

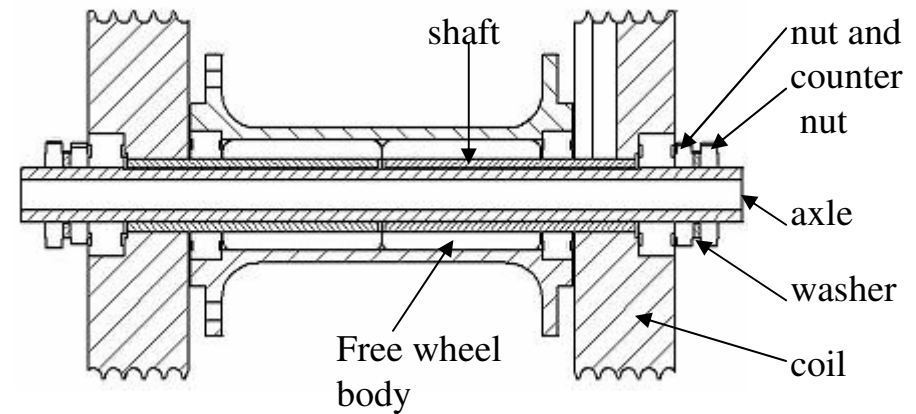
Hub, mounting of Spokes

To mount the spokes in the hub, the coils must be removed. Therefore loosen the counter nut and unscrew it and the nut from the axle on one side of the hub. Push the axle through the whole hub. The coil at the opposite side may remove with the axle. If not, pull it out of the hub and do the same with the other coil. Do not exchange right and left coil.

Put the spokes into the holes of the hub and pull the shafts with the coils carefully into the freewheel bodies of the hub. The last millimeters will require a little bit of force to bring the bearings into their positions.

Push the axle into the hub, keeping the coils in the right position in the hub and screw the nut and the counter nut. Leave a very small gap to avoid axial tension at the ball bearings. The bearings should turn freely, without too much room for axial movement of the system. The outer ends of the axle should be of equal length.

The washer should be used if the coils come too close to the fork after mounting of the wheel in the fork.



Assembling

- The mounting clamps are mounted to fix the transmissions cord on the free wheel coil. These are used if the front wheel is to be delivered or before it is removed (e.g. in case of repair of a flat tire)
- They have to be mounted on the underside on the coil, if the positioning pin (connected to the transmission cord) put in the hole of the coil is facing down (facing up in case of 100 mm diameter coils).
- To rewind the transmission cord or to exchange it with a new one, the positioning pin of the cord should be put into the hole of the coil. Then the cord has to be wound 1 1/4 turns (3/4 turns in case of 100 mm coils) in both directions following the thread of the coil. The result is 2 1/2 turns (1 1/2 in case of 100 mm coils) with the positioning pin in the middle of the turns. Then the turns will be fixed with the mounting clamp so that the positioning pin is opposite to the open side of the positioning clamp (in the open side in case of 100 mm coils).
- The connection between the cords transmitting the arm power of the steering bar to the cords wound around the freewheel-coils at the hub is made by the connectors labeled 'terminal 1'.
- The connection between the rubber cord wound around the big pulley and the front parts of the cord is made by the connectors labeled 'terminal 2'.
- To remove the front wheel, it is necessary to unscrew the terminals 1 (after mounting the clamps). The rubber cord has to be taken from the big pulley only. To exchange the tire it is necessary to unscrew one of the terminals 2 as well.
- The terminals 1 have to be (re)screwed together after mounting the front wheel (again).



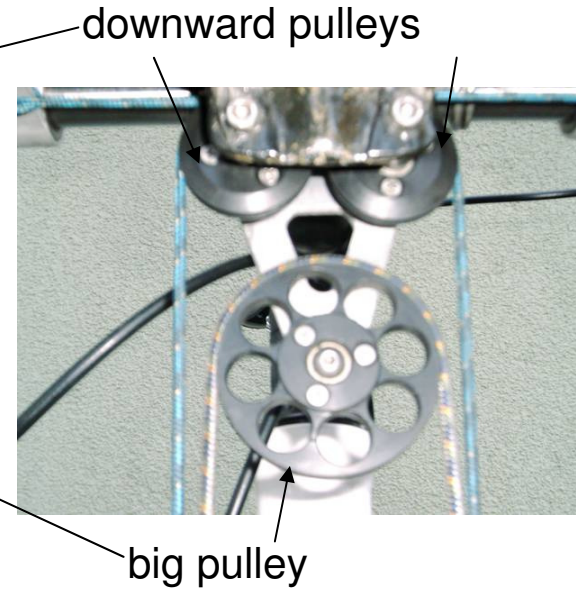
Mounting clamps



Positioning pin

Assembling

Then the rubber cord has to be put onto the big pulley. The big pulley has to be screwed like shown in the pictures. Make sure that the power transmitting cord is put the correct way around all of the pulleys at the steering bar before using exycle. Rotate the polished shaft in the handlebar stem until the cords meet their pulleys straight and then tighten the clamping screws of the handlebar stem very tight.

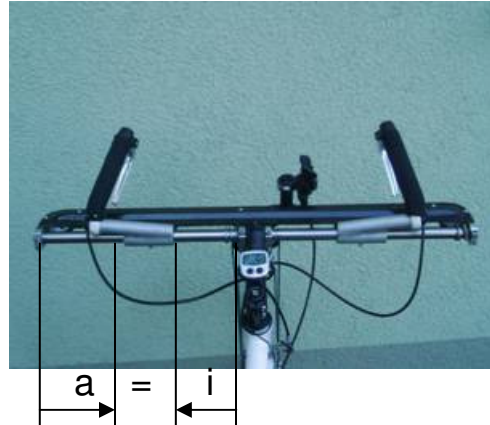


The mounting clamps should always be together with the spare tube e.g. like shown in the picture



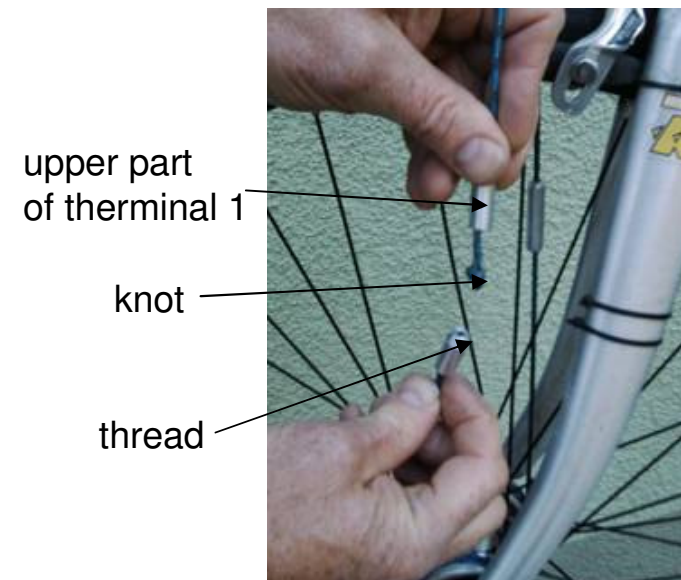
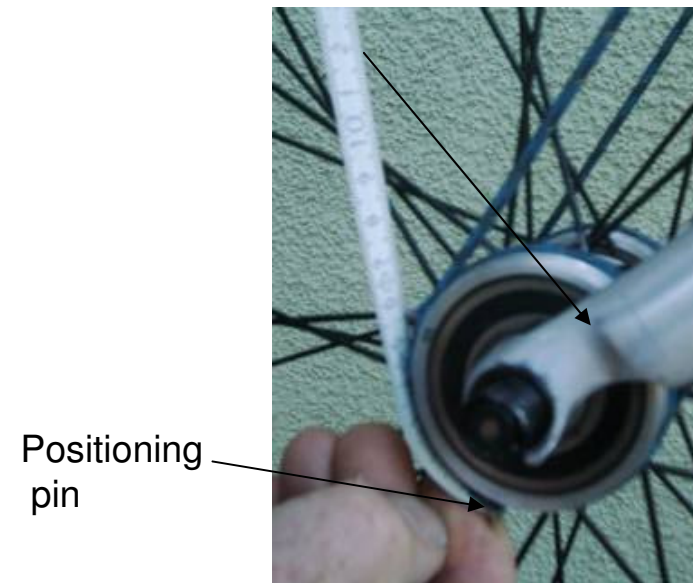
Connection and adjustment of length

The positioning pin must be underneath the coils (in case of standard coils, diameter 60 mm) if the handles are in the position $a=i$. If not, measure the way it is before this position and make the cord coming from the handle bars shorter. To accomplish this,



terminal 1 has to be unscrewed (after installing the mounting clamps). Screw the upper part of terminal 1 clockwise holding the cord to move the knot out of the upper part of the terminal. Untie the knot, cut the length you measured before at the coil, make a new knot and pull it into the upper part of the terminal. Screw the parts of the terminal together and exert maximum force at the handle bars to pull the knot into its final position.

If the positioning pin is behind the position underneath the coils, a longer, new cord must be mounted onto the handlebars, or the position of the positioning pin on the cord must be changed the right way after unwinding the cord from the coil. This, however, demands that you have enough elongation reserve of the rubber cord.



Brakes and gear shifter

Longer inner cables and outer casings are necessary to mount the brake handles at the exycle steering bar.

Fig. 1 shows the way of mounting the cables in case of the tube end brake levers. Outer casing is fed through the feeder and held by adhesive tape underneath the handle before coated by the foam rubber handle material

Fig. 2 shows the way of mounting the cables in case of V-type brakes needing special brake levers or if you want to use the original brake levers of an existing bike.

Fig.3 shows the mounting tube that holds the gear shifter and its cable so that it is easy to use in the inner position of the steering handles



Fig. 1



Fig. 2

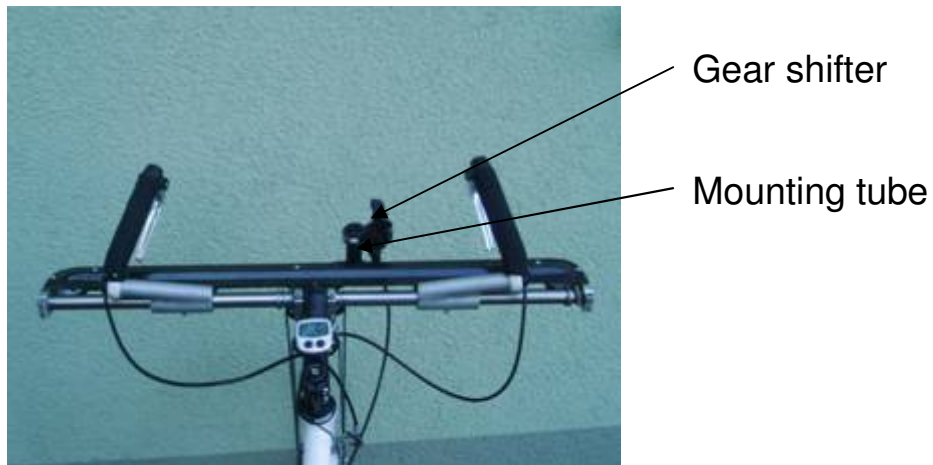


Fig. 3

Mounting of cables for tube-end brake levers

- Remove the tube-end brake levers by loosening the screws. (Fig. 1)
- Pull the break levers with the cable out. (Fig. 2)
- Cut the outer casing so that it comes through the feeder in a soft curve (when the handles are in their outer positions) (Fig.3) and it reaches to its brake.
- Feed the cable into the outer casing and mount the brake levers.
- Cut the cables after finishing of mounting
- Fix the cable housings so that they are moveable at the stem by a cable strap.

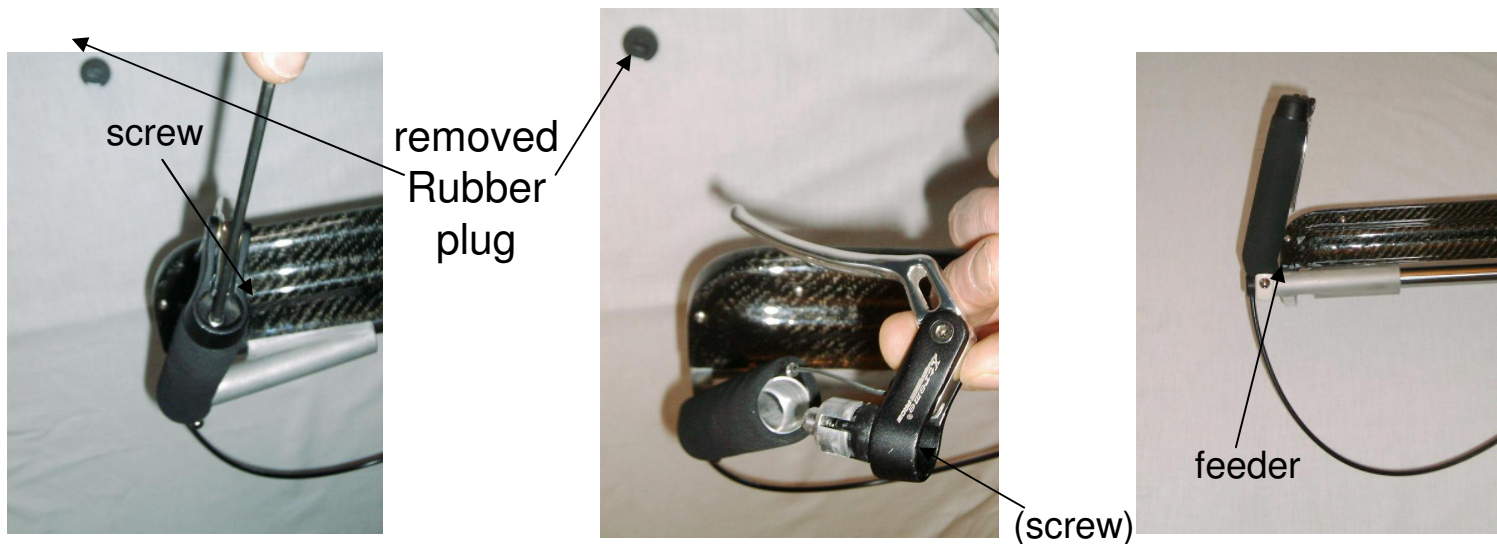


Fig. 1

Fig. 2

Fig.3

Information we need to deliver the right construction

- On which kind of bicycle should the exycle steering bar work? A photo can help. We prefer road racing bikes or similar ones.
- Is the handlebar stem smaller than 32 mm and does it accept a steering bar of 25 mm or 1 inch? If yes, please note dimension 1. (axis of the steering bar to axis of the hub).
- If not, we should include handlebar stem with our delivery. Which type of mounting should it be (e.g. clip on type) and which diameters has the fork shaft? Give dimension 2 please (end of the fork shaft to axis of the hub).
- Which type of brakes? The tube end brake levers are the standard (Fig. 1, next page) and for road racing bike brakes only.
- Should we prepare for existing brake levers (Fig.2, page 5)?
- Should we mount one or two keepers for the gear shifter at the rail of the handle bar (Fig. 3, page5)? We recommend SRAM Trigger
- How many holes for the spokes have to be in the front wheel hub?

Type:

Yes no

Dimension 1:

Type:

Diameter:

Dimension 2:

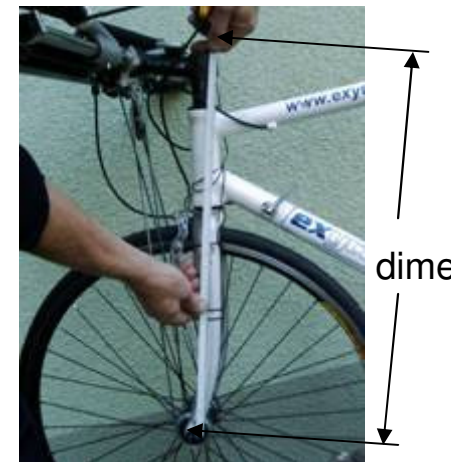
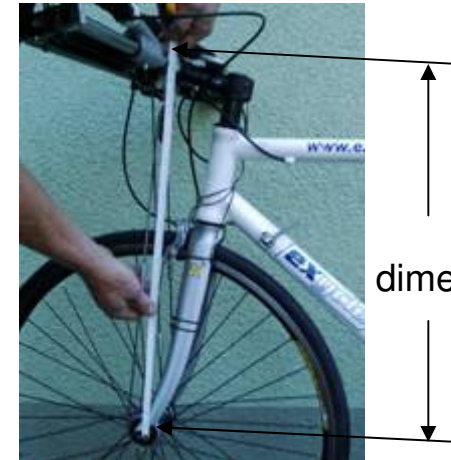
Type:

Yes no

Yes no

How many:

How many:





Manual

Instructions for use of exycle

Thousand interests about had a first ride on exycle. There was no accident.

You must be able to ride a bike.

You should wear a bicycle helmet.

An accident on a bicycle can happen every time. The additional hand drive may increase the risk to have an accident.

Do not pull the front wheel backwards.

Put all the fingers around the handles in the lowest position.

Keep the handles in the inner position if you ride the bike conventional, using legs only or if you steer using one hand only.