

# ASSEMBLY INSTRUCTIONS

## **Assembly HINTS**

- *Pay a bike shop to do it for you !*
- *If you're not a great handyperson, get a friend who is to help you.*
  - *Read and Re Read the instructions before you start.*
- *Lay everything out and make sure you have everything you need.*

## Table of Contents

<i>Introduction</i>	<i>Page 3</i>
<i>Unpacking Instructions</i>	<i>Page 4</i>
<i>Unpacking Instructions &amp; Tools Needed</i>	<i>Page 5</i>
<i>Fitting Derailleur and Rear wheels</i>	<i>Page 6</i>
<i>Fitting Rear Axle to Frame</i>	<i>Page 7</i>
<i>Fitting Front Wheel and Handle Bars</i>	<i>Page 8</i>
<i>Fitting Seat and Chain</i>	<i>Page 9</i>
<i>Fitting Chain and Gear Cable</i>	<i>Page 10</i>
<i>Routing and Connection of Gear Cable</i>	<i>Page 11</i>
<i>Fitting Chainguard Pedals and Front Brake Cable</i>	<i>Page 12</i>
<i>Adjusting Front Brake and Installing Rear Brake Cable</i>	<i>Page 13</i>
<i>Adjusting Rear Brakes and Fitting Front Guard</i>	<i>Page 14</i>
<i>Mounting Rear Fenders</i>	<i>Page 15</i>
<i>Fitting Reflector, Bell and Wheel caps</i>	<i>Page 16</i>
<i>Installing Rear Basket and Removing Packing Stickers</i>	<i>Page 17</i>
<i>Fitting Cable Ends</i>	<i>Page 18</i>
<i>IMPORTANT Riding and Safety Hints</i>	<i>Page 19</i>
<i>Warranty Information</i>	<i>Page 20</i>



## **Congratulations on the purchase of your Progear Trike.**

**Your trike has been delivered to you approximately 60% to 70% assembled. Trikes are delivered this way as the freight costs on assembled trikes is very expensive and it works out much cheaper to send them this way and to have you or your local bike shop complete the assembly.**

### ***Bike Shop assembly or Do it Yourself?***

#### **BIKE SHOP**

For the best and safest result, we strongly recommend that you have your local bike shop or someone with mechanical experience put the trike together for you. Purely from a safety perspective, it is imperative that everything is correctly assembled, aligned and tightened.



**\*The assembly instructions are for the 20" wheel and 24" wheel Progear Ride Free Trikes.**

**Unpack both boxes and lay everything out.**

**CHECK THAT ALL PARTS ARE INCLUDED  
BEFORE YOU START.**





1. Front Wheel
2. Rear Drive Wheel
3. Rear Free Wheel



1. Rear Wire Basket
2. These Instructions

## Tools Needed





**Assembly of rear end of trike**

*Attach the Shimano derailleur (gear changer) to the rear axle assembly using a size 5 Allen key. Make sure the sprung sprocket arm is opened so that it sits on the outside of the crossbar as shown in the picture.*



**Attach right side drive wheel**

*The right side drive wheel is different to the left one in that it has a rectangular keyway. With the keyway facing inwards side it onto the axle.*



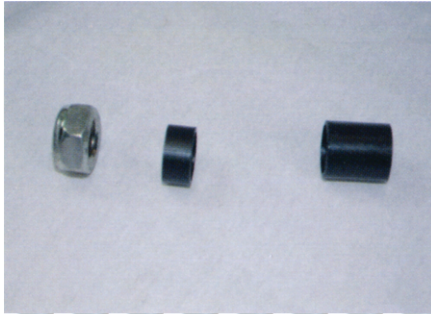
**Attach spacer and wheel nut**

*The small spacer goes on the outside of the wheel and then the nut.*



**Using the shifter tighten till firm.**



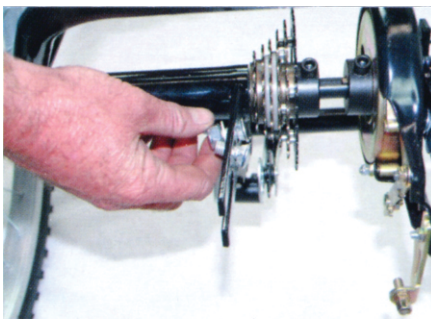


#### **Fitting the left wheel**

*The left wheel can go on either way so it is important you find the arrow on the tyres and make sure the arrow is facing forward. The large spacer goes on the inside of the wheel and the small spacer and nut go on the outside.*



**Using the shifter tighten till firm.**



#### **Attach Rear Axle to Trike Frame**

*Remove nuts and washers from frame mounting bolts but leave the bolts where they are.*



#### **Slide Axle and Frame together.**

*The rear axle arms slide inside the main frame arms. They are normally quite tight so this job often requires 2 people. Once in position check that rear axle is square, replace nuts and washers and tighten with a 17m spanner.*

**Mount front wheel.**

*The front wheel has directional tyres so make sure the arrows face forward. Using a 15mm spanner loosen the nuts and slide the front wheel into the frame forks. Make sure the locking washer's end point is located in the hole on the forks.*



**Tighten each of the locking nuts.**

**Fitting the Handle Bars**

*Using a size 6 Allen key, loosen so that the grooved bottom locking nut is as loose as you can make it without removing it.*

**Slide into Frame Neck**

*Slide the handle bar post into the frame neck. This can sometimes be a very tight fit and you may need to force it or work it from side to side.*



**Make sure it is inserted past the minimum insertion mark**

*Adjust the height to your preferred level and make sure the bars are straight and aligned with the front wheel. Tighten with a size 6 Allen key.*



**Mounting the Seat Post**

*Slide the seat post into the seat upright and tighten with a 13mm spanner. Make sure the post is inserted past the minimum insertion mark. When the trike is assembled both the seat height and handle bar height can be adjusted to suit the rider.*



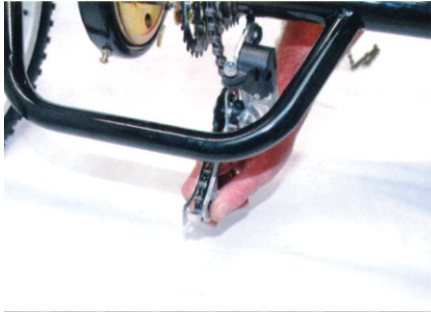
**Lower Seat onto Mounting Pole**

*Manually adjust seat so that it looks flat or horizontal and tighten on both sides with a 13mm spanner.*



**Installing the chain**

*Lay the chain over the front pedal sprocket and on top of the largest sprocket on the rear axle.*



**Feeding the Chain through the Derailleur**

*Looking from the rear of the trike feed the chain over the top of the first small black sprockets on the Shimano derailleur around it then over the top of the bottom sprocket and the forward so that it can join the other end.*



**Join chain ends together.**



**Push the pin in using pliers**



**Fitting the Gear Cable**

*Unravel the gear cable from the handle bar gear changer and feed it through the empty outer black cable sleeve.*



**Thread the cable through all the mounting points back to the rear**



**Attach the cable to the Derailleur**

*We strongly suggest you search YouTube for instruction videos on how to best adjust the Shimano Gears. It is very straight forward but much easier to understand by watching a video rather than an instruction book. There are several very good videos on there that are very helpful.*



**Mount the Chain Guard**

*Slide the chainguard over the right pedal crank and fasten with the screws provided.*



**Fit Left and Right Pedals**

*The pedal bolts are marked L for left and R for right.*



**Tighten with a 15m spanner.**



**Install Front Brake Cable**

*Feed cable into Brake Lever by turning the silver adjuster so that the cable can slot in.*



#### **Adjusting Brake Pads**

*Loosen front brake pads with a 5mm Allen key, allowing pads to line up with the rim when pushed close. Lock brake pads into place with the 5mm Allen key.*



#### **Joining the 2 pads**

*Feed brake cable through the angled brake sleeve and then through the rubber cable protector.*



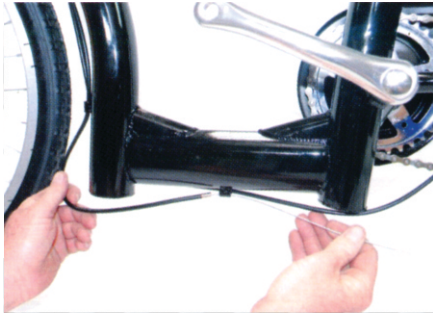
#### **Fixing and Adjusting Cable.**

*Loosen brake cable clamp on the opposing side, feed cable through and tighten making sure brake pads are as close as possible to the rim without actually touching.*

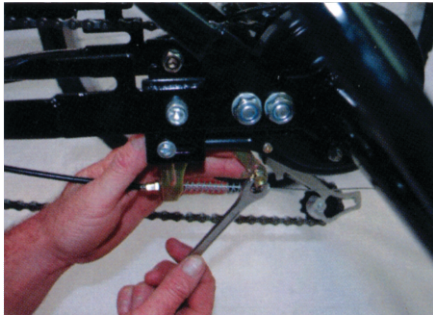


#### **Installing Back Brake Cable**

*Fit back brake cable into left hand brake lever in the same manner as the front was fitted.*



**Thread Brake Cable through all mounting points back towards the rear.**



**Fitting cable to Rear Brake**

*Loosen off nut on rear brake with 10mm spanner. Fit spring as per picture and thread cable through bolt and tighten bolt. The rear brake is only for slowing down it is not a stopping brake. It can be adjusted with the cable here or also by screwing the screws around the outer rim of the rear brake.*



**Fasten Support Brackets**

*Use the 10m bolts provided to fasten the support brackets to the lower forks where there are threaded holes provided.*



**Mounting Rear Guard Supports**

*Slide guard brackets over wheel and fasten with nuts and bolts provided and tighten with 10m spanner or screw driver. Once tightened, manually twist the bracket so that it is centered on the wheel and horizontal to the ground.*



**Attach red rear reflectors to guard using an 8m spanner.**



**Adjust bracket to receive fender**

*Lay the fender on top of the bracket to check fit. On some occasions it may be necessary to lightly bend the bracket inwards for a better fit of the fender*





**Mount fenders using the 4 small screws provided.**

*Once the fenders are tight and mounted, flex and bend the fenders and brackets so that they are centered to the wheels.*



**Mount Front Clear Reflector**

*Using a 8m spanner, mount the front reflector.*



**Mount Bell**

*Remove screw from bell, open up fitting and fit the bell on the left handle bar. Replace screw and tighten.*



**Fit front wheel bolt caps.**



### **Fitting the Basket**

*Place the basket on top of the rear axle assembly and lay the basket brackets to match with mounting holes. Place bolts through the brackets and the basket.*



**Cable Cap**

*Clamp the cable ends on by squeezing with pliers.*



**Repeat the same on the gear cable and rear brake cable.**

*\* Note if your trike has a rear disc brake use instructions on page 20.*



### **IMPORTANT FACTS ABOUT RIDING A TRIKE**

There may be several reasons why you have chosen a trike over a normal bike.

They offer a stable riding platform and loads of storage space.

They do however have some differences you need to be aware of before you ride.

Because trikes do not lean like normal bikes, the first time you ride one they may feel quite strange. When you turn a corner on a trike it stays flat and stable in line with the ground and you may feel your weight being pushed in the opposite direction of the turn. On a normal bike you would lean into a turn, you must do the same on a trike. Trikes are designed not to tip over if used correctly, but humans aren't so your body needs to move to keep balance, particularly if you try a fast, sharp turn.

We strongly recommend the first time you ride a trike that you take it slow and easy. Try slow not so sharp turns, lean slightly into the turn and before long it will all feel very natural to you.

The same applies if you are riding on uneven or sloping ground. Even though the trike will travel in line with the slope, you need to lean slightly into the slope, just like a normal bike.

### **VERY IMPORTANT SAFETY FACTS**

A trike can and will tip over if you push it too far. If you take fast and sharp turns without counterbalancing your weight the trike can lift up onto two wheels and may tip over. These trikes have been designed for leisurely riding and if used correctly are very safe and stable.

Because a trike has 3 wheels, you must always try and be aware of any obstacles that any of the wheels may encounter, particularly the rear 2 wheels. Trikes are much wider than bikes so remember when you are passing parked cars or other obstacles that the rear wheels protrude wider than your body so make sure you leave plenty of clearance.

The last thing is the difference between the front and rear brakes. The rear brake is designed as a slowdown brake and not a stopping brake. Only one of the rear wheels is braked on a trike which means if that one wheel was braked hard it would make the trike turn in the direction of the stopped wheel. It is for this reason that the rear brake is only for slowing down and it will not bring you to an abrupt stop. The front brake is the brake to use for stopping, or use both brakes together but do not rely on the rear brake alone to stop the trike.

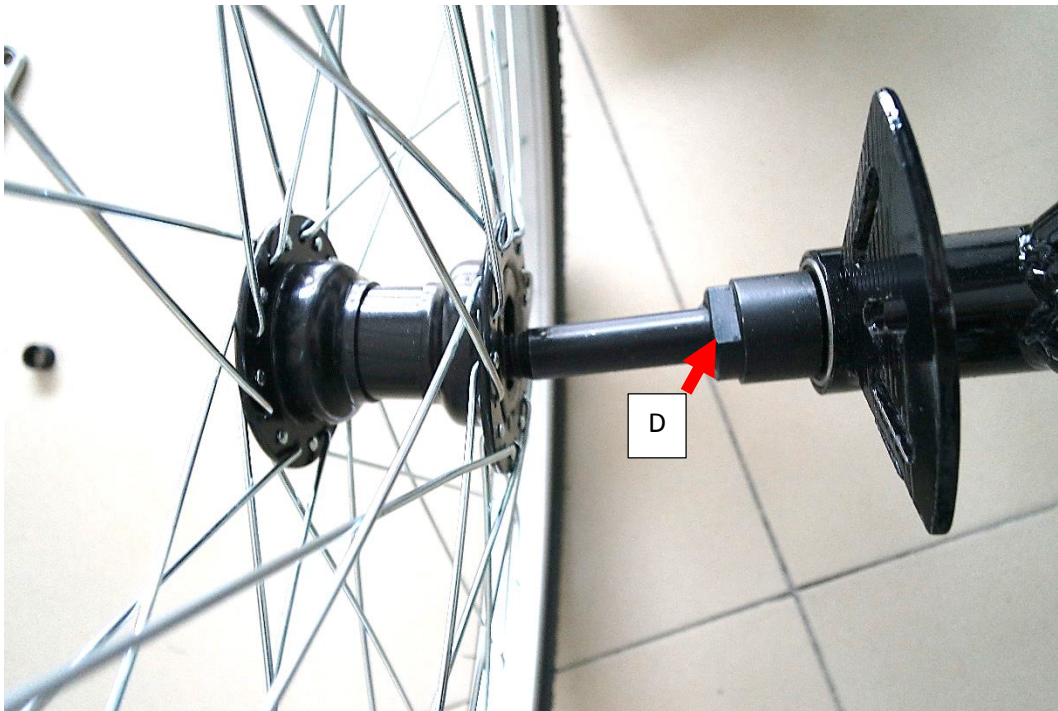
Please follow the following steps to install the rear disk brake and rear wheels

## TRIKE REAR WHEELS INSTALLATION - REAR DISC BRAKE

**Note** To discern left from right, place both wheels next to trike making sure the tyre tread is facing forward

### RIGHT HAND SIDE REAR WHEEL

1. Slide RHS rear wheel onto rear axle up against the spacer on axle with square lug (D)



2. Slide outer spacer over axle



3. Thread into place nylock retaining nut and tighten to a firm tension using an appropriate spanner. No need to over tighten





## LEFT HAND SIDE REAR WHEEL

1. Install the spacer over axle



2. Install rear wheel over axle and slide into place



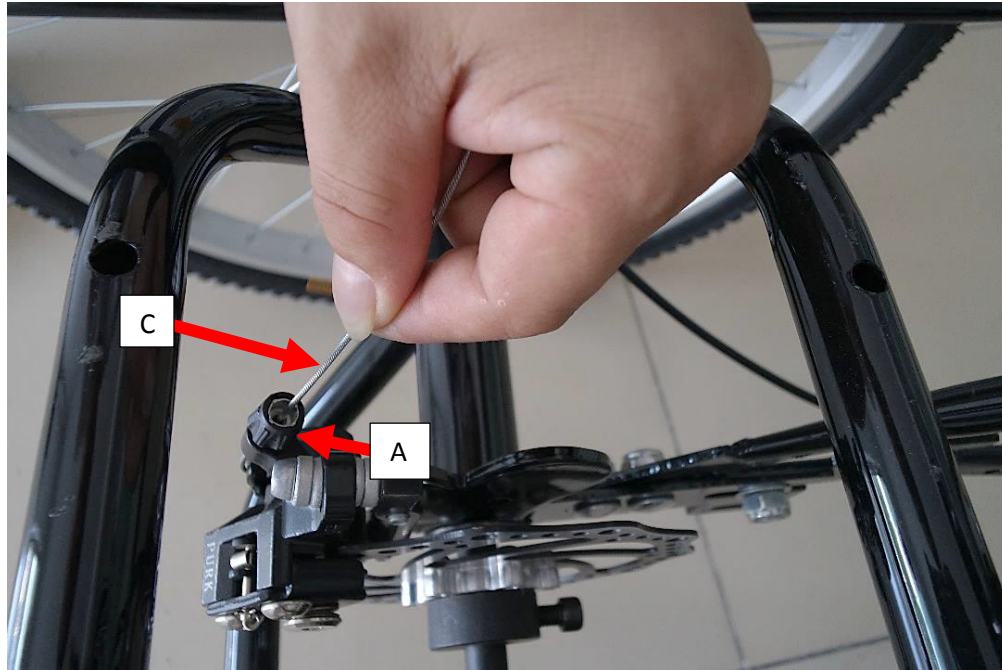
3. Install outer spacer and nylock retaining nut and tighten to a firm tension using an appropriate spanner no need to over tighten



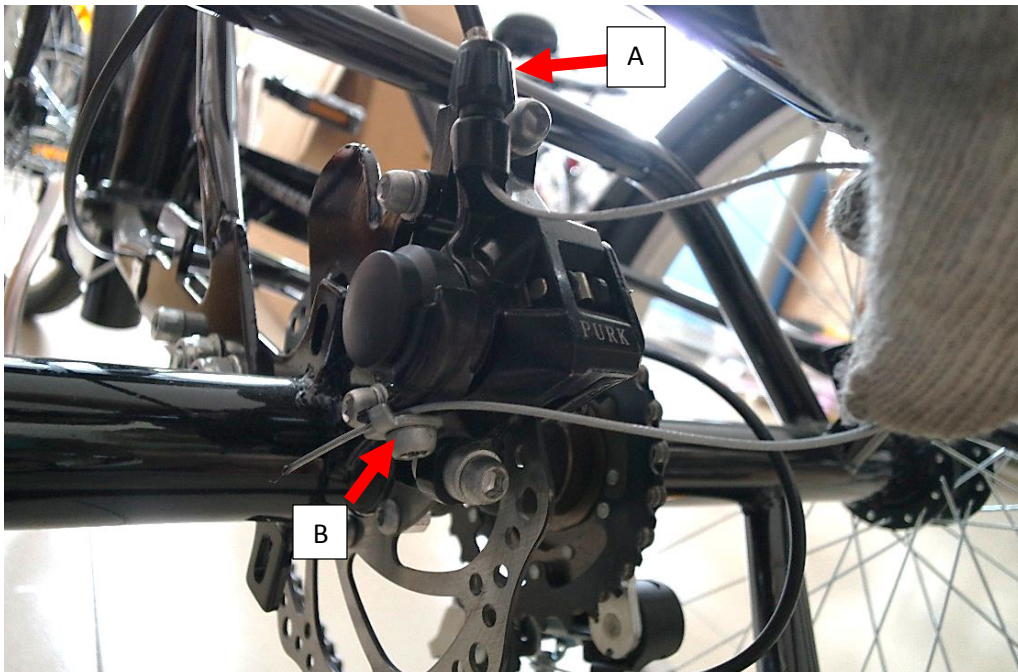


## TRIKE DISC BRAKE CABLE INSTALLATION & ADJUSTMENT

1. Insert the tail end of the rear brake inner cable (C) into the cable adjusting Ferrell (A) on brake caliper housing



2. Feed inner wire through adjusting Ferrule (A) and under the cable retaining screw and plate (B).

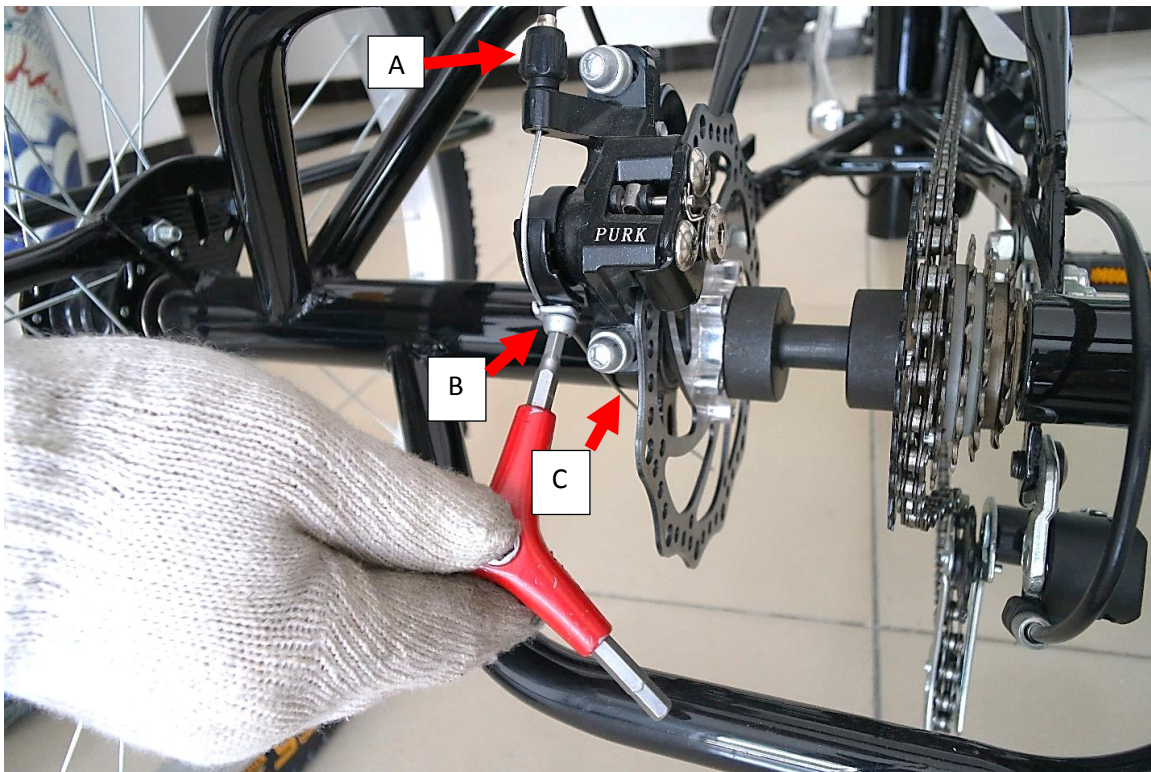


### 3. Cable adjustment

Holding (C), continue to pull inner cable through (A) and (B) to remove excess cable slack.

Before tightening (B) make sure the outer cable is seated into adjusting Ferrell (A) then proceed to tighten retaining screw (B).

Test the brake lever travel. For further adjustment use the Ferrell on brake lever or Ferrell (A) on brake caliper.



# WARRANTY

## AUSTRALIAN CONSUMER LAW

*Many of our products come with a guarantee or warranty from the manufacturer. In addition, they come with guarantees that cannot be excluded under the Australian Consumer Law. You are entitled to a replacement or refund for a major failure and compensation for any other reasonably foreseeable loss or damage.*

*You are entitled to have the goods repaired or replaced if the goods fail to be of acceptable quality and the failure does not amount to a major failure. Full details of your consumer rights may be found at [www.consumerlaw.gov.au](http://www.consumerlaw.gov.au)*

Please visit our website to view our full warranty terms and conditions:

<http://www.progearbikes.com.au/terms-conditions-progear>

## **Warranty and Support:**

Please email us at [support@progearbikes.com.au](mailto:support@progearbikes.com.au) for all warranty or support issues.