STREETSTRIDER®

e-Strider OWNER'S MANUAL

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Owner's Manual Contents

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Thank you!

Thank you for purchasing the *e-Strider* with its exciting all new SunRace Sturmey-Archer (SRSA) electric system. You will enjoy all the benefits of the *StreetStrider* plus all the added benefits of the electric assist, making the *e-Strider* a fun but serious exercise/transportation vehicle that can be ridden for many years.

As with all electric vehicles with motors and battery packs, safe and responsible use of the *e-Strider* is of the utmost importance. Please read this entire manual and pay close attention to all safety instructions and riding and maintenance information. For information updates, please visit www.streetstrider.com/support. If you have any questions, please contact us at 800-348-0998 or support@streetstrider.com.

Electrify your stride and stride into the future with the *e-Strider*!

Records

Record your *e-Strider* model, serial number (on the frame just behind the underside of the bottom bracket; see photo) and other information below. Retain your sales receipt as proof of purchase.

MODEL_____ **COLOR**_____ **SERIAL NUMBER**_____

DATE OF PURCHASE_____ **PLACE OF PURCHASE**_____

Register your *e-Strider* online at www.StreetStrider.com so we can notify you about new models, care and maintenance issues, and record your serial number. You may also want to register your serial number with your local police department in the event that your *e-Strider* is lost or stolen.

Contents of your e-Strider Box:

- 1 fully assembled and folded *e-Strider*
- 1 Owner's Manual
- 1 battery charger in a box with a shortened 5 mm hex wrench for the rear brake, and a spline socket for caster angle adjustment with e-Strider Pro

Supplies needed to maintain your e-Strider

- A set of metric hex wrenches, 2 to 8 mm, and a set of combination wrenches, 10 to 19 mm
- Spoke wrench for 3.35 to 3.45 mm nipples, usually size #2
- Bearing grease, light weight motor oil and chain lubricant
- Air pump for Schrader inner tube valves

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1 About This Manual

This *e-Strider Owner's Manual* contains important assembly, maintenance, safety and performance information. It was written to help you get the most performance, comfort, enjoyment and safety out of your new *e-Strider.* Keep this manual handy for future reference. This manual and all updates can also be found online at www.streetstrider.com/support. This manual contains many **IMPORTANT**, **CAUTION** and **WARNING** statements, each indicating a hazardous situation that, if not avoided, will or could result in moderate or serious injury or death. Read all safety warnings and follow all instructions. If you have any questions concerning your *e-Strider*, call 800-348-0998 to speak with a StreetStrider professional technician, or email your questions to support@streetstrider.com.

IMPORTANT: Read this entire manual before you go out on your first stride.

IMPORTANT: Safety is very important for you and for your fellow road users.

Riding any *StreetStrider* can be a hazardous activity even under the best of circumstances. Take responsibility for your own safety. Make sure you understand the proper use and maintenance of your new *e-Strider* and its electrical system.

Check your *e-Strider* for normal operation and for any loose parts before striding. Proper maintenance of your *e-Strider* is your responsibility as it reduces the risk of injury. Make proper maintenance adjustments when necessary. When inspecting your *e-Strider*, be certain to secure all parts properly as described in Table 1. Under-tightening or over-tightening can result in component damage. *e-Strider* parts have metric hardware - always use the correct tools.

It is highly recommended that your first stride on your new *e-Strider* be taken in a controlled environment, away from cars, obstacles and other cyclists, and wearing a helmet to prevent severe head injury. Your *e-Strider* goes faster than any *StreetStrider* or non-electric vehicle, so be prepared for braking when necessary, including during torque-sensing motor assisted striding and lean-to-steer turning. Do not stride offensively. Stride under conditions with which you are familiar and for which you are prepared, such as with proper lighting and clothing. Consult a doctor to make sure you have the physical coordination, reaction and mental capabilities to control your *e-Strider* and manage traffic, road conditions and sudden situations, especially if you have any medical condition that affects your ability to safely perform physical activities. Prevent unauthorized use of your *e-Strider*. Control your *e-Strider* at all times. Your risk of death or serious injury increases with speed, time traveling and age. Your *e-Strider* has hidden wiring throughout the frame, so when adding accessories, be sure not to impact the wiring or the battery pack in order to avoid short circuiting the electric system or damaging the battery. Do not get distracted by your *e-Strider* controller while striding. Do not use your *e-Strider* under the influence of alcohol and/or drugs.

The *e-Strider* is a Class 3 electric vehicle, which requires users to be 16 years or older. It is your responsibility to know and obey your local regulations that apply to electric vehicles in terms of where you can stride, minimum age, required equipment and registration.

IMPORTANT: It is impossible to predict every condition that will occur while striding. StreetStrider (the Company) has made no representation about the safe use of the *e-Strider* under all conditions. There are risks associated with the use of any *StreetStrider* that cannot be predicted or avoided, and the Company recommends safe and cautious striding.

WARNING Failure to read and comply with all assembly, safety, performance and maintenance requirements and warnings, and unsafe or improper use of the *e-Strider* could result in serious injury or death.

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2 The SunRace Sturmey Archer (SRSA) Electrical System

Torque Sensing System

The SunRace Sturney Archer (SRSA) electric system on the *e-Strider* is a torque-sensing system. The torque sensor is in the bottom bracket. The rear hub motor assists you only when you are applying force to and moving the foot platforms and the arm poles while striding. If you are not applying force or moving, the motor will not assist you. The motor output depends on the striding force you apply. If you apply less force, you will receive less assistance than if you apply a lot of force. This applies irrespective of the riding mode/assistance level.

The SRSA electric system automatically stops providing motor assistance at speeds over 26 mph. When the speed decreases below 26 mph, assistance of the motor becomes available again. You can also use the *e-Strider* in an unassisted mode at any time, either by switching off the SRSA electric system or by not turning on the assistance level. The *e-Strider* SRSA system is not equipped with a throttle.

The 4-speed internal gear transmission located in the center of the motor operates seamlessly with the SRSA electric system. The power of the motor drives the *e-Strider* by applying torque to the outer or ring gear of the transmission, the last stage of the drive train, which means the motor power does not stress or wear any upstream component of the drive train. The transmission allows selecting a gear that provides a comfortable cadence for the user at any speed. Gear selection can adjust your speed and range while applying the same amount of force.

The user should become familiar the range of your *e-Strider* in different conditions before planning longer and more demanding trips. The range is affected by a number of factors such as: assistance level, speed, gear shifting behavior, tire pressure, battery condition and charge level, route gradient profile, road surface conditions, headwind, ambient temperature and absolute weight of the *e-Strider*. The range cannot be accurately predicted before and during a trip, but as a general rule, the less energy your SRSA electric system uses, such as for example with optimum gear choice, the larger the range. Range is approximitely 20-25 mi in SPORT assist mode, 25-35 mi in TOUR mode and 35-45 mi in ECO mode.

The Walk mode applies a minimum power assistance for the user to walk uphill alongside of the *e-Strider*.

Maintaining the Battery

Only charge the battery with the provided charger. Once charging is complete, unplug the battery from the charger and unplug the charger from the wall. A Li-Ion battery will self-discharge over time. If the battery is left uncharged, it may discharge to such a low state that it can no longer be charged, so if your *e-Strider* is to be stored for long periods of time, check the charge status of the battery periodically and maintain the status at 60%.

The battery's performance can be affected by its environment. Generally speaking, a battery's discharge performance is better at higher temperatures. Electric power will drop by more than 1/3 when the temperature is below 32°F (0°C). The *e-Strider*'s range per charge will become shorter in winter or cold areas. It returns to normal/optimal when the temperature is higher than 68°F (20°C).

Your *e-Strider* is water-resistant but must be properly maintained to preserve this condition. Please do not submerge the *e-Strider* or any electric components in water. Water entering electric components can cause a short circuit and damage the electric components, with possible injury to the rider and others.

Follow safety instructions and local laws when transporting your *e-Strider*. The *e-Strider* Is heavier than a *StreetStrider*, so pay attention to the weight limits of the carrier. The battery can only be removed by a *StreetStrider* professional. Local restrictions may apply to the transportation of installed Li-Ion batteries.

WARNING: **Never unplug any of the SRSA components while the system is on.**
WARNING: **Do not open any of the SRSA components. Contact *StreetStrider* professional technical staff with any questions and for any help at 800-348-0998 or at support@streetstrider.com.**

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3 Checklist Before Every Stride or Every 30 Miles

WARNING: Failure to follow the detailed instructions provided in this checklist can result in improperly maintained equipment, which can cause loss of control, accidents, serious injury and/or death.

Fasteners and Connections

- ❑ Ensure all fasteners are correctly tightened according to the specifications in Table 1.
- ❑ Check that the fasteners on any installed accessories are properly secured.

Brake System

- ❑ Ensure brake pads are correctly positioned in relation to the brake rotors, with no rubbing noises.
- ❑ Ensure cable housings are not kinked or don't have obvious wear, and cable extensions do not touch rotors.
- ❑ Ensure brake levers are secured to the poles, and brake levers stop wheel rotation before lever touches grip.

Wheels and Tires

- ❑ Ensure tires are holding air and are inflated to within the PSI limits displayed on the tire sidewalls.
- ❑ Ensure tires have good tread, have no bulges or excessive wear, and are free from any other damage.
- ❑ Ensure rims run true and have no obvious wobbles or flat spots.
- ❑ Check each wheel spoke. If any are loose or broken, tighten or replace, or seek help from a reputable bicycle mechanic.
- ❑ Check the axle nuts on the wheels to ensure they are correctly tightened.

Steering

- ❑ Ensure the front wheels are correctly aligned, with rod end linkage jam nuts tightened to secure alignment.
- ❑ Perform a front-end test by wiggling the 2 front wheels to ensure all steering components, linkages, steering knuckles, front beam bearings and front wheels have no excess or loose play.
- ❑ Ensure the lean stop discs prevent the front tires from touching Joint #2 when leaning.
- ❑ Ensure the grips are secure and undamaged.

Bearings and Bushings

- ❑ Check that bearings in the wheels, Joint #1, Joint #3 and bottom-bracket and bushings in Joint #2 rotate smoothly with no excess movement, grinding or rattling.

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Drivetrain: Cranks, Skis, Chain, Shifter

- ❑ Ensure Joint #3 spindles are securely tightened to the cranks and cranks are tightened to bottom bracket.
- ❑ Ensure the chain is clean and lubricated and runs smoothly with correct tension. Take extra care with chain maintenance if the *e-Strider* is used in wet, salty, dusty or otherwise damaging conditions.
- ❑ Ensure the twist grip shifter is secured to the pole and that the internal gear hub is adjusted and shifts properly.

Frame and Poles

- ❑ Check that the frame and rear stays are not bent or broken.
- ❑ Check that the poles are set to the correct height and secured with a tight Joint #1 clamp.

Motor Drive Assembly

- ❑ Ensure the hub motor is spinning smoothly and is in good working order.
- ❑ Ensure the power cable running to the hub motor is secured and undamaged.

Battery and Display

- ❑ Ensure the battery is charged and the display confirms charge level.
- ❑ Ensure the control switch power button turns on display and all the display functions operate properly.

Cables

- ❑ Ensure cables are secured away from moving parts and show no obvious signs of damage.

Accessories and Safety Gear

- ❑ Ensure all reflectors are properly fitted and not obscured.
- ❑ Ensure all installed accessories and components are properly secured and functioning.

After Every Stride

- ❑ Store your *e-Strider* in a dry location and take other precautions to guard against damage and corrosion.
- ❑ Charge your battery in a temperature-controlled and protected location.

WARNING: Failure to follow the detailed instructions provided in this checklist can result in improperly maintained equipment, which can cause loss of control, accidents, serious injury and/or death.

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4 Parts Identification

e-Strider Parts. Refer to ***Table 1*** for part numbers, descriptions and mechanical state.

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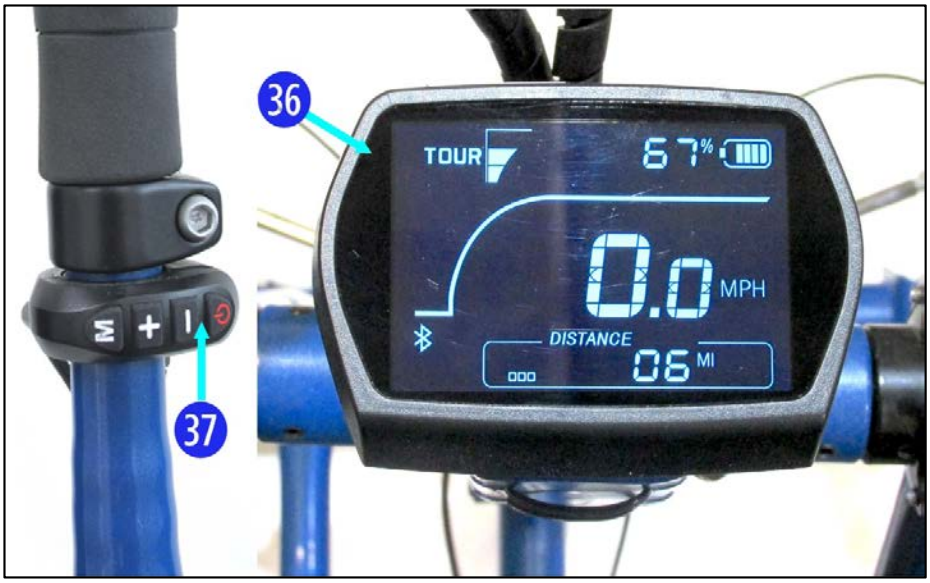
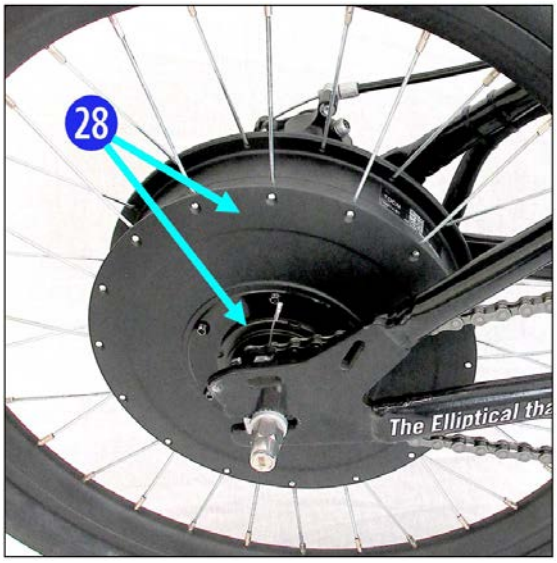
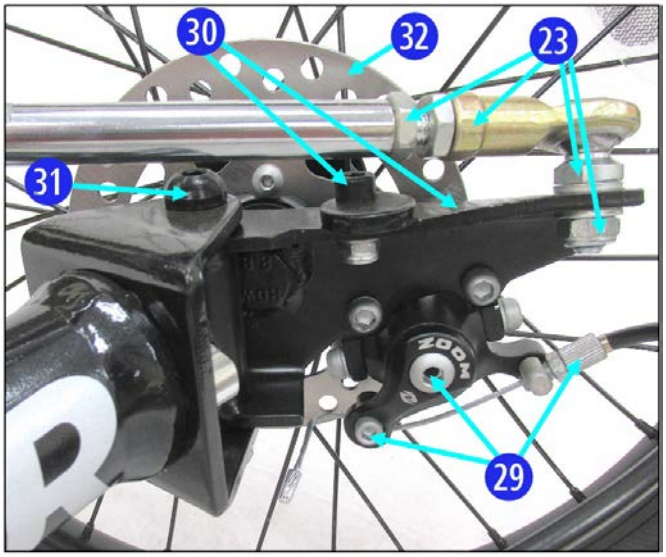
e-Strider Parts, continued. Refer to ***Table 1*** for part numbers, descriptions and mechanical state.







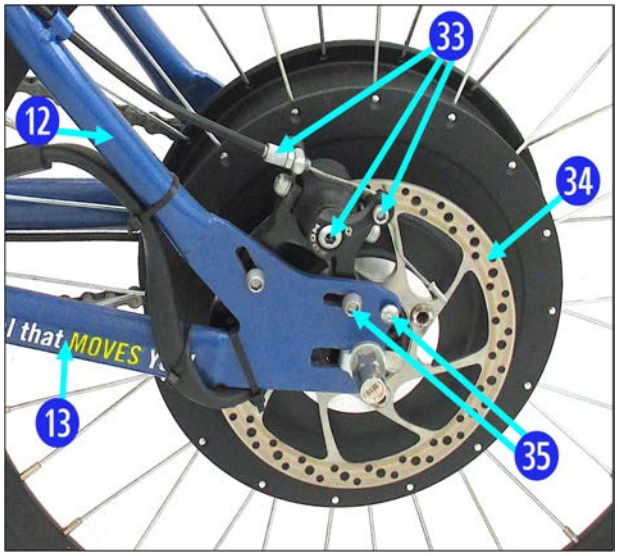


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Table 1. *StreetStrider Parts List with Hardware Specifications, Quantity and Mechanical State*

#	DESCRIPTION	HARDWARE	SPECIFICATIONS	QTY	STATE
1	Main frame e-Strider Pro, e-Strider		AL 6061 T6, High tensile steel	1	
2	Head tube	Bottle cage boss, strut coupling boss, Pro	M5 x P0.8 threads, 2 front side, M6 x P1.0 threads, 1 back side	2 1	Tighten to secure parts
3	Crossbar			1	
4	Front beam, Pro	Clevis bracket with adjustable caster angle	Male and female 52 tooth spline M31 x P1.0 lock ring M10 x P1.5 x L20 x W8, center screw	2	Tighten after adjusting caster angle
5	Fold joint	Quick Release clamp stem nylon lock nut, and hinge pivot	M6 x P1.0 x L20 x H10 x W10 M6 x P1.0 x L15 x W6	1	Snug to secure
6	Stride pole upper		Left and right side	2	
7	Strider pole lower			2	
8	Frame strut, Pro	Coupling at top end Saddle at bottom end	¾" x 11.5 TPI GHT, M5 x P0.8 inner face M5 x P0.8 binding screw w/ nylon washers	1 1	Tighten Snug
9	Strider ski	Composite bushings Roller bearings	OD12 x ID10 x L15 x 17 mm flange, at Joint #2 OD 26 x ID 18 x L 20, at Joint #3	4 4	Grease Grease
10	Foot platform	4 mm hex screw, Grip tape on surface	M5 x P0.8 x L12 x H12 x W4,	12	Tighten
11	Rear fender frame	4 mm hex screw,	M5 x P0.8 threaded hole for luggage rack	1	Tighten
12	Fender stay			2	
13	Chain stay			2	
14	Hand grip		Left and right side, rubber	2	
15	Twist grip shifter	Clamp, barrel adjuster	M4 x P0.7 x W3, clamp, barrel adj w lock ring	1	Tighten
16	Brake lever	5 mm hex screw Cable housing adjuster Cable doubler	M5 x P0.8 x L20 x H10 x W5, clamp M10 x P2.0 barrel adjuster with lock ring Front brake, with adjuster and lock ring	2 2 1	Tighten Adjust-lock Adjust-lock
17	Joint #1, cross bar-pole pivot clamp assembly	4 mm hex screw 3 mm hex set screw 4 mm hex pan head Roller bearings 4 mm flat head screw	M5 x P0.8 x L30 x H8 x W4, clamp cap M6 x P1.0 x L5 x W3, with cup end, cross bar M6 x P1.0 x L10 x W4, lock screw OD26 x ID18 x L20, in cross bar M6 x P1.0 x L20 x W4, inner shaft end	8 8 2 4 2	Tighten evenly to secure pole Tighten Tighten Grease Tighten
18	Joint #2, pole-ski pivot	5 mm hex sex screw, washer, Composite bushing	M6 x P1.0 x L40 x H6 x W5 OD16 x ID10 x T1 OD12 x ID10 x L15 x 17 mm flange	2 4 4	Snug but allow joint movement
19	Joint #3, ski-pedal pivot	6 mm hex spindle	OD18 X L60 x W6, 9/16" x 20 TPI Right threads right, Left threads left, C clip	2	Tighten
20	Front beam pivot	8 mm hex screw 3 mm hex set screw Tapered roller bearing	M10 x P1.5 x L20 x W8, front cap M6 x P1.0 x L5 x W3, rear end OD 47 x ID 20 X T15	1 1 2	Tighten Tighten Grease
21	Front wheel rim, tire		Rim 36H, Tire 18" x 1.85", ISO 47 x 355	2	55-60 psi
22	Front wheel hub	19 mm hex axle nut	M12 x P1.75 x L10 x W19, nylon lock	2	Tighten

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23	Steering linkage	Inboard and outboard rod ends Threaded linkage rod	M8 x P1.25 x L20 x W14 flats on stud M8 x P1.25 x L10 x W13 nylon lock nut M8 x P1.25 x L20 rod, right and left thread ends M8 x P1.25 x L5 x W14, right and left jam nuts	 4 2 4	Lubricate balls Tighten Tighten Tighten
24	Crank arm set with quick release left side Bottom bracket	8 mm hex screw QR stem Square taper	M8 x P1.0 x L15 x H12 x W8, 18 mm flange M10 x P1.5 x L10 x W17, nylon lock 68 x 144 mm, torque sensing, wire to battery	2 1 1	Tighten Snug Tighten
25	Chain ring		48 T	1	
26	Chain		1/2" x 3/32" x 93 links	1	Lubricate
27	Rear wheel rim, tire		Rim 36 H, Tire 20" x 1.85", ISO 47 x 451	1	55-60 psi
28	Internal gear hub Motor, 500W 48V	15 mm axle nuts	4 speed, 12T, 3/8" x 26 TPI x W15 axle nuts Wire connector to battery	2 1	Tighten Push together
29	Front disc brake	5 mm hex mount screw 5 mm hex caliper screw 5 mm hex outer pad 3 mm hex inner pad Cable housing adjuster 4 mm hex cable clamp	M6 x P1.0 x L15 x H10 x W5, through knuckle M6 x P1.0 x L15 x H10 x W5, through bracket W5 outer pad adjuster with 2 mm lock set screw W3 inner pad adjuster, through center screw hole M6 x P1.0 x L15 knurled for fingers with lock ring M5 x P0.8 x L12 x H10 x W4, socket and nut	4 4 2 2 2 2	Tighten Adjust-tighten Adjust-tighten Adjust Adjust-lock Adjust-tighten
30	Steering knuckle w/ lean stop	5 mm hex screw Lean stop disc Composite bushing	M6 x P1.0 x L15 x H10 x W5, socket screw W10 nylon lock nut OD24 x T4 with 6 mm offset hole OD12 x ID10 x L15 x 17 mm flange	 2 4	 Adjust-tighten Grease
31	King pin bolt in front beam clevis	8 mm hex bolt washer 17 mm nut	M10 x P1.5 x L75 x H15 x W8, socket OD16 x ID10 x T1 M10 x P1.5 x L10 x W17, nylon lock	2 4 2	Snug but allow knuckle swivel
32	Front disc rotor	4 mm hex screw	M5 x P0.8 x L10 x H10 x W4, Rotor 120 mm	12	Tighten
33	Rear disc brake	5 mm hex mount screw 5 mm hex caliper screw 5 mm hex outer pad 3 mm hex inner pad Cable housing adjuster 4 mm hex cable clamp	M6 x P1.0 x L15 x H10 x W5, through drop out M6 x P1.0 x L15 x H10 x W5, through bracket W5 outer pad adjuster with 2 mm lock set screw W3 inner pad adjuster, through center screw hole M6 x P1.0 x L15 knurled for fingers with lock ring M5 x P0.8 x L12 x H10 x W4, socket and nut	2 2 1 1 1 1	Tighten Adjust-tighten Adjust-tighten Adjust Adjust-lock Adjust-tighten
34	Rear disc rotor	5 mm hex screw	M8 x P0.7 x L10 x H12 x W5, Rotor 160 mm	4	Tighten
35	Rear drop out		Dropout slot for rear hub axle Holes for rear brake mounting bracket M5 x P0.8 hole for rear luggage rack screw	2 4 2	
36	LED Display	3 mm hex screw wire sockets	M4 x P0.7 x L15 x H7 x W3, display to bracket M6 x P1.0 x W4, bracket to crossbar Wire connectors to brakes, control switch, battery	1 1 3	Tighten Tighten Push together
37	Control switch	4 button	Wire with connector to display	1	Push together
38	Battery, 52V 10 Ah	Control and BMS boards Housing	Wires to motor, bottom bracket, display M5 x P0.8 x W3 flat head, through frame	1 12	Push together Tighten

TERMINOLOGY: The right and left sides of the *e-Strider* refer to sides when one is striding.

IMPORTANT: Save the box and packing material as they must be used to repack the *e-Strider* for any returns.

Specification Key	M=OD of threads, mm	L=length	W=wrench fit, mm
	P=pitch, threads/mm	H=OD of head	T=washer thickness, mm

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5 Display Information

A	Assist Mode Displays the current assist mode.
B	Battery level indicator Displays the current battery status.
D	Distance information Displays the distance information ODO: cumulative km/mile Trip: travelling distance Range: estimated max. travelling distance.
S	Traveling Information Display Displays the current travelling information Max: the max speed of the current trip AVG: average speed of the current trip Error: error code
E	Error Code In the system with exceptions, it would display an error code to let you check what happened by the error codes table.
Lk	Lock/ Unlock Indicates the Lock is activated.
Li	HeadLight On/ Off Indicates the headlight is turned on.
T	Assist gauge Displays the assistance power level.
U	USB and Bluetooth Icons Indicates the USB port or Bluetooth is activated.
W	Walk mode icon Indicates the walk mode is activated.
V	Velocity of travel Indicates current velocity MPH, KM/H

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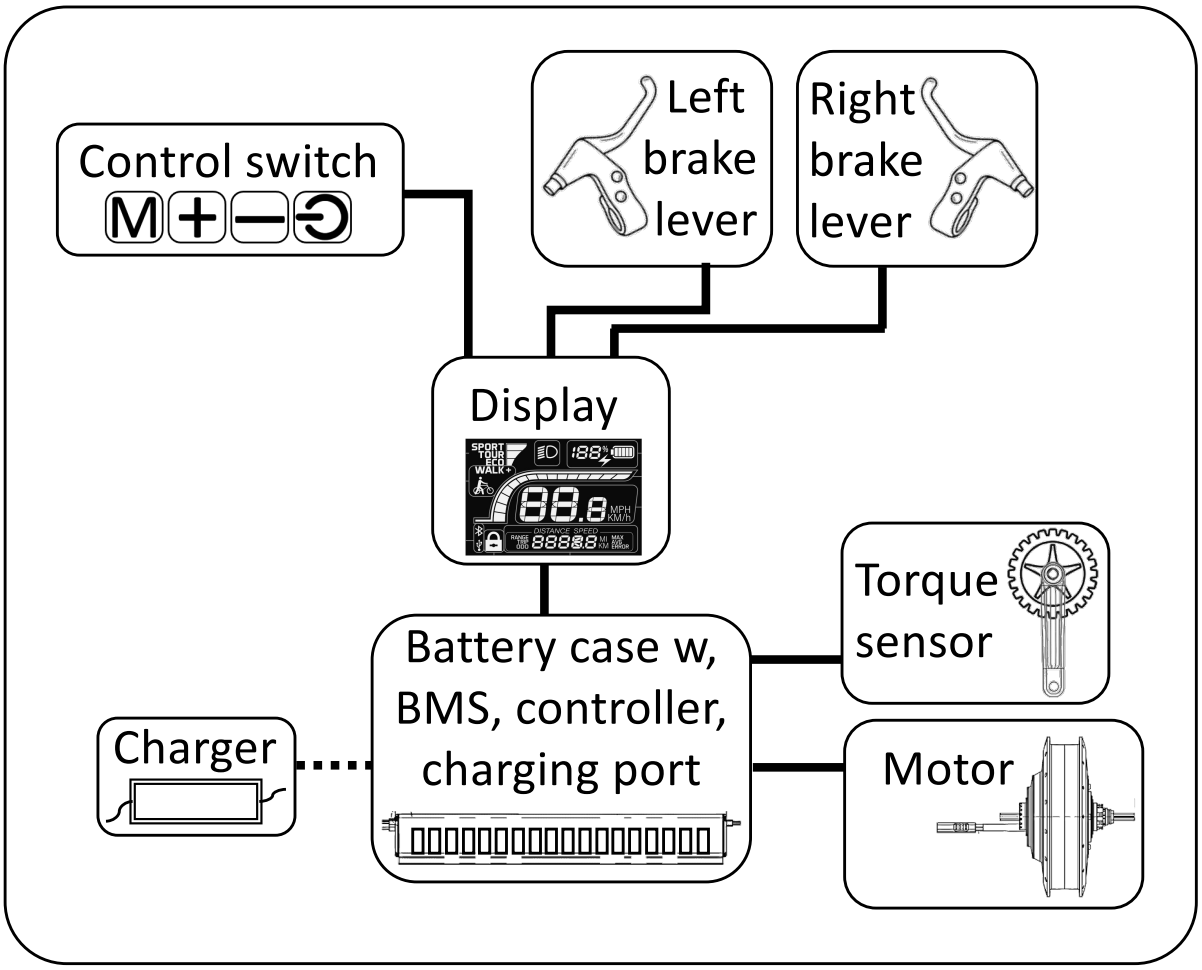
6 Circuit Diagram



Operation of Display with Control Switch

Control switch

Power: press/hold 3 sec for System on or off. With display on, press/release to turn Assist Mode on or off.

+ or **—**: adjusts Assist level.

+: press/hold turns on Walk Mode, press/release Power turns Walk Mode off

M: press/release, pages through Distance and Speed info.

M: press/hold => P Mode on/off, 3 pages, press/release M to see P1, P2, P3

P1: use **+** or **—** to switch MPH or KPH
P2: use **+** or **—** to turn Lights on or off (not connected)
P3: use **+** or **—** to turn USB port on or off (back side of Control Switch)

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7 Simple Steps to Learn to e-Stride

STEP 1 Safety first.

Operators of an *e-Strider* must be at least 16 yr. Always wear a helmet. At night, always wear light colored and/or reflective clothing and equip your *e-Strider* with front and rear lights. Before starting any exercise program, check with your doctor to make sure you are physically healthy enough.

STEP 2 Find a safe, flat place.

We recommend that all *e-Strider* users start learning to stride in a large safe flat area and controlled environment such as a parking lot, away from cars, obstacles and other cyclists, and wearing a helmet, in order to learn to fully operate the gears, brakes, lean-to-steer mechanism and the electrical system.

STEP 3 Take your first stride with the Assist Mode off.

We highly recommend learning to operate the *e-Strider* with the Assist Mode off in order to first become familiar with striding. Press and hold the power button to turn the Display on and leave the Assist Mode off.

STEP 4 Become familiar with the brakes and grip shifter.

Straddle your *e-Strider* with both feet on the ground and practice squeezing the front brake lever at the left grip and the rear brake lever at the right grip. At the right grip, rotate the twist grip shifter counter-clockwise to shift to a lower gear and clockwise for a higher gear. To start striding on a flat place, twist the shifter to gear 1.

STEP 5 Step on and start rolling.

While straddling the *e-Strider* and with both hands on the grips, step onto the lowest foot platform, placing your foot near the middle of the platform. With the other foot, give yourself a few pushes forward to start rolling, then place that foot onto its platform. Use your legs to move the platforms in the forward elliptical path and focus on using your arms to move the poles back and forth.

STEP 6 Find the best gear.

As you increase speed, you can shift to a higher gear in order to maintain a comfortable cadence.

STEP 7 Lean to steer.

To make a turn, simply lean or shift your body weight a little bit in the direction of the turn, and the *e-Strider* will begin to turn. The more you lean, the more the *e-Strider* turns. You can pedal or coast while turning. Practice right and left turns, shifting gears, and braking to a controlled standing stop.

STEP 8 Turn the Assist Mode to ECO.

After a few laps and figure 8's to ensure steering in both directions is familiar, set the Assist Mode to ECO so you can feel the power of the motor pushing you in direct proportion to your effort. Once comfortable with powered assistance, try a higher Assist Mode to learn how to adjust your effort for more power.

STEP 9 Be safe and have fun!

Now get out there and stride into the future with your *e-Strider*!

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8 Safety Equipment

WARNING: Many states require specific safety devices. It is your responsibility to familiarize yourself with the laws of the states where you stride and to comply with all applicable laws, including properly equipping yourself and your *e-Strider* as the law requires. The maximum power assisted speed from the *e-Strider* is 26 MPH, which puts the *e-Strider* in Class 3 for e-bikes and users must be 16 years or older.

Helmets

Users of Class 3 e-bikes must wear a helmet. Most serious vehicular injuries involve head injuries that might have been avoided if the rider had worn a helmet. To do a proper job, your helmet must fit correctly, be worn correctly and be properly secured.

WARNING*:* Always wear a helmet when riding your *e-Strider*. Always keep the chinstrap securely buckled. Failure to wear an approved helmet may result in serious injury or death.

Reflectors

Reflectors, an integral part of your *e-Strider*, are important safety devices designed to reflect streetlights and car lights in a way that helps you be seen and recognized as a moving rider. Federal regulations require every *e-Strider* to be equipped with front and rear wheel and foot platform reflectors. The size, performance and location of each reflector are specified by the U.S. Consumer Products Safety Commission.

CAUTION: Check reflectors and their mounting brackets regularly to make sure they are clean, straight, unbroken and securely mounted. Replace damaged reflectors and straighten or tighten any that are bent or loose.

WARNING: Do not remove the reflectors or reflector mounting brackets from your *e-Strider* as they are an integral part of the safety system. Removing the reflectors may reduce your visibility to others on the roadway. Being struck by other vehicles often results in serious injury or death.

Lights

If you ride your *e-Strider* after dusk, it must be equipped with lights so that you can see the road and avoid road hazards, and so that others can see you. Vehicle laws treat *e-Striders* like any other vehicles, meaning you must have operational white front and red rear lights if you are riding after dusk. Front and rear lights may not be standard equipment on your *e-Strider*. You can purchase lights and get recommendations from the *StreetStrider* online store or your local bicycle shop.

WARNING: Reflectors are not a substitute for proper lights. It is your responsibility to equip your *e-Strider* with all state and locally mandated lights. Riding at dawn, dusk, night or any other time of poor visibility without a lighting system that meets your local and state laws or without reflectors is dangerous and may result in serious injury or death. If you intend to ride at any time under poor visibility conditions, you must have front and rear lights and reflectors that are adequate for those riding conditions.

CAUTION: Lights and reflectors may not be adequate to ensure that motorists will see you under all conditions.

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Eye Protection

It's always a good idea to wear protective eyewear—tinted when the sun is bright, clear when it's not – as any kind of outdoor riding can involve airborne dirt, dust, bugs and other objects. Most bicycle shops carry protective eyewear, some with interchangeable lens systems.

CAUTION: To avoid injury, always wear suitable protective clothing, including footware.

WARNING: Many states require specific safety devices. It is your responsibility to familiarize yourself with the laws of the states where you stride and to comply with all applicable laws, including properly equipping yourself and your *e-Strider* as the law requires.

Wet Weather Striding

In wet conditions, the stopping power of all brakes - yours as well as the brakes of other vehicles sharing the road - is dramatically reduced and your tires don't grip a wet surface nearly as well. This makes it harder to control speed and easier to lose control. To make sure you can slow down and stop safely in wet conditions, ride more slowly and apply your brakes earlier and more gradually than you would under normal, dry conditions.

WARNING*:* Wet weather impairs traction, braking and visibility, both for the *e-Strider* and for other vehicles sharing the road. The risk of accident is dramatically increased in wet conditions.

Night Striding

Even if you have excellent night vision, many other people with whom you are sharing the road may not. An *e-Strider*, like any object, is more difficult for motorists and pedestrians to see at dusk, night, or any other time of poor visibility. Make sure you comply with all local laws about night striding, and take the following additional precautions.

- Make sure your *e-Strider* is equipped with correctly positioned and securely mounted reflectors.
- Purchase and install adequate battery or generator powered front and rear lights.
- Wear light colored, reflective clothing and accessories, such as a reflective vest, reflective arm and leg bands, reflective stripes on your helmet and flashing lights.
- Any moving or flashing reflective device or light source will help get the attention of approaching motorists, pedestrians and other traffic.
- Make sure your clothing or anything you may be carrying on the *e-Strider* does not obstruct a reflector or light
- Stride slowly and avoid areas of heavy traffic, dark areas, and roads with speed limit over 35 mph. Avoid road hazards. If possible, stride on routes already familiar to you.

WARNING: *e-Striding* under poor visibility conditions without reflectors or a lighting system that meets local and state laws can result in serious injury or death.

Hill Climbing

It may be necessary to adjust your assist level and/or gear when climbing hills because climbing hills will increase the level of torque applied to the drive train and the amount of electrical current demand from the batteries. If the electrical current demand exceeds an allowable maximum amount, protective circuits will automatically turn off motor assistance to prevent system damage. If the motor assistance turns off during a long and/or steep hill climb, you should turn the assist level back on with a short press of the power button, then set assist to a lower level and select a lower gear in order to reduce the electrical current demand.

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9 Mechanical Safety Check and Maintenance

Your *e-Strider* will perform properly and last longer if it is maintained in a clean, adjusted, and lubricated condition. Here is a list of simple mechanical safety checks that you should get in the habit of making every time you're about to get on a *e-Strider*. For more details, watch the *StreetStrider* Workshop videos on the Support page of our website www.streetstrider.com.

Nuts and Bolts

Lift the rear wheel off the ground by 2-3 inches, then let it bounce on the ground. If anything sounds, feels or looks loose, do a quick visual and tactile inspection of the whole *e-Strider*. If any loose parts or accessories are found, secure them. If you're not sure, ask someone with experience to check.

IMPORTANT: **Use the parts identification photos and parts lists to help you locate and check the maintenance state of the various fittings and connections that must be checked routinely.**

Tires and Wheels

Make sure your tires are inflated to 50-60 psi for stock tires, or adjust inflation according to your non-stock tire specifications. To check if your tires are in good shape, spin each wheel slowly and look for cuts in the tread and sidewall. Replace damaged tires if necessary. To check if your wheels are true, spin each wheel. If a wheel is out of true by >1/4" or 6 mm, this is often the result of loose spokes. You can easily tighten spokes with an inexpensive spoke wrench to true the wheel, or this can be done at a bicycle shop.

Brakes

Squeeze the brake levers. If the brakes do not clamp the wheels properly or you cannot apply full braking force at the lever without having it touch the grip, adjust your brakes. Do not ride the *e-Strider* until the brakes are properly adjusted.

Lubrication

Depending on how often and hard your *e-Strider* is used, and the type of road and weather conditions to which it is subjected, it will require lubrication sooner or later. Before applying lubrication, clean the road dirt off the parts. Lubricate the chain with a bicycle chain lubricant when it appears dry and/or is noisy. The pivot joints, rod ends and roller bearings require regular lubrication with light grease. The brake and shifter cables require oil.

WARNING: Riding with improperly adjusted brakes or worn brake pads is dangerous and can result in serious injury or death. Do not attempt to adjust your brakes or wheels while the *e-Strider* is in motion.

WARNING: Do not engage in any activity that exceeds your riding ability and skill. Practice new *e-Striding* skills in a safe controlled environment. Keep hands, fingers and feet away from all moving parts while the *e-Strider* is in motion, including the tires, wheels, brakes and brake cables.

NOTE: Like any sport, e-Striding involves the risk of serious injury, damage and/or death. By choosing to use an *e-Strider*, you assume the responsibility for the risk, not the people who sold you the *e-Strider*, nor the people who made it, nor the people who distribute it, nor the people who manage or maintain the roads or trails on which you ride. So you need to know and practice the rules of safe and responsible e-Striding.

Now buckle your helmet on and enjoy your *e-Strider*.

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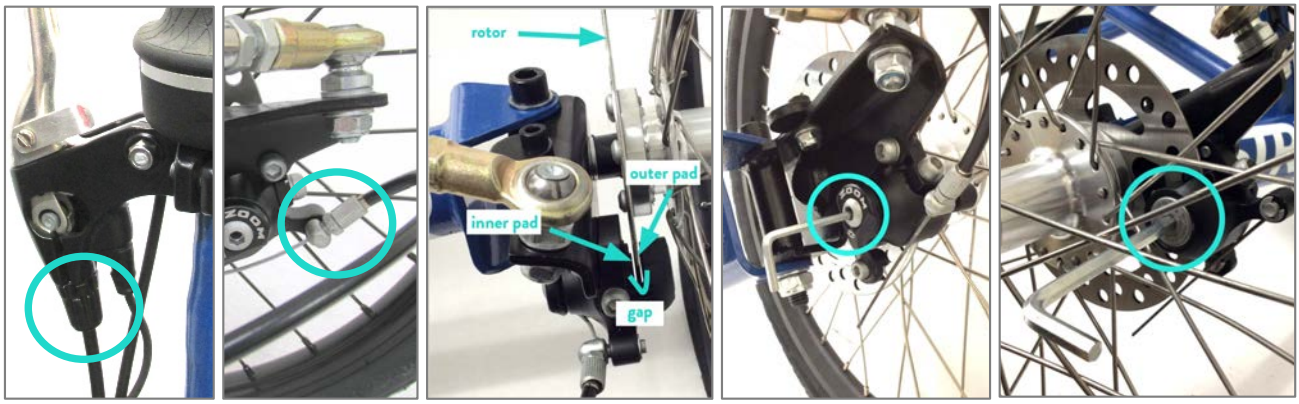
10 Operations and Adjustments

Charging the Battery



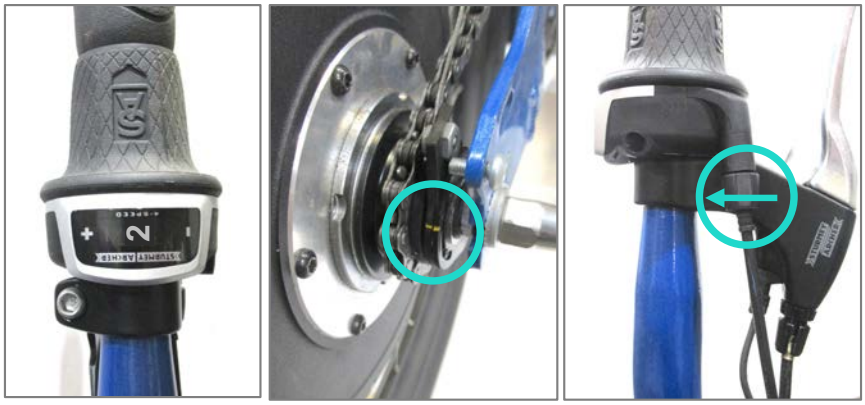
The charging port is located front left side of the battery case. Remove plastic cover from the receptacle, orient the plug to match, and insert. Replace plastic cover when finished. Charger LED is orange when charging and green when finished. Approximate charging rate is 1% per 2 min, 4-5 hr for full charge, and usually stops at about 95% to extend battery life.

Adjusting the Brakes



Brake cables will eventually stretch a little and brake pads will begin to wear down so that squeezing the brake lever will not feel as stiff. To compensate for the stretched cable, unscrew the barrel adjuster screws at the ends of the cable housing either at the brake lever and/or at both brake calipers. If the space between the rotor and brake pads has increased, the inner and outer brake pads can be screwed in closer to the rotor by using 3 mm and 5 mm hex wrenches to move the inner and outer pads, respectively. Because the motor is close to the rear brake caliper use the 5 mm hex wrench with the shorter end to adjust the inner brake pad.

Adjusting the Shifter



If gears seem to slip or not stay in the selected gear, the shifter cable may have stretched and the shifter may need adjustment. Check hub alignment by twisting shifter to gear 2 and examining rear edge of the shift pulley to see if the 2 yellow lines are together. If the inner yellow line is above the outer yellow line, first shift to gear 4, next turn the barrel adjuster on the shifter to the left a turn or two, then shift back to gear 2 and check alignment. Repeat the process until the yellow lines match. If the inner yellow line is below the outer yellow line, use this same procedure but turn the barrel adjuster to the right.

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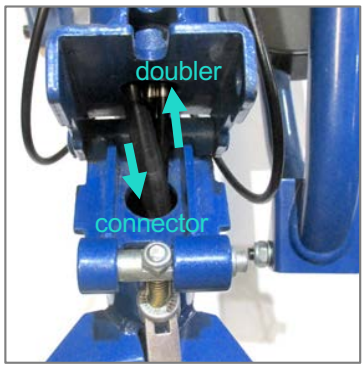
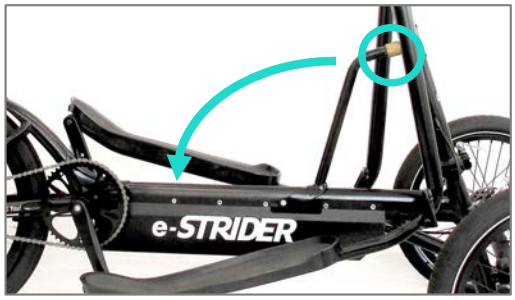
Folding

To fold the *e-Strider*, first stabilize it by squeezing and locking the right brake lever. On the left side of the *e-Strider*, rotate the left crank arm to the 6 o'clock position, lift the quick release (QR) lever, rotate the lever 180°, then lower it to the left side of the crank arm. Pull the crank arm off the bottom bracket block and rotate the right crank also down to the 6 o'clock position. Insert the crank arm back onto the block, lift the QR lever and rotate 180°, then push the lever back down to the side of the crank arm.

Rotate the crank arms forward so the foot platforms are horizontal. Lift up the head tube fold joint QR lever and rotate the QR stem forward. With one hand supporting the head tube, push the QR stem to the right so the pin disengages from the hole, then lower the head tube. With the rear brake locked, the *e-Strider* can be lifted by the rear fender and rolled or stood up against a wall for storage.



IMPORTANT: When folding down the headtube, make sure that the front brake cable doubler is positioned above the hole and inside the upper section of the headtube, and that the wire connector from the battery circuits to the display will slide down through the hole into the lower section of the headtube.



The *e-Strider Pro* has a frame strut that must be unscrewed at the top brass coupling so the strut can be folded backwards to the main frame.

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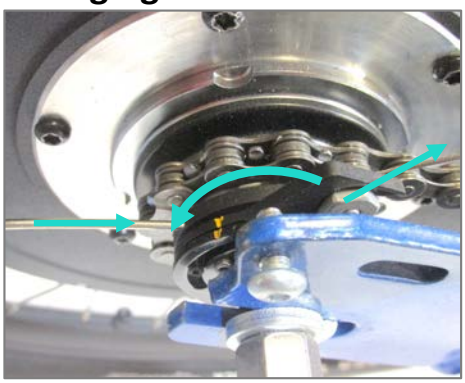
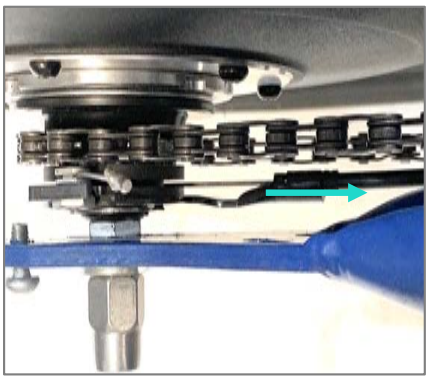
Keeping the Chain Taut

The chain will stretch with use and time. A taut chain should only move about ½" if lifted at a point midway between the chainring and rear sprocket. A loose chain is tightened by moving the rear wheel further back in the dropouts. To do this, first remove a few zip ties that secure the wire to the frame on the left side. Use a 15 mm wrench to unscrew the axle nuts, about 2 rotations, on each end of the rear hub, then slide the wheel backwards to make the chain taut. Then while keeping the rear tire centered in the frame chain stays, tighten the axle nuts. Replace the zip ties to secure the wire.

Changing Tires and Tubes



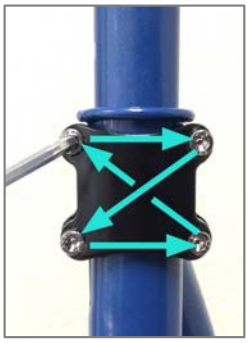


To replace a front tire or tube, elevate the wheel with the tire to be serviced off the ground by simply leaning the *e-Strider* over so that the other front wheel and pole and foot platform are resting on a soft surface such as a rug.

To replace the rear wheel tire or tube, perform the first few Keeping the Chain Taut steps above, including unscrewing the axle nuts, then unplug the wire connector between the motor and battery outlined with an oval in the upper right photo. Next, disconnect the shifter cable attached to the shifter pulley on the right side by shifting to gear 4, inserting a 2 mm hex wrench or spoke into the hole in the pulley and rotating the pulley about 90° counterclockwise so the shifter cable anchor screw can slide forward and out of the pulley socket and the shifter cable housing can be slid forward out of the pulley arm. Finally, push the wheel forward to loosen the chain enough to lift it off the sprocket so the rear wheel can be slid out of the dropouts. Once the tire/tube is replaced, reverse the procedures to reinstall the wheel.

Changing Pole Height

Pole Height	User Height (cm)
1	5' 0" (152)
2	5' 6" (168)
3	6' 0" (183)
4	6' 6" (198)
STOP	7' 0" (213)



NOTE: A good starting pole height will position the user's arm to have a 90° elbow bend, with forearm parallel to the ground when standing on the platforms and holding the grips of both poles in a vertical position.

To change pole height, use a 4 mm hex wrench to unscrew the four screws, two turns each, that clamp the pole in Joint #1. Slide the upper pole to the desired position, then tighten the 4 screws evenly by using the X sequence shown above, while making sure the front and rear spaces between the outer clamp and inner clamp halves are about equal.

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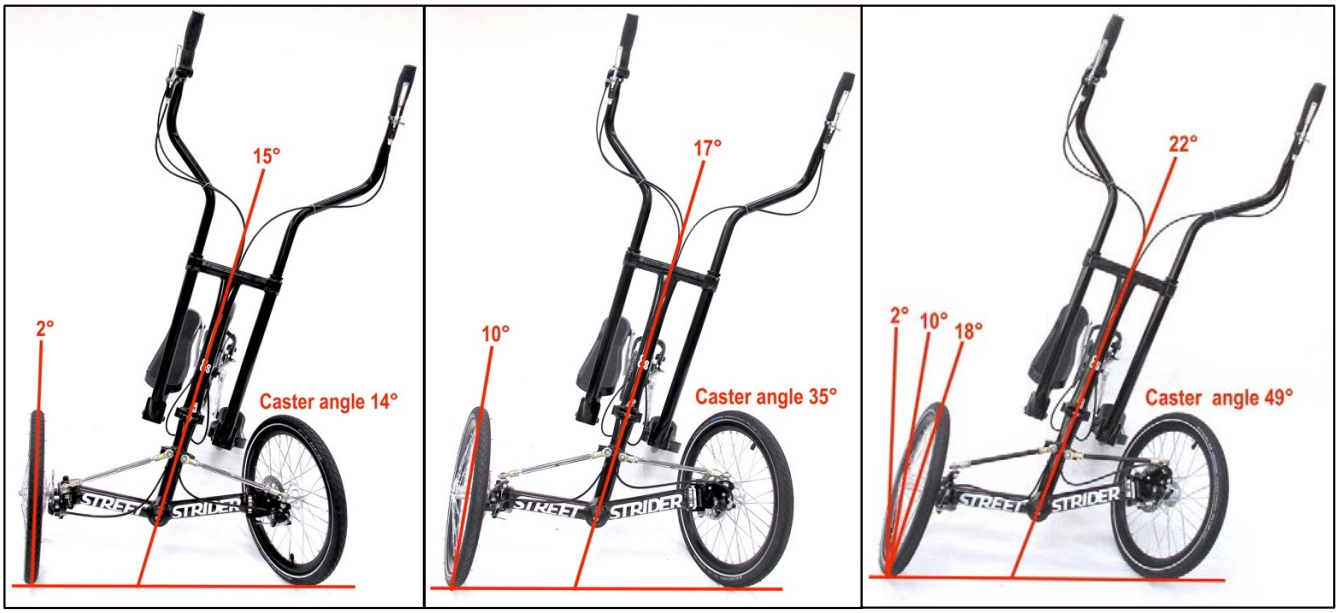
11 Advanced Lean-to-Steer Technology for *e-Strider Pro*

Caster Angle and Wheel Camber

To steer vehicles with 2 front wheels, the wheel hub connected to the steering knuckle turns or pivots on a mostly vertical axis/component called the King Pin. The upper end of the King Pin axis can be angled backward, and that angle is called the caster angle. At the angle limits, a vertical King Pin would have a caster angle of 0° and a horizontal King Pin would have a caster angle of 90°. The caster angle controls the way a wheel can steer. At 0° caster angle, the wheel pivots on a vertical axis to steer right or left in a type of steering called toe steering. At 90° caster angle, the wheel pivots on a horizontal axis and can only lean left or right in a type of steering called camber steering. As the caster angle is increased, the front wheels will steer with less toe and more camber.

In most vehicles with a low center of gravity such as automobiles and recumbent tricycles, the caster angle is typically about 3-6°, which increases steering stability compared to 0° caster angle. Large camber leaning is not necessary because the low center of gravity reduces the probability of tipping over in a turn at low speed. However, with a higher center of gravity as when standing upright on a *StreetStrider*, being able to lean into a turn at speed is necessary, so the *StreetStrider* lean-to-steer system is designed to combine both toe and camber steering.

The *StreetStrider 8s* and the *e-Strider Pro* are the first *StreetStrider* models with a user-adjustable caster angle of the King Pin, allowing the user as a novice to get more stability at low caster angles, or as an experienced user, more performance at speed at higher caster angles. At the end of the front beam, the King Pin bolt passes through the clevis bracket and steering knuckle. The front beam ends have a 52-tooth male spline, and the clevis bracket fits onto the end of front beam with a 52-tooth female spline. Accordingly, each spline tooth rotation of the clevis bracket changes the caster angle by approximately 7°. A low 10–20° caster angle allows the wheels to mostly toe steer, which provides increased stability at low speed. A higher 30-50° caster angle allows much more camber, which increases leaning and performance at higher speeds, although the trade off is a bit less stability at low speed. The illustrated instructions below show how the caster angle can be adjusted to suit the desire and ability of the user.



At a 14° caster angle, the *StreetStrider* frame can lean about 15°, but the outer front wheel will only camber about 2° and most of the steering results from a change in toe angle. At a 35° caster angle, the frame leans about 17° and the outer wheel has more camber to about 10°. At a 49° caster angle, the frame lean increases to 22° and the outer front wheel cambers to 18°. In a turn, the inner wheel toe angle and camber lean is a bit more than the outer wheel.

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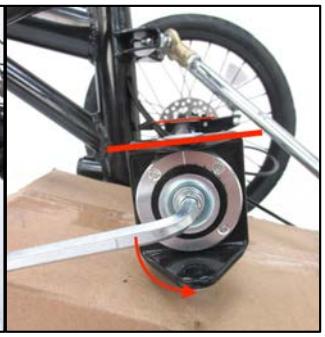
Adjusting Caster Angle on the *e-Strider Pro*

The caster angle of the King Pin can be set at lower or higher values.

Lift one side of the front beam so the wheel is off the table. Unscrew the King Pin bolt with the 8 mm hex wrench and the 17 mm wrench.

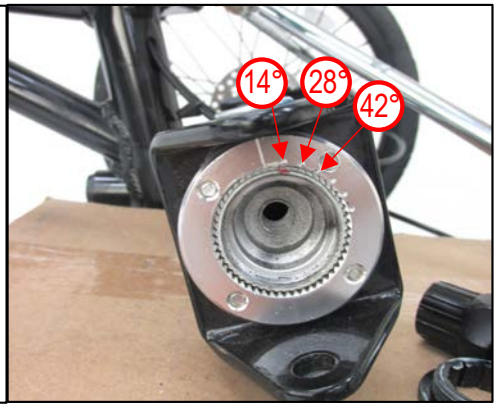
Slide the steering knuckle out of the clevis bracket and move the front wheel assembly forward.



Unscrew the center bolt with the 8 mm hex wrench. Note that the surfaces of the clevis brackets on each end of the front beam are parallel.

Use the clevis spline socket and the 19 mm socket with the 8 mm hex wrench as lever to unscrew the lock ring.

Slide the clevis bracket female spline off the male spline.



On the right side, the male spline has a red dot and the female spline has a line at top center. The male spline on the left side has a yellow dot. If the line and dot are aligned, the clevis caster angle will equal 0°. Each spline tooth is a 7° angle change. The small indentations in the female spline are every 2 teeth, or 14°. Any adjustment to caster angle on one clevis must be duplicated on the other clevis so they remain parallel.

IMPORTANT: After caster angle adjustment, the front wheels MUST be realigned.

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12 Lubrication

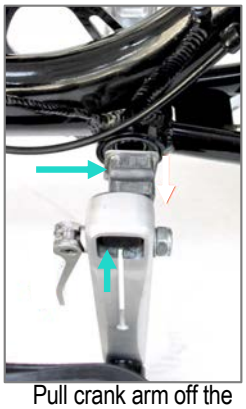
Chain

Use chain lubricant, DO NOT use a WD40 type water displacer.

Steering Components

Lubricate the inboard and outboard spherical rod ends with grease and the king pin bolt bushings with low viscosity oil.

Crank Block



Pull crank arm off the block as done when folding, apply bearing grease to the surface of the block and inside the crank arm opening.

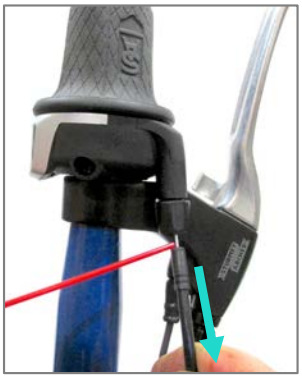
Front Beam Bearings

To lubricate front beam bearings, first fold the *e-Strider* head tube down, then support the *e-Strider* with boxes under the foot platforms for stabilization and lift the front wheels off the surface. Remove the front cap with 8 mm hex wrench and slide the beam forward to expose the rear bearing, which will also cause the front bearings to slide off the shaft. Apply bearing grease to both bearings and the outer races. Slide the front beam back on the shaft, slide the front bearing back on the shaft. Add a semi-permanent thread locker to the cap screw and tightly screw the cap back onto the shaft.

Fold Joint

Lubricate the rear pivot of fold joint by adding a few drops of oil as shown.

Brake and Shifter Cables



To lubricate the brake and shifter cables, apply a few drops of low viscosity oil to the cables. To expose some brake cable, squeeze the brake lever. To expose the shifter cable, shift to 4th gear, then pull the cable housing down a bit until the shifter cable is visible.

Strut Connector

On the *e-Strider Pro*, lubricate the brass connector on the upper end of the strut with grease.

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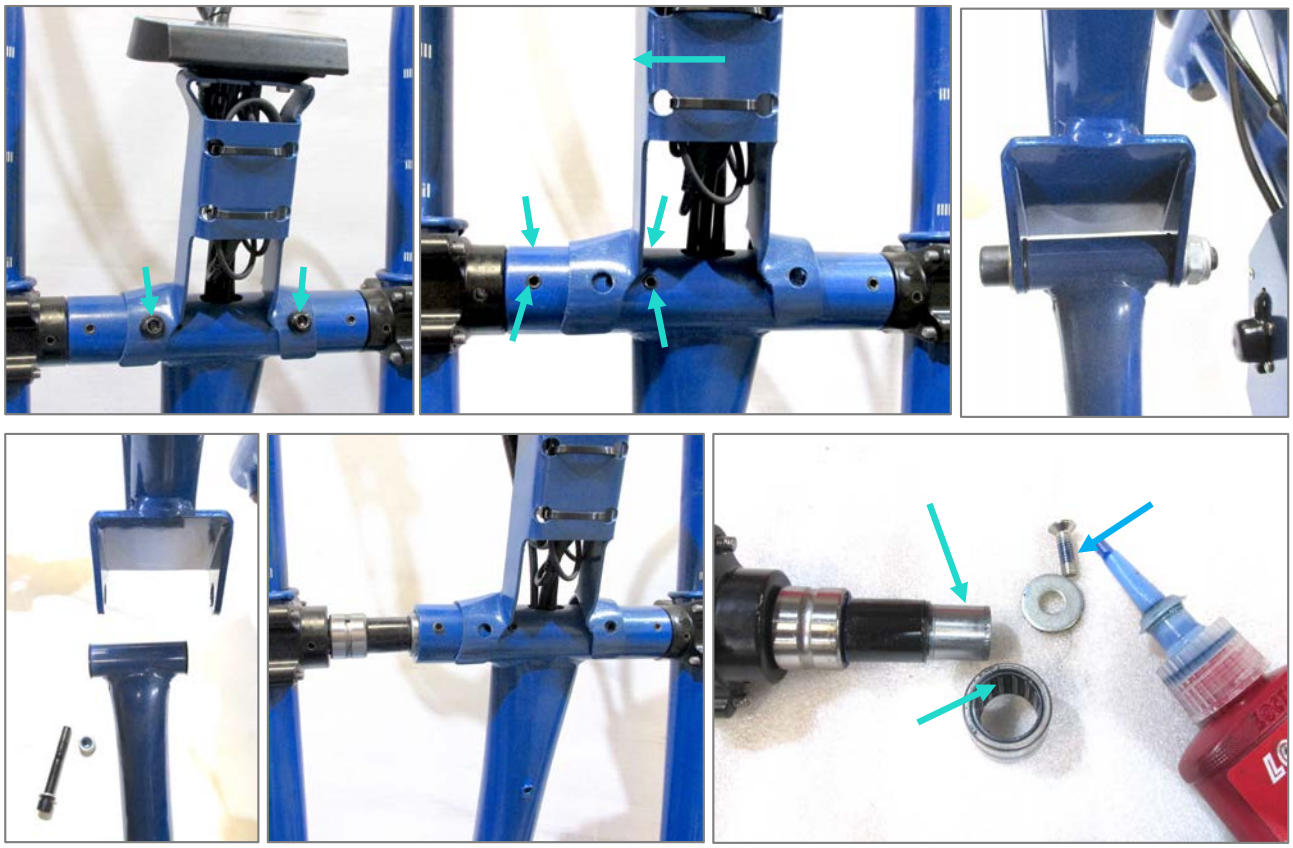
Joint #1 and Joint #2



To lubricate Joint #1 roller bearings, first use a 4 or 5 mm hex wrench to remove the 2 screws that secure the display bracket to the crossbar. Second, slide the bracket to one side and loosen the four 3 mm set screws about 2-3 turns. Third, remove the bolt and nut, then disconnect Joint #2 with an 8 mm hex wrench and 17 mm wrench. Fourth, slide Joint #1 out of the crossbar. Fifth, remove the 4 mm screw from the inner end of the Joint #1 assembly so that the roller bearings can slide off the shaft. Lubricate the bearings and shaft with bearing grease, then reassemble Joint #1 and apply some semi-permanent thread locket to the 4 mm screw. Finally, slide the greased Joint #1 back into the crossbar, snug the 3 mm set screws and reconnect Joint #2. The Teflon bushings of Joint #2 can be lubricated with bearing grease or oil.

Joint #3

To lubricate Joint #3, first remove the C-ring from the inner end of the pedal shaft that protrudes through the crank arm. Unscrew the pedal shaft with a 6 mm hex wrench. **IMPORTANT: The left side pedal shaft is left hand threaded, so unscrew clockwise. The right side pedal shaft is right hand threaded, so unscrew counterclockwise.** Then slide the pedal shaft out of the Joint #3 bearings and lubricate with bearing grease. Reassemble the parts in reverse, tighten the pedal shaft into the crank arm and replace C-ring.

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13 Return Policy

All new *StreetStriders* come with a 30-day Satisfaction Guarantee period. Please understand that, under the best circumstances, the *StreetStrider* provides vigorous exercise that will help you become more fit and/or maintain your fitness level.

If you are not completely satisfied with your *StreetStrider* for any reason, please call 1-800-348-0998 within 30 days of delivery to ask any questions, as we would like to help you have as satisfactory an experience as possible with your *StreetStrider*.

If, however, you decide to return it, please call 1-800-348-0998 within 30 days of delivery to request a Return Merchandise Authorization (RMA) number and to set up your return. Products returned without an RMA number will be considered unauthorized and will not be refunded or credited.

Upon receiving your RMA number, your returned product must be received no later than two (2) weeks after we have provided your RMA number.

Process

To return your *StreetStrider* product, please follow these 4 steps:

1. Repack the product. Products plus all accessories and materials must be returned undamaged in original packaging. You must pack the *StreetStrider* products and materials in the original packing material so that the parts are disassembled and folded down. Make sure everything is padded and secured. Care must be taken to prevent damage during return shipping. DAMAGE DURING RETURN SHIPPING WILL RESULT IN AN ADDITIONAL REPAIR FEE.

   To avoid an additional repair fee and to make sure the *StreetStrider* is returned properly, we encourage you to repack it exactly as it was packed when it arrived.

2. Display the RMA number on the box and the address label. No returns will be accepted without the RMA number clearly displayed on the box. Products returned without an RMA number will not be refunded or credited.

3. Send the package to:
   StreetStrider
   Attn: Returns Department
   16331 Gothard St., Suite C
   Huntington Beach, CA 92647

   You are responsible for the cost of shipping the *StreetStrider* product back to the company.

4. Email the tracking # to support@streetstrider.com.

Refund

Upon receiving the returned product, the Company will refund all monies to you minus:

- Any cost of shipping the product to you;
- A 10% restocking fee - the Company may charge an additional repair fee if the product is returned in a damaged condition; and
- Any service charge, including White Glove Service.

You can expect your refund within 30 days of our receiving your returned product.

Order Cancellation Policy

After placing your order, it may be possible to cancel your order by calling us directly at 1-800-348-0998. However, once inventory has been allocated to your order, we cannot guarantee that the order will not be shipped. If your order has shipped, you must return any unwanted items in accordance with our Return Policy. If you refuse delivery, your refund will be less shipping and restocking fees.

Damage Upon Delivery

If your *StreetStrider* product is delivered to you in a damaged condition as a result of faulty shipping, you should call us at 1-800-348-0998 or email support@streetstrider.com for return instructions. You should also notify the shipper. Photographs documenting the damage are required.

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14 Limited Warranty

The specific warranty covering your *StreetStrider* is governed by the law of the state or country in which it was purchased and applies only to mobile elliptical devices purchased from StreetStrider.com.

Frames (Frame, Strider Skis, Strider Poles)

StreetStrider frames are warranted by StreetStrider, 16331 Gothard St., Suite C Huntington Beach, CA 92647, against manufacturing defects in materials and/or workmanship for a period of three (3) years from the date of original purchase.

Components

Components are warranted by their original manufacturer and not by *StreetStrider*. The SunRace Sturmey Archer electrical system and drive components are warranted for a period of one (1) year. Other components are warranted against manufacturing defects in materials and/or workmanship for a period of one (1) year, and according to the individual components' manufacturers, from the date of the original retail purchase.

Terms of Limited Warranty

This limited warranty is not meant to suggest or imply that the *StreetStrider* cannot be broken or will last forever. It does mean that the *StreetStrider* is covered subject to the terms of the limited warranty.

- This limited warranty applies only to the original owner of a *StreetStrider* and is not transferable to subsequent owners.
- This limited warranty applies only to *StreetStriders* assembled in full compliance with the instructions within this Owner's Manual.
- Damage resulting from normal wear and tear, including the results of fatigue, is not covered. Fatigue damage is a symptom of the frame being worn out through normal use. It is one kind of normal wear and tear, and it is the owner's responsibility to inspect his/her *StreetStrider* on a regular basis.
- This limited warranty is void if the *StreetStrider* is subjected to abuse, neglect, improper repair, improper maintenance, alteration, modification, an accident or other abnormal, excessive, or improper use – to be determined by the Company at its sole discretion.
- Personal injury, *StreetStrider* failure, loss or damage, abuse, neglect, normal wear and tear including the results of fatigue, improper fit, improper maintenance, or use of parts inconsistent with the use originally intended for the *StreetStrider* as sold are not covered by this warranty. In no event shall the Company be liable for incidental or consequential damages that might arise as a result of improper use and/or failure of the *StreetStrider*.
- For any warranty claim to be considered, the claim and/or the *StreetStrider* or component in question must be submitted to the Company.
- All labor and transportation charges for warranty service are the responsibility of the *StreetStrider's* owner.

For the duration of this Limited Warranty, the Company will either repair any defective frame or component, or, at our option, replace any defective frame or component with the same or most nearly comparable model or component then available.

THIS IS THE EXCLUSIVE REMEDY UNDER THIS WARRANTY. ANY AND ALL OTHER REMEDIES AND DAMAGES THAT MAY OTHERWISE BE APPLICABLE ARE EXCLUDED, INCLUDING, BUT NOT LIMITED TO, INCIDENTAL OR CONSEQUENTIAL DAMAGES OR PUNITIVE DAMAGES.

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THIS IS THE ONLY WARRANTY MADE BY STREETSTRIDER THE COMPANY ON ITS FRAMES AND COMPONENTS, AND THERE ARE NO WARRANTIES THAT EXTEND BEYOND THE DESCRIPTION HEREIN. ANY WARRANTIES THAT MAY OTHERWISE BE IMPLIED BY LAW INCLUDING, BUT NOT LIMITED TO, ANY IMPLIED WARRANTY OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE, ARE EXCLUDED. Please refer to the documents included with your *StreetStrider* for possible further restrictions

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NOTICE: StreetStriding is a potentially hazardous activity, as is bicycling. The user understands that StreetStriding, even under normal circumstances, can be hazardous, and accepts full liability for any injury, accident, or death of the user or other *StreetStrider* occupant that may arise from the use of the *StreetStrider*. The user assumes the risk of any personal injury, damage to or failure of the *StreetStrider* and any other losses if the *StreetStrider* is used in any competitive event, including racing, ramp jumping, stunt riding or similar activities or training for such competitive activities or events. This *StreetStrider* is not manufactured, marketed, designed or intended to be altered in any way or at any time for use in the following ways: stunt riding, curb jumping, hopping or similar activities, or in off-road conditions. Use of a *StreetStrider* in any of these or similar ways automatically voids the *StreetStrider* Limited Warranty. The Company, its dealers, affiliates or agents shall not be liable under this warranty nor under any state or federal law or the common law or otherwise for any damage, failure, including personal injury, resulting from such use and/or alteration.

This Limited Warranty gives the consumer specific legal rights. The consumer may also have other legal rights that vary from state to state or country to country. Some states and countries do not allow the exclusion or limitation of incidental or consequential damages or warranties, so the above limitations or exclusions may not apply to you. If it is determined by a court of competent jurisdiction that a certain provision of this Limited Warranty does not apply, such determination shall not affect any other provision of this Limited Warranty and all other provisions shall remain in effect.

***NOTICE:* The policy of the Company is one of continued development and improvement. Consequently, we reserve the right to change or amend or discontinue specifications in this publication without prior notice.**

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