

# **Footbike**<sup>0000</sup> ASSEMBLY AND USE INSTRUCTIONS

**DO NOT DISCARD - READ BEFORE ASSEMBLY**



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### **1a. Dear Customer**

Welcome to FootbikeUSA and thank you for purchasing the one and only Footbike! We are sure you will enjoy the fun, fitness and fabulous recreation your Footbike will provide.

First, check that you have received the correct Footbike and there is no damage to the packaging. Carefully read the following information to get the best from your Footbike. You may assemble your own Footbike, however we encourage you to take your Footbike and its complete packaging and assembly instructions to a local bike shop and let a professional assemble your machine for you.

### **1b. Dear Bike Shop**

Please read all instructions including above. **DO NOT ATTEMPT TO CLAMP THE MAIN TUBE IN A BIKE STAND.** The following information will instruct you to assemble and properly fit the Footbike as well as recommend common safety, maintenance and riding tips to your customer.

## **2. Required Tools**

- Box knife or scissors
- 4,5,6mm Allen/hex wrench set
- Bike cable cutter (optional)
- Bike grease
- Phillips and Standard screwdrivers

## **3. What's in the Box?**

Aside from the *almost* assembled Footbike, wheels, brakes, handlebar and adjustable stem, your accessory box contains:

- 2—Bar ends

- 1—Front brake cable and housing
- 2—Cable end protectors
- 4—Reflectors for wheels
- 1—Safety Bell
- 2—Rear Fork Safety Screws

*\*For the Street Models, Front and Rear Fenders and mounting hardware.*

#### **4. How to Assemble the Footbike**

**NOTE:** All directions, i.e. front, rear, etc. are referenced from standing over kick-plate riding position. Lightly grease hex bolt threads and **HAND TIGHTEN** all bolts. DO NOT OVERTIGHTEN. THIS WILL CAUSE PARTS TO STRIP OR BREAK. More info on how to assemble and ride can be found on <http://www.footbikeusa.com/themachine/>

Remove Footbike, wheels and accessory box from the Footbike box. Check that all parts are included. Contact FootbikeUSA.com if there is anything damaged or missing.

DO NOT ATTEMPT TO CLAMP THE MAIN TUBE IN A BIKE STAND. Remove cardboard from the left fork leg, turn the fork face front and clamp the fork leg to your stand. Remove the rest of the protective packaging and zip ties.

Before attaching the handlebars to the stem, remove the hex bolts and the stem clamp plate. Place the center of the handlebar in position against the stem. The REAR brake lever should be on the RIGHT side of the bar and the brake cables should have a direct path to the brakes. Check that there are no twists, crimps, or braiding of the cables. Replace the clamp plate on the stem, align the handlebar to rider position and evenly tighten hex bolts.

**Front wheel installation:** Identify front wheel (bigger) and rear wheel (smaller). Next, locate front wheel skewer (longer) and rear wheel skewer (shorter) found in your accessory box. Unscrew tension nut on front wheel skewer opposite of the quick release lever. Add grease to skewer and insert into hollow axle of the front (bigger) wheel, making sure the quick release lever is on the right side and the tire tread is placed in the forward rolling position. Replace tension nut onto skewer. With fork facing forward, insert front (bigger) wheel by pushing the wheel firmly into the top of the dropouts. Center and tighten the tension nut enough to close the release lever with some pressure.

**Rear wheel installation:** Grease and insert rear (shorter) skewer into hollow axle of the rear (smaller) wheel with the quick release on the right side. Replace tension nut onto skewer. Insert rear wheel into rear wheel dropout behind foot deck. **NOTE:** If the primary rider is over 6'2" then max the deck by installing the rear wheel into the **lower** rear wheel drop out. If the primary rider is between 5'3" and 6' then lower the deck and install rear wheel into the **upper rear** wheel drop out. Tighten securely by making sure the quick release lever is in the closed position.

Attach the white reflectors found in the accessory box to the wheel spokes with the supplied fasteners. Inflate front & rear tires to max psi prescribed on the sidewall of each tire. Now you're rollin'!

**To properly install the V-brakes, follow the instructions found in the accessory box included with your Footbike.**

**To adjust the V-brakes,** back out the adjustment barrel on each brake lever about halfway **Fig.1**. Next, locate and release the tension from the brake arm by carefully pulling the tension spring over the metal stud **Fig 2**. Loosen the brake pad hex bolt so the brake pad is loose on the brake arm. Line up the brake pad so the arch of the brake pad is UP (aligned with the wheel rim) and the brake pad has confident

contact with the RIM face ONLY. Apply hand pressure to the brake arm to keep the pad in contact with the rim.

Hand tighten the brake pad hex bolt, making sure the brake pad doesn't move

**Fig 3.**

Repeat the brake pad setup on each brake arm. Loosen the brake cable clamp hex bolt on top of both the front and rear brake arms. Squeeze both brake arms into contact with the rim and hold them while pulling the loose brake cable through the cable clamp. Actuate the brake lever to make sure ALL of the slack is out of the cable and tighten the cable clamp hex bolt. Replace the tension spring on the brake arms. Turn the threaded barrel adjusters back into the brake lever. Re-check to make sure the brake cable and brake arms actuate properly and the brake pads contact the rim when you squeeze the brake lever contacting the rim evenly at the same time and have clearance from the rim when releasing the brake lever.

If the brake pads hit the rim unevenly or one before the other, you may adjust the tension spring on the brake arm. Actuate the brake lever and tighten the tension spring on the brake arm with a Phillips screwdriver on the pad that is hitting the rim too late to allow equal clearance of 1 mm from pad to rim surface on each side **Fig 4.** Adjust the brake cable action by turning the brake lever adjustment barrel or by allowing a bit of cable slack clamped to the brake arm. Tuck excess cable behind brake arm spring tension stud or zip tie in place. Check that all bolts are tight and the quick release levers are in the closed position on both wheels and you are done!

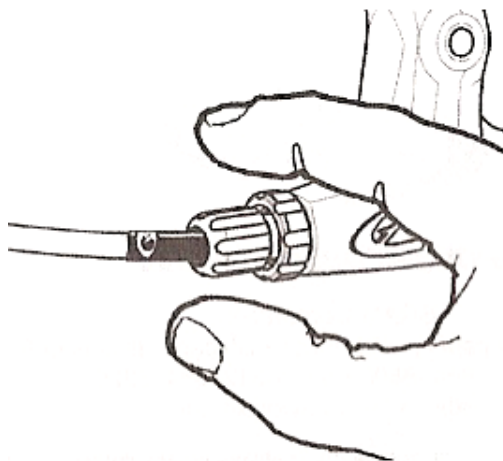


Fig.1.

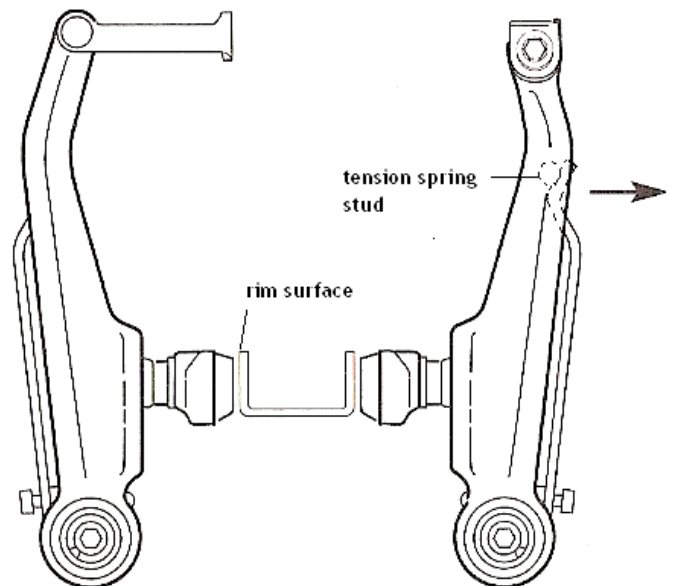


Fig. 2.

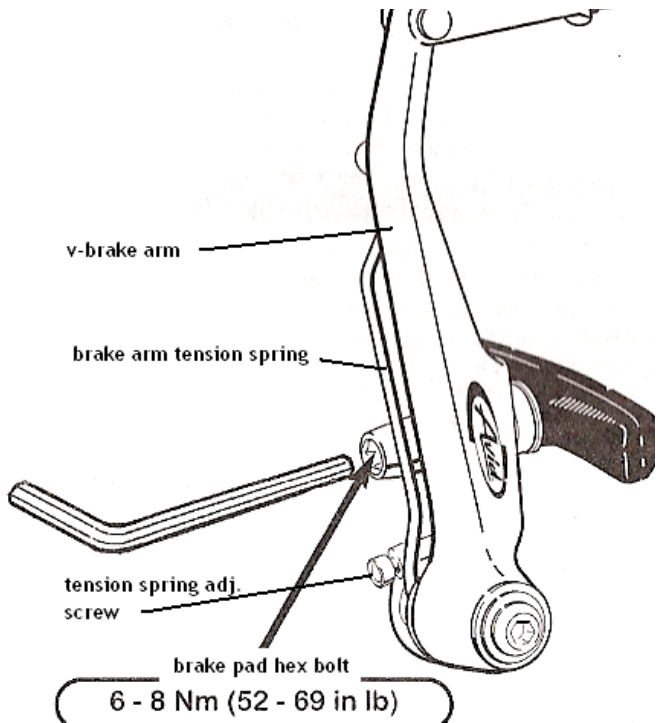


Fig. 3.

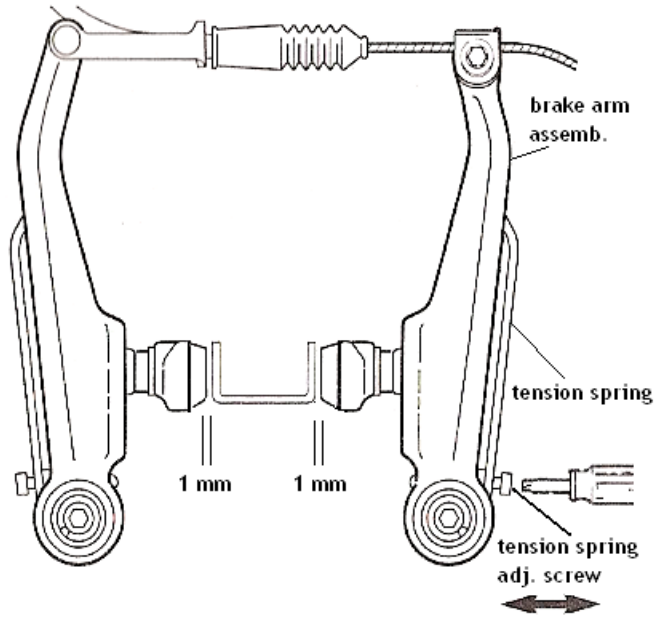


Fig. 4.

## 5. How to Fit the Footbike

Comfort is the name of the game when setting up the Footbike. Test riding the Footbike will determine the optimal deck height, as well as the optimal stem height and angle for the primary rider of the Footbike. To adjust the stem angle, loosen the hex bolt on the **right** side of the stem. Do not remove the hex bolts. Then loosen the lower hex bolt centered underneath the stem. Angle the bar stem to a comfortable position then tighten all hex bolts securely.

### Adjusting the deck height:

If the primary rider is over 6'2" then secure rear wheel in the *lower rear* dropouts and max the stem height. Riders over 6'3" will have to consider stem risers. If the primary rider is between 5'3" and 6' then secure rear wheel in the *upper rear* dropouts and adjust the stem to comfort. Riders less than 5' tall will have to consider an aftermarket shorter stem and adjustments to the brake lever for smaller hands. **Children as tall as 38" have had fun on a Footbike as long as their fingers can reach the brakes.**

To achieve maximum ground speed of their Footbike, accomplished kickers should have the deck set in its lowest position. Lowering the deck allows you to achieve the same thrust with less kicking effort.

## 6. Safety First

You are almost ready to ride. We recommend wearing a helmet that fits and full fingered bicycling gloves when using your Footbike. For the serious Footbike enthusiast, good running shoes are your best friend.

## 7. How to Kick IT!

Footbike riding styles are too numerous to list and often complicated and over processed. Making your Footbike 'go' is more about the finesse of propelling your machine and not trying to 'kick start' it.

First get your hands on the bar grips, again making sure you can actuate the brake levers in a comfortable position. Next get your 'anchor' leg placed on the deck in a stable position with the knee just bent, learning

to rock the anchor leg from the balls of the feet through to the heel while kicking. With the ‘kicking’ leg, keep the toe forward and frontward, TAP the ground and push yourself forward, giving you forward balance as the kicking foot reaches initial contact with the ground and ends in a graceful reach. As your Footbike launches forward, continue to kick and glide. Your kicking leg becomes more of a pendulum hanging from your torso. Continue to kick and glide then slide your foot over, switch feet, and repeat with your other leg. Tired yet? Switch feet again. Are you going up a hill? Use shorter and faster kicks or just walk it.

The Footbike was designed in Finland, known for notoriously long, smooth, even bike paths. When you are riding your Footbike, try to avoid speedbumps, sharp angled dips, potholes and curbs. Go around them or walk over them, as it is likely that these obstacles will scrape the bottom of your Footbike or cause you to rapidly decelerate. Wet pavement may also cause you to slip and slide so kick it on a dry surface. Always wear a helmet when riding your Footbike.

### **8. Maintenance**

A delightful feature of the Footbike is the minimal maintenance needed to keep your Footbike on the road and happy. Without a chain, bottom bracket, cassette or pedals there is little to do but keep the tires inflated and just kick it. Wear and tear items such as worn brake pads and flat inner tubes should be replaced as needed.

That’s all, folks. Scoot, kick and ride. Go easy or go to get fit. Go often, go with the kids and have fun. Welcome to Footbike.

“Just Kick It”

**FootbikeUSA.com**