



Owner's Manual



TRI-LO TRICYCLES *mini – standard – large*

Congratulations!

You have made an excellent investment in your health and happiness.

TRI-LO tricycles offer valuable exercise and therapy by providing cardiovascular fitness and increased muscle strength.

The following instructions will give you advice on the adjustment and maintenance procedures to enable you to keep your tricycle in the best possible condition. We do, however, recommend that a regular service is carried out by your appointed dealer or a reputable local bicycle shop. The small cost will help to ensure rider safety and long life of the tricycle.

Please keep this manual in a safe place for future reference.

Recommended Use

The TRI-LO range of tricycles is designed for use by children with limited or no use of their lower limbs. Riders must have fair head and trunk control and should have good hand function.

The tricycle is both propelled and braked using the hand cranks. The trikes are driven by a chain which runs between the hand cranks and the front wheel. This wheel has a coaster brake gear mechanism which is operated by turning the hand cranks in a reversed motion. Alternatively a fixed gear wheel can be fitted for increased manoeuvrability in confined areas. A secondary parking brake has also been added for safety.

The seat and backrest are cushioned and upholstered with a vinyl covering for durability. The seat and backrest unit can be adjusted to accommodate different arm reaches and can also be detached for ease of transportation.

THE USE OF A WELL FITTED CYCLE HELMET IS RECOMMENDED.

OWNER'S RESPONSIBILITY

Be sure to read and carry out the following before the tricycle is used.

1. Make sure that the rider can comfortably and safely reach the hand cranks.
2. Before riding the Tricycle, be sure that the brakes are correctly adjusted and function properly. Be sure to test that your tricycle operates safely and that it can be brought to a smooth safe stop.
3. We recommend the use of a cycle helmet. If one is used, be sure it fits comfortably and securely, and does not in any way interfere with vision or hearing.
4. TRI-LO trikes are designed with a low centre of gravity, broad wheelbase, and an adjustable steering stop to minimise the risk of them tipping over, however, all trikes can be tipped over. Ensure that the rider is proficient in handling the tricycle especially when cornering. It is best to corner slowly until confidence is gained in handling the trike.
5. Check tyres for proper inflation pressure as indicated on the sidewall.
6. All tricycles are made and are intended for only one person to ride, sitting properly on the seat.
7. Make sure that all nuts, bolts and screws are securely tightened.

8. The manufacturer is not responsible for failure, injury, or damage caused by improper completion of assembly or improper maintenance after shipment.

9. Since normal wear of such parts as tyres, tubes, cables, etc. will necessitate replacement from time to time, please refer to your dealer or a reputable bicycle shop for whatever items are required.

10. Insure your tricycle.

11. Retain these instructions in a safe place for future reference.

Safety Considerations

- Use under supervision
- The rider should wear protective headgear and always wear shoes.
- Do not use near steps, sloping driveways, roadways or swimming pools.
- Although our products are designed with safety in mind, we cannot guarantee freedom from injury. The user assumes all risk of injury or suitability for a particular client.

DIAGRAM 1



YOUR NEW TRI-LO TRICYCLE

All three sizes of TRI-LO are designed to grow with the rider. Frame adjustments combined with low gearing and comfortable seating ensure that each tricycle will give many years of fun and exercise.

Front Unit:

This unit comprises of the following, front wheel, tyre, tube, drive chain, Bottom Bracket, Unit, front fork and chainguard.

Hand Cranks:

These can be fitted onto the Bottom Bracket spindle either in an offset pattern or in tandem. Rotating spindles and grips are fitted to provide a comfortable grip.

Main Frame:

This A-shaped frame connects the backrest unit with the front unit. The foot platform is mounted onto this section of the frame.

Headset and Steering Column (See Diagram 2):

These parts enable the front unit to be turned for steering. A conventional bicycle headset unit is fitted for ease of maintenance. The steering column has a location tube on the underside which has been cross-drilled to accept the quick release pin.

Quick Release Stem:

The Quick Release Bolt is a 4" tube with a quick release lever at one end to facilitate folding. These parts lock the front section to the mainframe.

Seat and Backrest Unit:

This unit comprises of a padded seat and backrest covered with durable vinyl upholstery. A lap belt is provided. This unit connects to the mainframe and has wheelarches which house the rear wheels.

Parking Brake:

Alloy wheelchair style parking brakes operate on both rear wheels.

Chain Tensioner Screws (See Diagram 3):

Located on either side of the front fork these M6 screws when threaded downwards will increase the tension of the chain. The tension is correct when the chain has 1/4" (6mm) of slack in the middle. M6 locking nuts are provided to lock in place when tensioned.

Rear Wheels:

The Mini model has 12 1/2" wheels and the Standard and Large are fitted with 16" wheels.

Front Wheel:

The Mini and Standard models have a 12 1/2" Coaster Brake Wheel and the Large is fitted with a 16" Coaster Brake Wheel. A Fixed Gear Wheel option can be fitted to all models.

Steering Stop:

This is an adjustable screw which controls the degree of handlebar turn. By tightening into the frame the steering will be reduced and loosening allows for greater amount of turn.

Mudguards:

Three mudguards are fitted to the tricycles, one for each wheel.

Armrests:

Both armrests are padded and removable. By depressing the button spring in the armrests they can be removed or turned out of the way to enable the rider to transfer into the tricycle.

Tools:

1 x M6 Allen Key. 1 x Cycle Dumbbell Spanner

Optional Equipment

If you have ordered any of the following accessories please ensure that they have been included. If any of the parts are missing, contact the customer help line.

Push Handle:

Hooks onto bracket at rear of the tricycle and is used to assist rider to control the trike.

Rear Carrier Basket:

White wire basket which hooks over the top cross bar at the rear of the trike.

Fixed Gear Wheel:

Enables the rider to pedal forwards and backwards. NOTE: The hand cranks rotate as the wheels rotate. This option is not recommended for outdoor use, it is only for operating the tricycle in confined areas.

Calliper Leg Rests:

These attach to the Mainframe and can be adjusted in width, height and angle. They are generally fitted slightly below seat height. Their function is to support full leg callipers or to support one or both legs if bending at the knee is difficult.

Crutch Holder:

Attaches to Mainframe the Crutch Holder accomodates two crutches. It has a base cup and belt retainer. It is easily accesible for the rider.

ASSEMBLY

Your Tricycle comes partially assembled and requires the following simple steps before use.

1. Carefully remove the polythene wrapping using a sharp knife. Care should be taken not to damage the upholstery, tyres and paintwork.
2. Fit rear wheels into the Wheel arches of the Seat and Backrest Unit. Make sure that the wheels fit into the top of the fork slots and are sitting vertically in the wheel arch before tightening the wheel nuts. NOTE: The wheels are ready fitted on the Mini Tri-Lo model.
3. With the wheels attached to the seat unit, lie this on its back with the seat pointing towards the ceiling. Take the Mainframe unit and insert the twin tubes into the two 1 1/8" diameter location sleeves located beneath the seat. Continue inserting the Mainframe into the location sleeves until at least 3" of tube protrudes through the location sleeves. Tighten all 4 8mm Cap Screws until the Mainframe is secured in place.
4. To connect the Front Unit to the Mainframe, hold the front unit at a 45 degrees angle and slide the round tube located on the Front Unit into the round tube on the Steering Column. Twist the Front Unit into the vertical position and push the Quick Release Stem into the hole on the Extension Plate. Ensure the Quick Release Lever is in the vertical position and push down fully. Press the Quick Release Lever into the horizontal position to lock the Quick Release Stem in place and then locate the Quick Release Pin into the hole on the Steering Column ensuring the swing locator is looped onto the end of the pin. (See Diagram 2). If the Quick Release Stem does not tighten fully, the tension on the Quick Release Lever can be adjusted by turning the lever clockwise.

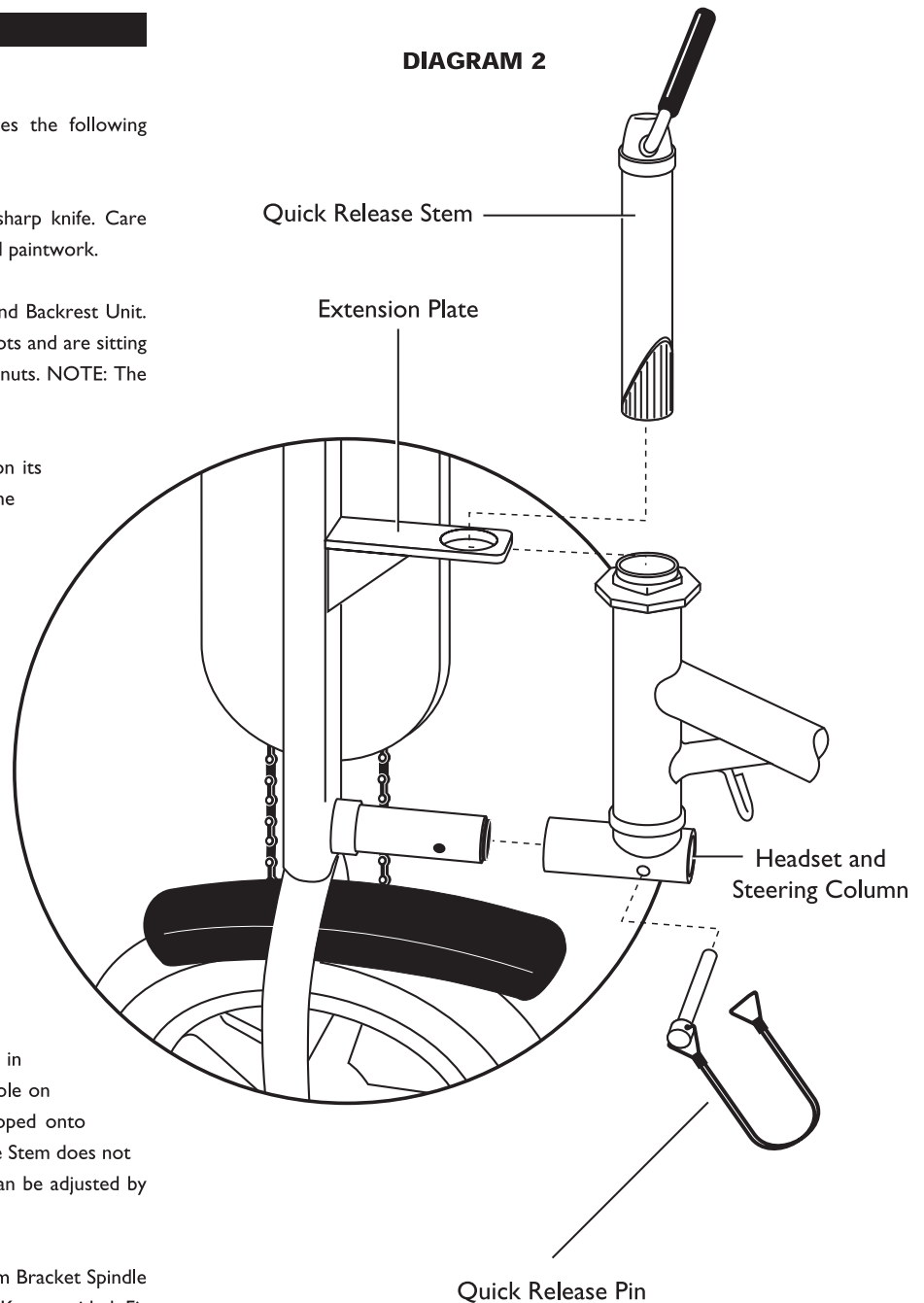
5. To fit left hand crank, locate onto the chrome Bottom Bracket Spindle and tighten the cap screw in place with the 6mm Allen Key provided. Fit the black plastic protector cap. NOTE: the cranks can be fitted in two ways; offset with one crank pointing at 12 o'clock and the other at 6, or; in tandem with them both pointing at 12 o'clock.

6. Steering Stop: The degree of handlebar turn on the tricycle may be adjusted for more or less steering dependant upon the proficiency of the rider. First remove the black plastic cap and loosen the lock nut with the wrench. Screw in the adjuster bolt for less steering or screw out for more steering. Replace and tighten the lock nut and re-fit the plastic cap. NOTE: Beginners should have the steering stop tightened in until they become proficient in riding the trike.

7. Mudguards: To fit the Mudguards, remove the pre-fitted screws at the top of either wheel arch. Align slots in either mudguard clip with the hole and refit and tighten the screws and washers.

8. Armrests: The armrests are interchangeable and fit into location sleeves at either side of the seat. Each has an internal button spring which can be depressed by finger for fitting/removal.

DIAGRAM 2



SET UP AND ADJUSTMENTS

Adjustments

Each model can be adjusted by altering the distance between the hand Cranks and the Seat and Backrest unit. This can be achieved by loosening the 4-8mm cap screws which are located on the Seat and Backrest unit location sleeves and by moving the Mainframe through these sleeves to the appropriate point before re-tightening the screws.

Set-up

The rider should be able to sit comfortably in the seat with their feet touching the foot platform. The distance between the Hand Cranks and the Seat and Backrest unit should be such that the rider can sit upright and be able to reach the hand pedals at their furthest position.

MAINTENANCE

TRI-LO tricycles are designed to require the minimum of maintenance: however the following maintenance procedure will help to ensure the safe and efficient operation of the tricycle.

1. BEARING ADJUSTMENTS

Head Bearings: Keep tight and well lubricated. Engage the Coaster Brake and rock the trike forward and backwards. Everything feel solid? If you feel a clunk with each movement you probably have a loose headset. Alternatively the brake clip may be loose.

Lift the front wheel off the ground and turn the steering from side to side. Feel smooth? If you feel any binding or roughness in the steering, you may have a tight headset.

Crank Bearings: The crank assembly should turn freely without side to side play. Grab one hand crank and rock it toward and away from the centreline of the trike. Anything loose? Adjust lock nut and adjuster cone to eliminate looseness.

2. WHEEL ADJUSTMENTS

Rear Wheels: Keep axle nuts tight. There should be no side to side play and the wheels should run smoothly. Adjustments can be made by tensioning or loosening the axle cones. The wheel should be centred in the fork and sitting securely in the fork drop-out.

Front Wheel: Keep axle nuts tight. There should be no side to side play and the wheel should run smoothly. **NOTE:** It will not run as smoothly as the rear wheels due to the Coaster Brake mechanism. If the wheel does not turn at least four complete revolutions after spinning and the brake is not engaged then the axle cones are tight. Consult your dealer.

3. HAND CRANKS

Each hand crank has a different thread. Forcing the wrong hand crank into the wrong crank arm will destroy the threads in the crank arm. **NOTE:** Left and right are determined from the riding position on the bicycle.

The cranks are secured to the Bottom Bracket axle by cap screws. If either crank feels loose tighten securely with the M6 Allen Key.

4. CHAIN

It is recommended that a 3 in 1 or a similar oil is used to lubricate the chain. Ensure that the chain is properly tensioned. If there is more than 1/4" of slack in the middle of the chain then it needs to be tensioned. This can be achieved by adjusting the Chain Tensioner Screws downwards to tension. (See Diagram 3). If the chain makes a clicking noise when rotated it could be caused by either; too much tension or, the front wheel is lying out of alignment. Ensure the front wheel is sitting properly in the fork after tensioning the chain.

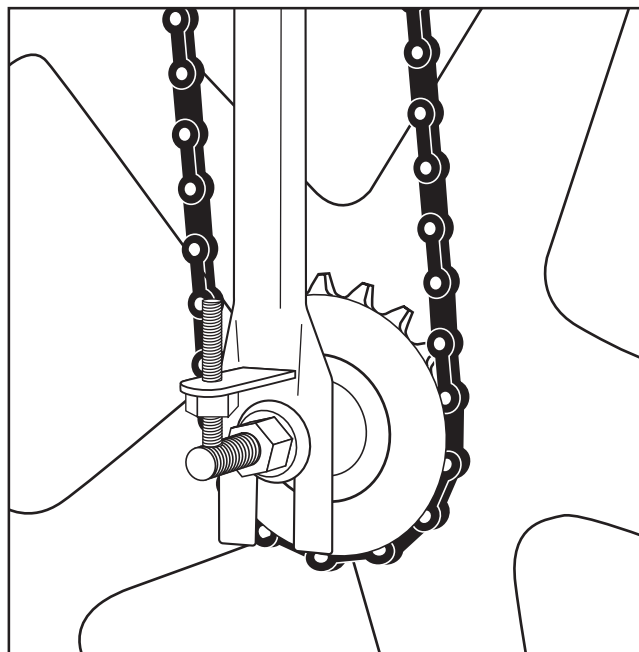
5. THE TYRES

Check tyres for proper inflation pressure as indicated on the sidewall. If any tyre is worn or the inner tube is punctured it is dangerous to ride the tricycle without making the necessary repair. It is possible to eliminate the need to repair punctures if puncture proof tyres are selected as an option.

6. ADJUSTABLE STEERING STOP

Ensure that this is adjusted to suit the riders ability.

DIAGRAM 3



MAINTENANCE INTERVALS

Keep all painted parts cleaned and waxed for a long lasting lustre.

BI-WEEKLY

Lubricate the following:

Chain-turn pedal crank and spray freely

Bottom Bracket Axle drive cog

Check tyre pressure

3-6 MONTHS

Check tyres for wear

Check wheel alignment and cones

Check Hand Brake

Check Coaster Brake

Clean and adjust all bearings

Check chain for adjustment and grime

Check for loose bolts and nuts

WARNING! Like any mechanical device, a tricycle and its components are subject to wear and stress. Different materials and mechanisms wear or fatigue at different rates and have different life cycles. If a component's life cycle is exceeded, the component can suddenly fail, causing serious injury. Scratches, cracks and discolouration are signs of stress-caused fatigue and indicate that a part is at the end of its useful life and needs to be replaced.

USA

TRIAID Inc.
PO Box 1364
Cumberland
MD 21501-1364
USA

Tel: 301 759 3525
Fax: 301 759 3525

GREAT BRITAIN

THERAPLAY Ltd.
32 Welbeck Rd.
Darnley Ind. Est.
Glasgow
G53 7SD

Tel: 0141 8769177
Fax: 0141 8769039

www.triaid.com