

TRIKKE™

CAMBERING VEHICLE OWNER'S MANUAL



15 16 17 18 112
ROADSTER

3c 3-WHEEL
CAMBERING
VEHICLE

For more information visit us at www.trikke.com

Important Must Read Warnings, Safety Information and Riding Tips

This owner's manual is designed to help you make the most of your Trikke™ cambering vehicle. Instructions and warnings have been carefully prepared to make your experience as safe and enjoyable as possible. Use common sense while riding and enjoy your new Trikke cambering vehicle. Read additional information on page 12.

READ AND UNDERSTAND THE ASSEMBLY, MAINTENANCE AND SAFETY SECTIONS OF THE OWNER'S MANUAL BEFORE RIDING. ALWAYS FOLLOW THE INSTRUCTIONS AND PAY ATTENTION TO ALL WARNINGS.

- ALWAYS WEAR PROPER SAFETY EQUIPMENT WHEN RIDING THE TRIKKE CAMBERING VEHICLE INCLUDING AN ANSI, SNELL, CPSC, ASTM or DIN EN 1078 APPROVED HELMET. USE PROPER FOOTWEAR AND SECURE LACES ON SHOES BEFORE RIDING.
- AVOID WATER, BUMPS, GRAVEL, SAND, CRACKS, UNEVEN SURFACES OR OBSTACLES THAT MAY STOP YOU SUDDENLY OR CAUSE YOU TO LOSE CONTROL. THE TRIKKE CAMBERING VEHICLE IS NOT INTENDED FOR OFF-ROAD USE. AVOID RIDING AT NIGHT.
- HANDS FREE RIDING CAN BE DANGEROUS. USE BOTH HANDS TO HOLD THE HANDLEBARS FIRMLY AT ALL TIMES. DO NOT PUSH TOO HARD ON OR APPLY UNEVEN PRESSURE TO EITHER SIDE OF THE HANDLEBARS. DO NOT MAKE SUDDEN SHARP TURNS OR APPLY YOUR BODY WEIGHT TO THE HANDLEBARS WHEN TURNING. SUCH ACTIONS MAY CAUSE THE VEHICLE TO "JACK-KNIFE" OR TO STOP SUDDENLY, WHICH CAN CAUSE SERIOUS INJURY TO THE RIDER.
- DO NOT LEAN BACK OR PULL BACK ON THE HANDLEBARS. DOING SO CAN CAUSE THE RIDER TO FALL OFF THE BACK OF THE VEHICLE POSSIBLY RESULTING IN SERIOUS INJURY OR DEATH.
- POLYURETHANE WHEELS DO NOT PERFORM WELL ON WET PAVEMENT OR ANY OTHER WET SURFACE. POLYURETHANE LOSES TRACTION ON MOST WET SURFACES, AND WATER ON THE WHEELS CAN DRAMATICALLY REDUCE THE EFFECTIVENESS OF THE BRAKES. RIDING IN ANY WET CONDITION IS NOT RECOMMENDED.
- DOWNHILL RIDING IS NOT RECOMMENDED, ESPECIALLY FOR NOVICE RIDERS. THE TRIKKE CAMBERING VEHICLE IS DESIGNED PRIMARILY FOR USE ON FLAT DRY PAVEMENT. RIDING ON STEEP HILLS OR DOING PROLONGED DOWNHILL RIDES IS NOT RECOMMENDED. PROLONGED USE OF THE BRAKES WILL CAUSE THE REAR POLYURETHANE WHEELS TO WEAR DOWN PREMATURELY, DRAMATICALLY REDUCING THE EFFECTIVENESS OF THE BRAKES OR EVEN CAUSING THEM TO FAIL. EXTREME CAUTION SHOULD BE USED WHEN RIDING ON ANY HILL.
- DO NOT EXCEED THE RIDER WEIGHT RESTRICTIONS FOR EACH TRIKKE MODEL:

TRIKKE 5 WEIGHT LIMIT 150 lbs. or 66 kg

TRIKKE 6 & 7 WEIGHT LIMIT 200 lbs. or 91 kg

TRIKKE 8 & 12 WEIGHT LIMIT 250 lbs. or 114 kg

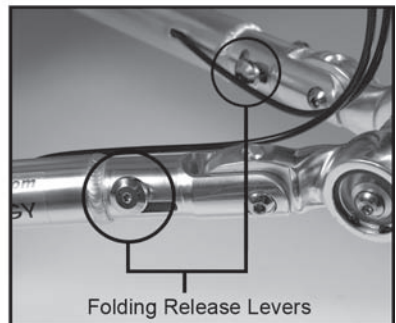
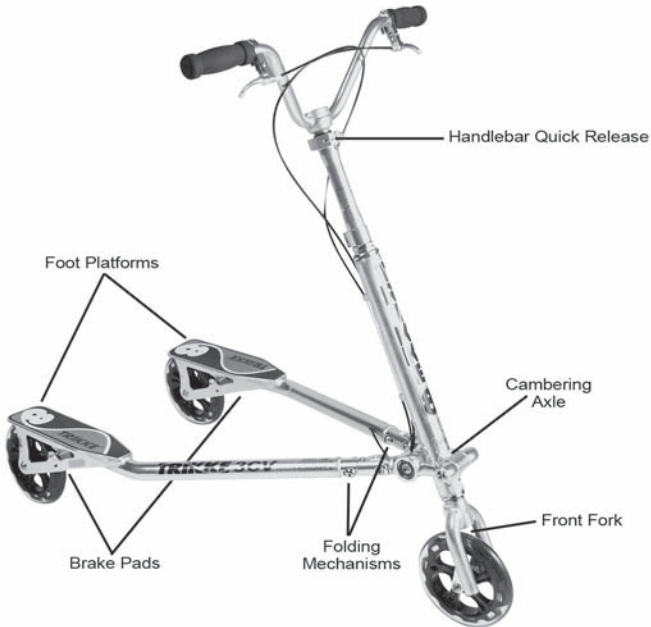
- ALWAYS INSPECT THE VEHICLE BEFORE EACH RIDE AND MAKE SURE THAT THE HANDLEBAR QUICK RELEASE AND THE FOLDING MECHANISMS ARE SECURELY LOCKED IN THE PROPER RIDING POSITION. READ THE ASSEMBLY SECTION OF THE OWNER'S MANUAL FOR IMPORTANT ASSEMBLY AND MAINTENANCE INFORMATION.
- TEST THE BRAKES FOR PROPER FUNCTION BEFORE EACH RIDE AND DO NOT TURN THE HANDLEBARS MORE THAN 180°. THE BRAKE CABLES CAN WRAP AROUND THE STEERING COLUMN AND POSSIBLY ENGAGE THE BRAKES. MAKE SURE THAT YOUR BRAKE CABLES ARE NOT WRAPPED AROUND THE STEERING COLUMN BEFORE EACH RIDING SESSION. ALWAYS APPLY BOTH BRAKES EVENLY WITH YOUR WEIGHT DISTRIBUTED EVENLY OVER EACH REAR WHEEL.
- CHILDREN SHOULD ALWAYS BE SUPERVISED BY AN ADULT. IT IS THE PARENT OR GUARDIAN'S RESPONSIBILITY TO PROPERLY MAINTAIN AND INSPECT THE VEHICLE BEFORE EACH RIDING SESSION. THE TRIKKE CAMBERING VEHICLE IS NOT RECOMMENDED FOR CHILDREN UNDER 7 YEARS OF AGE.
- ALWAYS EXERCISE EXTREME CAUTION WHEN YOU ARE RIDING IN PROXIMITY TO OTHER VEHICLES, PEDESTRIANS, AND ESPECIALLY IN PROXIMITY TO CARS IF YOU ARE RIDING ON A STREET. BE SURE TO OBEY ALL RULES OF THE ROAD.
- DO NOT MODIFY YOUR TRIKKE CAMBERING VEHICLE. ONLY USE TRIKKE TECH, INC. APPROVED PARTS OR ACCESSORIES. SEE THE LIMITED WARRANTY FOR OTHER USE RESTRICTIONS.

General Warnings:

- If you do not have the proper tools or find that you are unable to understand the assembly instructions, have a qualified Trikke dealer assemble the Trikke™ cambering vehicle for you. If a Trikke dealer assembles the vehicle for you, be sure to read the Riding and Safety sections of the owner's manual and watch the Riding and Safety video manual before riding for the first time.
- Immediately stop riding if you suspect that any part of the vehicle is not functioning properly. Inspect the vehicle closely to confirm what the problem is. Contact your dealer or Trikke Tech, Inc. directly if you suspect that a malfunctioning or defective part is affecting its safe operation.
- The front wheel is turned exactly 180 degrees to that of a bicycle. Unlike a bike, a cambering vehicle's front wheel actually trails behind the fork. Altering this wheel position will change the intended performance of the vehicle. See the photos on page 4 of this manual to see the proper manufacturer suggested position of the front fork.
- Riders performing in Trikke Tech, Inc. produced videos and photos are highly skilled and specially trained professionals. Do not try these tricks yourself or you may lose control and fall causing serious injury and even death.
- If you did not receive an instructional video in the box, or if the written or video manual is damaged, please contact Trikke Tech, Inc. before attempting to assemble or ride your Trikke cambering vehicle.

TRIKKE ASSEMBLY MANUAL

Your pre-assembled Trikke™ cambering vehicle requires handlebar attachment, front fork attachment for the T6, T7, T8, & T12, wheel attachment and brake adjustment for the T12, and a quick maintenance checklist before riding. All of the following information and more can be found on the www.trikke.com website. This owner's manual is also supplemented by the video Owner's manual with step-by-step instructions on the assembly process, how it works, and how to ride. T12 owners, please refer to the separate instruction manual document specifically for the setup, adjustment and maintenance of the disc brakes.

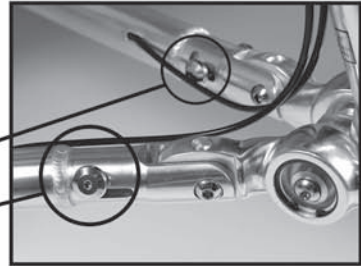


Step 1: Unfolding the Legs

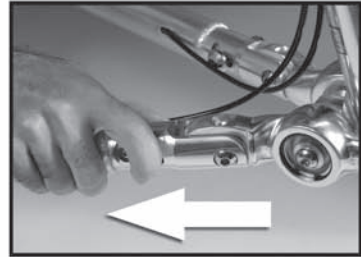
At the front of each leg there is a folding joint near the cambering mechanism. Each of the two joints has a spring loaded bolt action quick-release mechanism with a notch to allow the bolt to be held in the open position.

Release Lever

Holding Notch

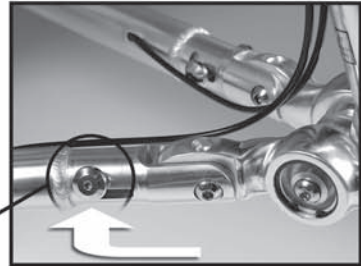


Gripping the arm with your three smaller fingers and your palm, use your thumb and index finger to pull back (see right arrow) on the release knobs. Tightness can occur if there is any lateral pressure on the bolt. A light rocking motion of the arm helps to release the bolt. Note that this folding system is designed primarily to keep the Trikke frame rigid during riding. Ease of opening and closing is a secondary design concern, so take your time to develop your own folding technique.



Once free, you can pull the bolt back and twist it into the holding notch. This notch allows you to keep the bolt in the open position while you release the other leg. When both release mechanisms are open, swing the legs into the vehicle's upright standing position.

Holding Notch Engaged



At this point, **it is critical to release the bolts from their holding notch positions.** This will allow the spring loaded bolts to snap back into their locked riding position.

The same procedure also applies to collapsing the vehicle. When Trikke cambering vehicles are new, sometimes the joints are tight. This is normal, and they will loosen up after some use. If tightness continues, use some spray oil like WD-40 to lubricate the joints.



The vehicle should be in its unfolded standing position in order to attach the handlebars.

Step 2: Unfolding the W Version

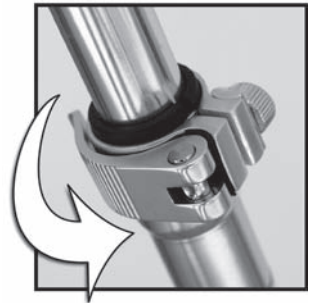
The W version of the Trikke 5, the T5ws, uses a different method of folding. At the front of the Trikke just above the front wheel is the cambering axle which has black plastic knobs on either end.



Twist the knobs counter to each other to unscrew the axle. Remove the axle without removing the white bushings. Unfold the vehicle into the upright position to align the cambering axle holes. Re-insert the axle pushing it all the way through. Screw the end knob on and tighten firmly. The knobs have 5mm hex wrench holes so you can tighten with a wrench if necessary. Make sure that the 4 white bushings do not slip out of the axle channel. Repeat this procedure in reverse to refold the vehicle into its flat storing position.

Step 3: Raising the Handlebars

Raise the steering column by first unlocking the quick release lever. Notice that there are some height locking positions signified by round holes down the back of the handlebar riser tube (not on Trikke 5 models). There is a spring loaded copper locking pin that snaps into these holes to provide a second level of safety while riding. Push the brass pin in to release the steering tube and telescope the handlebars up to your preferred riding height.



To attach the handlebars to the Trikke 6, 7, 8 & 12, first raise the steering column about 5 inches. When retightening, make sure that the quick release firmly locks the telescoping steering tube.



If the quick release is loose, use the adjustment finger nut to tighten the quick release. Properly adjusted, it requires a firm hand to close.

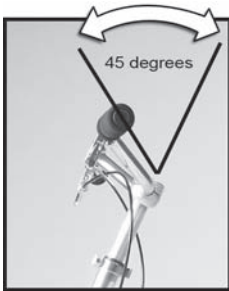
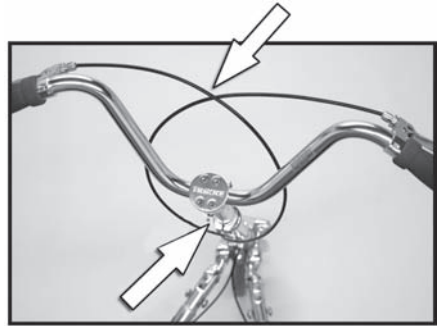
Step 4: Attaching the Handlebars

On the top side of the handlebar stem you will find four bolts securing the stem plate (see photo right), which you remove using the supplied 5mm Hex wrench. Remove the plate, but keep it nearby. To insure that the whole steering system is facing the correct direction (in the direction the vehicle will be traveling), look down by the floor where the steering column is touching the ground. The three inch fork post has a spring loaded copper pin. Rotate the handlebar stem until the pin is facing the direction the vehicle will be traveling. This is important for proper front fork alignment in Step 6 on page 8.



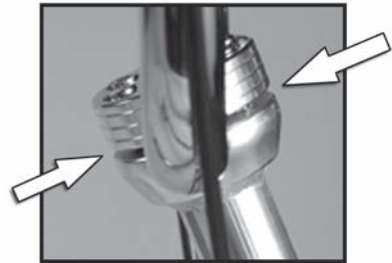
Note: For all Trikke 5 models there are only 2 bolts. For T12 owners, the four bolts are actually on the front of the BMX style stem --- not on top.

Position the handlebars with the brake cables crossing once behind the steering column and again in front (see white arrows right). This simple method insures that the left brake lever actually operates the left rear brake. If you find that your brakes are crossing, please start again and properly mount the handlebars.



Once your brake cables are properly routed you can secure the handlebars. Holding the handlebars on the bottom stem plate, replace the top plate and the 4 bolts. With the bars properly raked forward at about a 45° angle (20° for Trikke 5) to the steering column (see photo left), center the bars and tighten the four bolts in an alternating criss-cross pattern.

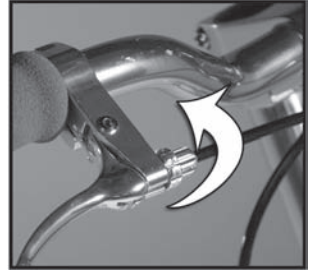
The photo to the right shows how the plate should look, with even spacing balanced front to rear between the plates. The gaps between the plates should be even (see white arrows right). If the gaps are uneven, you run the risk of stripping the stem threads. Balancing the plate with even spacing between the front and rear of the plates insures that all four bolts have enough depth in the threaded holes.



(After learning how to ride, you can adjust the handlebar position to better suit your preferred riding posture, but don't rock them too far back as to inhibit proper folding. You can also adjust the brake levers for riding comfort and ease of use)

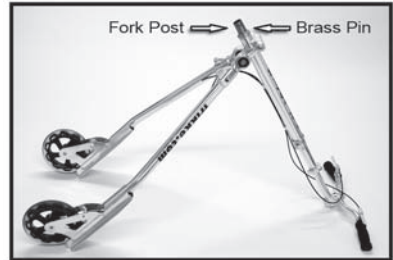
Step 5: Brake Tension Adjustment

Before turning the vehicle upside down to attach the front fork on T6, T7, T8 & T12 models, turn the brake tension adjustment screws as far in or towards the brake-handle as they will go. The brake tension adjusters can be found where the brake cables enter the brake levers on the handlebars. You will actually adjust the brake cables in step 7 before making final adjustments, but by doing this step you will optimize your adjustment capabilities while riding.



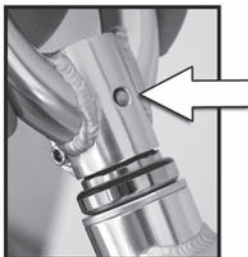
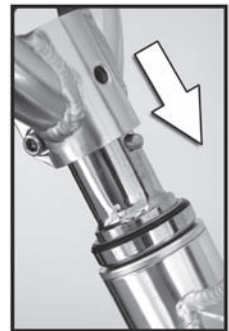
Step 6: Attaching the Front Fork

Putting the front fork on in the proper riding position requires a 5mm Hex wrench (supplied). First, turn the vehicle upside down so the fork post (**arrow right**) is aiming towards the sky. You should do this procedure on a carpet or soft surface to prevent scratching the handlebars or foot platforms.



Inspecting the fork post you will find a spring loaded copper locking pin (**arrows above and left**). You will also find a hole to secure the locking pin on the front face of the fork. This pin is similar to that of a beach umbrella.

Simply align the locking pin with the hole (**arrow right**) and push the front fork onto the fork post until the top of the fork and the locking pin meet.



Depress the locking pin and slide the fork the final inch or so until the locking pin snaps into the hole (**arrow left**).

Step 6 (continued)

Now all you need to do is use the 5mm Hex wrench to **firmly tighten the two bolts (arrow right)**.



Leave the vehicle upside down for the next step.

Step 6a: Setting the front fender on the T12

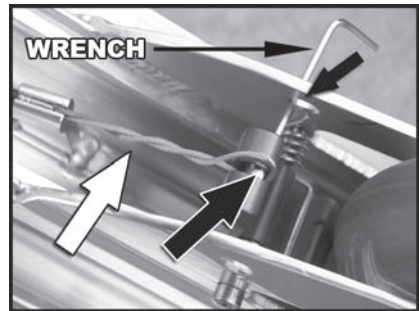
The T12 Roadster has a plastic fender or water guard for the front wheel. Before you tighten down the two 5mm bolts on the T12 front fork, push the fender as far up into the fork hole as possible and align the fender with the front wheel. Firmly tighten the bolts to secure the front fork. This tightening will also clamp down on the fender to keep it in a secure and properly aligned position.

Step 7: Adjusting the Brakes

Your brakes should be set properly at the factory, but we will tell you how to adjust them for future reference. **T12 Roadster owners should refer to the T12 Roadster Brake Adjustment Instructions for this step.**

For all of the polyurethane wheeled models, Access the brake system which is under the foot platforms at each rear wheel.

First, unwind the cable's tail (see **white arrow**). Using the smallest of the supplied Hex wrenches, release the cable stay. The cable stay is a barrel shaped object that holds the cable to the brake pad arm. The **black arrow (photo right)** indicates where the hex wrench access hole is and **black/white arrow** where the cable stay is. The wrench (gray arrow) goes through the hole and into the hex nut on one end of the stay (not visible).



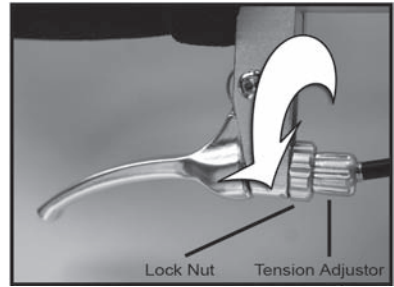
Once you have inserted the wrench into the cable stay, turn the wrench to release the brake cable but do not allow the cable to slide out of the hole in the stay. For new cables, pull the end of the cable towards the front wheel with one hand which will pull the slack out of the cable and force the brake pad to touch the wheel. For readjustment of used cables, set the brake pad to an eighth of an inch from the wheel. Retighten the hex nut on the cable stay and re-stow the cable's tail by wrapping it back around itself. (white arrow)

The desired result is to keep the brake pad as close to the wheel as possible without rubbing. Keeping your cables tuned like this will optimize the operating effectiveness of your brakes.

Step 8: Final Brake Cable Adjustment

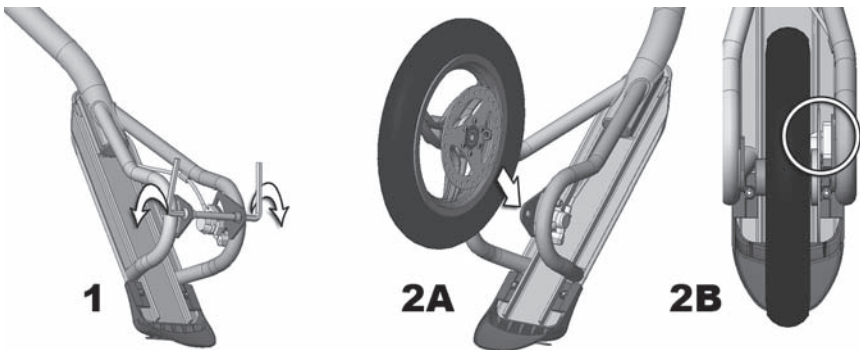
Return the vehicle to its upright position and depress the brakes firmly several times to stretch the cables. Properly adjusted in step 7, you will find that the brakes are tight with little play. Firmly depressing the brakes several times will stretch the cables just enough so that the pads do not rub on the wheels but offer maximum braking power. After riding for several hours, check the tension of the brake cables and readjust as needed to maintain maximum braking power as follows.

If the brake levers depress all the way to the handgrip, use the brake cable tension adjusters (**photo right**) to optimize braking effectiveness. By backing the adjustment screw out you are actually tightening the cable. This increases the effectiveness of the brake lever. If you go too far, however, you can cause the brake pad to rub on the wheel which will slow you down. Adjust it as far as you can without any rubbing and tighten the locking nut against the brake handle to keep the adjuster from moving.



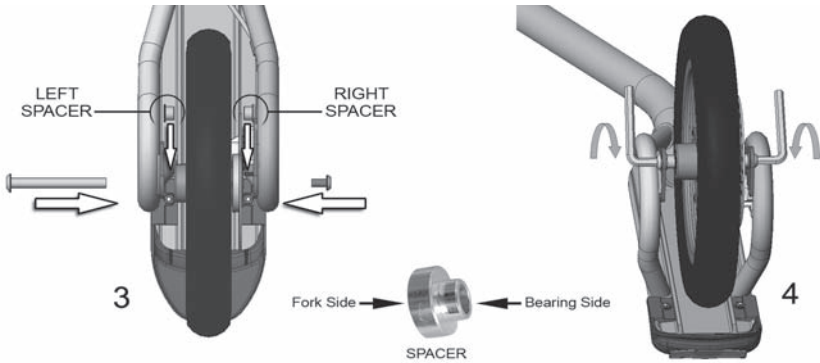
Step 9: T12 Roaster Rear Wheel Attachment & Setup

Follow the illustrations below for the attachment of the T12 rear wheels. You will use the 6mm ends of both hex wrenches supplied with your T12 Roadster for this procedure. You will also turn the T12 onto its back in order to expose the bottom of the foot platforms. The best working conditions are with the T12 foot platforms on a table top. First, use the hex wrenches to remove the axles as seen below in illustration 1.



To insert the axle with washers and spacers in the proper sequence follow these instructions. You will be working from left to right. See illustration on P.11.

1. Make sure that there is just one washer on the axle.
2. Push the axle through the left fork hole so that about 1/2 an inch of the axle is visible on the inner side of the fork.
3. Slide the first spacer onto the short end of the axle with the wide portion of the spacer facing the fork and the narrow end facing the wheel bearing.
4. Place the wheel in rear fork, inserting the brake rotor into the brake caliper slot as seen in the above illustration 2A.
5. Push the axle into the bearing hole. Most likely, the axle will stop about 1/2 inch into the bearing. The bearing spacer inside the wheel needs to be aligned with the axle.



6. The best way to align the bearing spacer is to push a Papermate ball point pen through the right side of the wheel. While moving the pen around, put pressure on the axle. when aligned, the axle will push right through the wheel and out through the right side bearing. Pull the axle back to the left until it is flush with the outside of the right bearing.

7. The trickiest of these steps is to slide the right spacer between the wheel and the right fork. Be sure to have the narrow end of the spacer facing the bearing. Using fingers and some maneuvering of the wheel you should be able to align the spacer with the axle.

8. Push the axle through the spacer and into the hole on the right fork. Screw in the 6mm hex bolt with a washer and use both 6mm wrenches to firmly tighten the axle.

Step 9a: Adjusting the T12 Disc Brakes

Please refer to the T12 Roadster Disc Brake Assembly Instruction Manual for detailed instructions on setup, adjustment and maintenance of your T12 disc brakes. This manual comes as a separate printed document in your T12 Roaster box.

Step 9b: T12 Pneumatic Tires

The tires come with a lower pressure from the factory due to transport reasons. You will need to adjust the tire pressure according to the rider's weight and riding preferences. Please do not exceed 80psi (5,4 bar) max. inflation. Example of recommended pressure: rider's weight: 170 lbs (77 kg) - tire pressure: front 47 psi (3,2 bar) / rear 80 psi (5,4 bar). Tire pressure affects the riding performance: lower pressure makes for a smooth but slower ride, higher pressure makes for a faster but bumpier ride.

Final Assembly Check List for All Models

1. When you think that you have completed the assembly process, study the vehicle one more time and compare it to the photograph on page 4.
2. Check the bolts that secure the front fork and handlebars. A good push and pull on the handlebars will immediately indicate whether or not the stem plate is not properly secured. The handlebars should not be able to rotate on the stem --- even with all of your weight pushing on it.
3. Do a final brake check by spinning both rear wheels. They should spin freely until you apply the brakes. You should be able to vigorously squeeze the brake levers without the levers depressing all the way to the handlebar.
4. Check the folding mechanism to insure that both of the rear legs are locked in the riding position. Always check to make sure that you have taken both of the release knobs out of the holding notch.
5. Always check all of the bolts before riding to insure that the vehicle and all of its components are operating properly.

Assembly Questions or Replacement Parts

For any questions regarding your Trikke, replacement parts or accessories, please go to the www.trikke.com website for further details.

Before riding for the first time, please take several minutes to go over the Important Riding and Safety Tips on page 2 and 3 of this manual. For the safety of friends and others, it is their responsibility to read and understand all warnings and safety information in this owner's manual before riding.

Trikke Riding Manual

Now that you have successfully assembled your new Trikke™ cambering vehicle, we will take you through some simple riding tips to help you get started. We always recommend that you ride with a helmet and safety gear. Pay special attention to where you are riding, your proximity to other people, and especially your proximity to cars if you are learning to ride on a street or in a parking lot.



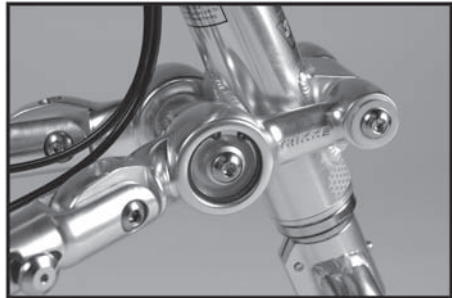
Athletes who are accustomed to skiing or inline skating typically pick it up in a matter of minutes. Don't be discouraged if you can't climb on and speed away at 15 miles per hour. Being an entirely new vehicle, it requires some new skills. Regardless of your athletic background, you can learn to ride a Trikke cambering vehicle in a relatively short period of time --- usually in less than an hour.

The greatest words of wisdom are:

“Keep going until you feel the sweet spot.” You'll know it when you feel it. If friends or family are riding for the first time, for their safety please take the time to properly instruct them and have them wear safety equipment.

You are now embarking on a totally new experience for mankind. It is once in a century that a truly new technology emerges to change our way of thinking about motion and its application. Conservation of angular momentum is the physical principle that the Trikke cambering vehicle harnesses in order to transfer the rider's energy into forward momentum. It is the painstaking research and development by Trikke Tech over a period of 12 years that has optimized the melding of this principle with a human powered vehicle.

The exclusive 3CV™ Technology developed by Trikke Tech is the mechanism that makes this forward propulsion possible. The unique cambering mechanism is elegantly simple yet provides the necessary rigidity, geometry and resistance to the rider's motion to allow for optimum control, speed, comfort, durability and especially rider confidence. You are now the owner of the original Trikke cambering vehicle.



The following five warnings have been selected from the list at the beginning of this manual for more in depth description and instruction. Please read and understand these and all warnings before riding.

Safety Issue #1: Riding in Wet Conditions

Because Trikke™ cambering vehicles use hard polyurethane wheels, we want to warn you about the potential hazards of riding on wet pavement. Just like inline skates or skateboard wheels, Trikke wheels become very slick when wet, and the vehicle can come right out from under you if you try to ride in wet conditions. If it's raining or the pavement is wet from dew or drizzle we do not recommend that you ride until it has dried completely. If you encounter a puddle or a wet place in the pavement that you cannot avoid, we recommend walking the vehicle until you are on dry pavement again. If you find yourself on wet pavement at any time while riding, coast straight through the wet area without turning. When you reach dry pavement, give the wheels a few rotations to dry off before you do any turns.

Safety Issue #2: Weight Distribution

Since you are essentially standing directly above the rear wheels, it is quite easy to go over backwards by leaning back. Be careful to not lean back or distribute your body weight behind the rear wheels. This warning is especially important for riders with restricted movement, or reaction time. Great care should be taken to avoid getting into a situation in which you have to quickly dismount the vehicle. If you are standing still on the vehicle it is always recommended that you keep the brakes on. If for some reason you feel yourself going off the back, putting the brakes on will help stop the vehicle from scooting out from under you, but you should always step off as a precaution.

The best way to insure that you are always positioned properly on the vehicle and to minimize the potential for going off the back is to distribute your weight evenly between the front and rear wheels. Accordingly, you should not lean forward over or onto the handlebars either but rather move your toes up to the front of the foot platforms and always let the balls of your feet and toes carry most of your weight. Avoid rocking back on your heels, pulling back on the handlebars or sticking your butt out behind the rear wheels. If you put too much of your body weight over the rear wheels or behind them (in the case of sticking your butt out) you will inevitably un-weight the front wheel. Besides the risk of going off the back, the other reason for evenly distributing your weight is to insure that your front wheel has plenty of traction, which leads us to the next safety issue.

Safety Issue #3: Handlebar Etiquette

Properly managing the handlebars and especially how far to the left and right you turn them while you are riding is vital to your safety. Because the front wheel has been designed to trail the fork, the handlebars have a tendency to turn on their own in the direction that you are leaning the vehicle. Unlike a bicycle, which wants to go in a straight line, the front wheel will actually accentuate a turn. Because of this condition, new riders need to pay special attention to not over steer. Over steering can cause the handlebars to cross up or "jack knife" which will stop the vehicle suddenly and possibly cause an injury. Always maintain firm control of the handlebars with both hands and never ride with one or no hands. The Trikke cambering vehicle requires both hands on the handlebars at all times.

First time riders have a tendency to muscle the handlebars and throw their weight from side to side. What propels the Trikke cambering vehicle forward is a combination of turning and leaning the steering column, not jerking or thrusting the handlebars from side to side. It is best to think in terms of more rocking and less turning. Long smooth turns are best for beginners.

Because the handlebars are free to spin 360° it is possible for the brake cables to get twisted around the steering column. If you try to ride with the cables twisted the vehicle will probably feel sluggish because one of the brakes is probably partially engaged. Before riding, always check to see that the brake cables are not wrapped around the steering column.

Safety Issue #4: Riding Downhill

Because the Trikke cambering vehicle is a totally new machine with completely foreign riding characteristics, we strongly recommend that you take your time when familiarizing yourself with the vehicle and gradually test the performance boundaries of its riding characteristics. This is especially important before attempting to ride up or down hills. Both hill climbing and downhill riding are advanced and require that you become a strong competent rider before even attempting hills --- up or down. As far as downhill riding is concerned, we strongly recommend that you only ride down hills in which you can control your speed with turns as you traverse the hill. Riding hills at speeds that require constant braking is not recommended for three reasons: you can get up to speeds where your braking distances are too long to stop you safely, you can fall causing serious injury or death, and you will quite simply wear down your brake pads and rear wheels long before their expected functional life expectancy.

The Trikke cambering vehicle will accelerate quickly down even the mildest grades, so only ride at speeds and in an environment that are suitable for your skill level.



Safety Issue #5: Safety Equipment

Always wear safety equipment, especially a helmet. A helmet is a must when riding a Trikke cambering vehicle or any wheeled vehicle for that matter. We also recommend that you wear elbow and knee pads, especially for children and inexperienced riders. As stable a platform as the vehicle is, there are always environmental conditions that might catch you by surprise like cracks in the pavement or other vehicles.

READ AND UNDERSTAND THE ASSEMBLY, MAINTENANCE AND SAFETY SECTIONS OF THE OWNER'S MANUAL BEFORE RIDING. ALWAYS FOLLOW THE INSTRUCTIONS AND PAY ATTENTION TO ALL WARNINGS.

Visit our website at www.trikke.com for information, replacement parts, new Trikke products, and custom Trikke accessories like carrying bags, hats, t-shirts, high performance wheels, water bottles, backpacks and more.

How to Ride

Step 1: Mount the Trikke

First, find some smooth, flat and open terrain to ride on. Parking lots, basketball courts or tennis courts are perfect places to learn. It is best to spend plenty of time riding on flat ground before attempting hills --- up or down, and do not assume that you already know how to ride a cambering vehicle. Even though it has familiar features like handlebars and hand brakes, cambering vehicles have unique riding and balance characteristics that require a familiarization period. The vehicle is easy to stand on. We recommend that you step up onto the vehicle and spend a few minutes getting used to the riding position, the braking system, and especially the range with which you can rock the steering column left and right. This is especially important because it is exactly this rocking capability that propels the vehicle forward. Get used to letting your arms do the rocking --- not your body.

Step 2: Rock the Trikke

We recommend that you push off a few times like a scooter and simply ride around for a few minutes to get used to the feel. It is especially important to establish a good riding position that properly balances your weight between the front and rear wheels. First time riders have a tendency to lean back onto their heels and to pop unnecessary wheelies. This can be dangerous because you can fall back and injure yourself. Scooting your toes to the front of the platforms and riding on the balls of your feet will help to distribute your weight to the front wheel. Also, properly set, the handlebar height should force you to lean a bit forward. This riding posture will give you much better stability, control, and quick braking response. Never lean back or pull back on the handlebars.



You can actually start moving without touching your feet to the ground by rapidly turning the front wheel back and forth. You will begin to pickup speed but will peak at only a few miles an hour. Here is where it all comes together!

You are now turning the wheel back and forth to generate forward motion and establishing a rhythm. No matter how bad you might be as a dancer, the Trikke experience is very rhythmic in movement and timing. Stick with it. You'll get it. The beauty of what drives the Trikke cambering vehicle's design forward is the addition of one final ingredient:

ROCKING THE STEERING COLUMN LEFT AND RIGHT AS YOU TURN THE WHEEL LEFT AND RIGHT. A LEFT HAND TURN GETS A LEFT HAND ROCK.



When you add the rock to the roll you are essentially putting the rear wheels in a subtle yet responsive position to generate forward thrust. It will take a few minutes to catch on to a coordinated combination of turning and rocking, but to those who have any skiing or inline skating experience you will immediately feel the similarities.

Your speed should pickup dramatically, and you will feel the vehicle lunge forward with each turn. Please note that it does not require that you make tight turns. Rather, you should allow the vehicle to kind of steer itself in a more graceful curving path.



Many first time riders tend to exaggerate the turning of the handlebars thinking that they need to continue with tight turns. Not so! The degree of your turns should diminish as you begin to add the rocking motion and as your speed increases. Turning too hard can cause the vehicle to “Jack-Knife” potentially causing you to fall. Take your time.

Whatever you do, do not muscle the handlebars. Experienced riders use a light touch on the handlebars mostly for balance.



Step 3: Weight Transfer

By this time you have dramatically increased your speed and should be getting to know where the sweet spot is. When we say sweet spot, we mean the part of your turn where most of your propulsion is generated. Typically, you will feel the outside wheel (your left rear wheel during a right hand turn) drift away from you as you rock the vehicle to the right. If you apply a little weight or a kick to that left foot as you turn you will accelerate even more. A seasoned rider can actually propel the vehicle up to 18 miles per hour or better on flat ground...which is really moving.

The combination of these techniques will be new to you for sure, but be assured that riding time will help you to create a smooth and beautifully coordinated movement. You will be able to travel for miles with long graceful strides and rapid sprints. The beauty of it is that you will always be looking ahead for places to carve and to add the skiing dimension to what would have been a straight line ride on any other vehicle.

Step 4: Hill Climbing

Don't be afraid to tackle hills, but make a point of graduating to steeper and steeper climbs as your riding skills increase. We always say to new riders that hill climbing is an acquired skill. You can try it, but you'll probably frustrate yourself more than anything if you don't first learn and master the basic skills of riding on flat ground. The Trikke™ cambering vehicle does slow down dramatically as you begin to climb a hill requiring a new and physically challenging technique to be added to your growing Trikke repertoire.

Hill climbs require much more upper body fitness --- especially on steep grades. If you are riding in an area that has unavoidable hills, we recommend climbing as much as you can just to challenge yourself and then just walk or run it to the top.

Hill climbing really brings you full circle as you actually diminish the rocking and increase the tightness of your turns as the steepness of the hill's grade increases. It becomes almost like a series of rapid punching motions to force the front wheel around in order to gain a few more feet of pavement.

Whatever you do, take your time to graduate to steeper and steeper hills. In the end, the most challenging of hill climbs will be attainable giving you a full body workout rarely found in any other sport...if any at all.

Step 5: Downhill

Please read the Safety Issue #5 on page 13 of this manual. It best describes our recommendations about riding downhill. Because of the pneumatic tires and disc brakes on a T12, the T12 Roadster is best suited for downhill riding, especially prolonged downhills.

Step 6: Proper Braking Technique

Because the Trikke cambering vehicle has brakes on both rear wheels, it is important to learn how to optimize their effectiveness with some simple rules. First, always apply both brakes together and evenly. Second, dispersing your weight evenly to each rear wheel is crucial for maximum braking effectiveness. If you lift your weight from one foot platform while braking you will cause that wheel to lose traction with the ground. Finally, do not lean on the handlebars while braking.

Step 7: Adding Upper Body Power

Once you get up to speed with normal riding technique you can move into a more advanced practice of twisting your upper body and thrusting the vehicle into each lean with your arms and shoulders. Essentially, you are throwing your upper body weight in the direction of your turn in order to gain more speed. This technique is especially useful when accelerating or hill climbing, and it definitely comes after learning the basics of riding a cambering vehicle. The whole learning process will be a gradual development of your skills with each time that you ride, but the beauty of it is that you will always learn something new with each ride. Enjoy your new cambering vehicle.

Trikke Accessories

Trikke offers a range of custom accessories designed specifically for use with Trikke cambering vehicles. All of our accessories and more can be found on our website at www.trikke.com or through your Trikke dealer.

Trikke Custom Handlebars: Because all Trikke riders are not the same, we offer a variety of custom handlebar accessory kits to suite your look and style. Most popular is the Trikke Chopper Handlebar Kit which features 20 inch chopper bars and all of the necessary tools and parts to convert your Trikke 6 or Trikke 8 into a cool cruiser. Others include BMX style bars for the action freestyle crowd.



Trikke Water Bottle & Cage: The Sport Series Trikke 8 Sport model can be fitted with a water bottle and cage on the back of the steering column. Trikke offers a custom Trikke water bottle, a cage, and hardware to easily mount to your cambering vehicle.



Trikke Wheels: Trikke Tech continues the process of striving for more speed with new releases of high-performance wheels for all models. Check the website for the latest information about performance related advances in cambering vehicle technology.

Trikke Carrying Bags: Trikke Tech has designed custom fit carrying Bags for each of the available model sizes. These bags are made from durable nylon fabric, are double stitched for durability, and have extra padding in high friction areas. They have pockets, handles, and a shoulder strap. These bags are great for storing your vehicle and for travel.



Trikke Apparel: Trikke Tech has designed a line of cool Trikke shirts and caps for girls and guys. Check out the available colors on www.trikke.com

12 Month Limited Warranty

Subject to the following limitations, terms and conditions, Trikke Tech, Inc. ("Company") warrants to the original owner of each new Trikke™ cambering vehicle ("Vehicle") that the Vehicle when new is free of defective materials and workmanship. This warranty shall expire twelve months from the date of the original purchase from Company or an authorized dealer or representative and is conditioned upon the Vehicle being operated under normal conditions and use, and properly maintained. This warranty is void if the Vehicle was not purchased new or not properly assembled. Make sure to send in your Owner Registration Card to Trikke Tech by mail or log on to www.trikke.com/registration and register online.

If the Vehicle frame should break due to faulty materials or workmanship during the warranty period, the Vehicle will be replaced subject to the Conditions of Warranty below. If any part of the Vehicle fails to function properly due to faulty materials or workmanship during the warranty period, such part will be repaired or replaced, at Company's discretion, subject to the Conditions of Warranty below.

Conditions of Warranty

This Limited Warranty is made only to the original owner of the new Vehicle purchased from Company or an authorized dealer or representative, and it shall remain in force only as long as the original owner retains ownership of the Vehicle. This Limited Warranty is not transferable.

In order to exercise your rights under this limited warranty, the warranty claim must be presented during the warranty period to Company or one of its authorized representatives, together with a receipt, bill of sale or other appropriate written proof of purchase. The original owner shall pay all delivery or shipping charges connected with delivery or shipment of the defective frame or part to Company or its authorized dealer. Under no circumstances does this limited warranty include the cost of travel, delivery or shipment to Company or its authorized dealer. Such costs, if any, shall be borne by the original owner. Company shall pay the shipping costs associated with shipment of a replacement Vehicle and/or the shipment of a replacement or repaired part to the original owner. The original owner shall be responsible for any re-assembly of the Vehicle required in connection with any replacement or repair.

It is the responsibility of the original owner to ensure that all parts included in the factory-sealed carton are properly installed and that all functional parts are adjusted properly. It is also the responsibility of the original owner to perform or provide all reasonable and necessary maintenance and adjustments to keep the Vehicle in good working condition.

This limited warranty does not apply to normal wear and tear, nor to claimed defects, malfunctions or failures that result from abuse, neglect, shipping damage, damage caused accidentally or deliberately, exceeding weight limits, improper assembly, improper maintenance, alteration, collision, crash or misuse or improper use. The Vehicle has not been designed, engineered, distributed manufactured, or retailed for uses in trick riding, ramp riding, jumping, aggressive riding, riding on severe terrain, riding in severe climates, riding with heavy loads, commercial activities, use with motors, or any similar activities; such uses may damage the Vehicle, can cause serious injury to the rider, and in all cases will void this warranty. The user assumes all risk of personal injuries relating to use of the Vehicle, damage to or failure of the Vehicle and any such injury, damage or loss if the Vehicle is altered in any way or if it is used for stunt-riding, ramp jumping, or similar activities.

Useful Product Life Cycle

Every Trikke™ cambering vehicle has a useful product life cycle. The length of that useful product life cycle will vary with the maintenance and care received over its useful product life, and the type and amount of use the Trikke cambering vehicle is subject to. The Trikke cambering vehicle should be checked periodically for indicators of stress and any other indicators of potential problems. These are important safety checks and very important to help prevent accidents, bodily injury to the rider and shortened useful product life cycle of the vehicle.

THIS IS AN INTEGRATED AND FINAL STATEMENT OF TRIKKE'S LIMITED WARRANTY. COMPANY DOES NOT AUTHORIZE OR ALLOW FOR ANYONE, INCLUDING ITS AUTHORIZED DEALERS OR REPRESENTATIVES, TO EXTEND ANY OTHER WARRANTIES, EXPRESS OR IMPLIED. NO OTHER REPRESENTATION AND NO STATEMENT OF ANYONE BUT THE COMPANY, INCLUDING A DEMONSTRATION OF ANY KIND BY ANYONE, SHALL CREATE ANY WARRANTY REGARDING THE TRIKKE CAMBERING VEHICLE. ALL OF THE REMEDIES AVAILABLE TO THE ORIGINAL OWNER ARE STATED HEREIN.

IT IS AGREED THAT TRIKKE TECH, INC.'S LIABILITY UNDER THIS LIMITED WARRANTY SHALL BE NO GREATER THAN THE AMOUNT OF THE ORIGINAL PURCHASE PRICE AND IN NO EVENT SHALL TRIKKE TECH, INC. BE LIABLE FOR INCIDENTAL OR CONSEQUENTIAL DAMAGES.

DISCLAIMER

All other remedies, obligations, liabilities, rights, warranties, express or implied, arising from law or otherwise, including but not limited to, any claimed implied warranty of merchantability, any claimed implied warranty arising from course of performance, course of dealing or usage of trade, and any claimed implied warranty of fitness, are disclaimed by Company and waived by the original owner.

Some states, jurisdictions, countries, do not allow some or all of the limitations set for herein, or the exclusion or limitation of incidental or consequential damages. If any provision is found unenforceable, only that provision shall be stricken and all others shall apply. This limited warranty does provide the original owner with certain legal rights and recourse and the original owner may possess other rights or recourse, depending on the state, jurisdiction, country or province.

Owner's Manual Versions:

This manual was designed for Trikke Sport Series Version 2 models. If your Trikke cambering vehicle has a rectangular handlebar stem then you have an Original version 1 model. There is a separate manual for the Original version 1 models. Contact Trikke Tech to get the correct manual or download it as a PDF file from the www.trikke.com website.



Original Version 1 Stem



Version 2 Sport Stem

Patent & Trademark Information

The Trikke cambering vehicle and mechanisms are protected by Trikke Tech, Inc.'s US Patents 6,220,612 and 6,499,751 and Chinese patent ZL 00 8 18040.7. Additional U.S., European and other International Patents are pending.

Trikke and 3CV are trademarks of Trikke Tech, Inc.



Contact Information

Most inquiries can be addressed at our website www.trikke.com. There you will find assembly, riding, and maintenance information as well as product information, accessories, videos, photos and more.

If you don't find the replacement part on our website, please contact Trikke Tech via e-mail at info@trikke.com.

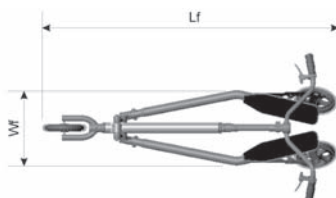
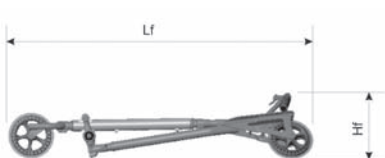
Trikke Tech, Inc.
2554 Lincoln Blvd. #121
Venice, California USA 90291
office: 310-306-8882 fax: 310-306-8827

International inquiries: The www.trikke.com home page has links to all of our international websites for contact information in your country.

Trikke Cambering Vehicles* have been tested and certified by TÜV Product Service GmbH. Look for the TÜV label on your Trikke.



Specifications					
model	TRIKKE 5.02 ws	TRIKKE 5.02	TRIKKE 6.02	TRIKKE 8.02	TRIKKE 12.02
rider weight limit kg (lbs)	66 (150)	66 (150)	91 (200)	114 (250)	114 (250)
vehicle weight kg (lbs)	6.8 (15)	5.5 (12.1)	7.7 (17)	9.3 (20.4)	13.6 (30.0)
frame material	steel and aluminum	aluminum (6061 T6)	aluminum (6061 T6)	aluminum (6061 T6)	aluminum (6061 T6)
finish	polished - painted	hi polishing	hi polishing	hi polishing	painted
folding mechanism	remove front axle	pull-twist lock pin on arm	pull-twist lock pin on arm	pull-twist lock pin on arm	pull-twist lock pin on arm
cambering mechanism	3CV welded	3CV forged	3CV forged	3CV forged	3CV forged
wheel / size	PU/PP 125 mm (5in.)	PU/PP 125 mm (5in.)	PU/PP 150 mm (6in.)	PU/PP 200 mm (8in.)	PU/PP 200 mm (8in.)
wheel bearings	608 zz Abec5	608 zz Abec5	608 zz Abec5	608 zz Abec5	608 zz Abec5
brake sys	dual rear independent, hand actuated cable drive, cantilever pad on the wheel	dual rear independent, hand actuated cable drive, cantilever pad on the wheel	dual rear independent, hand actuated cable drive, cantilever pad on the wheel	dual rear independent, hand actuated cable drive, cantilever pad on the wheel	dual rear independent, cable drive, disk brakes



TRIKKE

General Dimensions

dimensions armed mm (in.)				
H	750-940 (29.5- 37)	760-960 (30-38)	905-1100 (35.5-43.5)	1200-1400 (47-55)
h	610-800 (24-31.5)	785-585 (31-23)	695-890 (27.5-35)	920-1125 (36-44.5)
L	800 (31.5)	870 (34.5)	1055 (41.5)	1180 (46.5)
W1 / W2	495 / 495 (19.5 / 19.5)	495 / 495 (19.5 / 19.5)	550/610 (22 / 24)	602/670 (23.5 / 26.5)
dimensions folded mm (in.)				
Hf	165 (6.5)	255 (10)	200 (8)	290 (11.5)
Lf	900 (35.5)	945 (37)	1000 (39.5)	1110 (43.5)
Wf	320 (12.5)	280 (11)	310 (12)	375 (15)



BEFORE RIDING THE TRIKKE™ CAMBERING VEHICLE. ALWAYS FOLLOW THE INSTRUCTIONS AND PAY ATTENTION TO ALL WARNINGS.

- ALWAYS WEAR PROPER SAFETY EQUIPMENT WHEN RIDING THE TRIKKE CAMBERING VEHICLE.
- VEHICLE INCLUDING AN ANSI, SNELL, CPSC, ASTM, OR DIN EN 1078 APPROVED HELMET. WEAR PROPER FOOTWEAR AND SECURE LACES BEFORE RIDING.
- AVOID WATER, BUMPS, GRAVEL, SAND, CRACKS, UNEVEN SURFACES OR OBSTACLES THAT MAY STOP YOU SUDDENLY OR CAUSE YOU TO LOSE CONTROL. THE TRIKKE CAMBERING VEHICLE IS NOT INTENDED FOR OFF-ROAD USE, AND AVOID RIDING AT NIGHT.
- USE BOTH HANDS TO HOLD THE HANDLEBARS FIRMLY AT ALL TIMES. ONE-HANDED OR HANDS FREE RIDING IS EXTREMELY DANGEROUS. DO NOT PUSH TOO HARD ON OR APPLY UNEVEN PRESSURE TO EITHER SIDE OF THE HANDLEBARS. DO NOT MAKE SUDDEN SHARP TURNS OR APPLY YOUR BODY WEIGHT TO THE HANDLEBARS WHEN TURNING. SUCH ACTIONS MAY CAUSE THE VEHICLE TO “JACK-KNIFE” OR TO STOP SUDDENLY WHICH CAN CAUSE SERIOUS INJURY TO THE RIDER.
- DO NOT LEAN BACK OR PULL BACK ON THE HANDLEBARS. DOING SO CAN CAUSE THE RIDER TO FALL OFF THE BACK OF THE VEHICLE POSSIBLY RESULTING IN SERIOUS INJURY OR DEATH.
- POLYURETHANE WHEELS DO NOT PERFORM WELL ON WET PAVEMENT OR ANY OTHER WET SURFACE. POLYURETHANE LOSES TRACTION ON MOST WET SURFACES, AND WATER ON THE WHEELS CAN DRAMATICALLY REDUCE THE EFFECTIVENESS OF THE BRAKES. RIDING IN ANY WET CONDITION IS NOT RECOMMENDED.
- DOWNHILL RIDING IS NOT RECOMMENDED, ESPECIALLY FOR NOVICE RIDERS. THE TRIKKE CAMBERING VEHICLE IS DESIGNED PRIMARILY FOR USE ON FLAT, DRY PAVEMENT. RIDING DOWN STEEP HILLS OR DOING PROLONGED DOWNHILL RIDES IS NOT RECOMMENDED. PROLONGED USE OF THE BRAKES CAN CAUSE THE REAR POLYURETHANE WHEELS TO WEAR DOWN PREMATURELY, DRAMATICALLY REDUCING THE EFFECTIVENESS OF THE BRAKES OR EVEN CAUSING THEM TO FAIL. EXTREME CAUTION SHOULD ALWAYS BE USED WHEN RIDING ON ANY HILL.
- ALWAYS INSPECT THE VEHICLE BEFORE EACH RIDE AND MAKE SURE THAT THE HANDLEBAR QUICK RELEASE AND FOLDING MECHANISMS ARE SECURELY LOCKED IN THE PROPER RIDING POSITION. READ THE ASSEMBLY SECTION OF THE OWNER’S MANUAL FOR IMPORTANT ASSEMBLY AND MAINTENANCE INFORMATION.
- TEST THE BRAKES FOR PROPER FUNCTION BEFORE EACH RIDE AND DO NOT TURN THE HANDLEBARS MORE THAN 180°. THE BRAKE CABLES CAN WRAP AROUND THE STEERING COLUMN AND POSSIBLY ENGAGE THE BRAKES. MAKE SURE THAT YOUR BRAKE CABLES ARE NOT WRAPPED AROUND THE STEERING COLUMN BEFORE EACH RIDE. ALWAYS APPLY BOTH BRAKES EVENLY WITH YOUR WEIGHT DISTRIBUTED EVENLY OVER EACH REAR WHEEL.
- CHILDREN SHOULD ALWAYS BE SUPERVISED BY AN ADULT WHEN RIDING. IT IS THE RESPONSIBILITY OF THE PARENT OR GUARDIAN TO PROPERLY MAINTAIN AND INSPECT THE VEHICLE BEFORE EACH RIDING SESSION BY A CHILD. THE TRIKKE CAMBERING VEHICLE IS NOT RECOMMENDED FOR CHILDREN UNDER 7 YEARS OF AGE.
- ALWAYS EXERCISE EXTREME CAUTION WHEN YOU ARE RIDING IN CLOSE PROXIMITY TO OTHER VEHICLES, PEDESTRIANS, AND ESPECIALLY TO CARS IF YOU ARE RIDING ON A STREET. BE SURE TO OBEY ALL RULES OF THE ROAD.
- DO NOT MODIFY YOUR TRIKKE CAMBERING VEHICLE. ONLY USE TRIKKE TECH, INC. APPROVED PARTS AND ACCESSORIES. SEE THE LIMITED WARRANTY FOR USE RESTRICTIONS.
- DONOT EXCEED THE RIDER WEIGHT RESTRICTIONS FOR EACH TRIKKE MODEL:

TRIKKE 5 WEIGHT LIMIT 150 lbs. or 66 kg
 TRIKKE 6 & 7 WEIGHT LIMIT 200 lbs. or 91 kg
TRIKKE 8 & 12 WEIGHT LIMIT 250 lbs. or 114 kg

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