

STREETSTRIDER®

7i AND 3i OWNER'S MANUAL



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TABLE OF CONTENTS

3	1		About This Manual
4	2		Parts Identification
8	3		Assembling the StreetStrider 3i and 7i
8	.....	3.1	|	Unpacking and Prep
9	.....	3.2	|	Wheels
11	.....	3.3	|	Poles and Skis
13	.....	3.4	|	Rear Hub, Chain and Shifter
15	.....	3.5	|	Brakes
16	.....	3.6	|	Front Wheel Alignment
17	.....	3.7	|	Folding
18	.....	4	|	Simple Steps to Learn to Stride
19	.....	5	|	Safety Equipment
20	.....	6	|	Mechanical Safety Check
21	.....	7	|	Limited Warranty
22	.....	8	|	Return Policy



Records

Record your *StreetStrider* 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 *StreetStrider* 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 *StreetStrider* is lost or stolen.

1 About This Manual

This *StreetStrider 8s 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 *StreetStrider*. Keep this manual handy for future reference.

IMPORTANT: If your *StreetStrider* was purchased unassembled, read this manual before you assemble it. The Limited Warranty found in this manual on page 26 applies only to *StreetStriders* that comply with the assembly instructions in this Owner's Manual.

IMPORTANT: You should read this manual before you go out on your first ride.

Riding a *StreetStrider* can be a hazardous activity even under the best of circumstances. It is highly recommended that your first stride on your new *StreetStrider* be taken in a controlled environment, away from cars, obstacles and other cyclists, and wearing your helmet.

Proper maintenance of your *StreetStrider* is your responsibility as it reduces the risk of injury. This manual contains many **IMPORTANT**, **CAUTION** and **WARNING** statements concerning the consequences of failure to maintain or inspect your *StreetStrider*. When inspecting your *StreetStrider*, be certain to secure all parts properly as described in Table 2-1. Under-tightening or over-tightening can result in component damage. *StreetStrider* parts have metric hardware - always use the correct tools.

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 *StreetStrider* 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 *StreetStrider* could result in serious injury or death.

2 Parts Identification of the *StreetStrider 3i and 7i*

Figure 2.1 StreetStrider 3i/7i Parts. Refer to **Table 2.1** for part numbers and descriptions.



Figure 2.2 StreetStrider 3i/7i Parts. Refer to **Table 2.1** for part numbers and descriptions.

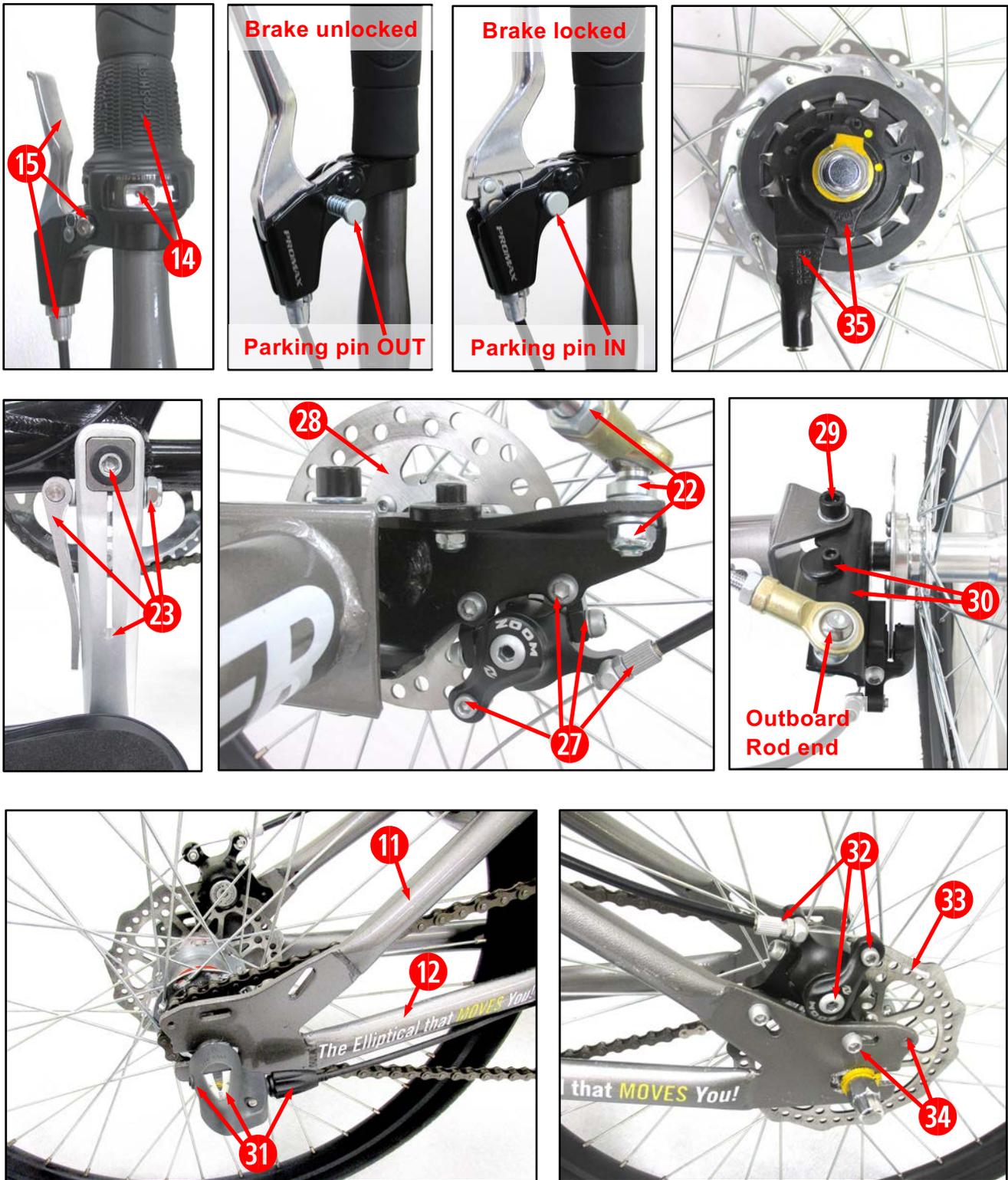


Table 2.1 Part numbers and descriptions.

#	DESCRIPTION	HARDWARE	SPECIFICATIONS	QTY	STATE
1	Main frame bone			1	
2	Head tube	Bottle cage bosses	M5 x P0.8 threads for 2 cages	4	Tighten to secure cages
3	Crossbar			1	
4	Front beam			1	
5	Fold joint	Quick Release clamp stem nylon lock nut	M6 x P1.0 x L20 x H10 x W10	1	Snug for secure clamp operation
6	Stride pole upper		Left and right side	2	
7	Strider pole lower			2	
8	Strider ski	Composite bushings Roller bearings	OD12 x ID10 x L15 x 17 mm flange, at Joint #2 OD 25 x ID 18 x L 20, at Joint #3	4 4	
9	Foot platform	4 mm hex screw,	M5 x P0.8 x L12 x H12 x W4, flat head	12	Tighten
10	Rear fender frame	4 mm hex screw,	M5 x P0.8 threaded hole for luggage rack	1	
11	Fender stay			2	
12	Chain stay			2	
13	Hand grip		Left and right side, rubber	2	
14	Twist grip shifter	3 mm hex screw	M5 x P0.8 x L12 x W3, clamp	1	Tighten
15	Brake lever	5 mm hex screw Parking pin Cable housing adjuster Cable doubler	M5 x P0.8 x L20 x H10 x W5, clamp OD 10, spring loaded M10 x P2.0 barrel adjuster with lock ring Front brake, with adjuster and lock ring	2 2 2 1	Tighten Adjust-lock Adjust-lock
16	Joint #1, cross bar-pole pivot clamp assembly	4 mm hex screw 3 mm hex set screw 4 mm pan head screw Roller bearings 4 mm flat head screw	M5 x P0.8 x L30 x H8 x W4, clamp cap M6 x P0.8 x L6, with cup end, cross bar M6 x P1.0 x L8 lock screw OD 25 x ID 18 x L 20 M6 x P1.0 x L20	8 8 2 4 2	Tighten evenly to secure pole Tighten Tighten Grease Tighten
17	Joint #2, pole-ski pivot	8 mm hex screw, washer, 17 mm nut	M10 x P1.5 x L75 x H15 x W8 OD16 x ID10 x T1 M10 x P1.5 x L10 x W17, nylon lock	2 2 2	Snug but allow joint movement
18	Joint #3, ski-pedal pivot	6 mm hex spindle Roller bearings	OD18 X L60 x W6, thd 9/16" right and left, C clip OD 25 x ID 18 x L 20	2 2	Tighten Grease
19	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 P0.8 x L10 x W3, rear end OD 47 x ID 20 X T15	1 1 2	Tighten Tighten Grease
20	Front wheel and tire		Tire 16" x 1 3/8", 37 x 349, 80 psi	2	
21	Front wheel hub	19 mm hex axle nut	M12 x P1.75 x L10 x W19, nylon lock	2	Tighten
22	Steering linkage	Inboard and outboard spherical 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

Table 2.1 Part numbers and descriptions, continued.

23	Crank arm set with Bottom bracket	8 mm hex screw Square taper	M8 x P1.0 x L18 x H12 x W8, 18 mm flange 68 x 122 mm, R cup L threads, L cup R threads	2 1	Tighten, 30 ft lb Tighten
	Right with chain ring	Phillips flat head screws	52 T, guard fixed to chainring sheet metal screws	5	Tighten
	Left Quick Release	QR stem	M10 x P1.5 x L10 x W17, nylon lock	1	Snug
24	Chain		1/2" x 1/8" x 93 links	1	
25	Internal gear hub 3i with 3-speed 7i with 7 speed	15 mm axle nuts	3/8" x 26 tpi x W15 axle nuts	2	Tighten
26	Rear wheel rim and tire		Rim 36 H, Tire 20" x 1 3/8", 37 x 451	1	80-85 psi
27	Front disc brake	5 mm hex mount screw	M6 x P1.0 x L15 x H10 x W5, through knuckle	4	Tighten
		5 mm hex caliper screw	M6 x P1.0 x L15 x H10 x W5, through bracket	4	Adjust-tighten
		5 mm hex outer pad	W5 outer pad adjuster with 2 mm lock set screw	2	Adjust-tighten
		3 mm hex inner pad	W3 inner pad adjuster, through center screw hole	2	Adjust
		Cable housing adjuster	M6 x P1.0 x L15 knurled for fingers with lock ring	2	Adjust-lock
		4 mm hex cable clamp	M5 x P0.8 x L12 x H10 x W4, socket and nut	2	Adjust-tighten
28	Front disc rotor	4 mm hex screw	M5 x P0.8 x L10 x H10 x W4, pan head	12	Tighten
29	King pin bolt in front beam clevis	8 mm hex bolt washer	M10 x P1.5 x L75 x H15 x W8, socket OD16 x ID10 x T1	2 2	Snug but allow knuckle swivel
		17 mm nut	M10 x P1.5 x L10 x W17, nylon lock	2	
30	Steering knuckle w/ lean stop	5 mm hex screw	M6 x P1.0 x L15 x H10 x W5, socket screw W10 nylon lock nut	2	Adjust-tighten
		Lean stop disc	OD18 x T4 with 6 mm offset hole		
		Composite bushing	OD12 x ID10 x L15 x 17 mm flange	4	
31	Bell crank for 3 speed hub	2.5 mm hex screw	M5 x P0.8 x L6 x W2.5 set screw Gear alignment window Shift cable barrel adjuster	1 1	Snug to secure Adjust
32	Rear disc brake	5 mm hex mount screw	M6 x P1.0 x L15 x H10 x W5, through drop out	2	Tighten
		5 mm hex caliper screw	M6 x P1.0 x L15 x H10 x W5, through bracket	2	Adjust-tighten
		5 mm hex outer pad	W5 outer pad adjuster with 2 mm lock set screw	1	Adjust-tighten
		3 mm hex inner pad	W3 inner pad adjuster, through center screw hole	1	Adjust
		Cable housing adjuster	M6 x P1.0 x L15 knurled for fingers with lock ring	1	Adjust-lock
		4 mm hex cable clamp	M5 x P0.8 x L12 x H10 x W4, socket and nut	1	Adjust-tighten
33	Rear disc rotor	4 mm hex screw	M5 x P0.8 x L10 x H10 x W4, pan head	6	Tighten
34	Rear drop out		Dropout slot for rear hub axle	2	
			Holes for rear brake mounting bracket	4	
			M5 x P0.8 hole for rear luggage rack screw	2	
35	Shifter cassette for 7 sp		Cassette pulley and lock ring on 7 sp hub	1	Install-lock

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

TERMINOLOGY: The right and left sides of the StreetStrider refer to sides when one is striding.
IMPORTANT: Save the box and packing material as they must be used to repack the StreetStrider for any returns.

3 Assembling the *StreetStrider 3i and 7i*

To assemble your *StreetStrider 3i or 7i*, first follow the steps and photos in this manual and view the *StreetStrider 3i-7i* assembly videos where indicated. Included in the shipping box are the *StreetStrider 3i-7i* in parts, an Owner's Manual [1] and a small bundle in the top tray inside the box containing a tool kit [2] which includes, four open end wrenches 17 x 14, 15 x 13, 14 x 12, and 13 x 10 mm [3], seven hex wrenches 8, 6, 5, 4, 3, 2.5, 2 [4], two tire levers [5], a 19 mm front hub socket [6]. The parts bags contain the front beam shaft assembly [7], a right crank arm screw [8], the 7i shifter cassette parts [9], the 3i shifter push rod [10], three wheel reflectors [11], two front brake cable tips [12], zip ties [13], touch up paint [14], and two spare inner tubes [15], **Figure 3.1.2**.

3.1 Unpacking and Prep (see video)



Figure 3.1.1 The *StreetStrider* box shows the up direction. You will need scissors or blade, pliers, tape measure, grease and rag.



Figure 3.1.2 The top tray in the box holds the parts bundle and the support layers underneath protect the *StreetStrider* components.



Figure 3.1.3 The front wheel assembly and rear wheel are the next 2 layers. Remove the wheels and set aside.



Figure 3.1.4 The main frame assembly, padded and secured with zip ties, is on the bottom cardboard panel which has corner cut-outs.



Figure 3.1.5 Grip the corner cut-outs and lift that panel and the folded *StreetStrider* out of the box, set the unit on a table, and remove the remaining zip ties.



Figure 3.1.6 Once all the packing is removed set the foot platform assemblies (lower pole, ski, foot platform, crank arm) aside.

3.2 Front Wheels (see video)



Figure 3.2.1 Lay the frame on it's left side. Retrieve the front beam shaft assembly, take the cap, tapered bearings and back plate off the shaft, and get the 8 and 3 mm hex wrenches.

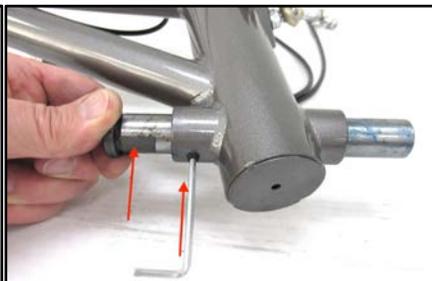


Figure 3.2.2 Loosen the set screw under the front beam shaft tube with a 3 mm hex wrench. Slide the shaft into the tube so that the flat section on the rear end of the shaft fits just above the 3 mm.



Figure 3.2.3 With the shaft inserted all the way forward, secure the shaft by tightening the set screw with the 3 mm hex wrench.



Figure 3.2.4 With the frame upright, slide the back plate and one of the tapered bearings, with taper facing forward, onto the shaft. Grease the bearings.



Figure 3.2.5 Unfold the front wheels on the front beam and set the front wheel assembly in front of the shaft.



Figure 3.2.6 Grease the front bearing race in the front beam.



Figure 3.2.7 Insert the beam and other bearing onto the shaft with the taper facing rearward. Put the cap over the front of the beam shaft, insert the 10 mm screw, and tighten with the 8 mm hex wrench.

IMPORTANT: We recommend adding a liquid thread locker to the threads of the 10 mm screw.



Figure 3.2.8 Lower the left steering linkage so the outboard rod end can be attached to the left steering knuckle.



Figure 3.2.9 Unscrew the 13 mm nylon lock nut from the rod end stud, insert the threaded stud through the hole at the forward end of the steering knuckle, secure the stud with the nylon nut having one washer above and one washer below the knuckle and then hold the stud and tighten the nut using two 13 mm wrenches.



Figure 3.2.10 Repeat steps to attach the right steering linkage.

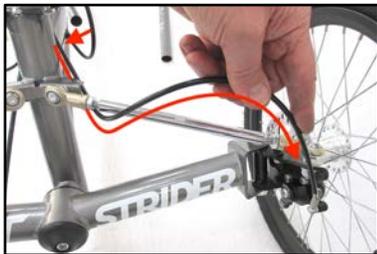


Figure 3.2.11 Route the front brake cables from the head tube, under the steering linkage and over the front beam. If the cable housing is off of the cables slide it back on. Insert the left and right cable and housing into the barrel adjuster on the left and right brakes, respectively.

3.3 Rear Wheel 3i (see video)



Figure 3.3.1 Remove the plastic brace in the rear drop and loop the chain over the rear drop out and the bottom bracket, BB.



Figure 3.3.2 Unscrew acorn nuts on each end of the axle so there is an exposed section of axle under the non-turn washers that can slide into the dropouts. On the left side, align the brake rotor with the brake caliper gap.



Figure 3.3.3 Slide axle into dropouts all the way forward, align the tongue of the non-turn washers with dropout slots, finger tighten the axle nuts on both ends, and loop chain around hub sprocket.

3.3 Rear Wheel 7i (see video)



Figure 3.3.4 Remove the silver acorn nut and yellow (or gray) non-turn washer from the right axle end.



Figure 3.3.5 From the parts bag retrieve the shifter cassette parts, the cassette pulley, the driver cap ring (often in the rear side of the pulley), and the lock ring. Press the driver cap over the hub driver until it snaps down.



Figure 3.3.6 Place the cassette pulley over the axle so that the yellow dots on the washer and the cassette pulley are in line.



Figure 3.3.7 Put the lock ring onto the cassette pulley so that the 2 yellow dots are adjacent.



Figure 3.3.8 Rotate the lock ring 45° clockwise to lock the cassette pulley onto the hub.



Figure 3.3.9 Replace the non-turn washer with tongue pointing rearward, and screw the acorn nut back onto the axle a few turns.

Follow the above steps in **Figures 3.3.1 to 3.3.3** to insert the 7i wheel into the rear drop outs.

IMPORTANT: Inflate tires to 80-85 psi.

3.4 Poles and Skis (see video)



Figure 3.4.1 While the head tube is folded onto the main frame, use the 4 mm hex wrench to remove the 4 screws and caps from the pole clamps at Joint #1.

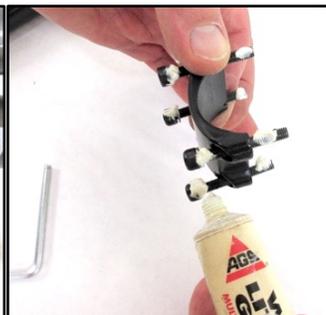


Figure 3.4.2 Apply a little grease to the screw heads and threads then set the caps with screws on the table.



Figure 3.4.3 Raise the head tube while sliding the quick release, QR, clamp pin to the right. With the head tube in the full upright position allow the clamp pin to insert into the hole.



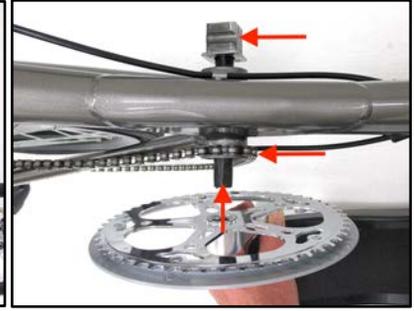


Figure 3.4.4 Rotate the QR stem to the vertical position so that the lever is against the head tube then close the lever downward.

Figure 3.4.5 Retrieve the right foot platform assembly (lower pole, ski, foot platform, and crank arm with chain ring) and position next to right side of the frame. Make sure the chain is looped over the BB spindle.

Figure 3.4.6 Rotate the BB spindle so that the upper surface of the left rectangular end piece on the spindle has the shallow channel and is horizontal.



Figure 3.4.7 Lift the right crank arm so it is in the 6 o'clock position and insert it onto the BB square spindle. Using the 8 mm hex wrench, screw the crank bolt into the spindle and tighten to 30 ft lb, then wrap the chain around the chain ring.

Figure 3.4.8 Lift the right lower pole and fit it into the right Joint #1 clamp base. Place the Joint #1 cap with greased screws over the pole and using the 4 mm hex wrench, screw each of the 4 caps screws in about 5-10 turns. Add a little grease to the inner surface of the lower pole.

IMPORTANT: Make sure there is a little grease on the BB spindle so the crank arm slides on firmly.



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)



Figure 3.4.9 Apply a little grease to the lower section of the right upper pole, which has a brake lever and shifter, then slide it into the lower pole to a level that fits the height of the user. The upper pole can also be rotated toward the side to provide a comfortable width for the user.

Figure 3.4.10 The pole height lines are used to set the approximate pole height for the height of the user, from < 5' to approximately 7'.

Figure 3.4.11 With the 4 mm hex wrench, carefully tighten the Joint #1 clamp in an X pattern so that all the screws are tightened evenly and the space between the clamp base and cap on the front side of the pole is equal to the space on the rear side.

IMPORTANT: 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 vertical position.

3.4 Poles and Skis (see video) - continued



Figure 3.4.12 Place the left ski assembly on the left of the frame, rotate the right crank to the 12 o'clock position and rest the left upper pole on the right foot platform.

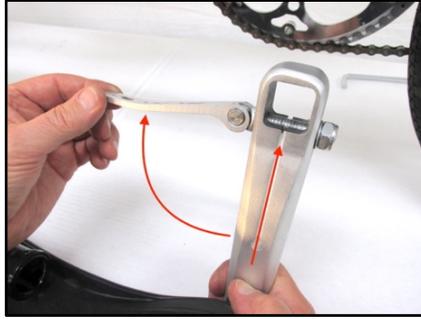


Figure 3.4.13 Lift the left crank arm to the 6 o'clock position and open the QR lever. Note that the QR stem, visible in the crank arm opening, will fit into the channel of the BB end piece and lock the crank onto the BB.

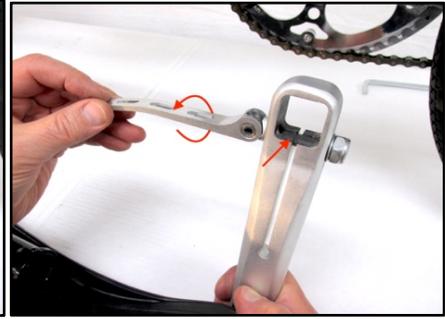


Figure 3.4.14 Rotate the QR lever 180° so the flat face of the QR stem is visible in the crank arm opening, which will allow the opening to slide over the BB end piece.



Figure 3.4.15 Slide the crank arm opening over the BB end piece as far as possible.



Figure 3.4.16 Rotate the QR lever 180° so that the QR stem fits into the BB end piece channel.



Figure 3.4.17 Close the QR lever against the crank arm.



Figure 3.4.18 If the QR lever closes without any resistance open the lever, pull the crank arm off the BB ¼ inch (6 mm), tighten the 17 mm stem nut ¼ turn, push the crank arm back on, and close the QR lever. If needed, repeat until QR closes with some resistance.



Figure 3.4.19 Attach the lower and upper pole on the left side following the procedure used on the right side. Make sure the left and right poles are set to the same height, rotate the poles to approximately shoulder width of the user and also parallel from the side view.



Figure 3.4.20 Rotate the brake levers to a forward position, rotate the shifter so the gear indicator window is seen by the user, tighten the brake lever clamps with the 5 mm hex wrench and the shifter clamp with the 3 mm hex wrench. Use 2 of the zip ties to orderly hold the cables to the poles.

IMPORTANT: 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 vertical position.

3.5 Brakes (see video)

Front Brakes



Figure 3.5.1 Make sure the brake rotor is centered in the caliper gap between the pads and the wheel spins freely. If adjustment is needed, loosen the caliper positioning screws with a 5 mm hex wrench, tighten the inner pad with the 3 mm hex wrench, inserted through the caliper lever, and the outer pad with the 5 mm hex wrench to center the rotor in the gap, then tighten the positioning screws. If the rotor is already centered in the caliper gap tighten the pads against the rotor in order to attach the brake cable in the next steps.

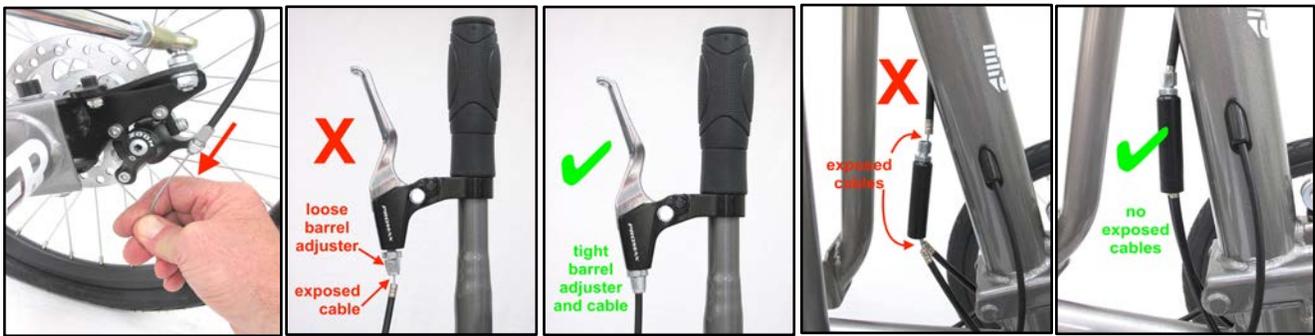


Figure 3.5.2 Pull each of the brake cables down at the right and left brake calipers to make sure there is no exposed cable visible at the brake lever or at the cable doubler by inserting the cable housing ferrules into the barrel adjusters and doubler.

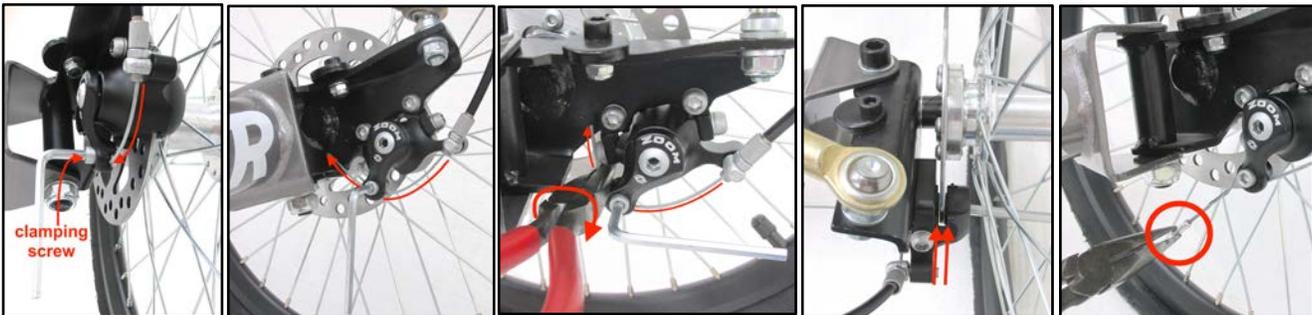


Figure 3.5.3 Loosen the clamping screw with the 4 mm hex wrench so there is space to route the brake cable under the nut. Grip the brake cable end with pliers, rotate the pliers to make the cable taut, then tighten the cable clamping screw. Unscrew the inner and outer brake pads so that a sliver of light can be seen between the rotor and pads and so the wheel spins freely. Bend the cable away from rotor and squeeze a cable tip onto the end of each cable. Repeat on the other brake.

To make sure both front brakes stop equally, stand in front of the *StreetStrider*, squeeze the left brake lever and pull the *StreetStrider* forward while slowly easing the brake pressure. If one wheel starts rotating before the other, which begins to turn the *StreetStrider*, adjust the brake pads and/or the barrel adjuster at the caliper until that wheel begins to rotate evenly with the other wheel.

IMPORTANT: Properly adjusted brakes will clamp the wheels when the brake lever is squeezed and about 1 inch (25 mm) from the rubber grip.

Rear Brake



Figure 3.5.4 With the chain wrapped around both the right crank arm chainring and the rear hub sprocket, pull the rear wheel backwards to make the chain taut, center the front of the wheel in the frame chain stays, and tighten the axle nuts with the 15 mm wrench, first right side then left. A taut chain should only move about ½" if lifted at a point midway between the chain ring and hub sprocket.



Figure 3.5.5 The rear brake caliper is adjusted exactly as described for a front brake caliper.



Figure 3.5.6 Both brake levers have a parking brake pin to hold the brake lever in a squeezed position. If the parking brake does not hold, unscrew the brake lever barrel adjuster.



Figure 3.5.7 To install the 3 wheel reflectors onto the spokes, position the reflector between spokes and rotate so the reflector ends snap around the spokes.

3.6 Rear Hub Shifter 3i (see video)



Figure 3.6.1 Retrieve the 3i shifter push rod from the parts pack, apply a little grease to the rod, and insert it into the hole on the right end of the axle, black end first. Attach the bell crank to the right axle by fitting it over the push rod and right axle nut as close to the drop out as possible, with the shifter cable routed along the lower edge of the frame chain stay, then securing it by tightening the 2.5 mm set screw with the 2.5 mm hex wrench.



Figure 3.6.2 Set the twist grip shifter to gear 2. On the bell crank, make sure the interior thicker yellow line under the gear alignment window is between the two thinner yellow lines on the window. If needed, use the shifter cable barrel adjuster at the front of the bell crank to move the interior line to the correct gear 2 position.

3.6 Rear Hub Shifter 7i (see video)



Figure 3.6.3 At the grip on the right pole, twist the shifter to gear 1. At the rear hub, pull the shifter cable taut and make sure the length of cable from the ferrule to the center of the clamping screw is 101 mm (4 in). If not, loosen the nut with the 10 mm wrench, adjust to 101 mm and tighten.

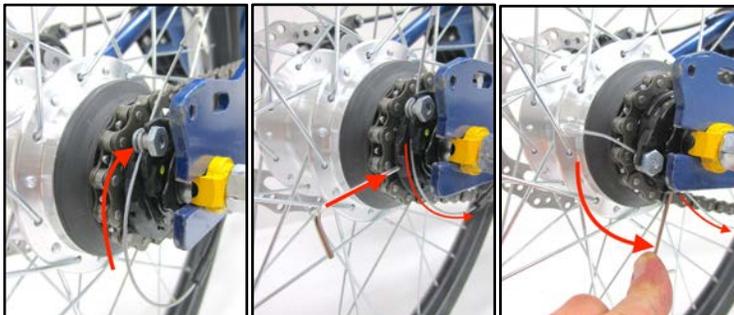


Figure 3.6.4 Slide the flats of the clamping screw with nut facing outward into the oblong slot at the 10 o'clock position of the cassette pulley. Ease the shifter cable housing forward through the frame so the shifter cable lies in the pulley groove from the 10 to 6 o'clock position. Insert the 2 mm hex wrench into the tab with a hole at the 9 o'clock position of the pulley and rotate the spring-loaded cassette pulley ¼ turn counter clockwise.

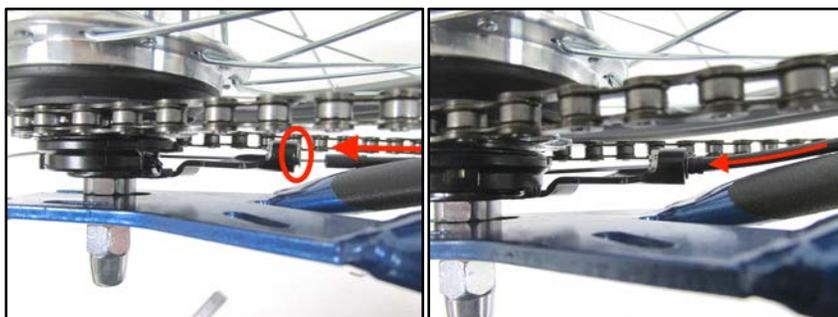


Figure 3.6.5 While holding the wrench at the 6 o'clock position pull the shifter cable housing forward until the cable can be slid into the slot of the arm of the cassette pulley, push the black plastic ferrule on the end of the cable housing into the socket, then return the wrench to the 9 o'clock position making sure the cable lies in the groove under the cassette pulley.



Figure 3.6.6 To check gear alignment, twist the shifter to gear 4 and make sure the 2 yellow lines in the cassette pulley window are in line. If the lines are offset use the barrel adjuster nut at the shifter to move the lines into the correct position.

3.7 Front Wheel Alignment (see video)

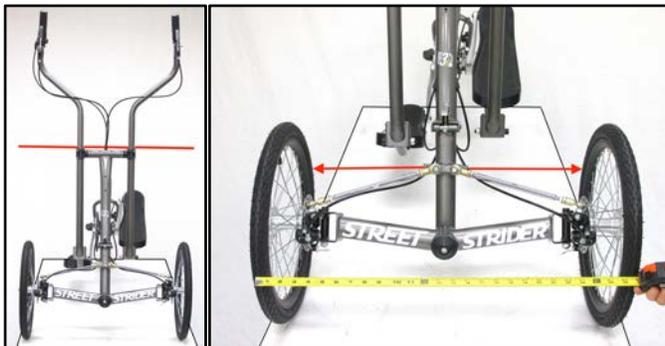


Figure 3.7.1 The front wheels should be aligned/parallel so they do not point in (toe in) or point out (toe out). Alignment is important for performance so take the time to do it correctly. Inflate the tires, 80-85 psi, set the *StreetStrider* upright, not leaning, on a level surface. Making the crossbar parallel to a horizontal line behind the *StreetStrider*, such as a shelf or window will ensure it is not leaning. Parallel lines on the surface such as a table edge will help to see if wheels are parallel. Measure the distance from the center rib of one tire to the center rib of the other tire on both the front or leading edge and the rear or trailing edge. The distances should be near 26 inches and should be equal to each other within 1/8" or 3 mm.



Figure 3.7.2 If distances are not equal, use the 14 mm open end wrench to loosen the jam nuts that are tightened against the base of each rod end. On each steering linkage, one rod end has right hand threads and the other has left hand threads, so make sure to turn the jam nuts in the correct direction to loosen. Rotate the linkage rod one way or the other- note how the tire angle changes - until the distance between the tire center ribs in the front is equal to that in the rear and the wheels are parallel while making sure that the cross bar stays horizontal..

IMPORTANT: Any adjustment to the right linkage rod should be duplicated on the left linkage rod to maintain symmetry.



Figure 3.7.3 When the wheels are parallel to within 1/8" or 3 mm, tighten the jam nuts against the rod ends. To tighten the jam nuts, first rotate both rod ends as far as possible in the direction that the jam nuts will tighten, then use the 14 mm wrench to tighten the jam nut against the rod end. Check to make sure that each steering linkage rod is free to rotate as the *StreetStrider* is leaned to each side.

Figure 3.7.4 To increase resistance to leaning, the King Pin bolt (red line) can be tightened with the 8 mm hex and 17 mm open end wrenches. To change the lean angle degree, adjust the position of the lean stop disc (circle) on the steering knuckle with the 5 mm hex and 10 mm open end wrenches. The left lean stop disc regulates the right lean angle and the right stop disc regulates the left lean angle. When adjusting the lean angle make sure the tire clears the pole by 1 inch, 25 mm.

IMPORTANT: Do not over tighten and strip the thin jam nut.

3.8 Folding (see video)



Figure 3.8.1 Stabilize the *StreetStrider* by engaging the right parking brake pin to lock the rear brake. From the left side of the *StreetStrider*, rotate the left crank arm to the 6 o'clock position, lift the quick release lever, rotate the lever 180° and lower it to the left side of the crank arm. Pull the crank arm off the BB block just to where the crank arm clears the block. Rotate the right crank down to the 6 o'clock position. Insert the crank arm over the end piece, lift the QR lever and rotate 180° then push the lever back down the side of the crank arm. Rotate the crank arms forward so the foot platforms are horizontal.



Figure 3.8.4 Lift the QR lever of the head tube fold joint up and rotate the stem forward. With one hand supporting the head tube, pull the QR stem to the right side so the pin disengages from the hole and lower the head tube down. With the rear brake locked the strider can be lifted by the rear fender and rolled or stood up against a wall for storage.

4 | 7 SIMPLE STEPS TO LEARN TO STRIDE

STEP 1

Safety first. Before you stride, wear a CPSC (Consumer Product Safety Commission) approved helmet. Children under 18 years old must wear helmets in some states. At night, make sure to wear light colored and/or reflective clothing and equip your StreetStrider with front and rear lights. Before starting any exercise program, check with your doctor to make sure you are physically healthy enough.

STEP 3

Become familiar with the brakes and grip shifter.

Straddle your StreetStrider 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 grip shifter clockwise to shift to a lower gear and counter clockwise to shift to a higher gear. To start striding on a flat place, rotate the shifter to a middle gear.

STEP 5

Find the best gear. As you increase speed, shift to a higher gear in order to get the smoothest arm and leg motion. When climbing a hill, shift to a lower gear. Try different gears to achieve the optimum speed and cadence for your striding style and exercise goals.

STEP 7

Have fun! Now get out there and enjoy your StreetStrider! You'll have a blast and burn calories too!

STEP 2

Find a safe, flat place. An ideal location to practice striding is a large flat area such as a parking lot with little to no traffic.

STEP 4

Step on and start rolling. While straddling the StreetStrider 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 push 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

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 StreetStrider will begin to turn. The more you lean, the more the StreetStrider turns. You can pedal while turning. Practice right and left turns, shifting gears, and braking to a stop while standing on the StreetStrider.



5 | 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 StreetStrider as the law requires.

Helmets. While not all states require bicyclists to wear approved protective headgear, common sense dictates that you should wear a CP-SC-approved or other helmet whether the law requires it or not. 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 StreetStrider. 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 StreetStrider, are important safety devices designed to reflect street lights and car lights in a way that helps you be seen and recognized as a moving rider. Federal regulations require every StreetStrider 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 StreetStrider 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 StreetStrider 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 StreetStriders 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 StreetStrider. 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 StreetStrider 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 insure that motorists will see you under all conditions.

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 footwear.

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 StreetStrider 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. A StreetStrider, 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 riding, and take the following additional precautions:

- Make sure your StreetStrider 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 StreetStrider 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, ride on routes already familiar to you.

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

6 | MECHANICAL SAFETY CHECK AND MAINTENANCE

Your StreetStrider 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 StreetStrider. 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 StreetStrider. If any loose parts or accessories are found, secure them. If you're not sure, ask someone with experience to check.

Tires and Wheels. Make sure your tires are inflated to 80-85 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 StreetStrider until the brakes are properly adjusted.

Lubrication. Depending on how often and hard your StreetStrider 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 StreetStrider is in motion.

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

NOTE: Like any sport, StreetStriding involves the risk of serious injury, damage and/or death. By choosing to use a StreetStrider, you assume the responsibility for the risk, not the people who sold you the StreetStrider, 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 StreetStriding.

Now buckle on your helmet and enjoy your StreetStrider.



7 | 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 a StreetStrider Authorized Dealer.

Frames (Frame, Strider Skis, Strider Poles). StreetStrider frames are warranted by StreetStrider, 16321 Gothard St, Unit E, 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 Shimano internal geared hub is warranted for a period of two (2) years according to the Shimano warranty (<http://bike.shimano.com/content/sac-bike/en/home/news-and-info/warranty.html>). Joint bearings, drive parts, and frame fixtures 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 or maintenance by anyone other than a StreetStrider Authorized Dealer, 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 StreetStrider must be brought in to a StreetStrider Authorized Dealer on the same continent on which the StreetStrider was purchased. The StreetStrider must be in assembled condition and accompanied by the original, dated sales receipt for the StreetStrider. Be sure to keep your receipt in a safe place.
- All labor and transportation charges for warranty service are the responsibility of the StreetStrider's owner.

During 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.

THIS IS THE ONLY WARRANTY MADE BY STREETSTRIDER 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.

NOTICE: StreetStriding is potentially a 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, in off-road conditions, or with motors, engines or other power equipment. 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.

7 | 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're 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.**
2. **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. At the bottom of the StreetStrider Support page WATCH THIS 3-PART VIDEO TO REPACK THE 3i AND 7i.**

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
16321 Gothard St., Unit E
Huntington Beach, CA 92647**

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

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

Refund

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

1. any cost of shipping the product to you;
2. a 10% restocking fee - the Company may charge an additional repair fee if the product is returned in a damaged condition; and
3. 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 StreetStrider at 1-800-348-0998 or email shipping@streetstrider.com for return instructions. You should also notify the shipper. Photographs documenting the damage are required.





STREETSTRIDER

1-800-348-0998 | www.StreetStrider.com