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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 3i and 7i 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 21 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.
Figure 2.1. StreetStrider 3i and 7i Parts. Refer to Table 2.1 for part numbers and descriptions.

Figure 2.2. StreetStrider 3i and 7i Parts. Refer to Table 2.1 for part numbers and descriptions.
Table 2.1 StreetStrider Parts List with Hardware Specifications, Quantity, and Maintenance State.

<table>
<thead>
<tr>
<th>#</th>
<th>DESCRIPTION</th>
<th>HARDWARE</th>
<th>SPECIFICATIONS</th>
<th>QTY</th>
<th>STATE</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Main Frame Bone</td>
<td></td>
<td></td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Head Tube</td>
<td>Bottle cage bosses</td>
<td>M5 x P0.8 threads for 2 cages</td>
<td>4</td>
<td>Tighten</td>
</tr>
<tr>
<td>3</td>
<td>Crossbar</td>
<td></td>
<td></td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Front Beam</td>
<td></td>
<td></td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>Fold Joint</td>
<td>Quick Release clamp stem nylon lock out</td>
<td>M6 x P1.0 x L20 x H10 x W10</td>
<td>1</td>
<td>Snug to secure</td>
</tr>
<tr>
<td>6</td>
<td>Stride Pole Upper</td>
<td>Left and right side</td>
<td></td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>Stride Pole Lower</td>
<td></td>
<td></td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>Strider Ski</td>
<td>Quick Release clamp</td>
<td></td>
<td>2</td>
<td>Snug to secure</td>
</tr>
<tr>
<td></td>
<td>Roller bearings</td>
<td>Left and right side, QR on left ski</td>
<td>OD12 x ID10 x L15 x 17 mm flange, at Joint #2</td>
<td>4</td>
<td>Grease</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>OD 26 x ID 18 x L20, at Joint #3</td>
<td>4</td>
<td>Grease</td>
</tr>
<tr>
<td>9</td>
<td>Foot Platform</td>
<td>4 mm hex screw, M5 x P0.8 x L12 x H12 x W4, flat head</td>
<td>12</td>
<td>Tighten</td>
<td></td>
</tr>
<tr>
<td>10</td>
<td>Rear Fender Frame</td>
<td>4 mm hex screw, M5 x P0.8 threaded hole for luggage rack</td>
<td>1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>11</td>
<td>Fender Stay</td>
<td></td>
<td></td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>12</td>
<td>Chain</td>
<td></td>
<td></td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>13</td>
<td>Hand Grip</td>
<td>Left and right side, rubber</td>
<td></td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>14</td>
<td>Twist Grip Shifter</td>
<td>3 mm hex screw</td>
<td>M4 x P0.7 x L16 x W3, clamp</td>
<td>1</td>
<td>Tighten</td>
</tr>
<tr>
<td>15</td>
<td>Brake Lever</td>
<td>5 mm hex screw</td>
<td>M5 x P0.8 x L20 x H10 x W5, clamp</td>
<td>2</td>
<td>Tighten</td>
</tr>
<tr>
<td></td>
<td>Parking pin</td>
<td></td>
<td>OD 10, spring loaded</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Cable housing adjuster</td>
<td></td>
<td>M10 x P1.20 barrel adjuster with lock ring</td>
<td>1</td>
<td>Adjust-lock</td>
</tr>
<tr>
<td></td>
<td>Cable doubler</td>
<td>Front brake, with adjuster and lock ring</td>
<td>1</td>
<td>Adjust-lock</td>
<td></td>
</tr>
<tr>
<td>16</td>
<td>Joint #1, Cross Bar-Pole Pivot Clamp Assembly</td>
<td>4 mm hex screw</td>
<td>M5 x P0.8 x L30 x H8 x W4, clamp cap</td>
<td>8</td>
<td>Tighten evenly to secure pole</td>
</tr>
<tr>
<td></td>
<td></td>
<td>3 mm hex set screw</td>
<td>M6 x P1.0 x L5, with cup end, cross bar</td>
<td>8</td>
<td>Tighten</td>
</tr>
<tr>
<td></td>
<td></td>
<td>4 mm hex pan head</td>
<td>M6 x P1.0 x L10 lock screw</td>
<td>2</td>
<td>Grease</td>
</tr>
<tr>
<td></td>
<td>Roller bearings</td>
<td></td>
<td>OD26 x ID18 x L20, in cross bar</td>
<td>4</td>
<td>Grease</td>
</tr>
<tr>
<td></td>
<td>4 mm flat head screw</td>
<td></td>
<td>M6 x P1.0 x L20, inner shaft end</td>
<td>2</td>
<td>Tighten</td>
</tr>
<tr>
<td>17</td>
<td>Joint #2, Pole-Ski Pivot</td>
<td>8 mm hex screw, M10 x P1.5 x L75 x H15 x W8, washer, 17 mm nut</td>
<td>2</td>
<td>Snug but allow joint movement</td>
<td></td>
</tr>
<tr>
<td>18</td>
<td>Joint #3, Ski-Pedal Pivot</td>
<td>6 mm hex spindle</td>
<td>OD18 x L60 x W6, std 9/16” right and left, C clip</td>
<td>2</td>
<td>Tighten</td>
</tr>
<tr>
<td>19</td>
<td>Front Beam Pivot</td>
<td>8 mm hex screw</td>
<td>M10 x P1.5 x L20 x W8, front cap</td>
<td>1</td>
<td>Tighten</td>
</tr>
<tr>
<td></td>
<td></td>
<td>3 mm hex set screw</td>
<td>M6 x P1.0 x L5 x W3, rear end</td>
<td>1</td>
<td>Tighten</td>
</tr>
<tr>
<td></td>
<td></td>
<td>tapered roller bearing</td>
<td>OD 47 x ID 20 x 115</td>
<td>1</td>
<td>Grease</td>
</tr>
<tr>
<td>20</td>
<td>Front Wheel and Tire</td>
<td>19 mm hex axle nut</td>
<td>M12 x P1.75 x L10 x W19, nylon lock</td>
<td>2</td>
<td>Tighten</td>
</tr>
<tr>
<td>21</td>
<td>Front wheel hub</td>
<td></td>
<td></td>
<td>2</td>
<td>80-85 psi</td>
</tr>
</tbody>
</table>

22. **Steering Linkage**
   - Inboard and outboard rad 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 rad, right and left thread ends
   - M8 x P1.25 x L5 x W14, right and left jam nuts
   - Lubricate balls
   - Tighten
   - 4
   - 2
   - 2

23. **Bottle Cage**
   - 4 mm hex in boss
   - M5 x P0.8 x L12 x H10 x W4, socket
   - 2
   - Tighten

24. **Crank Arm Set with Bottom Bracket**
   - 8 mm hex screw
   - Square taper
   - M8 x P1.0 x L15 x H12 x W8, 18 mm flange
   - 68 x 122 mm
   - 2
   - Tighten
   - 1

25. **Chain Ring With Guard**
   - S2 T
   - 1

26. **Chain**
   - 1/2” x 1/8” x 93 links
   - 1
   - Lubricate

27. **Rear Wheel and Tire**
   - Tire 20” x 1.3/8”, ISO 37 x 451
   - 1
   - 80-85 psi

28. **Internal Gear Hub**
   - 15 mm axle nuts
   - 3 or 7 speed, 3/8” x 26 tpi W15 axle nuts
   - 2
   - Tighten

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
   - M4 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
   - Tighten
   - 4
   - Adjust-tighten
   - 2
   - Adjust
   - 2
   - Adjust-lock

30. **Front Disc Rotor**
   - 4 mm hex screw
   - M5 x P0.8 x L10 x H10 x W4, pan head
   - 12
   - Tighten

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
   - Snug but allow knuckle swivel
   - 2
   - 2

32. **Steering knuckle w/ Lean Stop**
   - 5 mm hex screw
   - Lean step disc
   - Composite bushing
   - M6 x P1.0 x L15 x H10 x W5, screw socket
   - W10 nylon lock nut
   - OD24 x T4 with 6 mm offset hole
   - OD12 x ID10 x L15 x 17 mm flange
   - Tighten
   - 2
   - Adjust-tighten
   - 4
   - Grease

33. **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
   - Snug to secure
   - 1
   - Adjust

34. **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
   - M4 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
   - Tighten
   - 2
   - Adjust-tighten
   - 2
   - Adjust
   - 2
   - Adjust-lock

35. **Rear Disc Rotor**
   - 4 mm hex screw
   - M5 x P0.8 x L10 x H10 x W4, pan head
   - 6
   - Tighten

36. **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

37. **Shifter Cassette for 7 Sp**
   - Cassette pulley and lock ring on 7 sp hub
   - Install-lock

<table>
<thead>
<tr>
<th>Specification</th>
<th>Key</th>
<th>M=OD of threads, mm</th>
<th>L=length</th>
<th>W=wrench fit, mm</th>
<th>T=washer thickness, mm</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

6

7
3 | ASSEMBLING THE 3i AND 7i

To assemble your StreetStrider 3i or 7i, first view the assembly videos parts 1-7 on the StreetStrider website support page, then follow the steps and photos in this chapter. Included in the shipping box are the StreetStrider in parts, and a small bundle in the top tray inside the box containing the StreetStrider Owner’s Manual, tool kit, bags of assembly parts, 2 spare inner tubes, and 3 wheels reflectors. The tool kit contains a 19 mm socket, 17 x 14, 15 x 13, 14 x 12, and 13 x 10 mm open end wrenches, 2, 2.5, 3, 4, 5, 6 and 8 mm hex wrenches, and 2 tire levers. Parts include: a front beam bearing assembly, 8 mm crank arm screws, a shifter push rod for the 3i, and a cassette pulley for the 7i.

3.1 | UNPACKING AND PREP (SEE VIDEO)

FIGURE 3.1.1 The StreetStrider box has graphics to show which side is up.

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

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 is on the bottom layer.

FIGURE 3.1.5 Using the corner cut-outs to grip the bottom cardboard panel, lift that panel and the folded StreetStrider out of the box, set the unit on top of the box or table, and remove the remaining zip ties.

FIGURE 3.1.6 Set the foot platform assemblies (lower pole, ski, foot platform, crank arm) aside, then lift the frame with upper poles attached by cables off of the lower panel and set upright on the table.

FIGURE 3.1.7 Remove the packing material from the chain that’s wrapped around the right fender stay and remove the plastic dropout brace.

FIGURE 3.1.8 Move the loop of chain down the fender stay, around the dropout, and forward along the chain stay so the loop of chain can wrap around the bottom bracket shell.

FIGURE 3.1.9 Repeat steps to attach the right steering linkage.

FIGURE 3.1.10 IMPORTANT: Save the box and packing material as they must be used to repack the StreetStrider for any returns.

TERMINOLOGY: The right and left sides of the StreetStrider refer to sides when one is striding.

3.2 | WHEELS (SEE VIDEO)

FIGURE 3.2.1 Retrieve the front beam shaft assembly and take the cap, bearings and back plate off the shaft.

FIGURE 3.2.2 Roll the StreetStrider onto it’s left side and loosen the set screw under the front beam shaft tube with a 3 mm hex wrench.

FIGURE 3.2.3 Slide the shaft all the way into the tube from the rear so that the flat section on the rear end of the shaft fits just above the 3 mm set screw and then tighten the set screw.

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

FIGURE 3.2.5 Unfold the front wheels on the front beam and set the assembly in front of the shaft. Lift the frame up and slide the shaft with rear bearing into the bearing housing in the center of the beam.

FIGURE 3.2.6 Insert the other tapered bearing onto the shaft with the taper facing rearward. Place the black cap over the front of the beam and shaft, insert the 10 mm screw, and tighten with the 8 mm hex wrench.

FIGURE 3.2.7 Lower the left steering linkage so the outboard rod end can be secured to the left steering knuckle.

FIGURE 3.2.8 Unfold the 3 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 end and then hold the stud and tighten the nut using two 13 mm wrenches.

FIGURE 3.2.9 IMPORTANT: Make sure there is some grease on the shaft and bearings.

FIGURE 3.2.10 IMPORTANT: We recommend adding a liquid thread locker to the threads of the 10 mm screw.

FIGURE 3.2.11 IMPORTANT: Inflate tires to 80-85 psi.
FIGURE 3.2.10 Route the front brake cables from the cable doubler on either side of 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 brake, respectively.

FIGURE 3.2.11 Retrieve the 3-speed rear wheel, remove the black plastic cover pressed over the silver acorn nut on the left axle end, then lift the rear fender, slide the wheel between the dropouts and rest the fender on the tire. On the right side, loop chain over sprocket and unscrew hex nut so there is an exposed section of axle that can slide into the dropout. On the left side, align the brake rotor with the brake caliper gap and unscrew acorn nut so there is an exposed section of axle that can slide into the dropout. Slide axle into dropouts all the way forward, align the tongue of the yellow non-turn washer on the left axle end with dropout slot, and finger tighten the axle nuts on both ends. When finished, rear wheel axle is in dropouts and fully forward, axle nuts are finger tight, and chain is looped over sprocket at the rear and over bottom bracket shell at the front.

FIGURE 3.2.12 Retrieve the 7-speed rear wheel, remove the black plastic covers pressed over the silver acorn nuts on the axle ends. Remove the silver acorn nut and yellow non-turn washer from the right axle end.

FIGURE 3.2.13 Retrieve the shifting cassette pulley and the lock ring from the parts bag.

FIGURE 3.2.14 Locate the 2 yellow dots on the silver washer.

FIGURE 3.2.15 Place the shifting cassette pulley over the axle so that the yellow dots on the washer and the cassette pulley are in line.

FIGURE 3.2.16 Put the lock ring over the axle so that the 2 yellow dots are adjacent.

FIGURE 3.2.17 Rotate the lock ring 45° clockwise to lock the cassette pulley onto the hub.

FIGURE 3.2.18 Replace the yellow non-turn washer with tongue pointing rearward, and screw the acorn nut back onto the axle a few turns.

FIGURE 3.2.19 Lift the rear fender, slide the wheel between the dropouts and rest the fender on the tire.

FIGURE 3.2.20 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 right side, loop chain over sprocket. On the left side, align the brake rotor with the brake caliper gap.

FIGURE 3.2.21 Slide axle into dropouts all the way forward, align the tongue of the non-turn washers with dropout slots, finger tighten the acorn nuts on both ends, and loop chain from hub sprocket at the rear and over bottom bracket shell at the front.

3.3 | POLES AND SKIS (SEE VIDEO)

FIGURE 3.3.1 Using the 4 mm hex wrench, remove the 4 screws and caps from the pole clamp at Joint #1.

FIGURE 3.3.2 Rest the upper poles on the main frame and unfold the head tube.

FIGURE 3.3.3 Slide the quick release clamp pin to the right, lift the head tube to the full upright position, rotate the quick release stem and lever to the vertical position into the slot in the upper half of the fold joint, and close the quick release lever.

FIGURE 3.3.4 Using the 4 mm hex wrench, remove the 4 screws and caps from the pole clamp at Joint #1.
FIGURE 3.3.4 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.

FIGURE 3.3.5 Lift the right crank arm so it is in the 6 o’clock position and insert it onto the bottom bracket square spindle.

FIGURE 3.3.6 Retrieve an 8 mm crank screw, screw it into the spindle to secure the crank arm, and tighten with the 8 mm hex wrench.

FIGURE 3.3.7 Lift the lower pole, insert it into the clamp base, and install the clamp cap with the 4 caps screws using the 4 mm hex wrench.

FIGURE 3.3.8 Make sure there is an equal gap between cap and base in the front and rear of the clamp, but do not tighten the screws yet.

FIGURE 3.3.9 The function of the 4 set screws on each end of the crossbar is to secure the roller bearings inside the crossbar. The single pan head screw locks the entire assembly in the crossbar.

FIGURE 3.3.10 Rotate the right crank arm to the 12 o’clock position and insert the left crank arm, in the 6 o’clock position, onto the bottom bracket spindle. As done on the right side, insert the other 8 mm crank screw and tighten to secure the left crank arm. Attach the left lower pole in the Joint #1 clamp as done on the right side.

FIGURE 3.3.11 Insert the upper poles into the lower poles. The right upper pole has the twist grip shifter and brake lever.

FIGURE 3.3.12 The pole height lines are used to set the approximate pole height for the height of the user, from < 5’ to approximately 7.’

FIGURE 3.3.13 Rotate the poles so the grips are approximately shoulder width of the user.

FIGURE 3.3.14 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. Finally, position the brake levers forward, in front of the grips, and tighten the brake clamp with a 3 mm hex wrench. Then rotate the shifter so the gear window faces the user, and tighten the shifter clamp with a 3 mm hex wrench. Secure the shifter and brake cables to the poles with zip ties. See figure 3.3.13.

3.4 | REAR HUB, CHAIN AND SHIFTER (SEE VIDEO)

FIGURE 3.4.1 Lift the chain off the bottom bracket and wrap around the right crank arm chain ring.

FIGURE 3.4.2 Pull the rear wheel backward to make the chain taught, center the front of the wheel in the frame chain stays, then tighten the axle nuts using the 15 mm wrench. A taught chain should only move about ½” if lifted at a point midway between the chain ring and hub sprocket.

FIGURE 3.4.3 For the 3i, retrieve the 3-speed shifter push rod from the parts bag and insert it into the hole on the right end of the axle.

FIGURE 3.4.4 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 3.4.5 Set the twist grip shifter to gear 2.

FIGURE 3.4.6 On the bell crank, make sure the interior thinner 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.
FIGURE 3.4.7 For the 7i, set the 7-speed shifter to gear 1.

FIGURE 3.4.8 Insert the 2 mm hex wrench (or short spoke) into the hole of the cassette pulley tab located at the 9 o'clock position.

FIGURE 3.4.9 Rotate the wrench to the 6 o'clock position so the cable fixing screw can be inserted into the oblong slot on the cassette pulley, now in the 9 o'clock position, with the nut facing outward.

FIGURE 3.4.10 While holding the wrench at the 6 o'clock position, insert the black plastic ferrule on the end of the cable housing into the socket at the end of the cassette pulley arm, then return the wrench to the 9 o'clock position making sure the cable lies in the groove under the cassette pulley.

FIGURE 3.4.11 Set the 7-speed grip shifter to gear 4.

FIGURE 3.4.12 Check the gear alignment window on the hub cassette pulley to make sure the 2 yellow lines are aligned.

FIGURE 3.4.13 If the lines are offset, turn the barrel adjuster located where the shifter cable enters the grip shifter until the 2 yellow lines align. If turning the barrel adjuster is not sufficient to align the 2 yellow lines in gear 4, shift to gear 1 and separate the shifter cable from the cassette pulley so the cable length can be adjusted.

FIGURE 3.4.14 Pull the free cable taught and make sure its length from the ferrule at the end of the housing to the center of the fixing screw is 101 mm or 4" long. If not, loosen the fixing screw/nut with the 10 mm wrench and a pair of pliers, reposition it to the 101 mm length, tighten the fixing screw/nut, and re-install the cable onto the cassette pulley.

3.5 BRAKES (SEE VIDEO)

FIGURE 3.5.1 To correctly position the brake pads, the brake pads must first be pressed tight against the disc brake rotor. To do that, first check to make sure the disc brake rotor is in the center of the caliper gap.

FIGURE 3.5.2 If the rotor is in the center of the gap, proceed by skipping to the next step. If the rotor is not in the center of the caliper gap, loosen the 2 caliper positioning screws with a 5 mm hex wrench.

FIGURE 3.5.3 To press the brake pads tight against the rotor, insert the 3 mm hex wrench through the center screw on the caliper lever.

FIGURE 3.5.4 Insert the 5 mm hex wrench into the outer pad back.

FIGURE 3.5.5 Now screw in both pad adjusters until the pads are tight against the rotor in the center of the gap. If the caliper positioning screws had to be loosened, tighten them now. Using the same procedure, tighten the pads against the rotor in the center of the caliper gap on the other front brake.

FIGURE 3.5.6 With the brake cable routed through the barrel adjuster on each front brake, pull the cables down firmly.

FIGURE 3.5.7 While pulling the cable down, make sure there is no slack or loose cable visible at the brake lever and an either end of the cable doubler so that the cable housing is fully inserted at all locations. If loose, screw in the barrel adjuster at the brake lever.

FIGURE 3.5.8 Loosen the clamping screw using the 4 mm hex wrench and thread the cable between the nut and the caliper lever, then pull the cable taught and tighten the clamping screw. Repeat on the other brake.
FIGURE 3.5.9 Using the 3 mm and 5 mm hex wrenches, unscrew the inner and outer pads to leave a small sliver of light between the rotor and the pads so when the wheel rotates, the rotor does not rub the pads. 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 with the other wheel.

FIGURE 3.5.10 The rear brake caliper is adjusted exactly as described for a front brake caliper.

FIGURE 3.5.11 Finally, 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 3.5.12 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 open 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 3.5.13 As an option, resistance to leaning can be increased by tightening the King Pin bolt with the 8 mm hex and 17 mm open end wrenches. To optionally change the lean angle degree, adjust the position of the lean stop disc on the steering knuckle with the 5 mm hex and 10 mm open end wrenches.

3.6 | FRONT WHEEL ALIGNMENT (SEE VIDEO)

FIGURE 3.6.1 The front wheels should be aligned/parallel so they do not point in (toe in) or point out (toe out). This alignment is important for performance, so take the time to do it correctly. First, insure that the tires are inflated up to 80-85 psi and that the StreetStrider is not leaning, with the head tube vertical from the front view. 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. These distances should be near 26 inches and should be equal to each other within 1/8” or 3 mm.

FIGURE 3.6.2 If the measurements are not equal to each other, 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 and then to tighten.

FIGURE 3.6.3 To make sure the wheels are parallel, 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. Make sure that any adjustment to the right linkage rod is duplicated on the left linkage rod, maintaining symmetry.

FIGURE 3.6.4 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 open 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.

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

3.7 | FOLDING (SEE VIDEO)

FIGURE 3.7.1 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 3 o’clock position and open the quick release clamp on the left ski just in front of the foot platform.

FIGURE 3.7.2 Under the left foot platform, locate and press the brass button that releases the telescopic inner tube of the ski.

FIGURE 3.7.3 Extend the inner tube forward until the release button snaps into the hole in the outer tube just behind the quick release clamp, and close the clamp on the left ski to stabilize the extended ski.

FIGURE 3.7.4 Open the head tube quick release joint lever, rotate the stem forward, move the T-pin to the right, then fold down the head tube. Reverse the folding steps sequence to unfold your StreetStrider for use.

FIGURE 3.7.5 As an option, resistance to leaning can be increased by tightening the King Pin bolt with the 8 mm hex and 17 mm open end wrenches. To optionally change the lean angle degree, adjust the position of the lean stop disc on the steering knuckle with the 5 mm hex and 10 mm open end wrenches.

IMPORTANT: Do not stand on the platform of the extended ski or it will damage the ski.
Have fun! Now get out there and enjoy your StreetStrider! You’ll have a blast and burn calories too.

## 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 CPSC-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 during dusk, dawn, 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. Visual interference can result from sun glare, camera flashes, passing minivans, and even fire hydrants.

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

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**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 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 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 counter clockwise to shift to a lower gear. To start striding on a flat place, rotate the shifter to a middle gear.

**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 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 gear in order to get the smoothest arm and leg motion.

**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.

**STEP 7**

Have fun! Now get out there and enjoy your StreetStrider! You’ll have a blast and burn calories too.
Now buckle on your helmet and enjoy your StreetStrider. Safe and responsible StreetStriding.

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.
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.

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.

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 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.