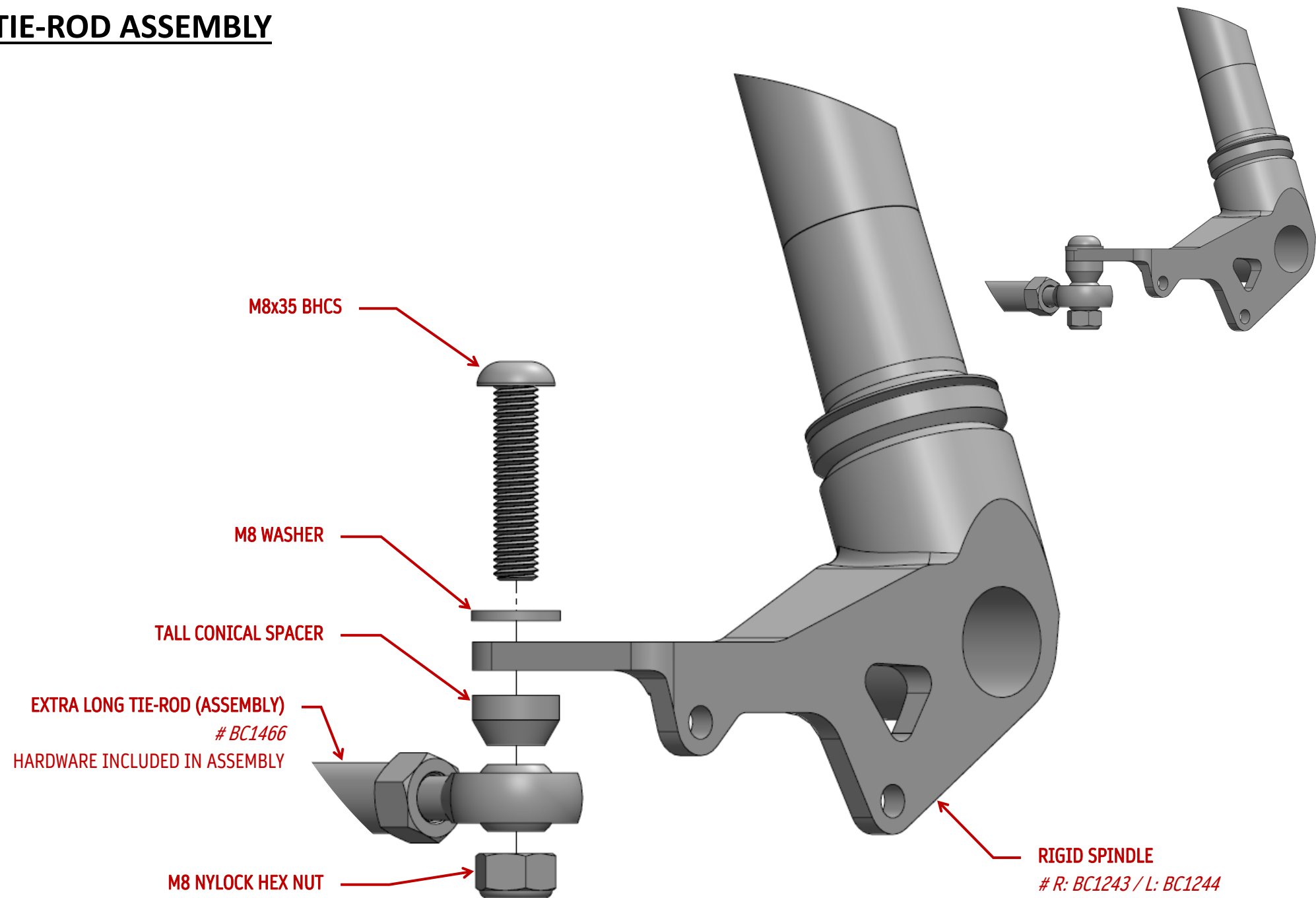
SRAM BB7 FRONT BRAKES
20MM IS MOUNT FOR 160MM ROTOR
TORQUE BOLTS TO 10Nm (88IN·LBS)



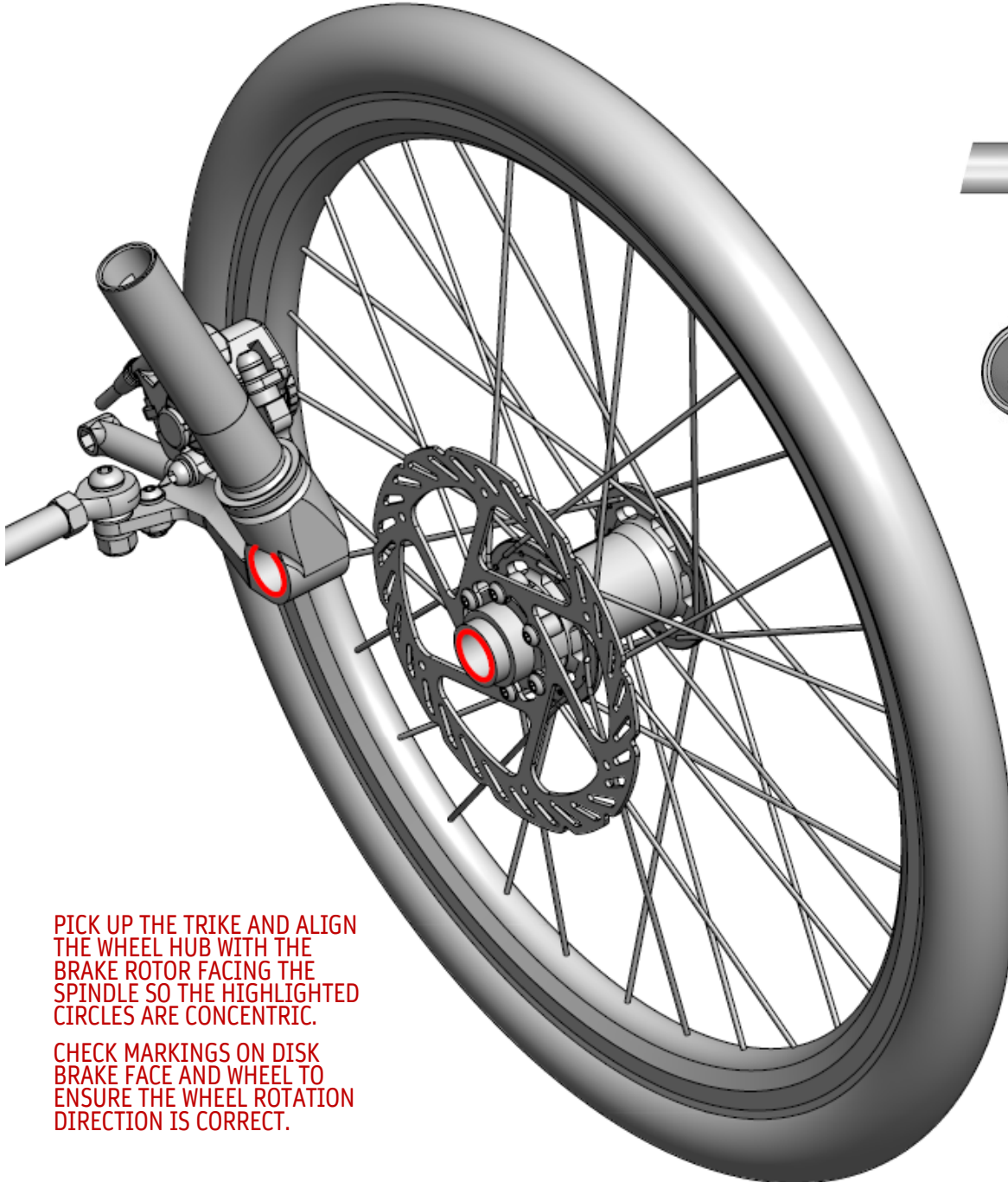
BRAKE MOUNT BOLTS (2x)
TORQUE 10Nm (88IN·LBS)

M6 WASHER (2x)

TIE-ROD ASSEMBLY

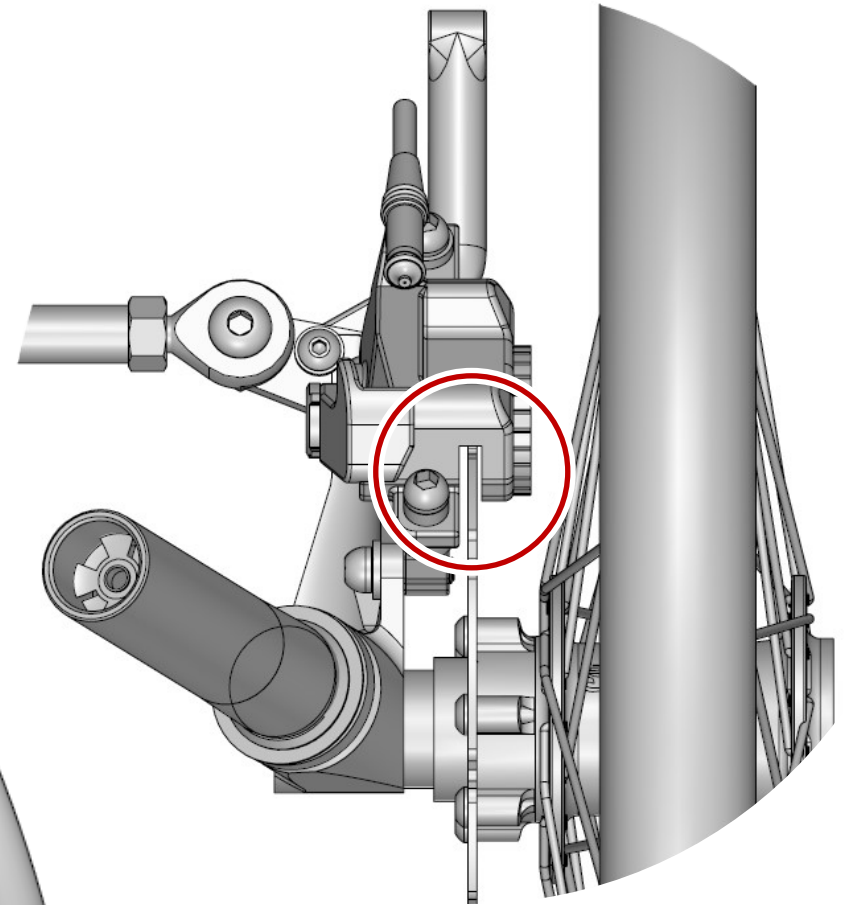


WHEEL INSTALL STEP 1



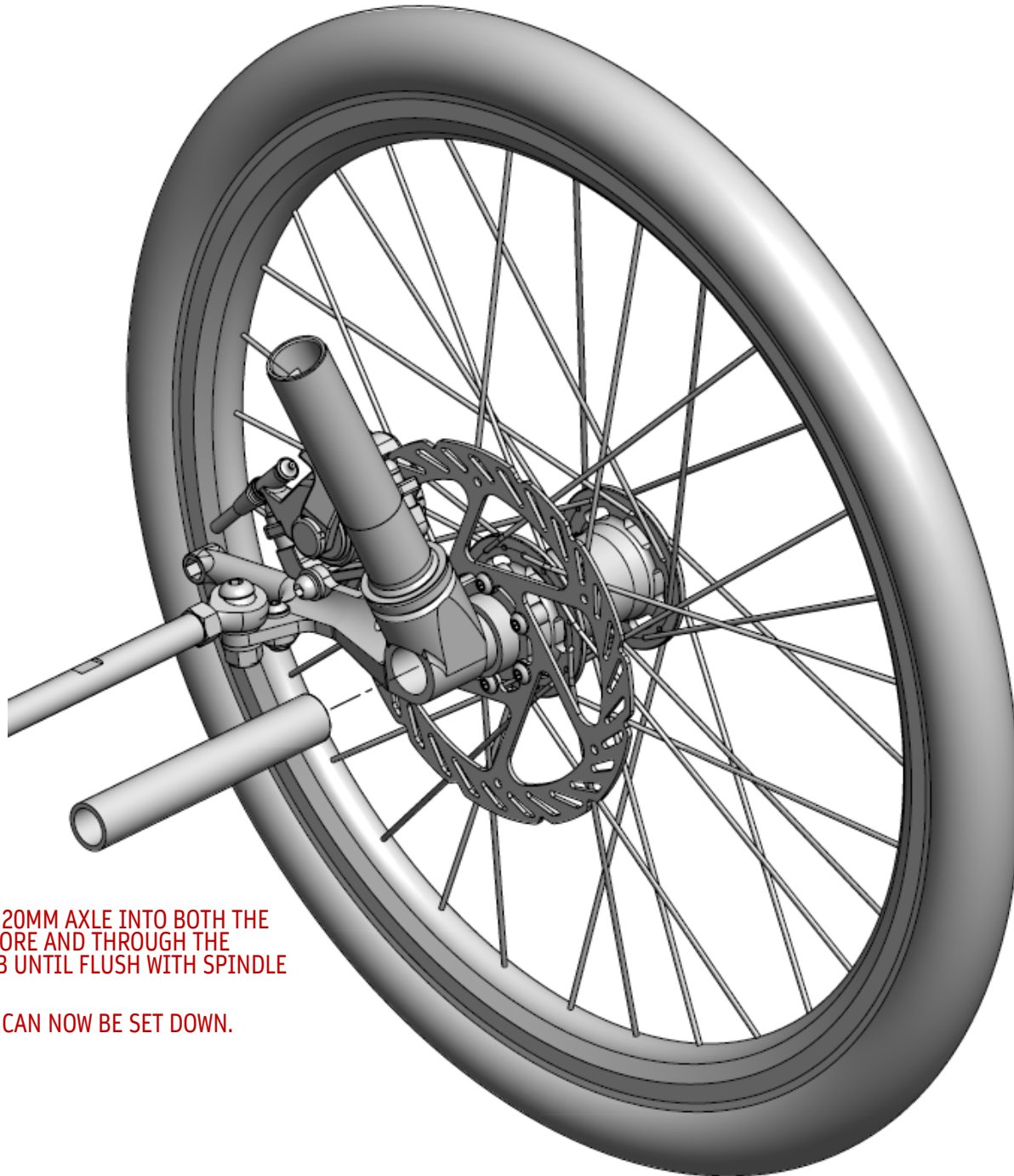
PICK UP THE TRIKE AND ALIGN THE WHEEL HUB WITH THE BRAKE ROTOR FACING THE SPINDLE SO THE HIGHLIGHTED CIRCLES ARE CONCENTRIC.

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



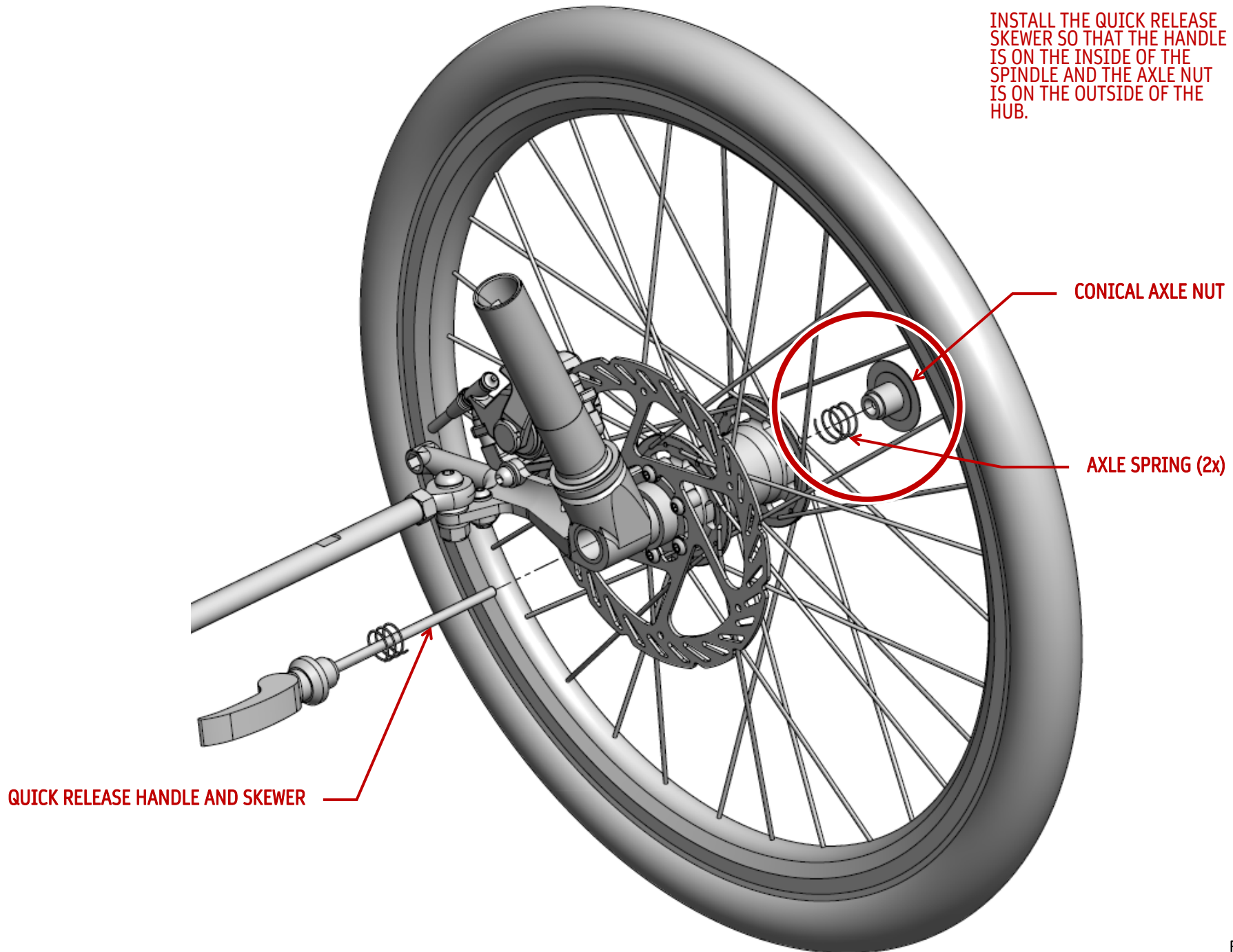
SLIDE THE 20MM AXLE INTO BOTH THE
SPINDLE BORE AND THROUGH THE
WHEEL HUB UNTIL FLUSH WITH SPINDLE
SURFACE.

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.

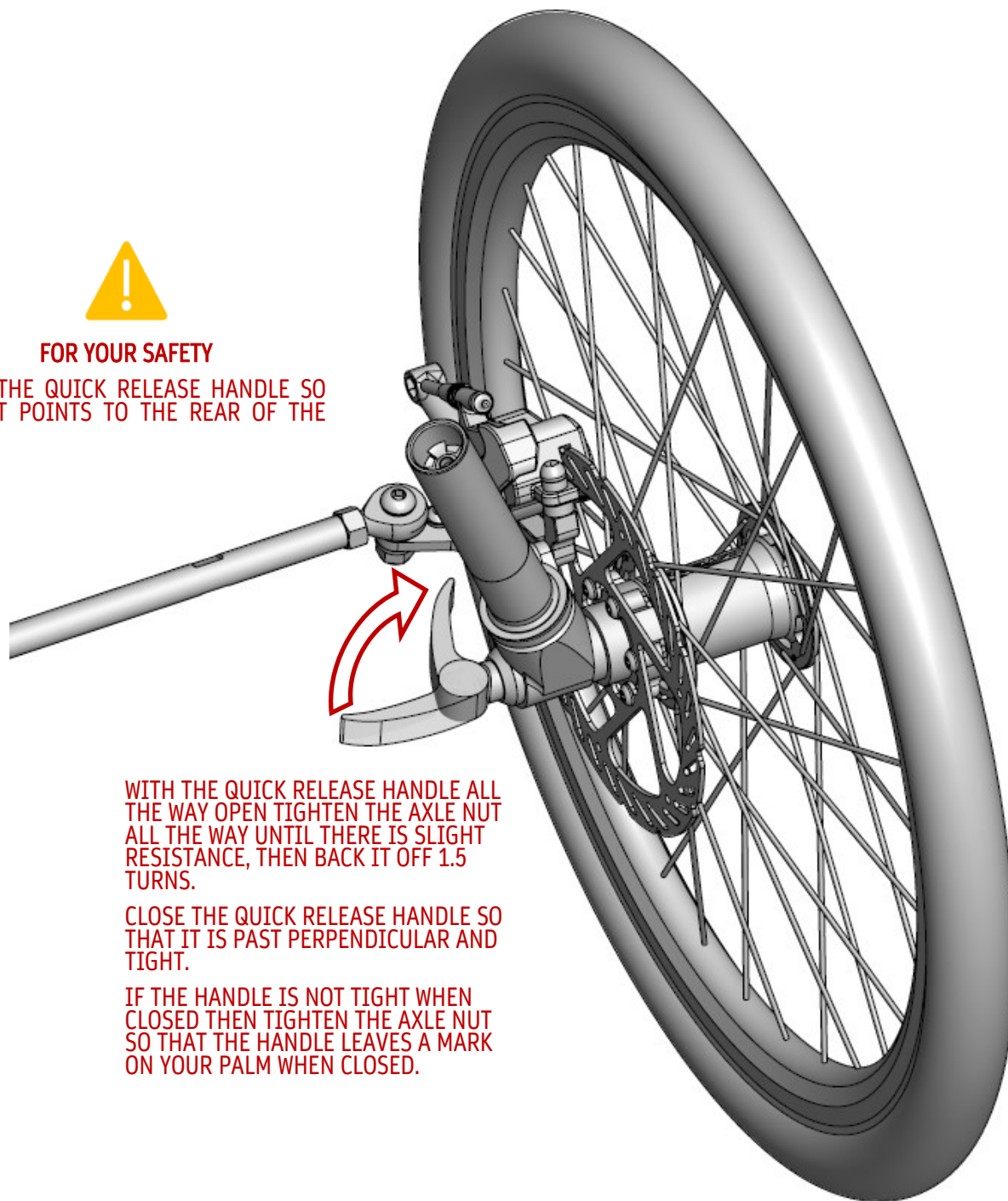


WHEEL INSTALL STEP 4



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.

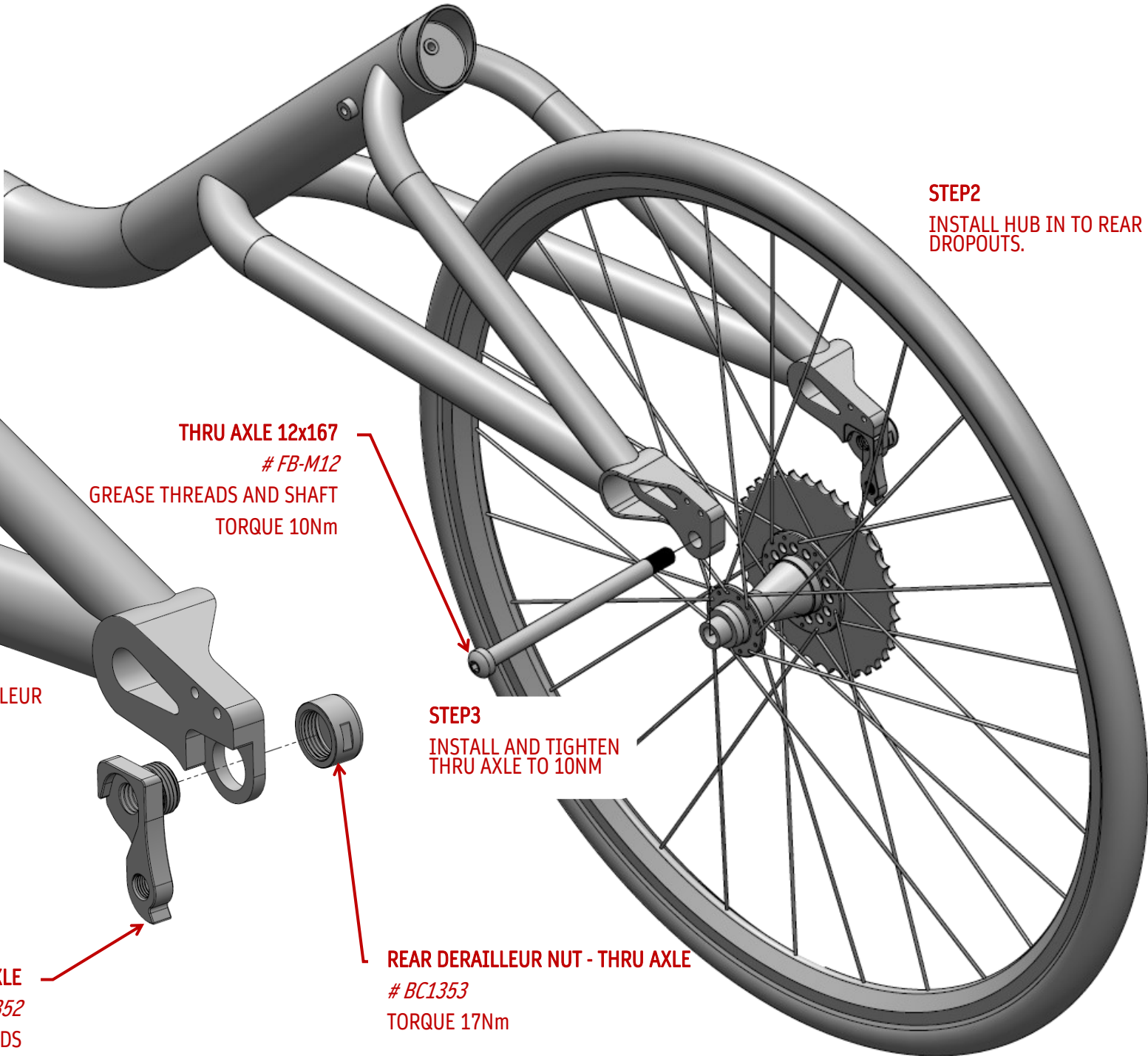
IF THE HANDLE IS NOT TIGHT WHEN CLOSED THEN TIGHTEN THE AXLE NUT SO THAT THE HANDLE LEAVES A MARK ON YOUR PALM WHEN CLOSED.

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

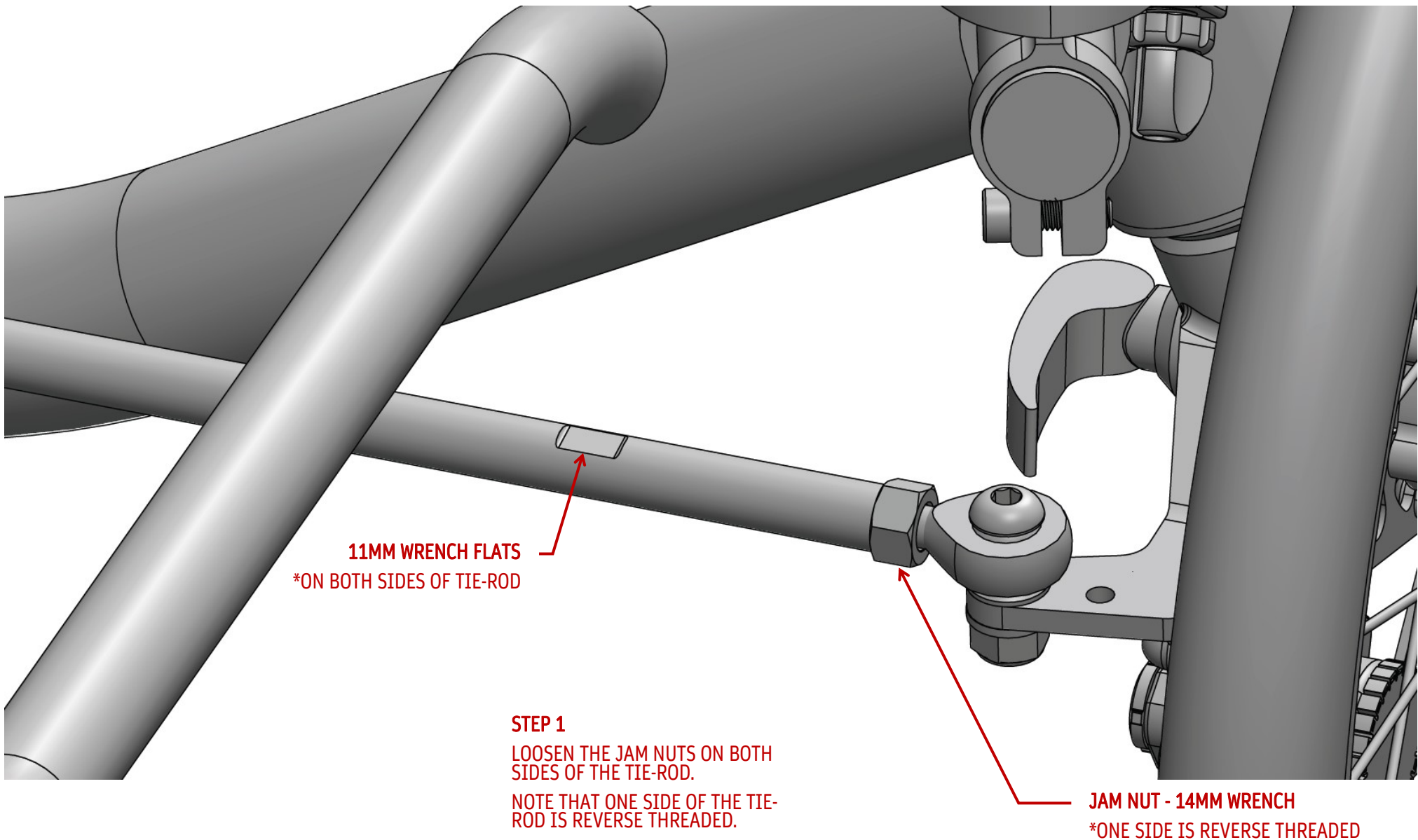
STEP1
INSTALL DERAILEUR HANGER.

STEP3
INSTALL AND TIGHTEN THRU AXLE TO 10NM

REAR DERAILEUR HANGER - THRU AXLE
BC1352
GREASE THREADS

REAR DERAILEUR NUT - THRU AXLE
BC1353
TORQUE 17Nm

TIE-ROD ADJUSTMENT

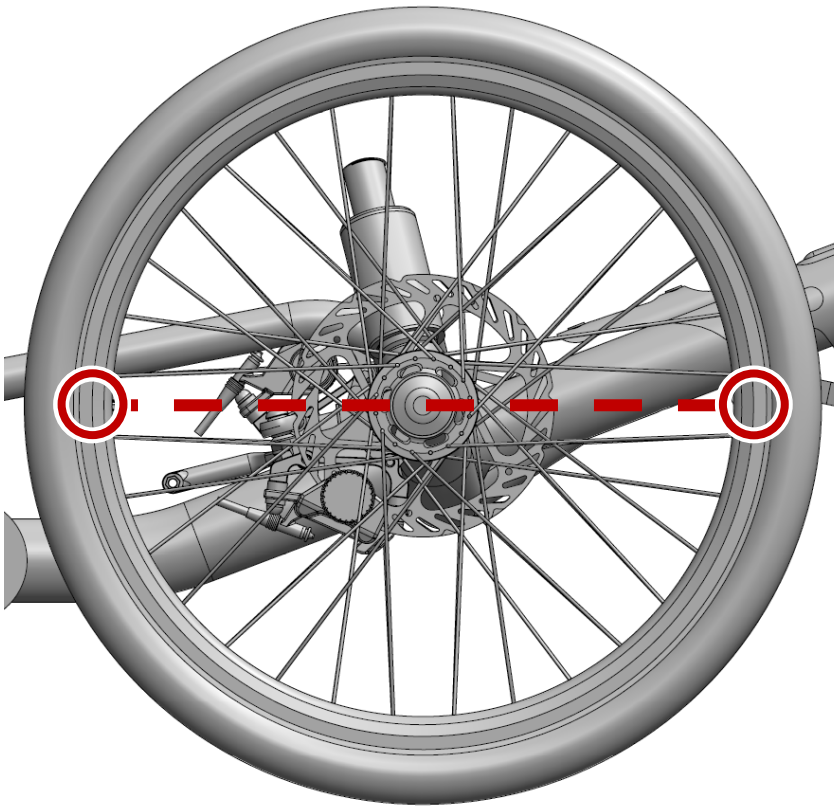


TIE-ROD ADJUSTMENT CONTINUED

STEP 2

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

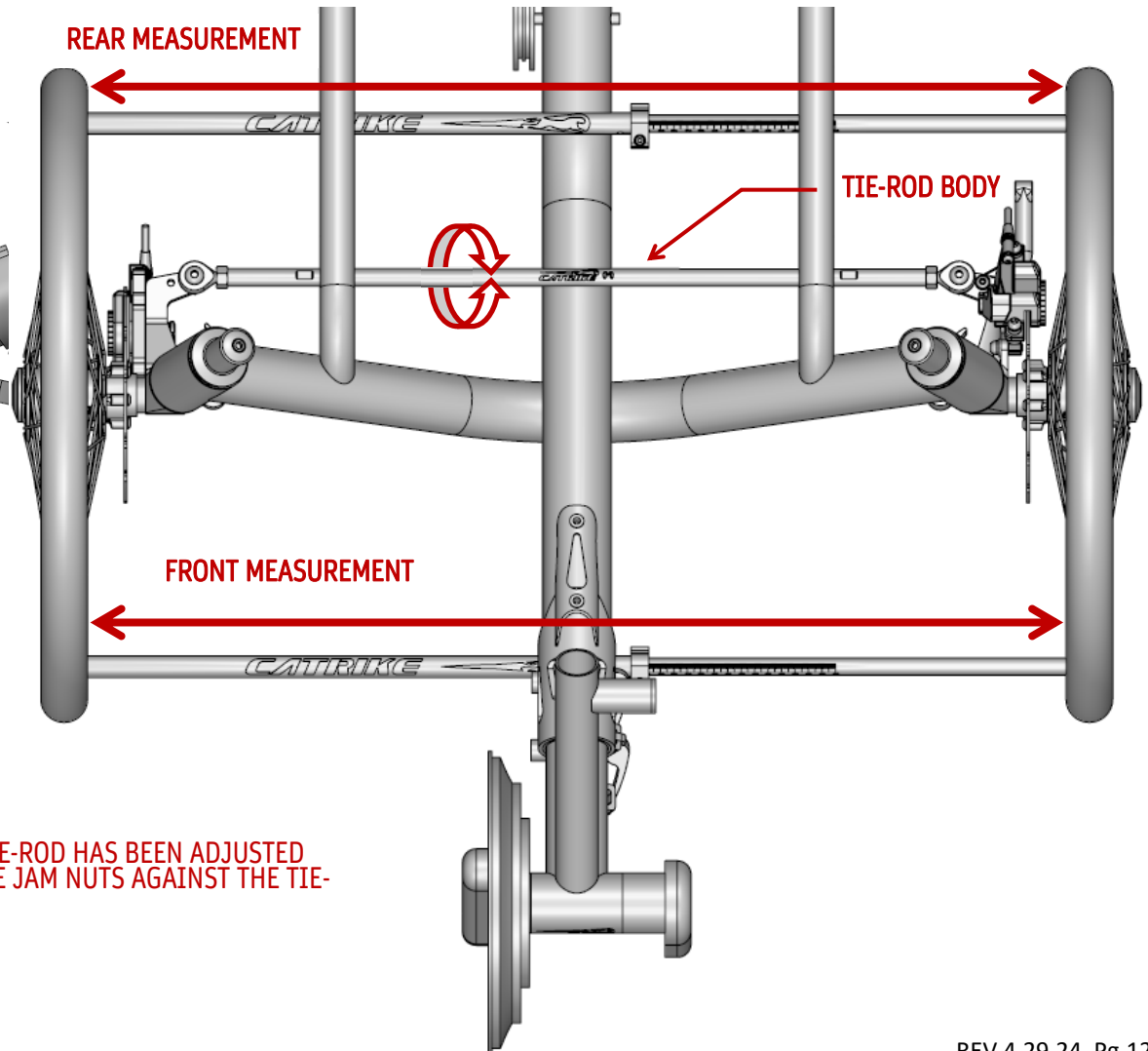
COMPARE THE MEASUREMENTS FROM BOTH POINTS.



STEP 3

USING THE MEASUREMENTS TAKEN FROM THE PREVIOUS STEP, ADJUST THE TIE-ROD BY SPINNING THE MAIN BODY SO THAT THE WHEELS ARE TOED-IN A MAXIMUM OF 0-2MM.

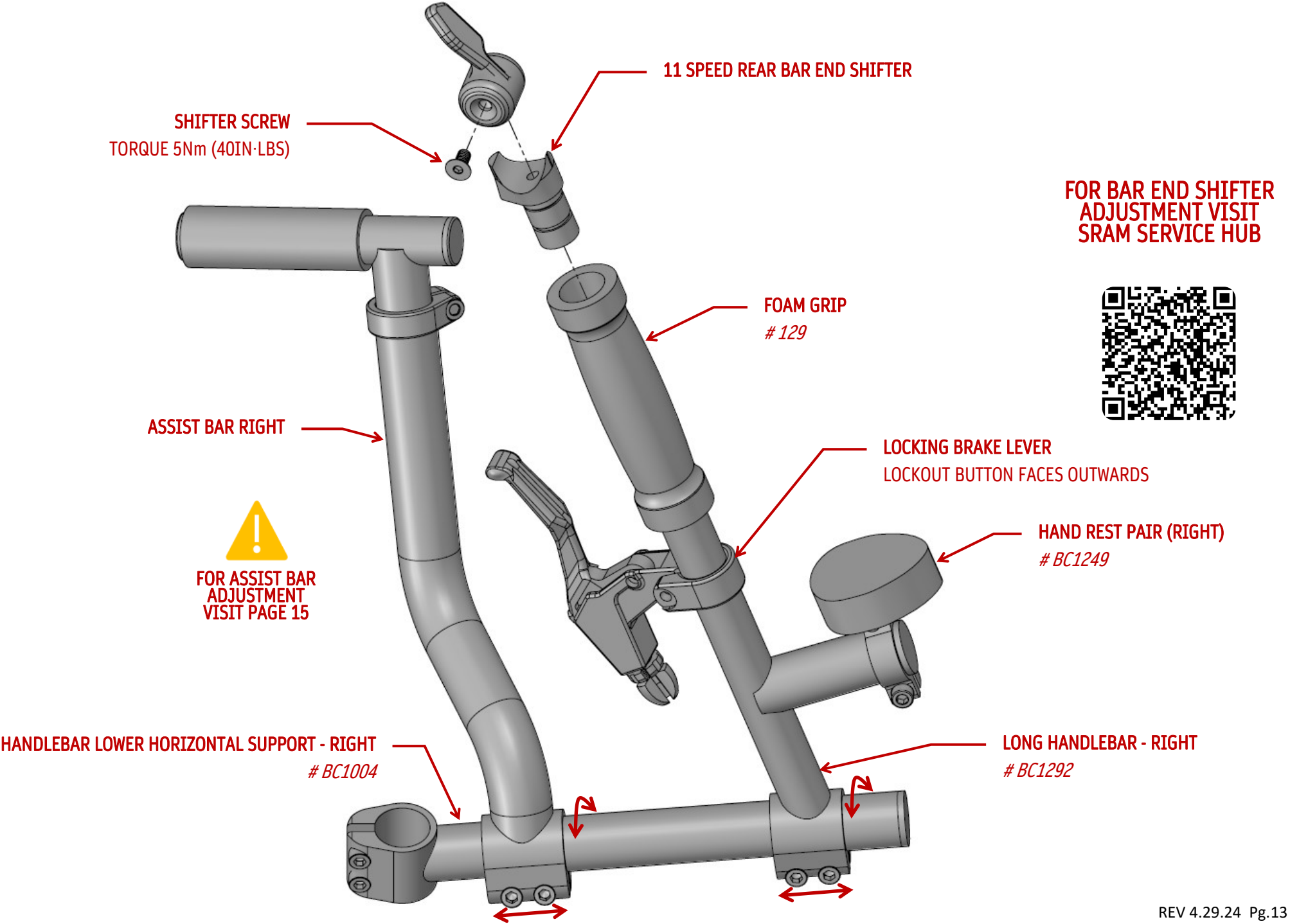
IN OTHER WORDS THE MEASUREMENT FROM THE FRONT SHOULD BE 0-2MM SMALLER THAN THE MEASUREMENT TAKEN FROM THE REAR OF THE RIM



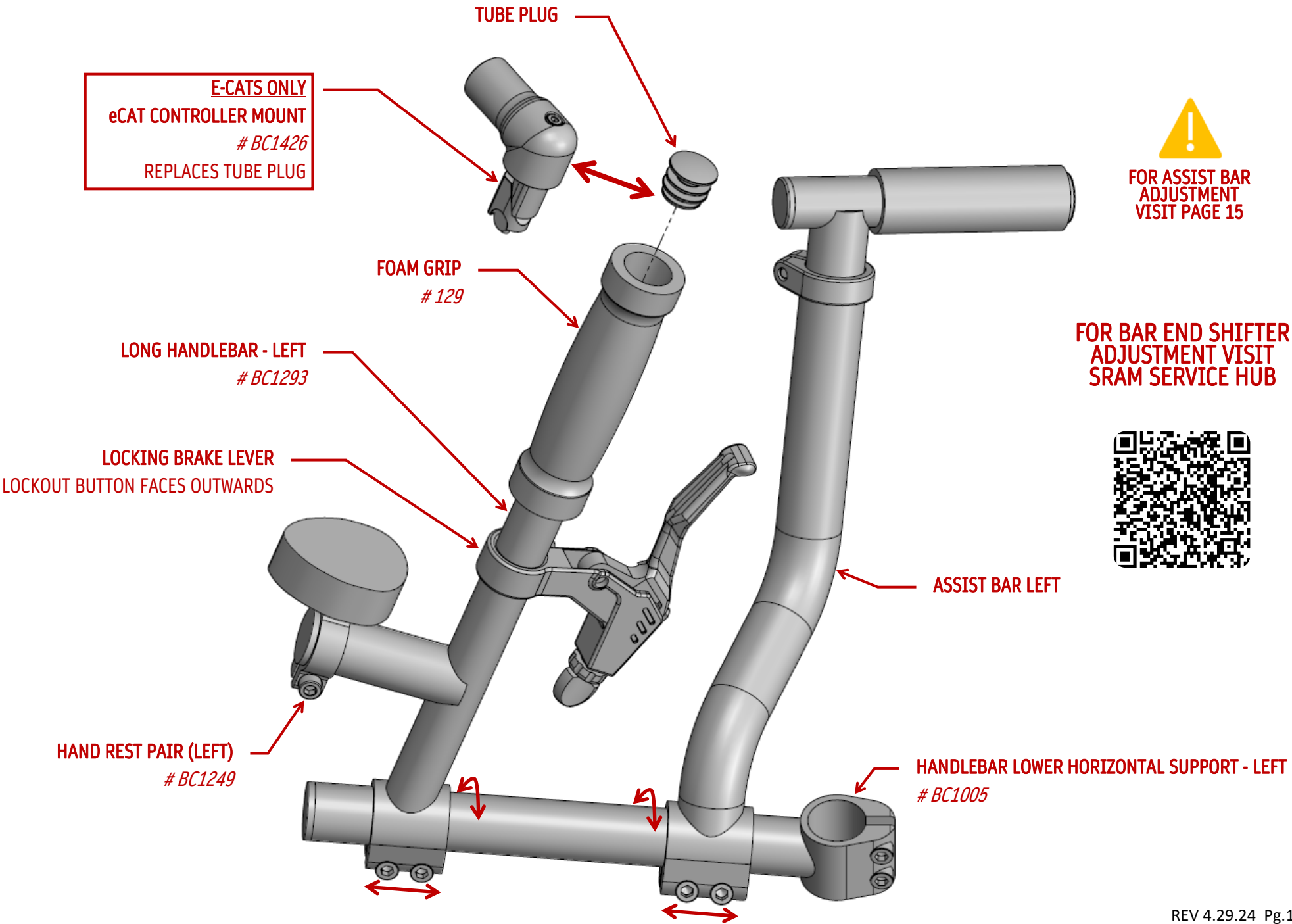
STEP 4

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

TALL HANDLEBAR ASSEMBLY RIGHT



TALL HANDLEBAR ASSEMBLY LEFT

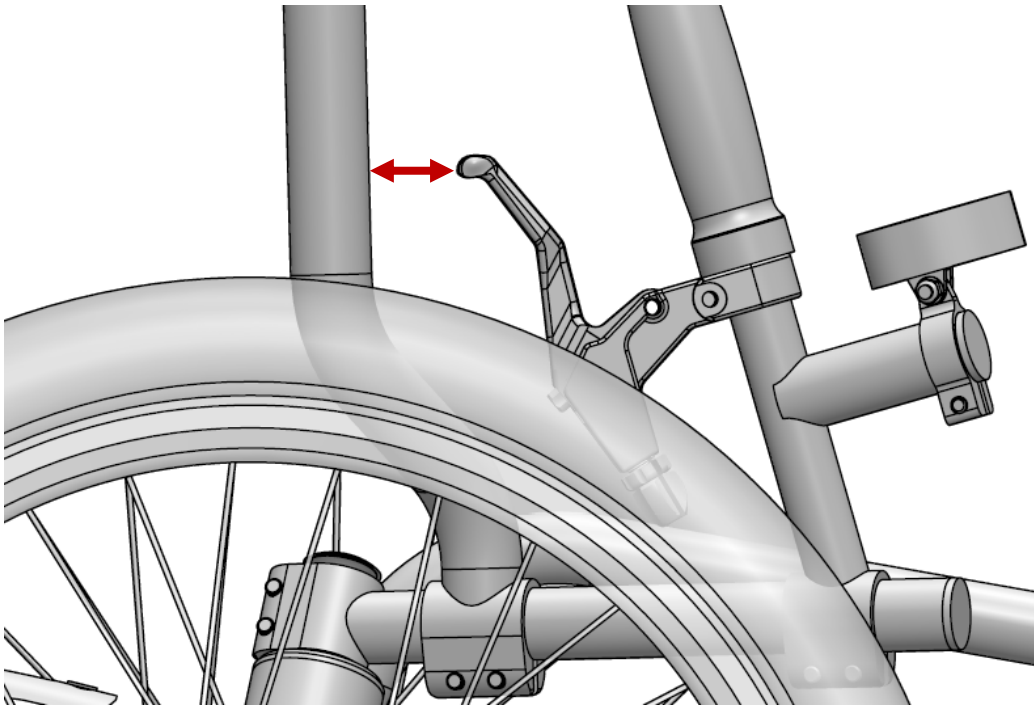



FOR ASSIST BAR
ADJUSTMENT
VISIT PAGE 15

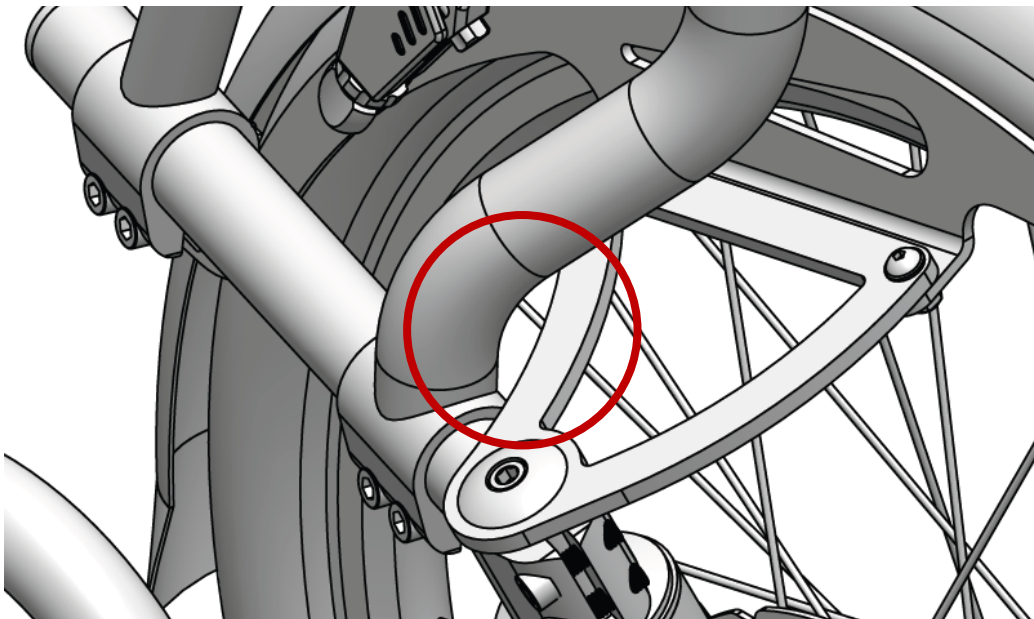
FOR BAR END SHIFTER
ADJUSTMENT VISIT
SRAM SERVICE HUB



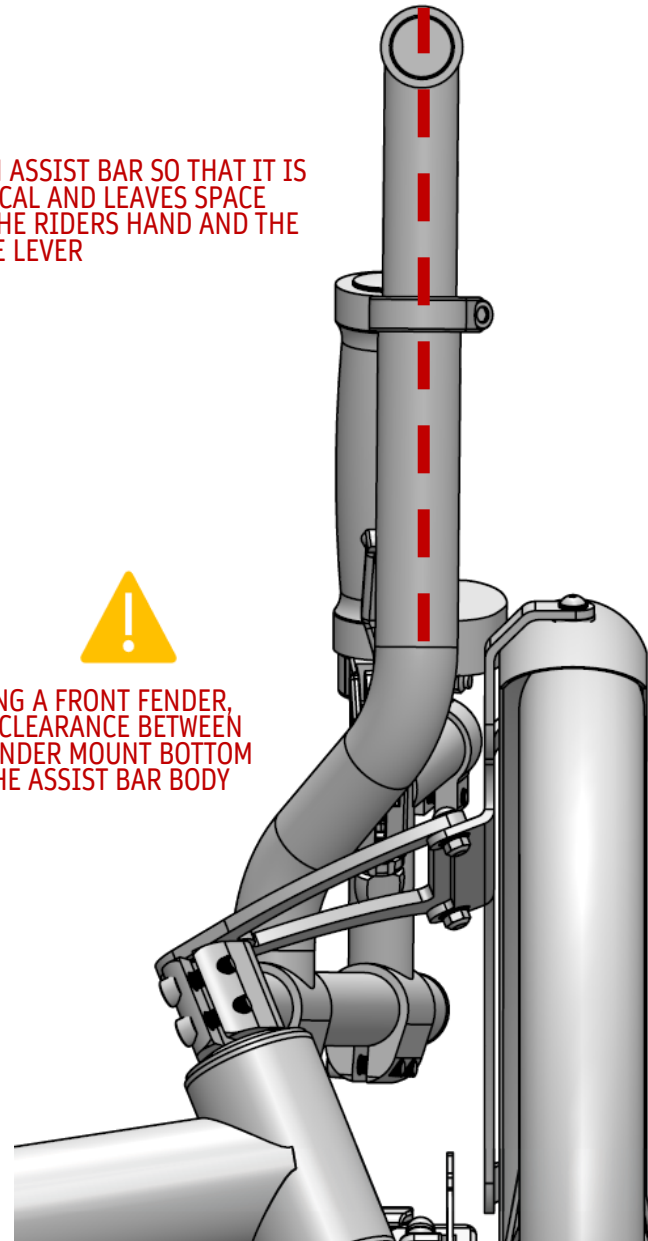
ASSIST BAR ADJUSTMENT



ALIGN ASSIST BAR SO THAT IT IS
VERTICAL AND LEAVES SPACE
FOR THE RIDER'S HAND AND THE
BRAKE LEVER



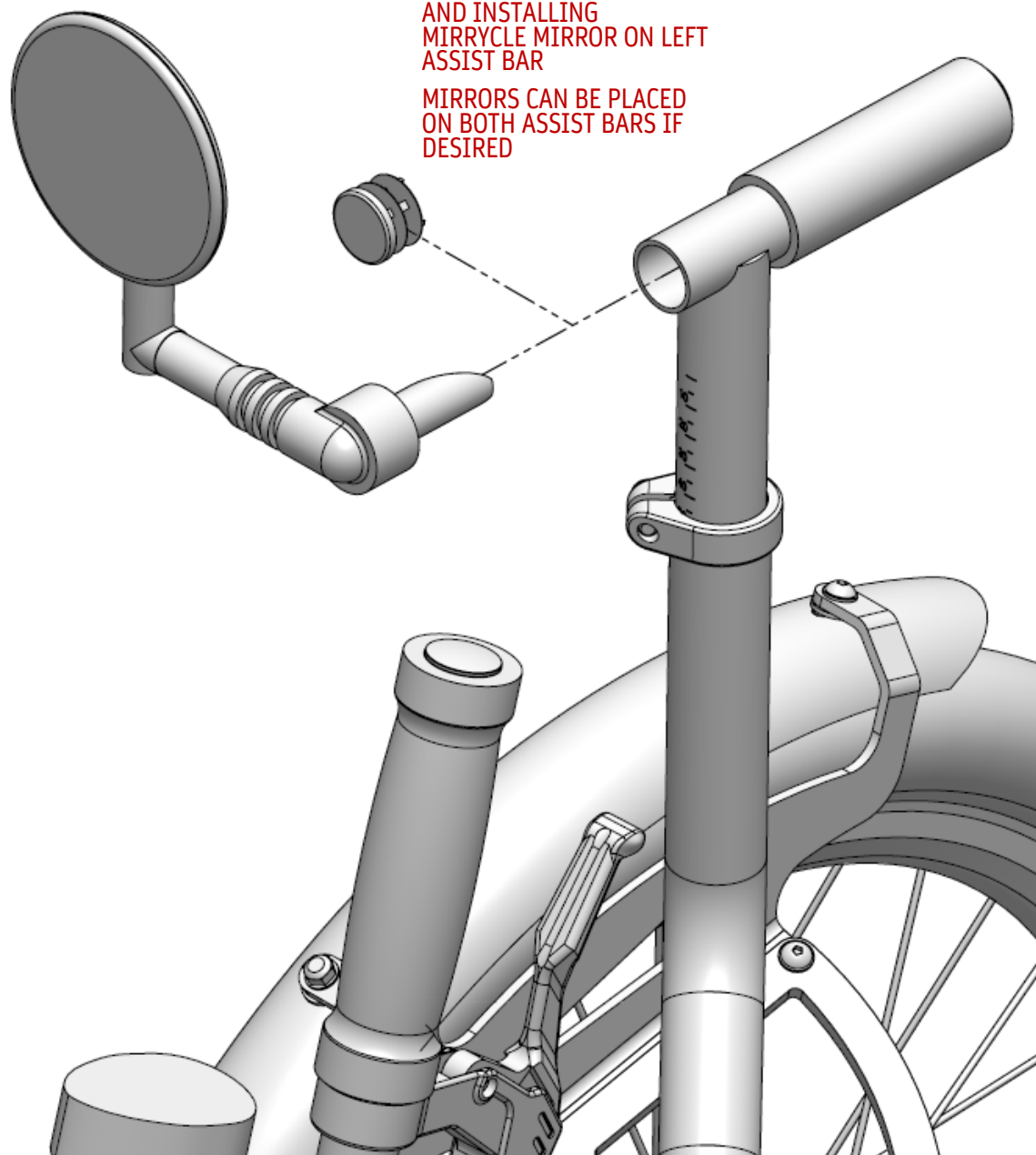
IF USING A FRONT FENDER,
LEAVE CLEARANCE BETWEEN
THE FENDER MOUNT BOTTOM
AND THE ASSIST BAR BODY



ASSIST BAR ADJUSTMENT AND MIRROR

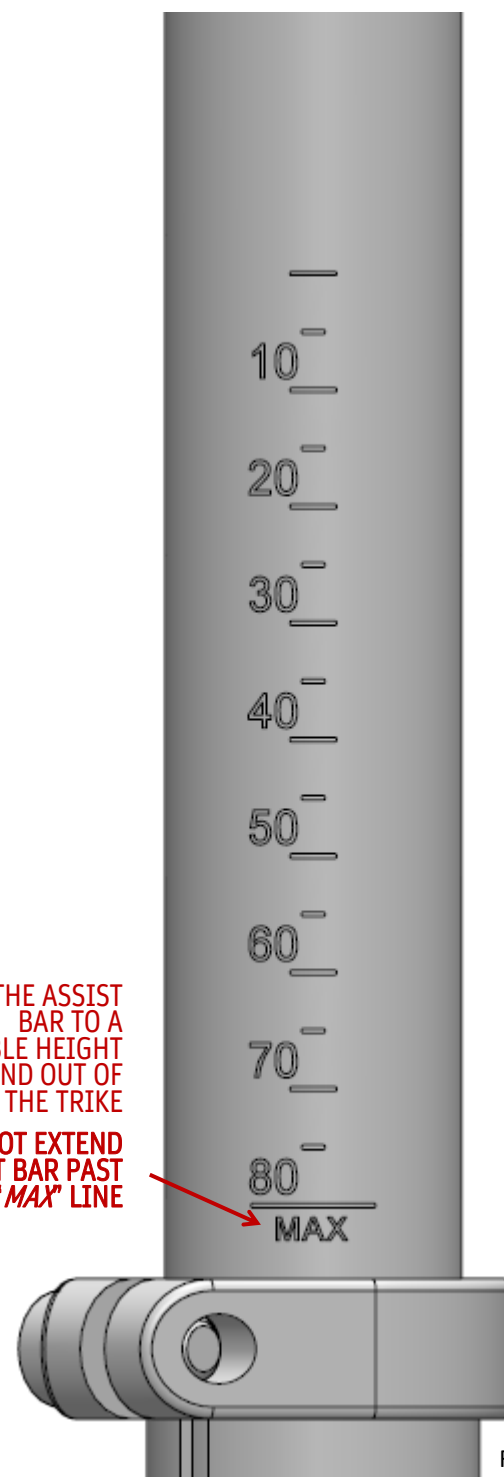
INSTALL THE MIRROR BY
REMOVING THE PLUG CAP
AND INSTALLING
MIRRYCLE MIRROR ON LEFT
ASSIST BAR

MIRRORS CAN BE PLACED
ON BOTH ASSIST BARS IF
DESIRED



ADJUST THE ASSIST
BAR TO A
COMFORTABLE HEIGHT
TO GET IN AND OUT OF
THE TRIKE

DO NOT EXTEND
ASSIST BAR PAST
"MAX" LINE



BOOM ADJUSTMENT



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

BOOM CAN BE CUT FOR SHORTER RIDERS.

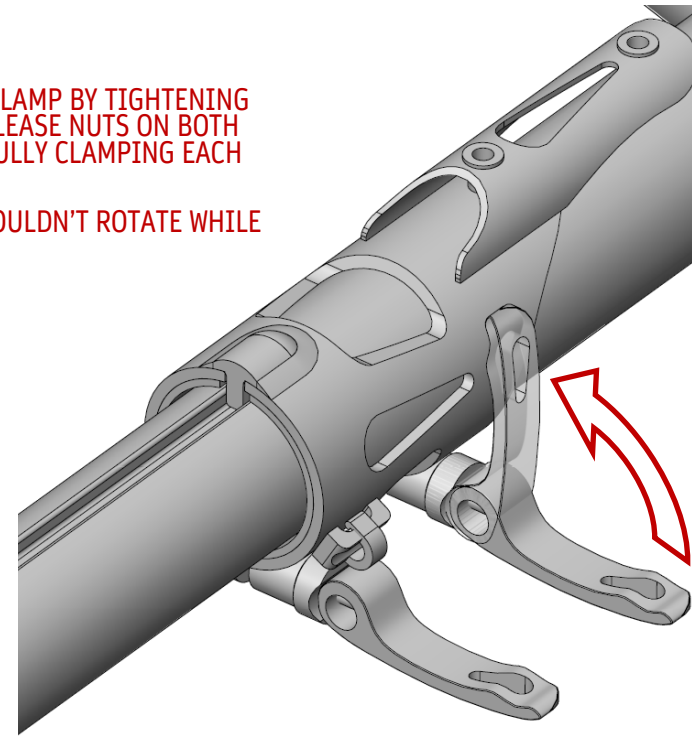


ONCE CLIPPED IN, THE EXTENDED LEG SHOULD NOW HAVE A SLIGHT BEND.

BOOM ADJUSTMENT IS UP TO RIDER PREFERENCE.

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

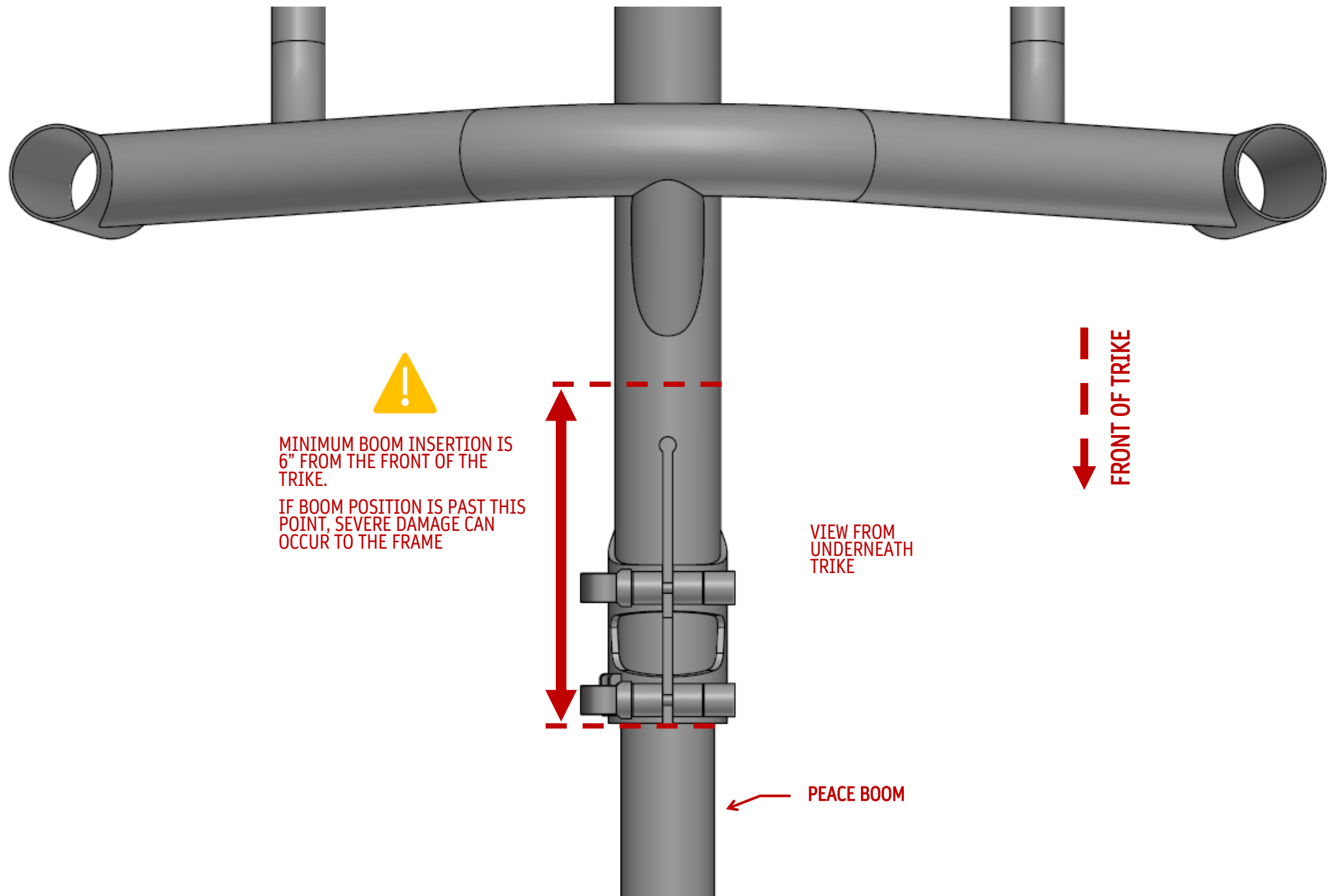
THE BOOM SHOULDN'T ROTATE WHILE PEDALING.



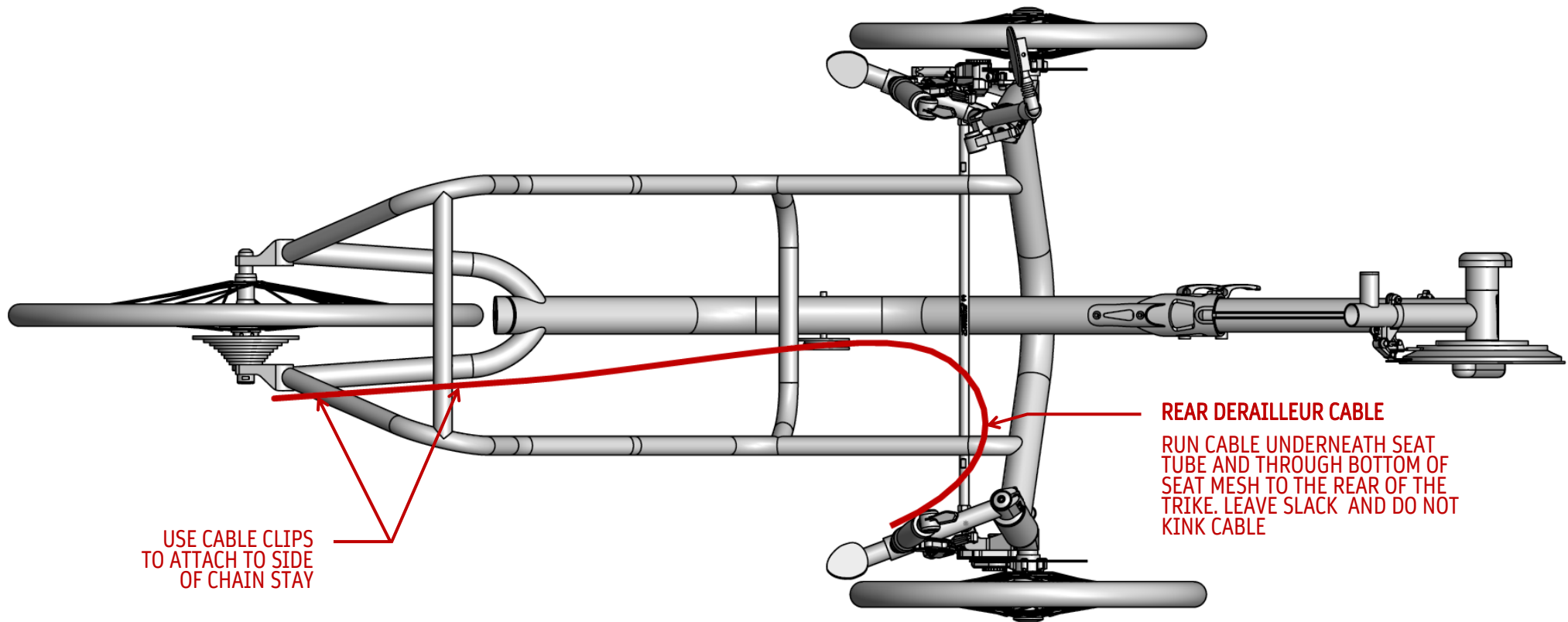
CLIPLESS SHOES ARE STRONGLY RECOMMENDED

SEE WARNING ON NEXT PAGE REGARDING MINIMUM BOOM INSERTION

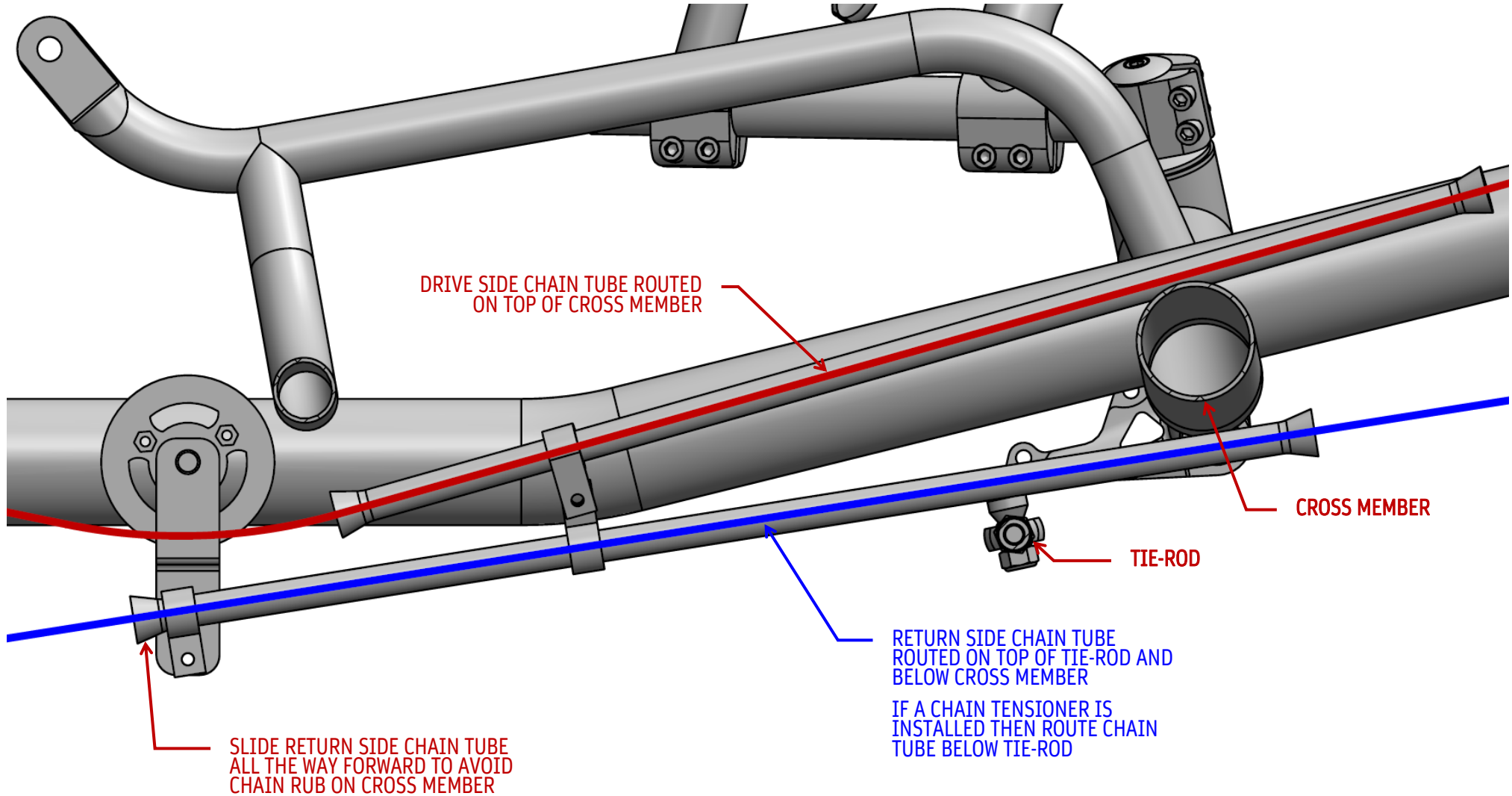
BOOM INSERTION



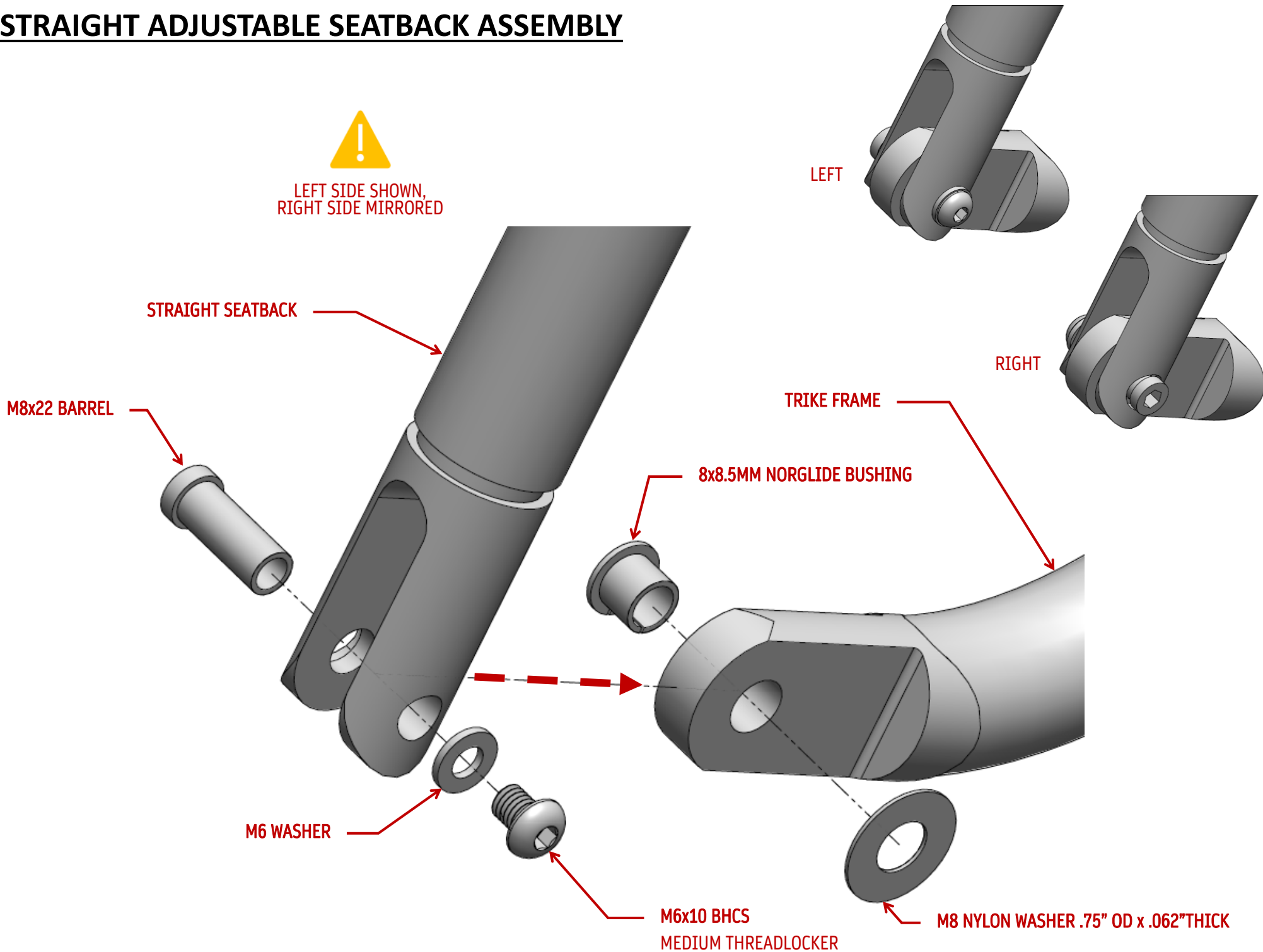
CABLE ROUTING



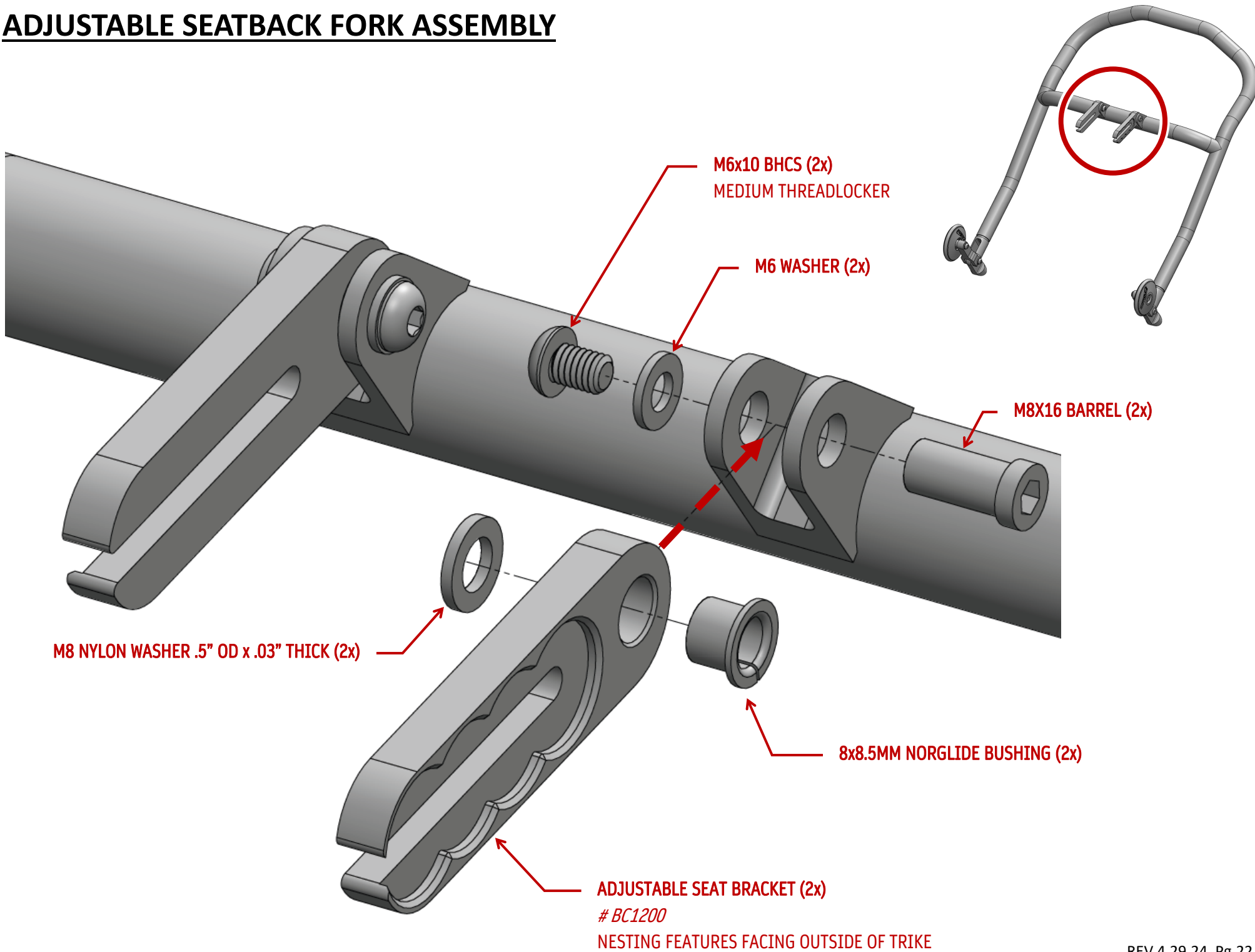
CHAIN ROUTING



STRAIGHT ADJUSTABLE SEATBACK ASSEMBLY



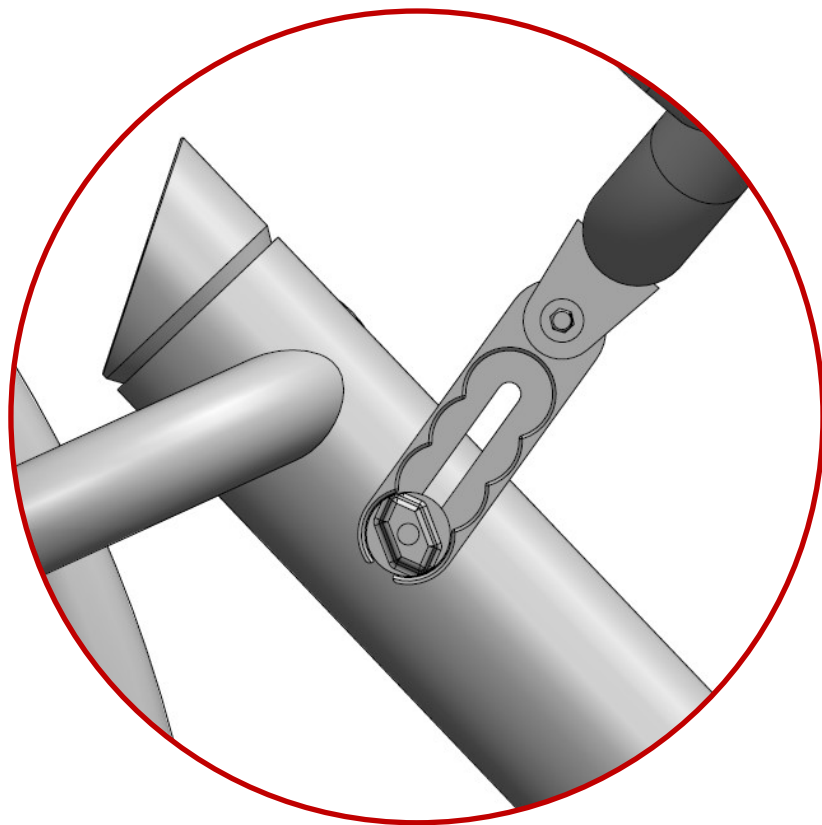
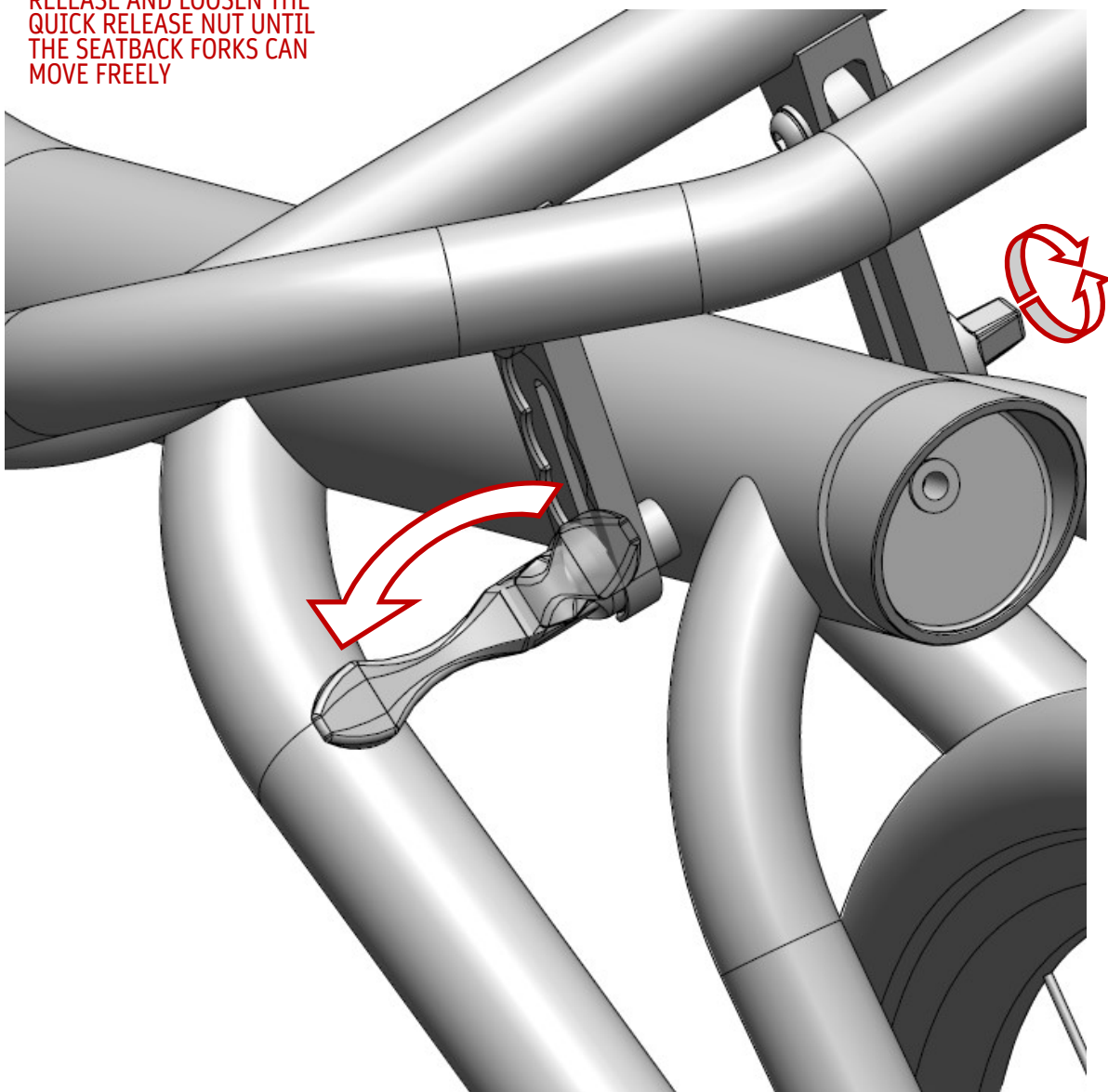
ADJUSTABLE SEATBACK FORK ASSEMBLY



ADJUSTABLE SEATBACK ADJUSTMENT

STEP1

OPEN THE SEATBACK QUICK
RELEASE AND LOOSEN THE
QUICK RELEASE NUT UNTIL
THE SEATBACK FORKS CAN
MOVE FREELY



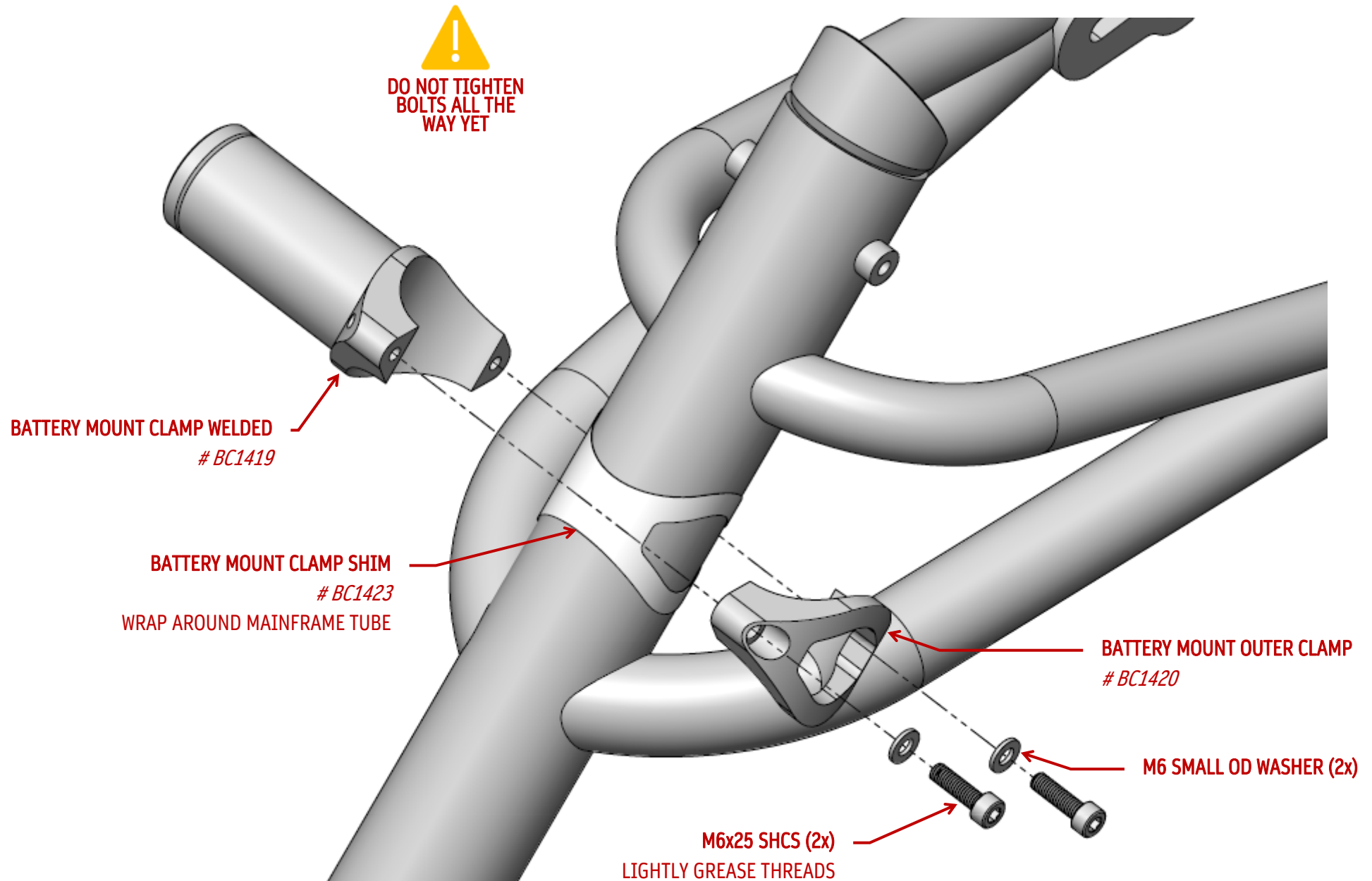
STEP2

SLIDE THE SEAT INTO ONE OF
THE FOUR POSITIONS ON THE
ADJUSTMENT FORK

STEP3

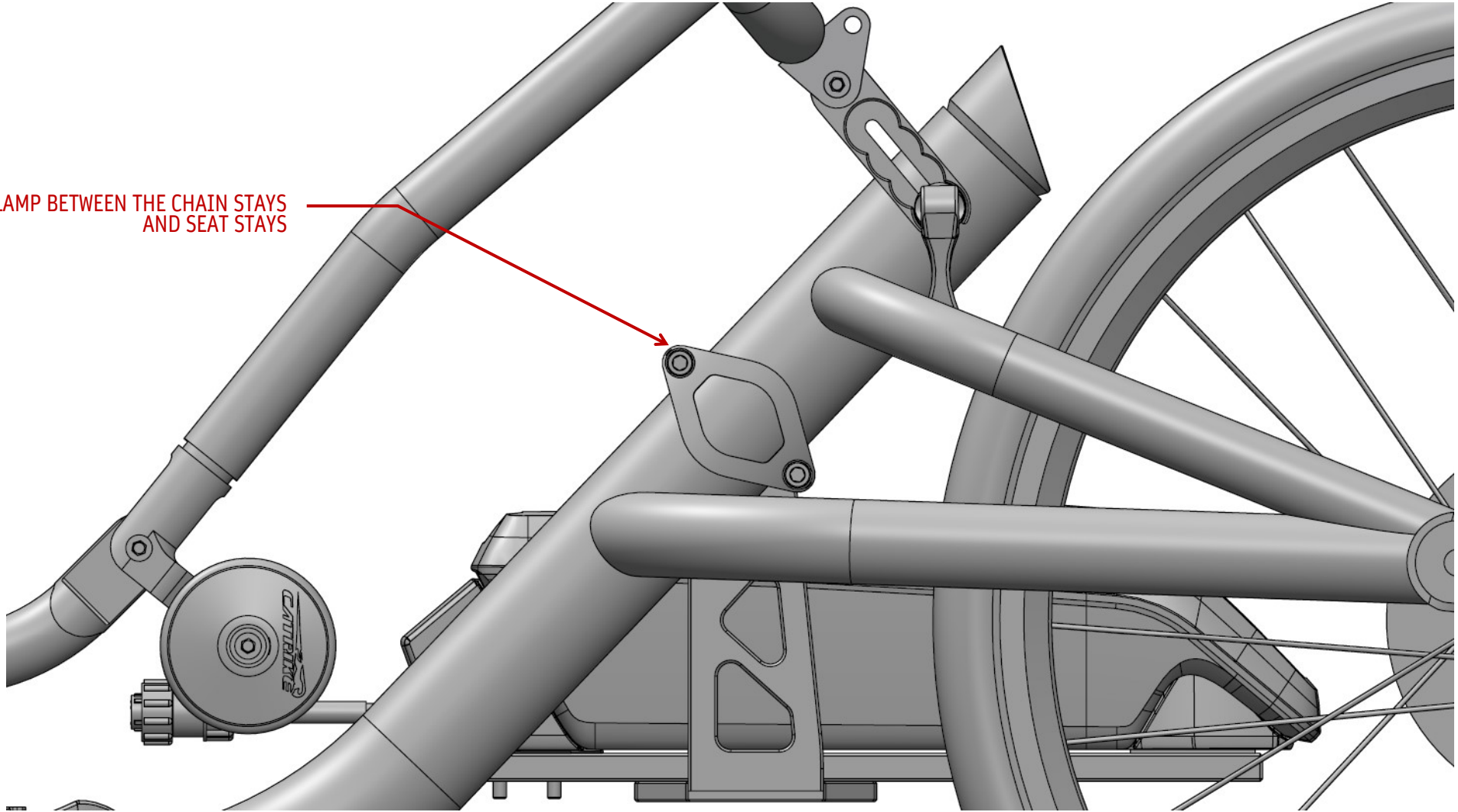
TIGHTEN QUICK RELEASE NUT SO THAT
WHEN CLOSING THE QUICK RELEASE
HANDLE THE SEATBACK DOES NOT MOVE

EKIT BATTERY CLAMP ASSEMBLY

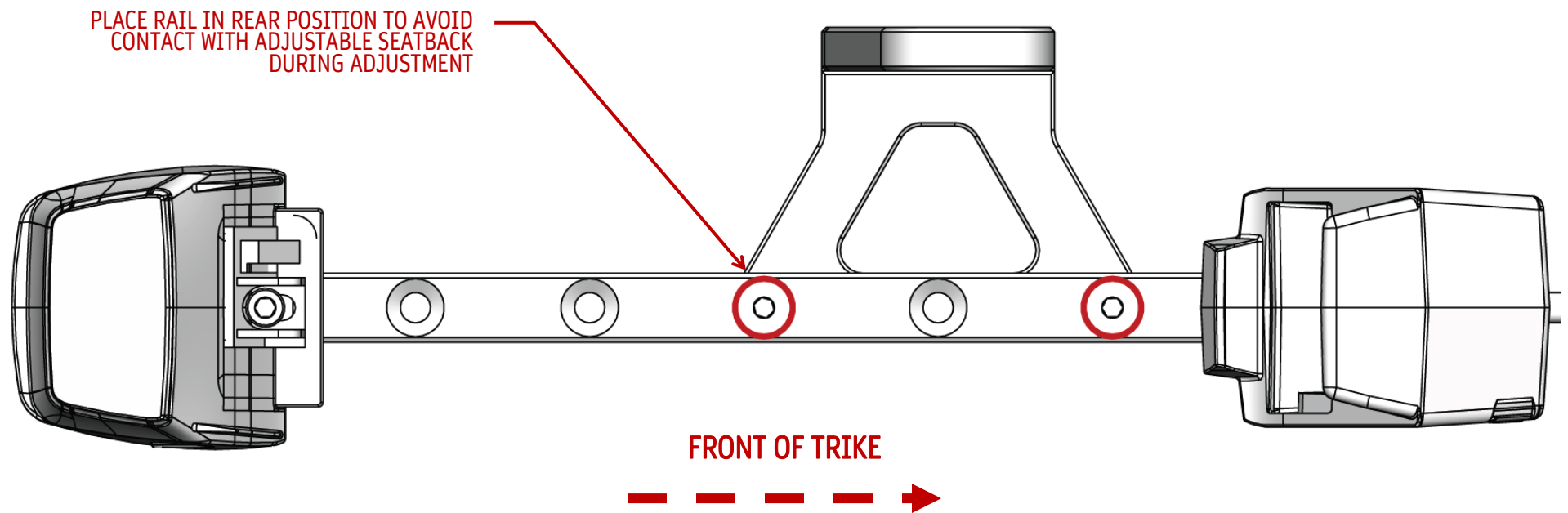


EKIT BATTERY CLAMP POSITION

PLACE CLAMP BETWEEN THE CHAIN STAYS
AND SEAT STAYS



EKIT BATTERY RAIL POSITION



EKIT BATTERY RAIL ASSEMBLY


**DO NOT TIGHTEN
BOLTS ALL THE
WAY YET UNLESS
SPECIFIED**

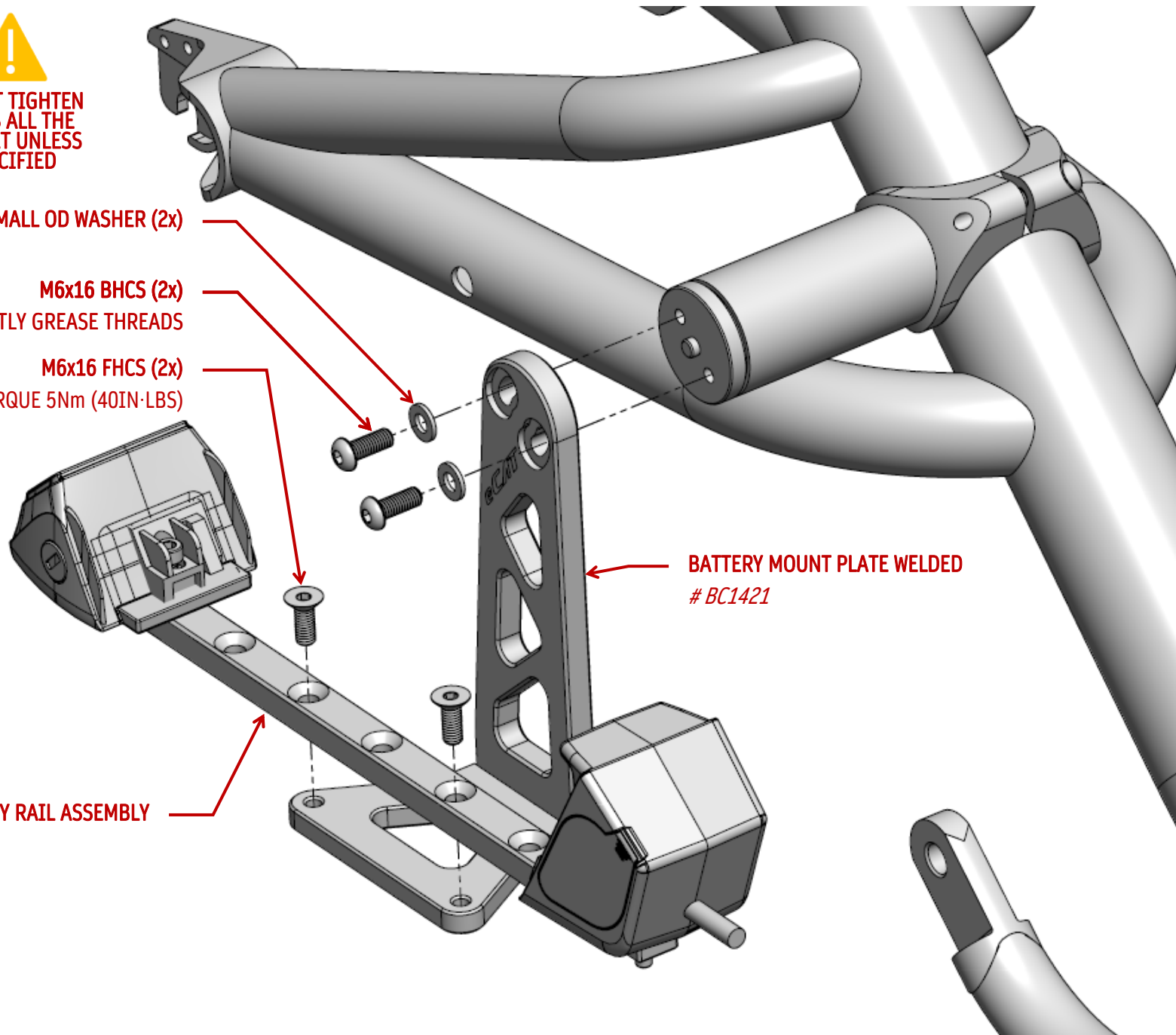
M6 SMALL OD WASHER (2x)

M6x16 BHCS (2x)
LIGHTLY GREASE THREADS

M6x16 FHCS (2x)
TORQUE 5Nm (40IN-LBS)

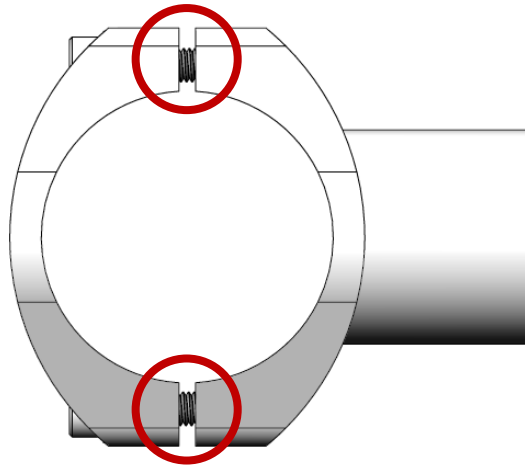
**BATTERY MOUNT PLATE WELDED
BC1421**

BATTERY RAIL ASSEMBLY

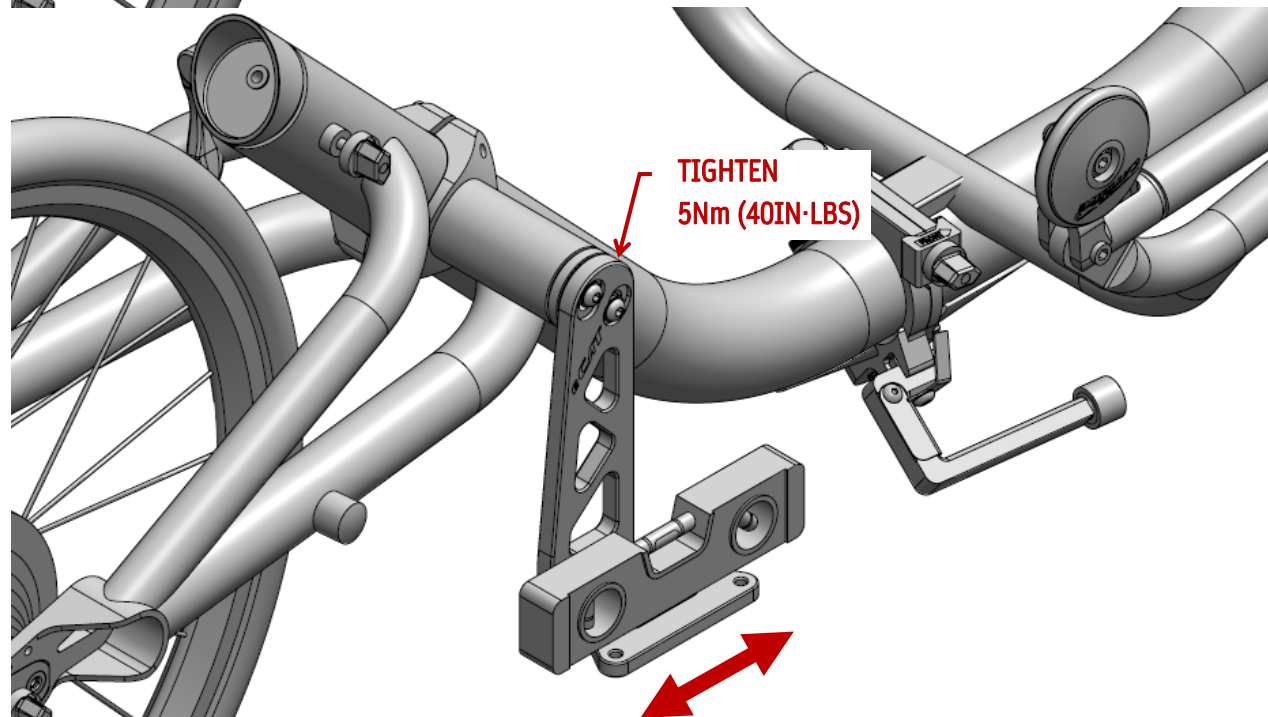
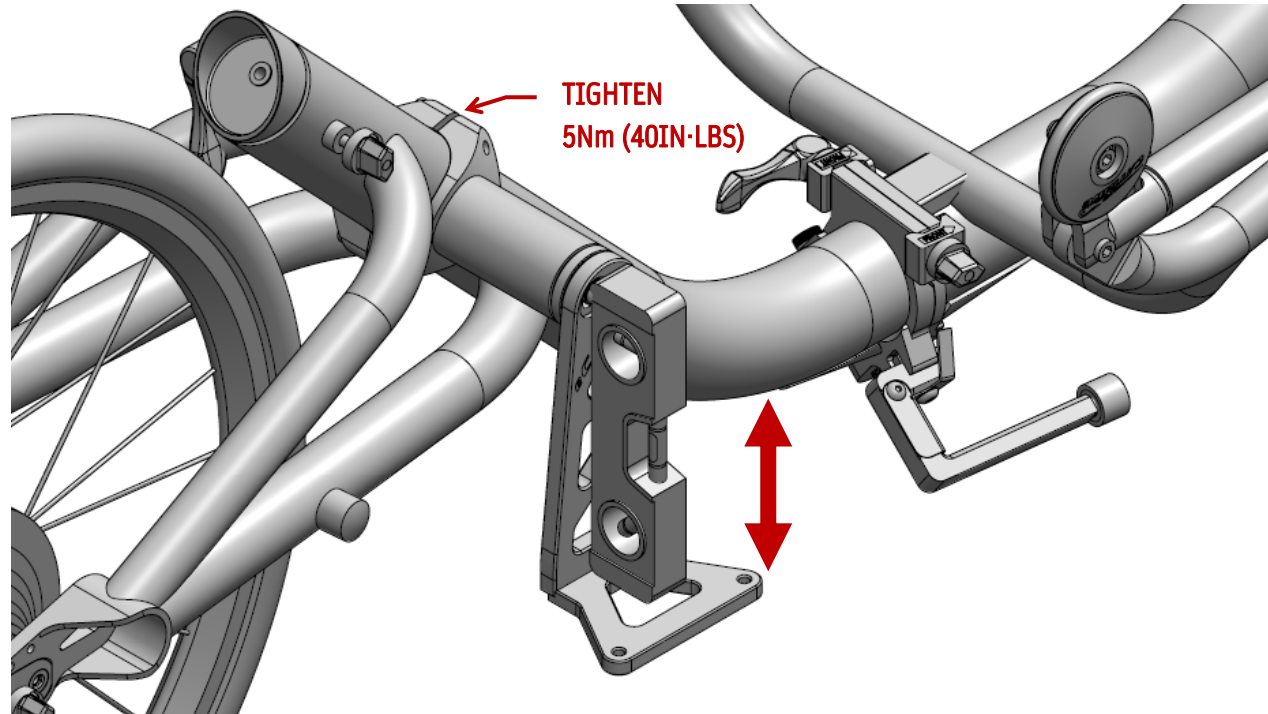


EKIT BATTERY CLAMP LEVEL

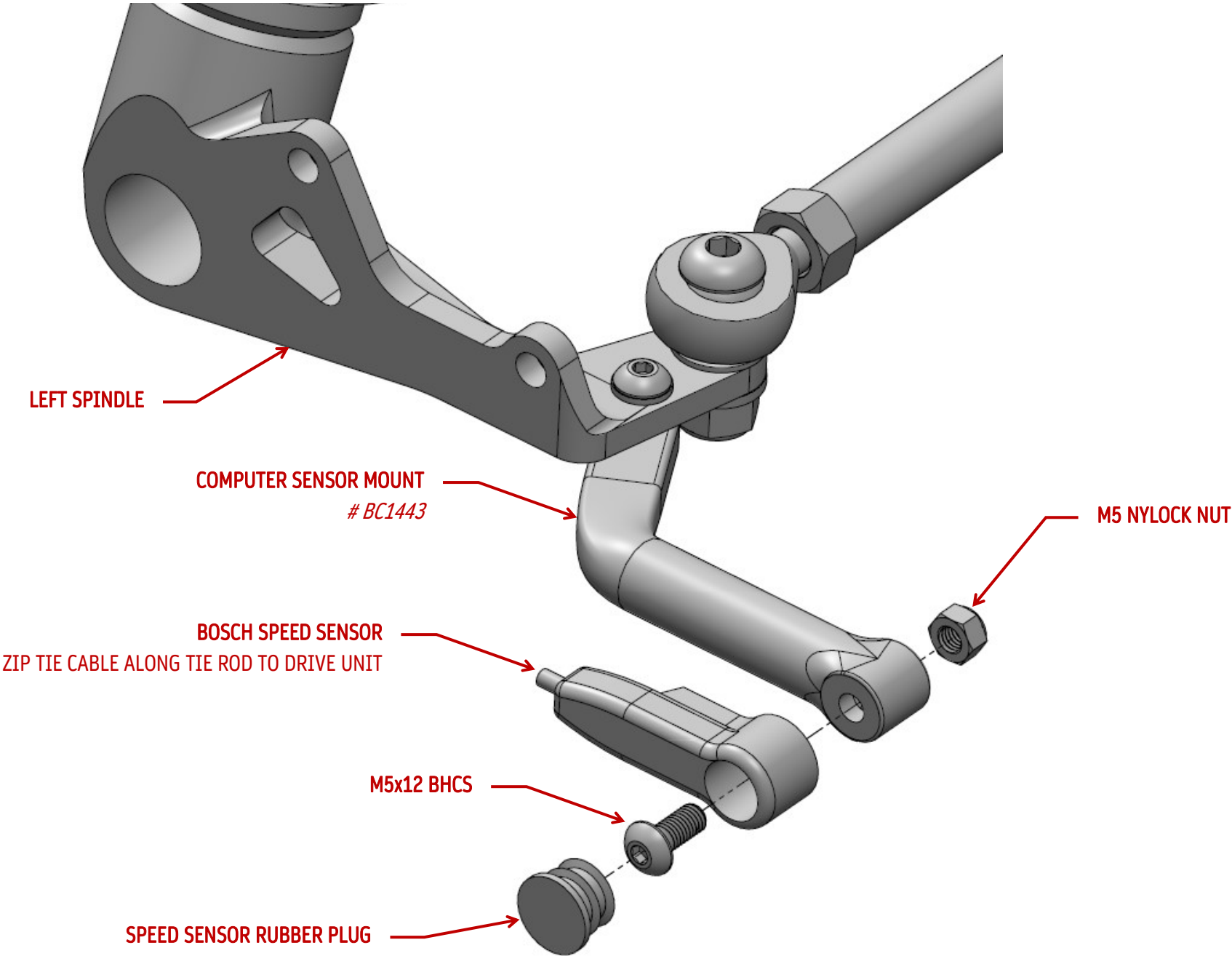
LEVEL EACH OF THE SHOWN AXIS
FOR THE BATTERY CLAMP AND
BRACKET BEFORE TIGHTENING
THE RESPECTIVE BOLTS



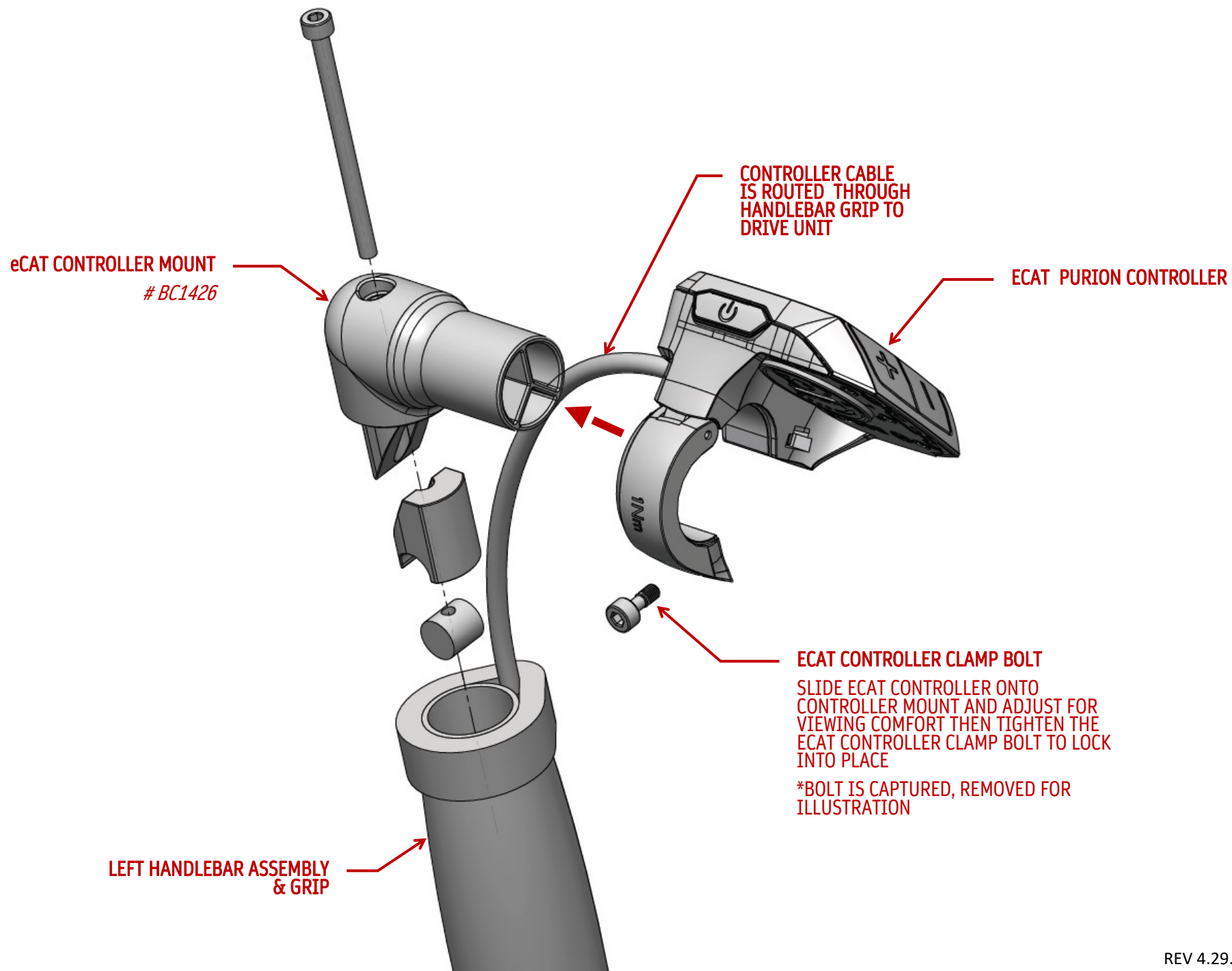
ENSURE EVEN GAP ON
CLAMP WHEN TIGHTENING



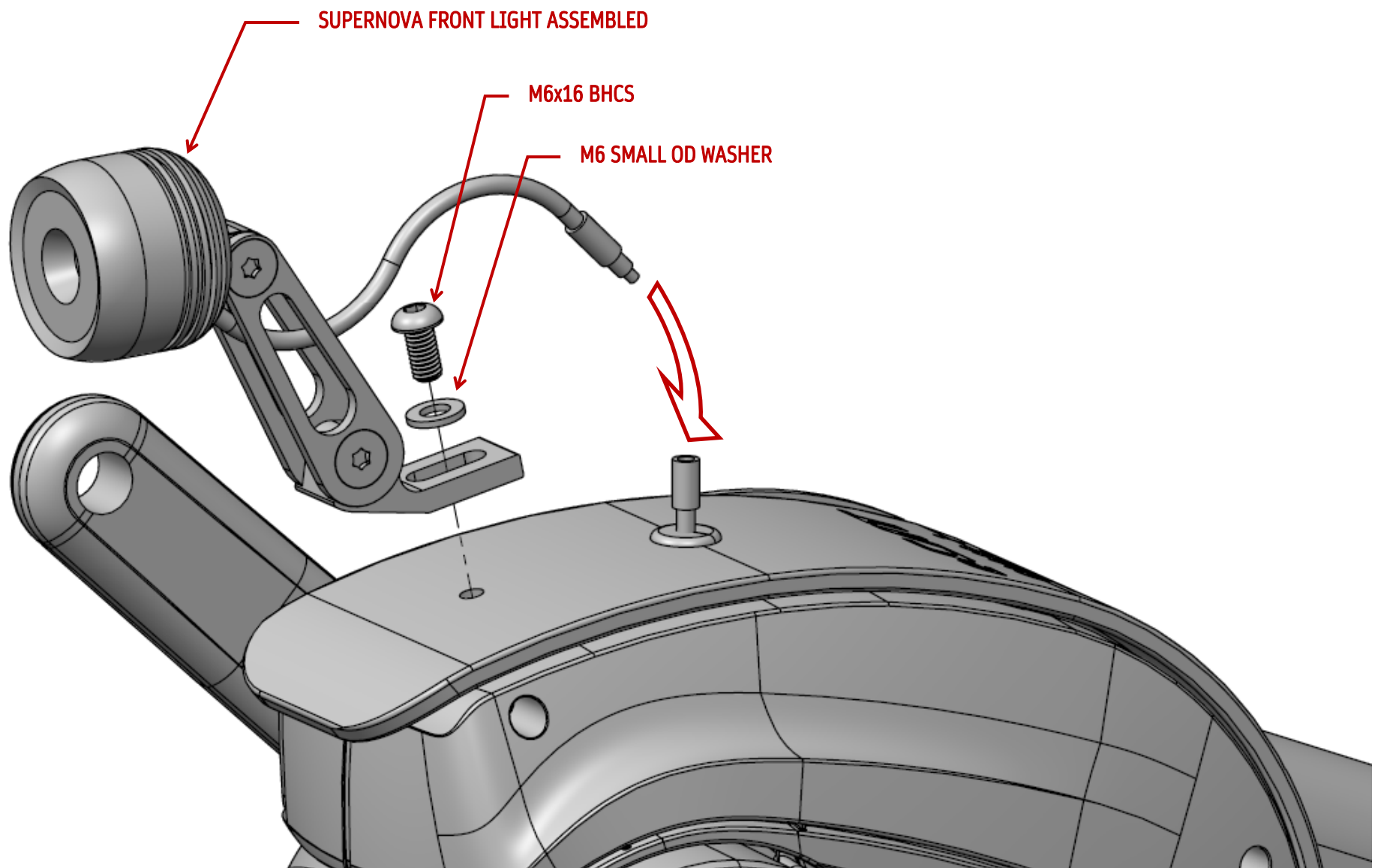
EKIT SPEED SENSOR ASSEMBLY



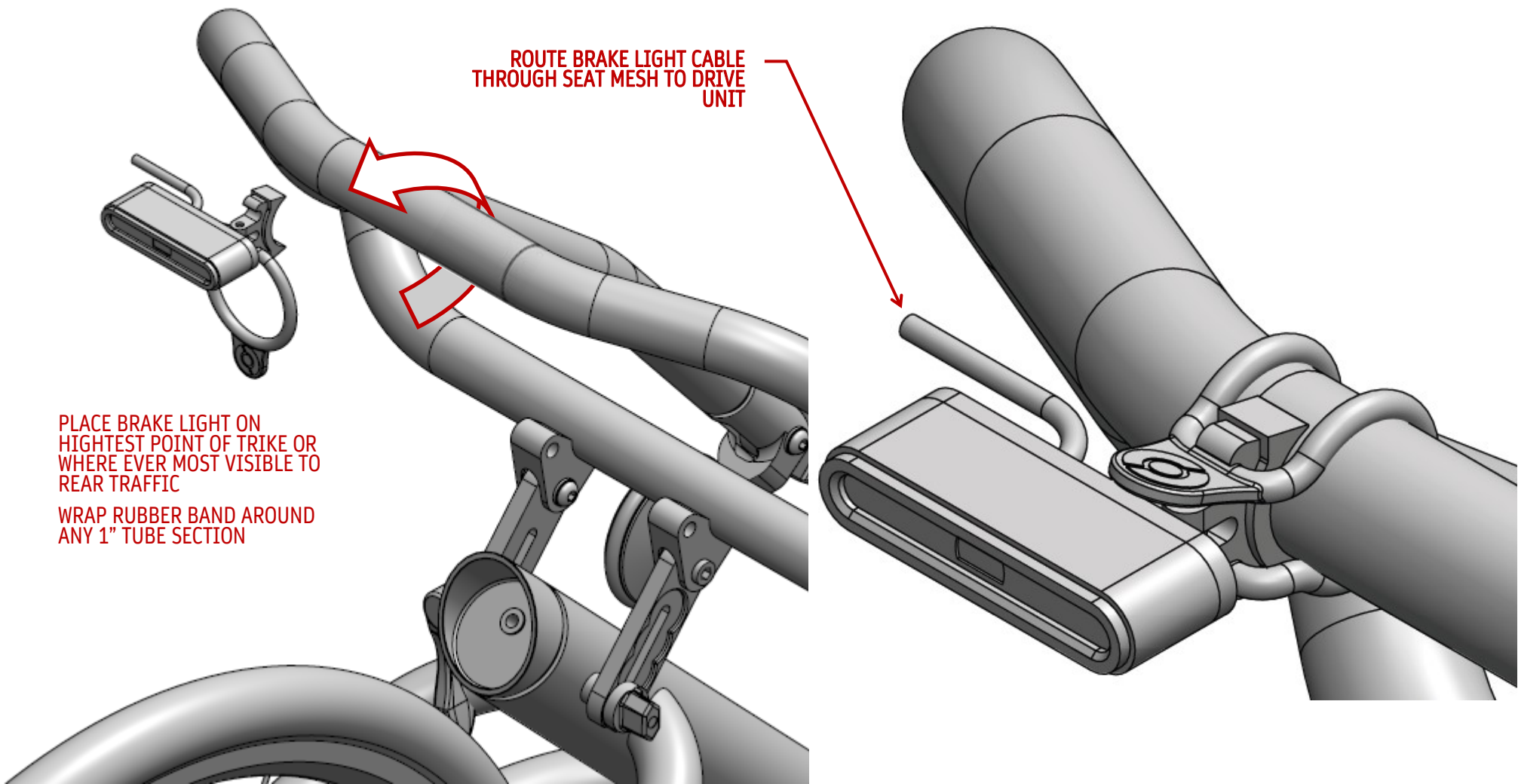
EKIT CONTROLLER ASSEMBLY



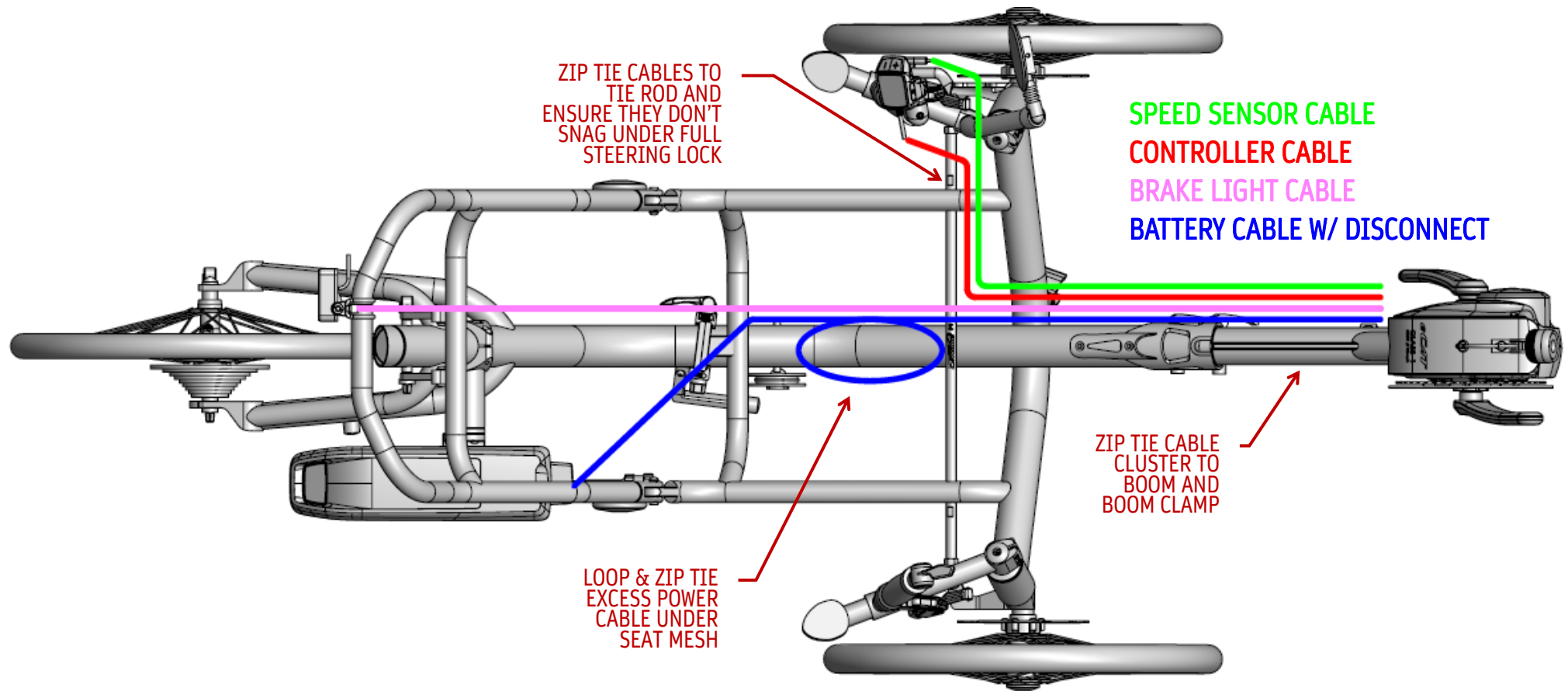
EKIT FRONT LIGHT ASSEMBLY



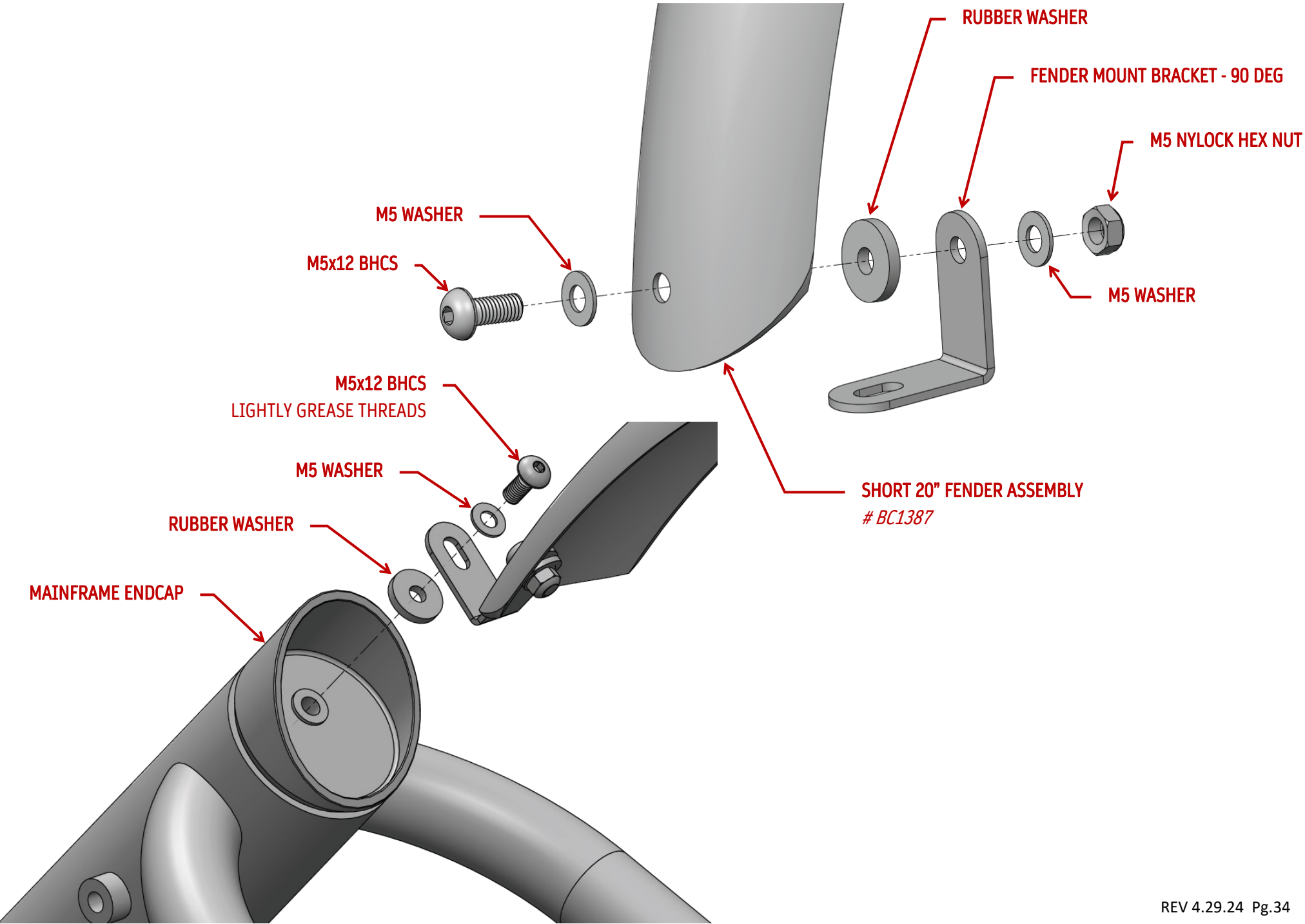
EKIT REAR LIGHT ASSEMBLY



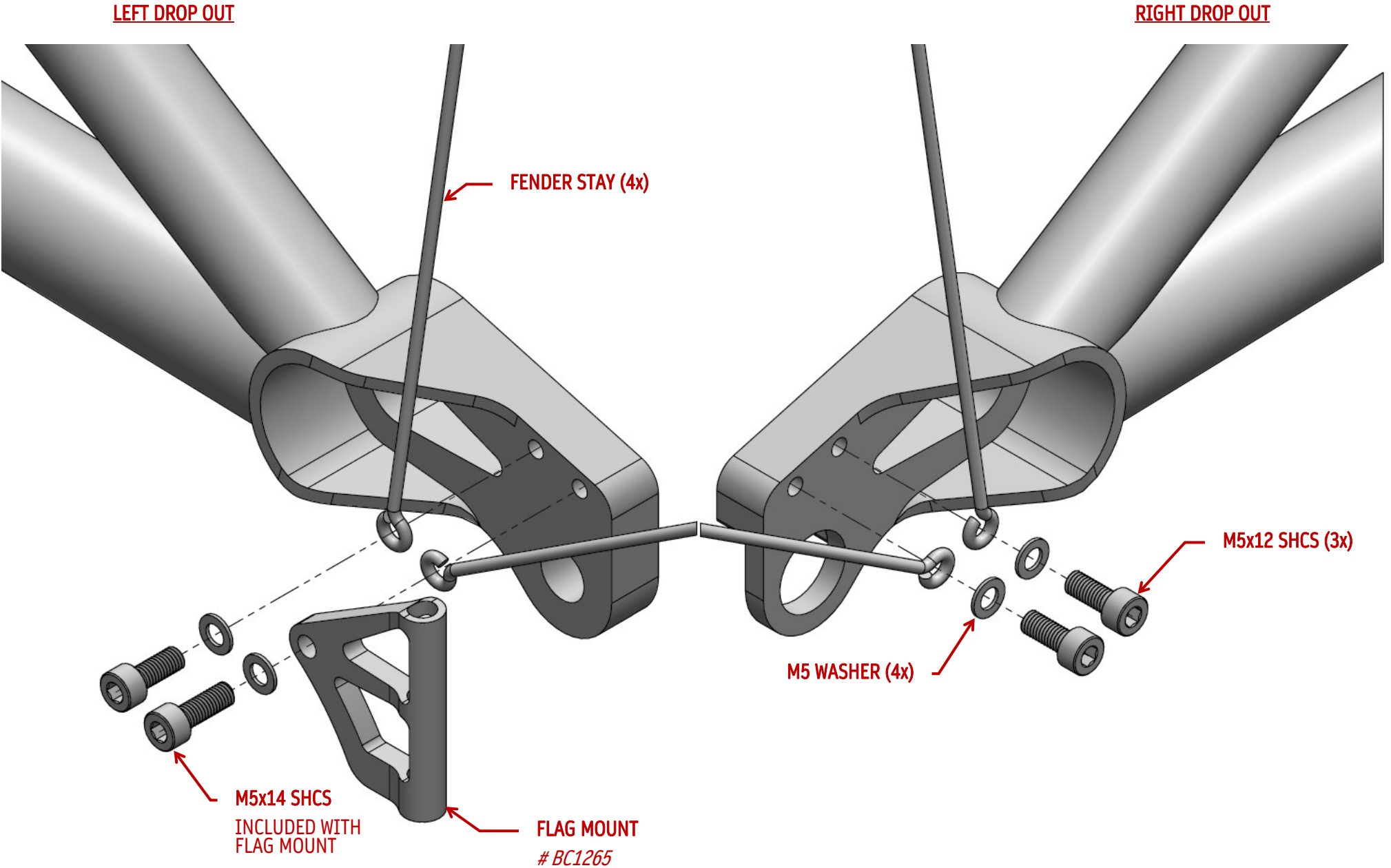
EKIT CABLE ROUTING



FENDER TO FRAME INSTALLATION



FENDER TO DROP OUT INSTALLATION



FENDER STAYS & FINAL INSTALLATION

