GlideCycle™

Pilot Operations Manual

EXTREMELY IMPORTANT INFORMATION. PLEASE READ CAREFULLY BEFORE OPERATING YOUR GLIDECYCLE™

! WARNING

Throughout the entire manual this WARNING sign indicates a hazardous condition or situation, which unless avoided, may result in serious or fatal personal injury.

! CAUTION

Throughout the entire manual this CAUTION sign indicates a hazardous condition or situation, which unless avoided, may result in minor or moderate personal injury.

! WARNING

- PLEASE READ THIS ENTIRE MANUAL BEFORE OPERATING YOUR GLIDECYCLE™ FOR THE FIRST TIME. IT CONTAINS INFORMATION IMPERATIVE FOR THE PERFORMANCE, PROPER USEAGE, MAINTENANCE AND ULTIMATELY YOUR SAFETY.
- FAILURE TO CAREFULLY FOLLOW THE INSTRUCTIONS AND WARNINGS IN THIS MANUAL COULD RESULT IN SERIOUS OR FATAL PERSONAL INJURY!
- IF YOU HAVE ANY QUESTIONS ABOUT THIS INFORMATION PLEASE CONTACT GLIDECYCLE™.

GLIDECYCLE™ CONTACT INFORMATION

P.O. BOX 3532

Ashland, OR 97520

Phone: 541.292.7520

www.glidecycle.com

EXTREMELY IMPORTANT INFORMATION. PLEASE READ CAREFULLY BEFORE OPERATING YOUR GLIDECYCLE™

! WARNING

- **YOU ARE THE PILOT OF THIS GLIDECYCLE™ AND YOU MUST INSPECT IT EACH AND EVERY TIME YOU GO OUT FOR A GLIDE AND PERIODICALLY DURING DISTANCE GLIDING FOR YOUR OWN SAFETY. PARTS MAY BECOME WORN, LOOSE, OR DAMAGED FROM USE, HANDLING, OR FROM STORAGE. THIS CAN CAUSE THE GLIDECYCLE™ TO FAIL. THE FOLLOWING CHECKS COMPRISE THE PRE-RIDE CHECK:**

  - **FRAME PINS** CHECK ALL FRAME PINS TO INSURE THE INTER-LOCKING FRAME COMPONENTS OF YOUR GLIDECYCLE™ ARE SECURELY ATTACHED.
  - **HANDLEBAR ATTACHMENT** CHECK THE SECURITY OF THE HANDLE-BAR TO INSURE ITS CORRECT POSITION. IT SHOULD NOT BE LOOSE AND THE CABLES SHOULD NOT BE PINCHED IN ANY POSITION.
  - **BRAKE OPERATION FRONT AND REAR** CHECK THE BRAKES FOR PROPER OPERATION. CHECK TO BE SURE THAT THE QUICK-RELEASES ARE CLOSED, ALL THE CONTROL CABLES SECURE AND THE BRAKE PADS ARE IN CONTACT WITH THE WHEEL RIMS.
  - **TIRES** CHECK THE AIR PRESSURE IN THE TIRES TO BE SURE THE INFLATION IS AT THE RECOMMENDED AMOUNT INDICATED ON EACH TIRE.
  - **SADDLE SEAT STRAPS** CHECK ALL FOUR STRAP HOOK POSITIONS TO BE SURE THEY ARE SECURE WITHIN THE FRONT CENTER TUBE AND REAR CENTER TUBE, AND THAT NO MATERIAL WEAR IS VISIBLE.
  - **SEAT PAD AND PELVIC PAD** CHECK THE SEAT PAD SLIDE ADJUSTER, ANGLE ADJUSTER, AND PELVIC PAD HEIGHT SELECTOR PIN TO BE SURE THEY ARE SECURE WITHIN THEIR POSITIONS.
  - **HEAD CLEARANCE WITH OVERHEAD BAR** CHECK TO BE SURE YOU HAVE SUFFICIENT CLEARANCE FOR YOUR HEAD.

EXTREMELY IMPORTANT INFORMATION. PLEASE READ CAREFULLY BEFORE OPERATING YOUR GLIDECYCLE™

! WARNING

- **It is extremely important to inspect the entire GlideCycle™ thoroughly before every ride because a GlideCycle™ that malfunctions in any manner can produce a loss of control or a fall.**
- **Never ride the GlideCycle™ if a problem has not been thoroughly corrected. For example, an improperly adjusted or tightened Handlebar or Stem can instigate a loss of control and cause a fall.**
- **Before riding the GlideCycle™ be certain the Stem and Handlebar are positioned and tightened properly and securely.**

! WARNING

- **Your GlideCycle™ is a human powered, wheeled vehicle and shares similar hazards to bicycles, skates, scooters, and skateboards. As such, road conditions related to traffic, weather, slope or downhill can be hazardous.**
- **Glide with caution and decreased speed in wet weather and cold or snowy weather. Always be aware of slippery road conditions.**
- **MAX. RECOMMENDED SPEED IS 20 MPH. (32 KPH.)**

! WARNING

- **BICYCLE RIDING LAWS: Familiarize and observe bicycle riding laws. Always be aware of traffic and pedestrians.**
- **BICYCLE HELMET: Always wear an approved, suitable bicycle helmet while riding the GlideCycle™ anywhere.**

EXTREMELY IMPORTANT INFORMATION. PLEASE READ CAREFULLY BEFORE OPERATING YOUR GLIDECYCLE™

! WARNING

- **The GlideCycle has been designed for Condition2 use (ASTM F2043). It is designed for adults riding on paved surfaces, smooth gravel or improved trails, where tires are not intended to leave the ground. Your GlideCycle™ is not designed for performing stunts.**
- **Avoid excessive speed on downhills.**
- **Avoid striking curbs, bumps, or potholes.**
- **Avoid areas with automobile traffic.**
- **Avoid extreme off-road riding, including unpaved rough, roads or trails.**
- **Avoid excessive braking. Use both brakes evenly to decelerate or stop.**
- **Avoid performing stunts.**

! WARNING

- **NEVER USE YOUR GLIDECYCLE™ WHILE UNDER THE INFLUENCE OF ALCOHOL OR DRUGS.**
- **NEVER USE YOUR GLIDECYCLE™ WHILE WEARING HEADPHONES OR WITH OBSCURED VISION.**
- **MAXIMUM RECOMMENDED RIDER WEIGHT IS 250 LBS. (114 KGS.)**
- **MAXIMUM RECOMMENDED CARGO WEIGHT IS 50 LBS. (23 KGS.)**

! CAUTION

SAFETY ACCESSORIES for challenged athletes<: For your additional protection, and comfort it is recommended to wear elbow pads, knee pads, bicycle pants, and bicycle gloves. Suitable closed-toe, heavy-soled shoes are important for safety and comfort.

USE ONLY APPROVED ACCESSORIES

EXTREMELY IMPORTANT INFORMATION. PLEASE READ CAREFULLY BEFORE OPERATING YOUR GLIDECYCLE™

! CAUTION

WHILE RIDING YOUR GLIDE-CYCLE™ DO NOT HIT YOUR HEELS ON THE GROUND AS THAT MAY CAUSE MICRO-SHOCKS TO YOUR KNEES.

ALSO IT IS IMPORTANT TO ALWAYS LAND WITH EACH FOOTSTEP ON THE FLAT OR THE BALLS OF YOUR FEET.

! CAUTION

Your GlideCycle™ is designed to be assembled and disassembled for ease of storage and transportation. Parts such as Brake Cables and Tube Ends are more exposed to contact or damage when dis-assembled. Take care in handling your GlideCycle™, assembled or disassembled, to prevent damage or injury.

! WARNING

- **APPROXIMATELY TWO MONTHS AFTER PURCHASING YOUR NEW GLIDECYCLE™ HAVE YOUR LOCAL BIKE SHOP THROUGHLY INSPECT THE GLIDECYCLE™.**
- **ALL GLIDECYCLES SHOULD BE THOROUGHLY SERVICED BY YOUR LOCAL BIKE SHOP ONCE A YEAR.**
- **THE REGULAR INSPECTION, MAINTENANCE, AND REPAIR OF YOUR GLIDECYCLE™ IS IMPORTANT FOR YOUR SAFETY AND THE LONGEVITY OF YOUR GLIDECYCLE™. ACCIDENTS OR LOSS OF CONTROL CAN BE THE CONSEQUENCE OF A INADEQUATELY MAINTAINED GLIDECYCLE™,**

! WARNING

Whenever the Brake is applied the Brake Pads remove material. This is normal, however, after normal usage, too much material is eventually removed, thus the rim may become weak and fail suddenly, instigating a loss of control.

REGULAR INSPECTION OF YOUR RIMS FOR WEAR IS IMPORTANT AND REPLACEMENT IS NECESSARY WHEN THEY ARE WORN.

EXTREMELY IMPORTANT INFORMATION. PLEASE READ CAREFULLY BEFORE OPERATING YOUR GLIDECYCLE™

! WARNING

STOP RIDING YOUR GLIDECYCLE™ IF YOU EXPERIENCE PAIN OR TIGHTNESS IN YOUR CHEST, BECOME SHORT OF BREATH OR FEEL FAINT. CONSULT YOUR PHYSICIAN BEFORE RESUMING ANOTHER GLIDECYCLE™ RIDING SESSION!

! WARNING

DO NOT ALTER OR MODIFY ANY GLIDECYCLE™ IN ANY FORM.

IMPROPER COMPONENTS OR ASSEMBLY PLACES STRESS UPON THE GLIDECYCLE™ AND MAY CAUSE OR RESULT IN PERSONAL INJURY.

! WARNING

FOR INDIVIDUALS WITH PHYSICAL DISABILITIES AND/OR PHYSICAL INJURIES:

- **IN ADDITION TO COMPLYING WITH THE INSTRUCTIONS IN THIS MANUAL, IT IS HIGHLY RECOMMENDED THAT YOU FOLLOW THESE ADDITIONAL GUIDELINES.**
- **BEFORE ATTEMPTING TO GLIDE ON A GLIDECYCLE™ ALWAYS TRAIN WITH YOUR PHYSICAL THERAPIST AND/OR A CERTIFIED GLIDECYCLE™ TRAINER.**
- **IT IS RECOMMENDED TO GLIDE ALONG WITH SOMEONE RATHER THAN ALONE, ESPECIALLY IN THE EARLY STAGES OF YOUR TRAINING.**
- **IT IS RECOMMENDED THAT YOU CAREFULLY MONITOR YOUR GLIDECYCLE™ SESSIONS IN ORDER TO PREVENT OVER-STRESSING YOUR CONDITION. BEGIN WITH SHORT SESSIONS AND INCREASE THE SESSIONS GRADUALLY. CONSULT WITH YOUR PHYSICIAN REGULARLY.**

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INTRODUCTION

Congratulations on the purchase and receipt of your GlideCycle™ We are proud to present to you this manual of operations which will provide the information you will need to assemble, operate, and maintain your GlideCycle™ for many years to come.

You can also view this manual as a GlideCycle™ course. By following it chapter by chapter, you will learn all of the basic steps required to become a safe, novice GlideCycle™ "pilot". It may help to have a friend or your GlideCycle™ certified instructor read lesson elements to you while you practice.

You will find chapters detailing basic seat and Saddle set up, and how to use the Saddle as a "transmission," allowing you to shift your body to climb hills and traverse over different types of terrain.

You will learn to experience the wild fun of "gliding" safely down hills, running, trotting, or walking across the flats with almost superhuman grace, and working your GlideCycle™ up any hill you encounter with confidence no matter what your age or ability. You will amaze yourself at your superhuman stride and the distances you will cover could astound an Olympian elite athlete!

The video sent to accompany this manual as well as our website, will help you to visualize elements of the training program described here in the operations manual.

As GlideCycling is a totally new sport, each new GlideCycle™ Pilot will need to take the time to learn and then practice its basic operation and its advanced capabilities and his or her skills.

Generally, the first ½ hour is the hardest, and from there onward, learning the skills needed to pilot your GlideCycle™ well will take days of practice and many miles of pleasant or athletic touring and training.

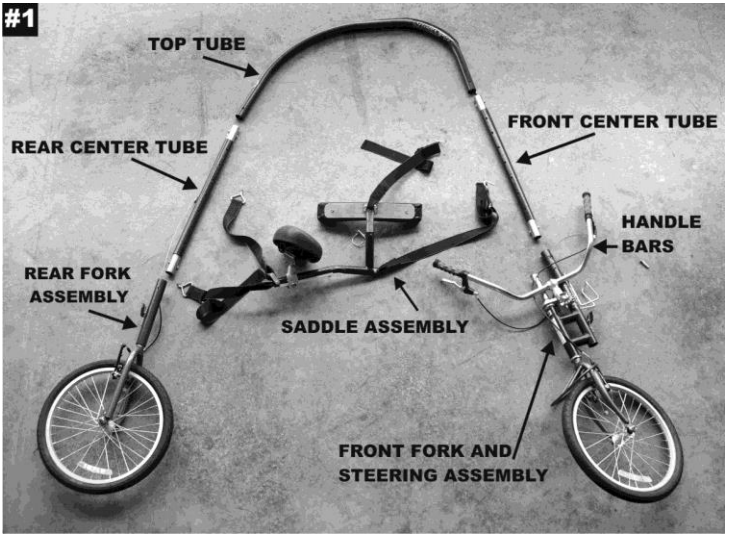
To become a truly practiced GlideCycle™ Pilot it will take as much work as it would require to become truly versed at downhill skiing, or kayaking for example.

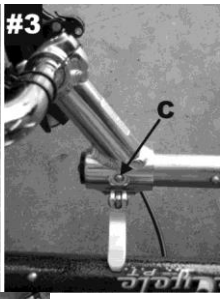
Skills you have mastered as a runner, as an athlete or as a bicyclist at any time of your life will apply, but as GlideCycling is a totally new sport, new skills must be practiced before you will master your GlideCycle™.

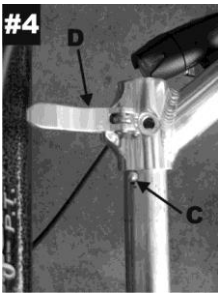
Good Luck, then, and remember, the effort you put out now to become a skilled GlideCycle™ pilot will allow you to stay healthy and fit for the rest of your life and have FUN, FUN, AND MORE FUN.

CHAPTER 1: ASSEMBLY PROCEDURE

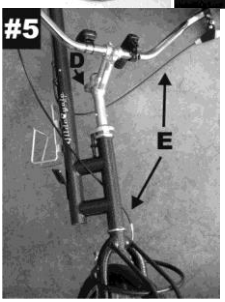
1. FRAME ASSEMBLY PROCEDURE (see training videos on website)







#1 Lay out the seven basic parts of the GlideCycle™ .

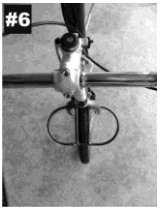


Note: Gliders Purchased from 2020 onward, See Addendum A, page 44 to assemble handlebars

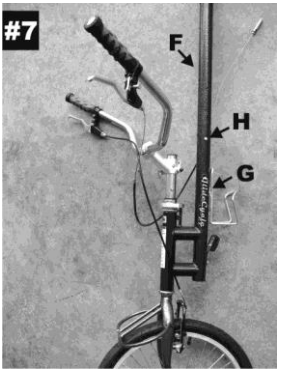
#2 Place the Handlebars (A) on the Steering Post (B).

#3 Rotate the Handlebars (A) into position and snap Locking Pins (C) into place.

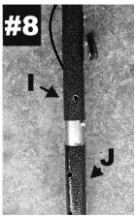
#4 & #5 Close the Handlebar Clamp Bolt (D) and check position of the Brake Cables (E) as shown.



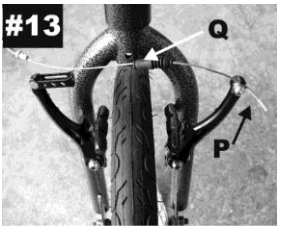
#6 Check the alignment of the Front Fork & Steering Assembly.

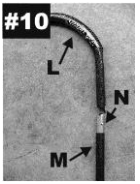


#7 Place the Front Center Tube (F) into the Front Fork and Steering Assembly (G) and snap Locking Pins (H).

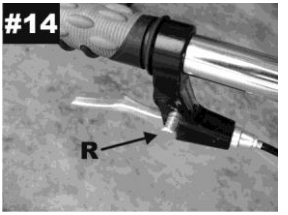


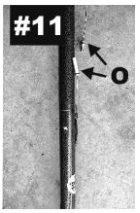
#8 & #9 Place the Rear Center Tube (I) into the Rear Fork Assembly (J) and snap Locking Pins (K).





#10 Place the Top Tube (L) into the Rear Center Tube. Put the Rear Wheel against any object and place the Top Tube (L) into the Front Center Tube (M) and snap the Locking Pins (N).





#11 &12 Screw the Brake Cable Barrel Connectors (O) of the Front Center Tube (F) and Front Fork Steering Assembly (G).

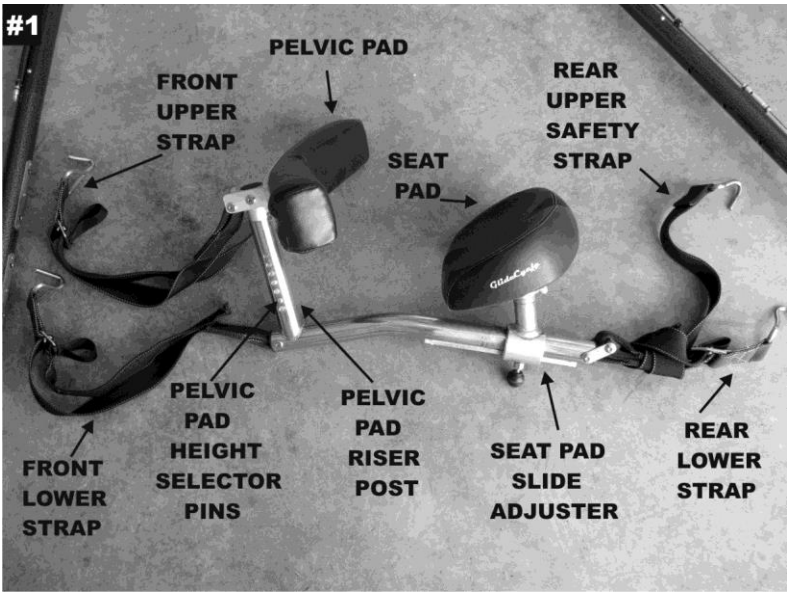
#13 Check the front and Rear Brake Cables (P) for correct alignment and screw the two Barrel Connectors (Q) together. ***TIP:*** ***Partially screw the Front Connector, and then screw together the Rear Connector, returning to finish the front.***

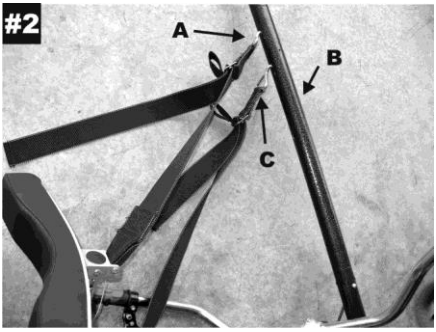
#14 Carefully examine that all Snap Pins are in place in both the Main Frame and the Seat Frame and that the Brakes are working well. Use the Adjusters (R) on the Brake Handles if the Brakes are too tight or too loose.

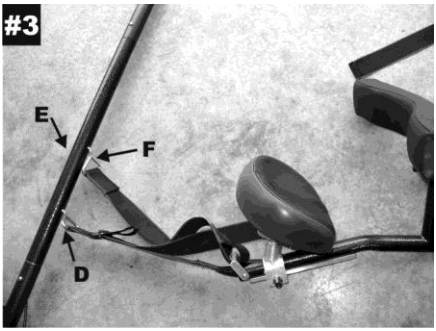
2. INITIAL SEAT AND SADDLE SET UP (video #2)

A. Understanding the GlideCycle™ Saddle Concept

It is important to understand the concept of the unique GlideCycle™ Saddle. Unlike seats upon which you sit, the GlideCycle™ Saddle captures your pelvis between the buttock bones and the pelvic horns. Thus, the body slips into the geometric space between the Seat Pad and the Pelvic Pad. Think of it as pouring yourself into a funnel rather than sitting upon a stool. Then the Saddle Assembly as a whole is held by 3 straps plus one safety strap from the Front and Rear Center Tubes by placing the Strap Hooks into the provided holes. This allows the body of the GlideCycle™ pilot the freedom to move the Saddle and his or her body outside of the center line of the GlideCycle™ frame, freeing the body to move independent of the frame.







B. Setting the Four Strap Hook Positions

#1 Saddle Part Identification

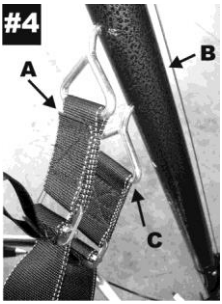
#2 Set Front Upper Strap Hook (A) in the Front Center Tube (B) second or third hole from the top. Set Front Lower Strap Hook (C) 1 or holes 2 holes below.

#3 Set Rear Lower Strap Hook (D) into the Rear Center Tube (E) in the second hole from the bottom. Set Rear Upper Safety Strap Hook (F) two or three holes directly above to hang loosely.

#3 Holding the GlideCycle™ upright pull the Rear Lower Strap (D) tighter until the front of the Seat Pad is well back or about 2/3 back in the operational space within the GlideCycle™ frame.

TIP: ***These positions will work for most glides over most terrain. A particularly tall pilot may select higher positions or a particularly short pilot may select lower positions.***

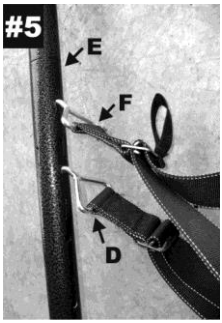
Advanced pilots will experiment for positions most comfortable for high speed running or for general Cross-Country or for steep mountain climbing.



C. Initial Seat and Pelvic Pad Locations

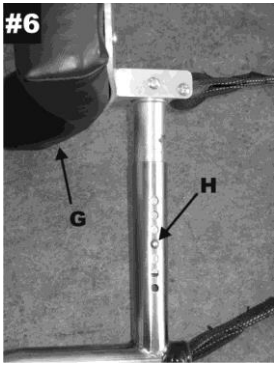
#4 & #5 Using the Strap Adjusters, lower the Front Upper (A) and Lower Strap (C) nearly all the way out.

Seat fit:



See the two saddle set up cards on the support page after the training video block.

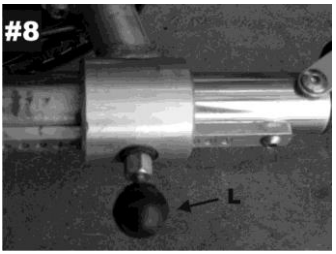
If you are sliding through the space between the Pelvic Pad and the Seat Pad, or you are feeling really scrunched up, dismount and reset the Seat Pad and Pelvic Pad.



The ideal fit sets the top of the Pelvic Pad even with your front pelvic bones, and the Seat Pad catching your buttocks and tail bones preventing you from slipping into the Metal Frame with your crotch.

#6 Reset the Pelvic Pad (G) by moving the Adjuster Pin (H). Set initially to the second highest hole.

#7 & #8 Reset the Seat Pad (I) by moving the Seat Mount (J) on the Slide Adjuster (K) loosening the Mount Screw (L).

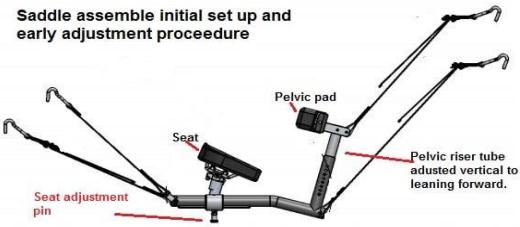


<u>TIP:</u> This process is one of trial and error for the new GlideCycle™ pilot, and it will take some time to find the "sweet spot" to ride all day.

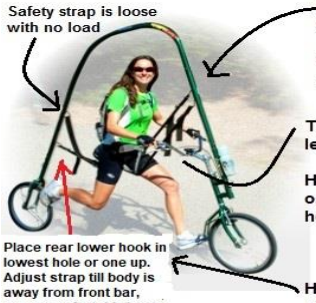
We have all gone through this process and we all will continue to make adjustments as we run longer times and distances.

D. Setting Four Strap Lengths

1. Generally, the Rear Lower Strap sets the pilot's position between the Front and Rear Center Tubes.
2. The Rear Upper Strap is a safety strap and should have no tension, or slightly loose tension. It is only for safety
3. The Front Lower Strap sets the pilot's height measured by the knee bend desired.
4. The Front Upper Strap, then, allows the Pelvic Pad to tilt to the rear when gliding downhill, and tilt forward for trudging uphill, and remain vertical most other times.As previously described then, the Rear Lower Strap is set such that the Seat rests 2/3 of the way aft of the center of the GlideCycle™ Top Tube. The Rear Upper Strap is a safety strap, should the Rear Lower Strap ever become dislodged or not be installed properly by the pilot.



Start with the seat positioned in the middle of the bar as shown here, and the pelvic pad four holes from the bottom Then go out with a good set up and run a few hundred yards. Stop, get off, and move the seat rearward one hole. Run another few hundred yards, get off and move the seat back another hole. Repeat until you clearly fall through and your crotch sits on the bar. Now move the seat forward one or two holes. This should be your loosest setting and should work. Run a while and then get off...move it in another hole. That should be a nice spot for you to run. The Pelvic pad should rest squarely on your hip bones not up on your belly. It should position itself as you move the seat...but it can be adjusted as well. Over long runs or hours in the saddle, it is helpful to switch hole positions a couple of times to change pressure points on your body.



Front top hook in second hole down. Front lower hook one or two holes lower

Both front straps carry weight...a little more on the top strap.

The saddle pelvic riser post is vertical lightly leaning forward.

Her arms are relaxed, bent at elbow...no load on shoulders as her core muscles are lifting her back. Her head is up looking out.

Her feet are off the ground between long gliding steps

E Trial and Review

1. Use the cards above as visual guides, and follow the suggestions!
2. It **will** take several rides for your body to grow accustomed to the "feel" of the Saddle. Take a little stroll and remember to **keep your body weight off of your feet and in the Saddle, especially in turns.** If you bounce or are standing you are not letting the GlideCycle™ carry all of your weight.
3. The best way to practice your first glide is to have someone push you while you place your feet upon the foot pegs. Then engage one. Then engage the other leg the same way. This will help you yield your weight to the GlideCycle™.
4. Review the entire GlideCycle™ for safety. Make sure all Locking Pins are set, Seat Hooks are well-placed and secure, Tires are inflated properly, Wheel Nuts or Quick Releases are tight and Brakes are functioning well.

CHAPTER 2:
YOUR FIRST 2 GLIDECYCLE™ RIDES

3. YOUR FIRST GLIDECYCLE™ RIDE: EXPECTATIONS AND SKILLS

A. Learning a Totally New Sport

Understand that GlideCycling is a new sport, and as such you will need to *learn* how to "Glidecycle™," just like you would have to learn to ski, kayak, or bicycle. Your skills at running and bicycling will help, and being fit and athletic will usually make learning faster. But you still have to learn new techniques—especially for going up hills and mountains! It will take about a half hour for most people to learn the basic, "glide" motion. Some people learn faster, some more slowly. What is important is that you are patient and learn at your own rate. Even if that means a slow walk--you will get stronger

4. YOUR FIRST RIDE:

A. Choose Flat Open Ground

Expect to feel a little unstable as your body is not accustomed to flying about with a nearly weightless sensation. The Saddle is new to your body will remain somewhat uncomfortable, and the steering may seem wiggly. Just try to relax, and look out ahead to where you are going, and concentrate on how wonderful it feels to move so effortlessly and you will adapt in good time.

CHOOSE FLAT, OPEN GROUND such as a parking lot without traffic, a flat stretch of road, a cul-de-sac in a subdivision or a bike path, assemble the GlideCycle™ and mount the Saddle as you have learned, readjusting as you desire. Remember to not worry too much about getting perfectly comfortable. It takes time to "break in" a new Saddle--and a new pilot.

A. The Start Up and Go (see video #3)

Like a bicycle, your GlideCycle™ needs starting momentum. Lean the Frame to the left or right about 20 degrees and support it with either hand. Then, stand on your feet with your Saddle "stuck" on your pelvis and your weight on your feet. Practice "walking" for 20 feet in this position. Stop. Now, walk a few steps more and while moving, lift the GlideCycle™ upright allowing it to take all of your body weight. Keep your feet moving, **let the GlideCycle™ support your weight always** and you are "Gliding." Practice this start technique well.

B. Straight Glide

Remember to "pull" your steps along like scooting along in an office chair.
DO NOT HIT YOUR HEELS ON THE GROUND AS THAT MAY CAUSE MICRO-SHOCKS TO YOUR KNEES, but always land each step on the flat or the balls of your feet.

! C A U T I O N

On your first ride, heading out for a long, straight glide is the most fun. Going straight and level is easy; **keep your back relaxed, your elbows in and your knees and feet running together…**not splayed outwards left and right. Remember your start and go lesson. You will feel as if steering is hard and requires a lot of tension to stop it from wiggling. It is designed to let your arms move as you would running naturally. This is a new sensation for your body and mind. The key is to relax and **let the GlideCycle™ support all of your weight, and let your arms move comfortably.** If you have trouble doing so, have a friend push you along while you hold your feet off of the ground and just practice "gliding."

D. Turns (videos 6 & 7)

To turn a bicycle, one leans the bike into the turn. **To turn your GlideCycle™, keep your body upright, and strongly turn the Handle bars left or right and let the GlideCycle™ lean while you remain upright.** Practice wide turns or big circles first and for a while. Novice pilots often stand up taking their weight out of the GlideCycle™ and they bounce. If you have a problem like that, have a friend push you through turns while you're holding your feet off of the ground.

Tight turns: As you tighten your practice turns, bring both feet to the inside of the turning GlideCycle™. This is easy and natural with just a little practice as the GlideCycle™ will need to lean into the turn and you keep your body upright. On occasion you may kick the tires while running. It is easy to teach your body not to do that.

E. Standing Spin Turns

With your GlideCycle™, you can spin around 180, or 360 degrees while standing in the same spot while stopped. To do so: stop and stand still on your feet. Sidestep to the right allowing the GlideCycle™ to lean to the right until your right arm extends straight down to your right hand holding the Handlebar Grip. Pick up the leaning front tire just a few inches using your left arm and allow the weight of the GlideCycle™ to fall into your extended right arm and the Saddle Assembly now "stuck" on your pelvis.

Spin your body and the GlideCycle™ to the left. You will find the Rear Wheel skids along the ground while you and the GlideCycle™ effortlessly spin around. It if feels heavy or won't spin, review these directions making sure you put the weight of the GlideCycle™ into your extended right arm. To spin left, use the same technique, but switch arms.

***TIP:** Always remember to spin in the direction the bottom of the tilted wheel is pointing review the video instruction!*

F. Relax and Practice

Relax and practice these lessons of your first ride as often as you like. You will soon learn to make your Saddle workable and start to pick up more and more speed. Your steering will feel more natural, and your body will relax. Don't expect that to happen in the first hour, but over time. Feeling awkward is a common experience at first for the novice GlideCycle™ pilot! This is a new sport and it must be learned. It will be worth the work as you will soon be moving along with almost superhuman grace and speed!

G. Put It Away

To put your GlideCycle™ away at the end of your first ride, you can store it assembled, break it down entirely to put in its custom carry bag, or just remove the top tube and shove its pieces into your back seat, auto trunk, or back closet at home. It is easy to disassemble and will await your next ride.

5. YOUR SECOND RIDE: GOALS & EXPECTATIONS

A. Practice Straights and Turns

Your body and mind will "remember" a great deal from your first glide, and you will adapt much more rapidly on this second ride…

Stay on flat, open ground for this lesson and practice straight gliding and turns for a while. When you feel more comfortable and stable move to section B here.

TIP: (see video #4) ***There are three basic Saddle height positions described in this lesson for training on your GlideCycle™. Cruise, Troll and Track. Each will train different muscles in your legs and each is defined by the amount of knee bend allowed.***

B. Seat Adjustments for Standard or Cruise Position

Standard or **"Cruise"** position refers to the riding position you are already using where your knees are *slightly* bent. This is the most used position on the GlideCycle™. With it you can run over any terrain once you add the uphill and downhill techniques described later.

To set up the seat for **"Cruise"** review basic seat set up in Chapter One, or on the instructional video, and set the height to allow for a slight bend to the knees. This is the **"Cruise"** position!

C. Seat Adjustments for Troll Position

The lowest position or **"Troll"** position allows for a very deep bend in the knee. It will cause the rider to pull the feet along the stride and make it harder to move the GlideCycle™. To set for Troll, simply lower the seat on all **THREE CONTROL STRAPS FRONT AND REAR**. That is it! This position will work out or develop the difficult to work hamstring muscles in the back of your legs. These muscles are very strong and will aerobicize you quickly. But they are also important as most people have over-developed quadriceps and hip flexors in the front of the legs which can tilt the pelvis forward and cause or perpetuate lower back pain. Strengthening hams and gluts can tilt the pelvis back to a correct alignment.

While sometimes difficult, running the **"Troll"** position for a while early in your session can super train hams and gluts outdoors and while having fun! Practice it for a while.

D. Seat Adjustments for Track Position

The final position here is the **"Track"** run position and allows for almost no bend in the knee. This is the setting used to race; to run your highest distance speeds when competing against others or running for the fastest times on flat, level ground such as your local running track.

This is a really fun position and is set by simply raising the three main control straps until the rider is nearly up on his/her toes. It will feel too high at first, and it will seem very hard to get the GlideCycle™ moving. Use your lean, walk and start technique to gain momentum, and just start striding. Open up your gate and try to really accelerate. Time yourself in the ¼ mile, then cruise one quick lap, and then try to beat your time on the third lap.

Take the time to practice these fun techniques for training on your GlideCycle™. If, however, you are happy just cruising about on flat land and never Trolling or breaking marathon times, who says you can't?

But remember:
you need time to
break in your body
and your Saddle;
practice!

CHAPTER 3: GOING TO THE HILLS

6. THEORY OF THE GLIDECYCLE™ SADDLE AS YOUR TRANSMISSION (See video #5)

Any modern bicycle has a gear shift or transmission of 3, 5, 10, 15 or even 20 gears. Your GlideCycle™ Saddle Assembly can "shift gears" as well by tilting the pelvic pad forward to go up hills, backwards to comfortable coast down hills, in effect acting as your transmission to control momentum over rising and falling terrain. The basic idea is to keep your body in line with gravity.

A. Gravity and Your GlideCycle™

When a pilot and GlideCycle™ are on flat ground, gravity pulls straight down seen as a line drawn vertically through the pilot. When the GlideCycle™ moves up onto a hill, gravity pulls downward on an angle seen as a line moving top front to the ground rear of the pilot. Thus, gravity drags the GlideCycle™ and pilot backwards, slowing or stopping forward progress. Basic shifting of the Saddle can tilt the pilot forward thereby putting the body back in line with gravity. Then, in a position not unlike that of pushing a stalled car with your shoulder, the pilot can "push" the GlideCycle™ up any hill or even mountain against the force of gravity.

TIP: ***It is always possible to simply walk up hill in your GlideCycle™. Just loosen the straps a bit and walk. A long, steep hill can be walked by dismounting and removing the Front Strap Hooks placing them on the Rear Tube. This will put the seat behind you and you can walk centered in the GlideCycle™. Walking up a hill is a fine practice while you work into better condition, and it is a lot of fun gliding down!***

7. SEAT STRAP ADJUSTMENTS

A. Downhill Gliding (Video #5)

Most downhill require no shift. Long miles of downhill gliding or coasting are most comfortable if the pilot eases the ***Top Front Strap*** allowing the pelvis to lean back and the rider to place the feet upon the footrest.

! W A R N I N G

You should be practiced and confident at handling and braking your GlideCycle™ BEFORE attempting any downhill. Downhill speeds may become excessive quickly. Don't exceed 25mph in any case!

B. Short Hill Attack or Acceleration

When coasting fast and hitting bumps or ascending a steep apron as into a driveway place your feet upon the footrest and brace the GlideCycle™ against the shock of the bump. This prevents a possible loss of control.

! C A U T I O N

Short hills such as a driveway or a little rise in the bike path do not require a Saddle adjustment, but as the pilot feels momentum draining and traction difficult, the pilot should lean forward strongly holding the core muscles tight by pulling the belly button towards the backbone. The pilot should keep the feet behind a line drawn from the hips to the ground. Land on the balls of the feet and

"drive" into the hill. Pressure from the Pelvic Pad will increase but can be endured for short hills.

Forward Lean and Hand Pull Assist

As momentum drops the experienced pilot has the option of grabbing hold of the Front Tube level with the stomach and pulling hard on each forward step. This causes an acceleration of momentum often great enough to avert an aggressive forward lean. This great technique can be used for long distances up easy grades as well, but the rider must be able to steer with one hand which requires experience.

C. Long Easy Uphill Grades

Long, easy uphill grades are a great workout. As you enter the grade, momentum will fall and you will need to shift forward and increase your power output. You will see the ***Top Strap*** will become loose as you lean forward to attack the hill. So it is that the first adjustment is simply to tighten *the* ***Front Upper Strap***. The advanced rider can do this while running with a little hop well timed with a sharp tug on the ***Top Strap***. Novice pilots can stop and make the adjustment. The body will now naturally lean forward easing the pressure of the pelvic.

! C A U T I O N

The GlideCycle™ Front Tube will be in your face in this configuration up an easy grade more so than any other time. To cure this, simply move the tube out of your way by leaning the GlideCycle™ to either side 10 degrees or so or resume running. The GlideCycle™ operates very well at this tilt, and the bar will be out of your face...with a little practice.

D. Long Moderate Uphill Grades

Long, moderate uphill grades require letting out the ***Lower Front Strap*** completely leaving all of your body weight held by the ***Top Front Strap.*** This will allow the body to lean forward naturally and by using short **quick steps** and keeping your feet well behind you landing on the balls of your feet, the hill will become an easy, fun workout.

E. Long Steep or Mountainous Grades

Long steep or mountainous grades are best handled by settling into a comfortable position as horizontal as possible. The idea here is to line up your body with the force line of gravity. The ***Front Lower Strap*** should be let out until loose and the ***Top Front Strap*** should be let out a little until the pilot is down low and comfortable. Lie down your chest on the ***Top Front Strap,*** place your head to either side of the ***Front Tube***, and relax your arms as you see fit. This position will make the hill the best outdoor equivalent to the stair climber or elliptical machine at the gym possible. In this position, an experienced rider can climb extremely steep mountain roads or paths!

F. GlideCycle™ Saddle Transmission Shifts for Cross Country Training

GlideCycle™ Saddle shifts for cross country riding are a constant process like shifting a bicycle, motorcycle or car. Set the Saddle Assembly for basic cruise with the knees slightly bent. This position is great for all cross country conditions, though you might want to ***Troll*** just for muscle training.

Imagine heading out for a 10 mile run. It is long and flat to start and you warm up with a *Troll* and then rise up into the *Cruise* position. After a while a small hill causes a loss of momentum, so you lean forward, add muscle power, and perhaps using a ***Hand-Pull Assist*** **(page 26)** you manage to hold the momentum up the hill and not have to downshift yet.

But another hill lies ahead and it looks long with a moderate increase after half a mile. At the first loss of momentum, you pull the ***Top Front Strap*** tight with a small hop timed with a sharp tug. You add some muscle power and maybe a ***Hand-Pull Assist*** **.** As the grade steepens, you stop and let out the ***Lower Front Strap*** and now keep your feet well behind your hips and land them on the balls of your feet cycling short accelerated steps.

You are attacking in earnest now but find that you can slow down to almost a stand-still if you need to rest. But you never have to stop and rest! Then, you spot a wildly steep climb up to a peak to the right and turn onto the old mountain road. It is surprisingly steep. You lower the ***Front Top Strap*** more and more, and make sure the ***Front Lower Strap*** is loose. You lie your chest down across the ***Front Top Strap***, place your head to the side of the front tube and really bear into the mountain with feet way back behind you.

You are here to work out…to train on one of the best outdoor physical trainers ever built! You move up the mountain slowly, watching your heart rate so as to not overdo it. Go as slowly as you want or pick it up to run into your anaerobic wall and push yourself to new levels of fitness. You can even walk a bit if you desire.

At the top of the mountain, you look around and can't believe what you just came up. Then, you return to the cruise position, let out the ***Front Upper Strap*** to let your pelvis rock back, put your feet up on the footrest, and you glide downhill all the way down to the flats before your start. It was a great 10 miler. You can feel good about that, imagine. Or imagine that great mountain run while you just walk around the block in line with your current fitness level. It is all good! Imagined or real…GlideCycle workouts inspire.

G. Why Take on the Big Hill?

The GlideCycle™ is your ticket to better health and fitness. It is primarily a PT or physical trainer. Going long distance or short distances with a high degree of virtually zero impact cardio/aerobic workout is why you own a GlideCycle™.

TIP: We recommend all pilots to use our heart monitor/ speedometers to help you keep your heart rate within the best workout zone for your age and fitness level.

Properly equipped and with the right attitude, the big, mountainous ride on a GlideCycle™ can be the best workout money can buy….and there is no pounding pavement or knee grinding, crotch crushing, back breaking bicycling to put up with! Best of all is the ride down!

CHAPTER 4:
PUTTING IT ALL TOGETHER

8. GOING FOR A CROSS COUNTRY FITNESS RIDE

A. Getting You, Your Pack, and Your GlideCycle™ Ready

Going for a glide can be as easy as mounting up in your street clothes and heading out for a quick aerobic fix or tourist tour. Or it can mean suiting up in your best padded bicycle shorts, running shoes, helmet, gloves and heart rate monitor, and heading out for a true long distance training run. Mount your GC pack stuffed with alternate clothing for changing conditions, food, money, cell phone, maps, flat and tool kit, and really know you are prepared for anything.

Then, assemble your GlideCycle™ and go through your pre-glide checklist, inspecting Brakes, Cables, Wheel Nuts, Snap Pin Security, Handlebar Position, Tire Inflation, rear wheel spinning and general solid condition of your GlideCycle™. You are the pilot in command; make sure you can glide safely as you might be a long way from home.

B. Where to Ride a GlideCycle™

1. **The neighborhood** is a good place to start in your early rides. Look for big open areas like unused parking lots. Very quiet local roads even in front of your house can be a perfect training ground. **Watch out for traffic** and have fun remaining in the flats as you practice your skills. Take on a few little hills when you are ready, and you will soon yearn for a long cross-country glide.
2. **Bike paths and country roads** are the best, and they beckon the distance GlideCycle™. **WE RECOMMEND ALWAYS GLIDING ON SAFE BIKE LANE EQUIPPED ROUTES.**

3. **School Running tracks** often allow GlideCycle™ runners to train. Where possible, the runner's track provides for the most consistent constant heart rate and interval training available. It is a great place to try a marathon or just put in a lap or two to get the heart rate up and running.
4. **Gravel and Dirt Roads** are fine with an experienced rider and our GlideCycle™ Single Track Model. The x-runner may be used if the path is smooth and improved. Gliding along on gravel or dirt is quite fine with a GlideCycle™ using a great deal more concentration when going downhill or moving fast. The GlideCycle's 20" wheels are more likely to be veered by errant rocks or ruts than 26" mountain bike wheels.

   BE CAREFUL, STAY SLOW, AND RIDE RATHER THAN RUN DOWNHILL ARE THE RULES TO LIVE BY!

5. **Woodland Trails and Beach Runs** are often the most favored glides possible. Trails are for experienced riders only! Watch out for being lifted between wheels held by the two tops over a dip. You will be flying and unable to touch the ground for a bit! Beach Running is the sweetest glide imaginable. You may have to walk over the soft sand until you can hit the hard, packed sand often found for around 6 to 8 hours either side of low tide. Stay away from barnacle covered rocks as they puncture tires quickly.

C. Loss of Control and Falls

1. **Steering loss** can occur on any vehicle with slippery or loose material on the pavement, excessive speeds, over-braking or over-steering the Front Wheel.

On a GlideCycle™, the best procedure in a loss of control is to remain upright trying to regain control by using your Brakes to slow down, shifting your body weight to run on your feet and coming to a complete stop while standing.

! WARNING

If you are in a skid, do not release the Brakes until you come to a complete stop. Releasing the Brakes during a skid could result in a spill.

! CAUTION

If a forward impact is unavoidable, place your feet on the footrest if possible, stiffen the arms to prevent forward movement, and then let the GlideCycle™ spring-arch suspension absorb as much of the shock as possible.

An over-steer is when the rider turns too sharply. The faster you are travelling, the less you should turn the wheel to steer.

Over-steering can cause a spill and should be avoided.

Over-braking can occur with excessive use of the Front Brake, resulting in a spill. Use both the Front and Rear Brakes to come to a stop.

9. ATHLETIC TRAINING FOR CARDIO/AEROBIC FITNESS

A. Interval Training

Interval Training is one of the greatest ways to push your anaerobic wall higher. Your anaerobic wall is that point reached when a sprinter takes the first breath, or when a distance runner is out of oxygen. GlideCycle™ training allows athletes to **distance sprint to the wall and then "glide" to recovery.** Once oxygen returns and you catch your breath, sprint again. Repeat until you are exhausted and laughing. Race friends and enemies, be the fastest athlete on your block, team, squad…the world.

! WARNING

Always avoid excessive training when undertaking any new training. Get the advice of your physician and the assistance of a trainer. Understand your personal limits and always avoid overdoing it.

A. Distance and Endurance Training

Distance and Endurance Training is possible for everyone on a GlideCycle™. **5, 10 to 15 mile runs are easy and painless when moderately fit. Try** a marathon of 26 miles or a megathon of 50 miles. Nothing feels better and brings fitness on faster than several

hours of sucking air deep into your lungs, and running the blood safely at scouring speeds with no fatigue or damage from impact with the ground.

B. Sprint Training

Sprint Training is a component of interval training, but can be much more intense. A true sprint to break your personal 100, 200, 300, and 500 meter GlideCycle™ run is a worthwhile goal. Sprint training can give you the true speed and wind endurance you desire.

C. Hill and Mountain Climbing

Hill and Mountain Climbing result in the fastest cardio/aerobic/ endurance and leg strength/training over time used ratios possible.

True GlideCycle™ high road climbers are the toughest pilots of all. And happy too, as they get to glide home as soon as they call it a workout!

CHAPTER 5: FINISHED FOR THE DAY

10. COOL DOWN AND STRETCH WITH YOUR GLIDECYCLE™

Remember to take the time to stretch at intervals during long runs and at the end of your ride. A good stretching routine can utilize the GlideCycle™ frame. Stretch your back using the Overhead Bar for resistance and lean the GlideCycle™ over to stretch your legs out. It can be a good stretch aid with a little practice!

11. PUTTING YOUR GLIDECYCLE™ TO REST

While putting your GlideCycle™ away, whether breaking it down or just rolling it into storage, take the time to inspect all of its parts for adjustment and wear.

Remember that you are the pilot of this GlideCycle™ and only you can keep your GlideCycle™ safe and well-maintained.

PLEASE USE CHAPTER 6 FOR MAINTENANCE REFERENCE.

CHAPTER 6: MAINTENANCE AND SAFETY

12. MAINTENANCE SCHEDULE

The following maintenance schedule is calculated upon average, consistent usage. In the event that you ride your GlideCycle™ more often than average, in wet weather conditions, cold temperatures, snow, or off-road conditions, check your GlideCycle™ more often than the recommended schedule. Immediately inspect and service any part that appears to be malfunctioning, or consult your Local Bike Shop for service. **ALWAYS repair or replace a part that is damaged before riding the GlideCycle™ again.**

Your GlideCycle™ should be checked for stretched cables and other nonstandard conditions immediately after purchase and initial set up. **Approximately two months after purchase, have your Local Bike Shop thoroughly examine the GlideCycle™ again.**

ALL GLIDECYCLE'S SHOULD BE THOROUGHLY EXAMINED AND SERVICED ONCE A YEAR, IRREGARDLESS OF USEAGE.

MAINTENANCE FOR EVERY RIDE

Check the Frame and Forks
Check the Handlebar and Stem
Check the Wheels
Check the Tire Inflation
Check the Brakes
Check the Reflectors

MAINTENANCE WEEKLY

Clean your GlideCycle™ with a damp, soft cloth
(Never use high pressure sprayers for cleaning)
Check for loose Spokes

MAINTENANCE MONTHLY

Inspect the Cables for corrosion
Check the attachment of the Handlebar and Stem
Check the attachment of the Seat and Pelvic Pad
Check the Headset Bearing adjustment
Check the Wheel Bearing adjustment
Check the Rims for wear
Check the Brake Pads
Check the Brake Bolts

MAINTENANCE EVERY 3 MONTHS

Lubricate the Brake Levers

Clean and polish the entire frame

MAINTENANCE EVERY YEAR

Lubricate Quick-Release Wheels

Re-lubricate Wheel Bearings

Re-lubricate Headset Bearings

RECOMMENDED TOOLS FOR PROPER

GLIDECYCLE™ MAINTENANCE

Allen wrenches 2, 4, 5, 6, 8 mm
Open-end wrench 15 mm
Box end wrench 15 mm
Socket wrench 15mm
No. 1 phillips head screwdriver
Bicycle tube patch kit, tire pump with gauge, and tire levers

Note: All of the Fasteners on your GlideCycle™ have been installed using Loctite 242 (blue) except for the Binder Bolts on the Seat Assembly, which were installed using Loctite 290 (green). The latter requires heat from a match to facilitate removal. When re-installing any Fasteners, use the correct Loctite product as outlined above.

! WARNING

It is extremely important to inspect the entire GlideCycle™ thoroughly before every ride because a GlideCycle™ that malfunctions in any manner can produce a loss of control or a fall. Never ride the GlideCycle™ if a problem has not been thoroughly corrected. For example, an improperly adjusted or tightened handlebar or stem can instigate a loss of control and cause a fall. Before riding the GlideCycle™ be certain the stem and handlebar are positioned and tightened properly and securely.

13. ADJUSTMENTS

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A. Handle Bar Adjustment

Changing the angle of the Handlebar:

1. Release the 4 Handlebar Clamp Bolt(s) on the Stem in order that the Handlebar can be rotated in the Stem.
2. After positioning the Handlebar to the preferred angle, be certain that it is absolutely centered in the Stem.
3. Tighten the Handlebar Clamp Bolt(s) according to Stem type:

   Welded stems — 100-120 lb•in (11.3-13.6 N•m).

   Forged stems — 150-180 lb•in (17-20.3 N•m)

B. Stem Adjustment

Changing the height of the Stem

1. Loosen the Quick-Release Bolt.
2. Depress the Snap Buttons located on either side of the Stem.
3. Shift the Stem up or down to the desired location.
4. ***Re-tighten the Quick-Release Bolt being certain that there is not any obstruction* with the Lever Arm.**
5. **On 2019+ models, remove the stem cap and place the stem between any spacers desired. Replace stem cap.**

C. Headset Inspection

Checking whether the Headset is loose or tight

1. Employ the Front Brake firmly while you rock the GlideCycle™ forward and backward.
2. Lift the front wheel slightly off the ground, then slowly revolve the Fork and Handlebar smoothly to the right and left.
3. In the event that the Headset Bearings sway or wobble in the frame or do not rotate smoothly, do not attempt to ride the GlideCycle™. Transport the GlideCycle™ to your Local Bike Shop for service, because adjustment of Headset Bearings necessitates special tools and training.

D. Cable Inspection

Check the Cables for frayed ends, broken strands, kinks, or rust. In addition, check the Housing for bent ends, cuts, loose wire strands, or deterioration. If you find or suspect a problem with a Cable, do not ride the GlideCycle™, have your Local Bike Shop service your GlideCycle™.

E. Brakes Inspection

Once a month, inspect Brake Pads for erosion. The grooves in the braking surface should be more than 1mm deep, if less, then replace the Brake Pads.

F. Centering the Cantilever (Direct Pull Brake)

1. Revolve the Centering Screw in small increments and check for centering.
2. If the Direct Pull Brake has two Centering Screws, amend the overall spring tension while centering the brake.

G. Adjusting the Alignment of the Brake Pads on the Rim

1. Release the Brake Pad Fixing Bolt
2. Align the Brake Pads to center on the Rim and tighten the Pad Fixing Bolts: 70-80 lb•in (7.9-9 N•m)
3. After the adjustment, test the Brakes by applying force to the Levers. Be certain that the Cable does not slip, and the Brake Pads close toward the Rim at right angles. Also be sure that the Brake Pads do not touch the tire.

H. Wheel Inspection

1. Check the tires for erosion and damage.
2. Be certain that the Rims are clean, and inspect them for wear. Replace the Rim if the small indentations on the braking surface are not apparent.
3. Be certain that there are no loose, damaged, or broken Spokes.
4. Be certain that Hub Bearings are properly adjusted.
5. Check the Rim Strip position, insure all Spoke holes are completely covered.

! W A R N I N G

Whenever the brake is applied the brake pads remove material. This is normal, however, after normal usage, too much material is eventually removed, thus the rim may become weak and fail suddenly, instigating a loss of control. Regular inspection of your rims for wear is important and replacement is necessary when they are worn.

I. Quick-Release Wheel Adjustment and Installation

1. Change the Quick-Release Lever to the **OPEN** position and position the wheel so that it firmly touches the inside of the Fork Ends.
2. Position the Quick-Release Lever about halfway between the **OPEN** and **CLOSE** positions, then tighten the Adjusting Nut until finger-tight.
3. Place the Lever in the palm of your hand and firmly place the Lever to the **CLOSE** position.
4. There should be some resistance at the half-closed position of the Lever.

! C A U T I O N

Be careful NOT to tighten the Quick-Release Wheel Retention Mechanism by turning the Lever like a wing nut. Doing so will NOT result in sufficient force to hold the wheel in place.

5. Clamping strength is inadequate if the Lever is moved to the **CLOSE** position with little or no resistance. If that is the case, move the Lever to the **OPEN** position, tighten the Adjusting Nut a bit more, then close the Lever, and try another test for resistance again.
6. Position the Quick-Release Levers so that they do not interfere with any other GlideCycle™ part or accessory part and so obstacles in the path of the GlideCycle™ cannot curb the Levers.
7. Check that you have properly adjusted and closed the Quick-Release Lever. In the event that the Quick-Release Lever does not pass any test, either perform these adjustment procedures again, including the tests, or take your GlideCycle™ to your Local Bike Shop for service.
8. **The test for proper Quick-Release adjustment:**

   Lift the GlideCycle™ off the ground and sharply hit the top of the tire. If properly adjusted, the wheel will not come off, be loose, or shift from side to side.

   Be certain that the Quick-Release Lever cannot be rotated parallel to the wheel.

CHAPTER 7: LUBRICATION

The following section briefly outlines a recommended schedule for the various components of your GlideCycle™ that require lubrication. If you need more detailed information, consult your Local Bike Shop. Re-lubricating the bearings necessitates special tools and training, so this should **ONLY** be completed by your Local Bike Shop. The Pro model GlideCycle™ wheels have permanently sealed bearings and do not require yearly re-lubricating.

14. STEM

No lubrication is required on the Stem.

15. HEADSET

Once a year, arrange for your Local Bike Shop to re-lubricate the Headset Bearings.

16. BRAKES AND BRAKE LEVERS

Every 3 months lubricate your GlideCycle™ Brake Lever Pivots and Brake Arm Fixing Pivots with a light coating of light-weight oil.

17. WHEELS

1. Once a year, arrange for your Local Bike Shop to re-lubricate the Wheel Bearings.
2. Every year, lubricate the Wheel Quick-Releases. Spread several drops of synthetic lubricant or similar light-weight oil in the place where the Quick-Release Lever revolves in the Quick-Release Body.

18. CONTROL CABLES

Lubricate the Cables when they are installed.

19. INSTALLATION OF A NEW CABLE

Installation of a Cable in a Cantilever Brake necessitates special tools and training and should ONLY be done by your Local Bike Shop.

1. Examine the path of the old Cable, then loosen the Cable Anchor Bolt, and remove the worn Cable.
2. Lubricate the new Cable and reinstall by feeding it along the same path as the old Cable, being certain to go through the Cable Anchor Bolt.
3. Be certain that the leaded Cable-End is positioned properly in the Lever, and the Housing is properly positioned in the Lever. *Re-adjust the Brake, if necessary when installing a new Cable.*
4. Rotate the Adjusting Barrel clockwise until the threads on the Adjusting Barrel are not exposed. *For a brake, hold the brake closed while you do the next step.*
5. Tighten the tension of the Cable Clamp Bolt to 52-69 lb•in. (6-8 N•m).
6. Cut the Cable, allow no more than 2” (51 mm) to extend beyond the Anchor Bolt.
7. Place a small amount of solder on the end of the cable to prevent fraying.
8. Follow the instructions for adjustment.

ALDAVIDA INC., GLIDECYCLE™ LIMITED WARRANTY

Aldavida Inc., the parent corporation of GlideCycle™ warrants to the original owner of each new GlideCycle™ that the frame when new, is free of defective workmanship and materials for the following periods of time:

PT and X-Runner. . . . . 1 Year
GlidesDale. . . . . 2 Years

In addition, Aldavida Inc., warrants the original owner, for a period of **ONE YEAR**, that all original components and accessories are free of defective workmanship and materials, (excluding such consumables as brake pads, tires and inner tubes, saddle pads and webbing).

The Aldavida Inc., GlideCycle™ Limited Warranty is rendered NULL AND VOID in its entirety if damage is due to the following conditions:

1. Damage resulting from normal wear and tear, including the results of fatigue.
2. Damage resulting from improper assembly.
3. Damage resulting from installation of parts or accessories not compatible with the GlideCycle™ as sold or not originally intended or any alteration or modification thereof.
4. Damage resulting from improper or negligent maintenance.
5. Damage or failure if the GlideCycle™ is subjected to abuse, neglect, misuse, an accident or other abnormal, excessive or improper use.
6. Damage resulting from failure to follow instructions or warnings in this Owner's Manual.
7. Any modification of the frame, fork, or components.

The Aldavida Inc., GlideCycle™ Limited Warranty **DOES NOT COVER** labor charges for a part or parts replacement or changeover.

Additional Conditions and Limitations

This Limited Warranty applies only to the original owner of the new GlideCycle™, is not transferable to subsequent owners and extends from the date of original purchase. Prior to processing a warranty claim, the GlideCycle™ in question must be registered with Aldavida Inc. either through on-line registration at www.glidecycle.com or by receipt of the Warranty Registration Card supplied in this manual. In addition, the original proof of purchase (sales receipt) is required.

This Limited Warranty is exclusively limited to the repair or replacement of a defective part or parts and is the sole remedy of the warranty. Aldavida Inc. is not responsible or accountable for consequential or incidental damages. Some states do not allow the exclusion of consequential or incidental damages, so the preceding exclusions and limitations may not be applicable to you. Details and warranty duration may differ by country or frame type. The specific consumer legal rights given to the consumer may vary from state to state and by country. This warranty does not affect the statutory rights of the consumer.

REGISTER YOUR GLIDECYCLE™

Your GlideCycle is registered by the company, www.glidecycle.com upon purchase

Please remember to keep your original proof-of-purchase (sales receipt) in a safe place as you must include it when presenting a warranty claim.

SERIAL NUMBER

The 6-digit serial number for your GlideCycle™ is located on a barcoded label or stamp which is attached permanently to the bottom of the Head Tube (the piece the Front Fork passes through) facing forward.

This manual is designed to accompany training videos on the support page of www.glidecycle.com. They contain valuable visual explanations for many of GlideCycle's features, component parts, and riding instructions.

Page 44 GlideCycle Addendum A
For 2021 Model X-Runner

This photo manual will be used to illustrate new Stoker Stem use for handlebar removal and new single button frame separation for packing unit into bag or car. These photo instructions replace figs 2,3,4,5 on pg. 11 of the owner's manual supplied with your GlideCycle or available online at www.glidecycle.com. Return to page 12 after fig 5

Fig 1

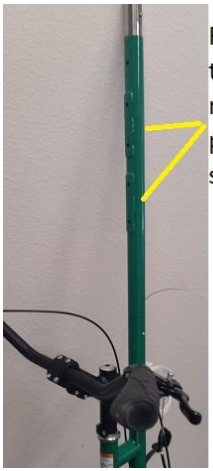
Stoker Stem ap
for storage of
front frame pie
into carry bag o
car. It can most
often remain
assembled whe
stored in car.

Fig 2

Forcefully wiggle the parts together. Do not extend tubes more than 50%, and make sure the white line is aligned to the arrow as shown. Tighten hard with allen key from holder on frame. Note: must be tight to prevent rotation in use!!!

GlideCycle Addendum A Continued

Fig 3



Front middle tube inserted: reinforcement plates toward sky.

Fig 4

Rear frame reinforce plates dowr towards ground.

Fig 5

Single Button for ease of use!

Return to page 12, Fig 6 to continue Assembly

The End of GlideCycle Manual

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