1. Fitting brake rotors for 3 wheels.

Fit the disc brake rotors to each wheel using 6 bolts per rotor. Set the rotor to rotate in the direction indicated on the rotor. Tighten the rotorbolts to 6-7 Nm.

2. Fitting rear fork.

320 fork

326 fork

Fit the rear fork to the frame with M8 bolts. Tighten the bolts to 24 Nm.

3. Fitting frame, beam and steering.

Removing the headset on the post of beam. Slide the post into the first hole in the frame. Fit the headset and tighten the bolt.

Line up the steering axle and the second hole in the frame. Tighten the bolt and cup washer into the threaded hole to 40 Nm. Adjust the handlebar in comfortable position and re-tighten it.

4. Fitting the wheels

Fitting front wheels

Slide the bushing into the hole in the king post. Get the wheel though the bushing and push the axle though. Tighten the bolt and cup washer into the axle until the wheel is secure and tight.

Fitting rear wheel

Place rear wheel fully into the frame. Fit the quick release skewer by removing the nut and spring and then feeding the quick release through the wheels axle and replacing the nut. Tighten the quick release lever.

5. Fitting the boom.

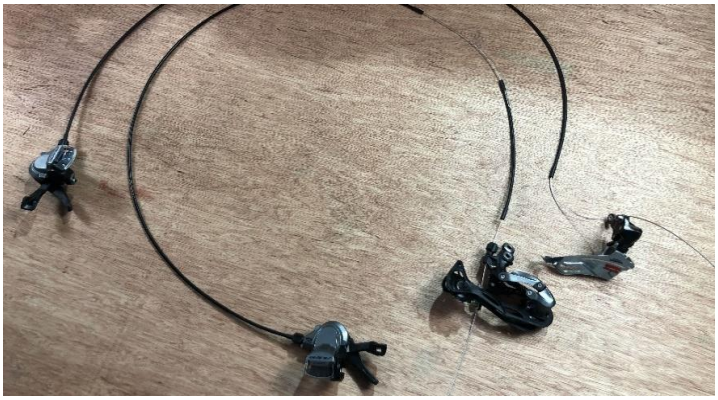
Carefully slide the boom into the frame. Take care not to damage the frame shim located inside the frame. Adjust the boom by twisting and pushing or pulling. Fasten the boom by clamp ring and tighten the bolt to 8-9 Nm.

6. Fitting the support for rear rack. (It is only for model 320.)

Fasten the boom by clamp ring and tighten the bolt to 8-9 Nm.

7. Fitting shifters, front and rear derailleur.

Fit 3 speed shifter on the left handlebar and fit 9 speed shifter on the right handlebar.
Fit front derailleur to the post of front boom and fit the rear derailleur to the rear dropout.



Front derailleur cable

Pass the front derailleur cable through the cable guide hole on the front boom. While holding the cable taut, turn the shifter through its range of movement to check the cables moves smoothly and that the cable is properly seating inside the shifter.

Rear derailleur cable

There is a groove under the plate on the clamp-bolt that shows where the derailleur cable must lie.

Make sure the shifters are fully released – usually by selecting the highest gear at the back and the lowest gear at the front – then loosen the clamp bolt, pull any slack through and reclamp the derailleur cable.

8. Fitting brake callipers and brake levers

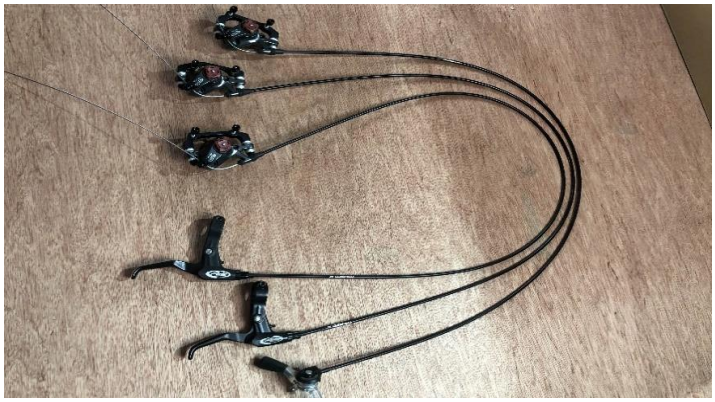
Slide the rotors in to the brake callipers. Fasten the front brake calipers to the kingposts and rear brake caliper to the rear dropout.

Fitting packing brake lever on the left handlebar and then fitting two front brake levers on left and right handlebar.

Rear brake lever and cable

The brake lever is attached to the left-hand handlebar. Slide the inner cable through the outer cable housing and run the outer cable housing to the rear brake, clipping it in place with cable ties along the left side of the frame when you are happy with its position.

Feed the cable and housing into the socket on the brake caliper, and attach the end of the inner cable to the brake caliper arm, making sure that the lever is in the full 'off' (anticlockwise) position. Cut the inner cable, leaving about 2 inches (50mm) past the clamp, and crimp the cable end cover onto the inner wire.



9. Fixing the cables.

Pass the cables through cable guide. Twist the front cables and track rods with the cable cover. Fasten the cables on the handlebar with the Velcro.

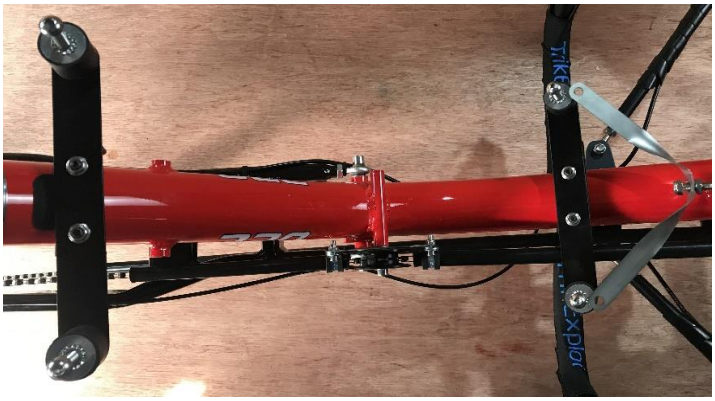
Check that the cable does not foul the seat or the track rod anywhere within the full range of steering movement.

10. Fitting chain tube.

The long tube is located at the bottom. The short tube is located at the back and the middle one is at the front.



11. Fitting the seat.


320

Fitting the chian.

You will need a chain rivet tool for this job. Before you connect your chain you must have your boom length set correctly.

Check the top chain tube, which is the chain tube coming directly from the pulley at the front, is not touching the front derailleur. This can happen with shorter boom lengths. If it does touch, cut the top chain tube so it stops approximately 25mm away from the derailleur cage.

Make sure your gears are set to the smallest sprocket at the back and the smallest chainring at the front.

At the front of the trike, pull the top chain through the top chain tube.

Pass the chain through the front derailleur cage, around the small chainring and then connect it to the lower return chain at the front.

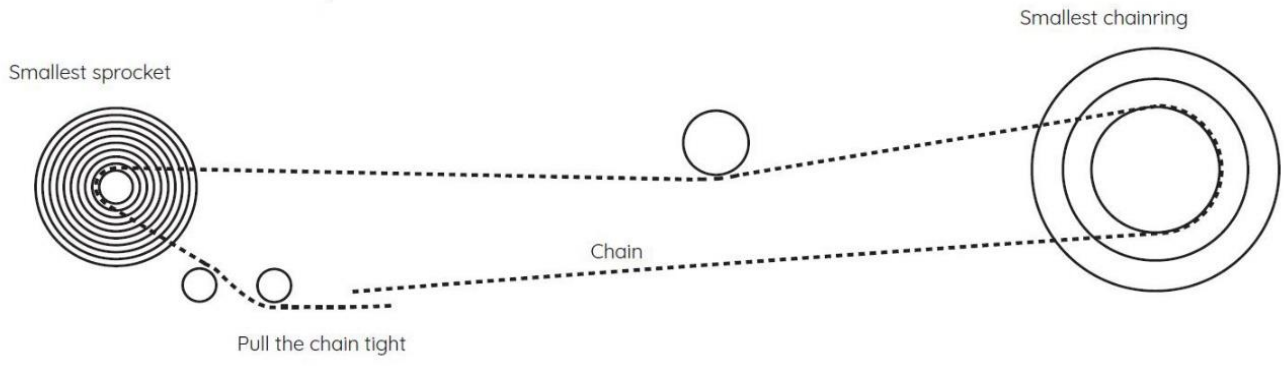
Pull the top chain through the chain tubes at the back so the unconnected end of the top chain is longer than the return chain.

Thread the chain around the smallest cassette sprocket and down through the derailleur making sure the chain is the correct side of the tab between the two jockey wheels.

Bring the two loose ends of the chain together and pull the chain to slowly put the rear derailleur under tension until it is no longer collapsed on itself. Keep pulling until you match the narrow end chain link to the first wide chain link and then split the chain here.

Now turn the cranks by hand and change gear up to the largest/top chainring at the front. Then, one gear at a time, change up the sprockets at the back stopping one cog before the top.

Check the rear derailleur cage still has movement forwards/upwards.If it does you can change gears up to the top sprocket and your chain length is now set. If it has no more movement the chain is too tight and needs a link



11. Fitting the headrest

12. Fitting the review mirrors.

13. Fitting the fenders.

Fiting front fenders

Fitting 326 rear fender

14. Fiting the rear rack.

Fitting 320 rear rack

Fitting 326 rear rack

15. Fitting flagpole.

This coppery bolt is for fitting the flagpole.

16. Fitting bottle holder.