

## Welcome to your Main Street Pedicab

Congratulations on being a proud owner of a beautiful, new Main Street Pedicab. Here are some suggestions to make ownership of your new vehicle a great experience.

- 1. RIDING A PEDICAB IS DIFFERENT THAN RIDING A BICYCLE.** Pedicabs do not bank into turns; consequently, a pedicab may feel very awkward at first. In time, you will find that you may enjoy riding a pedicab more than riding a bicycle, it just takes some time getting used to it.
- 2. Getting on the pedicab the first time.** Hold onto both brake levers, put one foot in the pedal and swing the other leg over the rear of the seat. Once seated on the bicycle, get accustomed to just sitting there. **THERE IS NO NEED TO TAKE YOUR FEET OUT OF THE PEDALS TO KEEP YOUR BALANCE!** Many people are so used to riding a bicycle that they think that they have to have their feet on the pavement when stopped. The pedicab will not tip over; keep your feet on the pedals. There is so much mass in a pedicab compared with a bicycle, that you will never slow it down or stop it by putting your feet down. The safest place for your feet is in the pedals.
- 3. Next, pedal forward slowly and test the brakes,** make sure they bring the pedicab to a stop. Both front and rear brakes should be used together, never should you apply just one. The front brake stops the pedicab very effectively on its own; however, doing so repeatedly can weaken the fork. Never try to lock up the wheels and leave some rubber. It is very hard on the pedicab (Imagine slamming the brakes on in your car every time you wanted to stop!). **PRACTICE BRAKING** until you are comfortable stopping without feeling the urge to put your feet on the pavement.
- 4. VERY IMPORTANT! THE PEDICAB GOES WHERE YOU POINT THE FRONT WHEEL.** In many cases, you can steer a bicycle by banking the bicycle and turning the front wheel slightly. Pedicabs don't bank. Practice turning the front wheel to almost 90 degrees with respect to the frame. Practice going in as tight of circle as you can. Pedicabs are very maneuverable, and have a much smaller turning radius than a bicycle. Become very comfortable with the feeling of shifting your weight during turns. This will compensate for the fact that pedicabs do not bank.

5. When riding down a street that is slanted to one side, the pedicab will try to pull you over to that side. This is normal, and again due to the fact that the pedicab does not bank, but is always perpendicular to the road surface. This can be compensated for by steering the pedicab slightly in the opposite (uphill) direction. The fact that a pedicab does not bank is what makes it feel different than a bicycle when steering. **ONE SHOULD NEVER RIDE THE PEDICAB WITHOUT HAVING BOTH HANDS ON THE HANDLEBARS.**

6. Lights. Connect the terminals from the battery to the corresponding terminals going to the light system. This is all located under the passenger seat. This is the power system for all the lights on the pedicab. The turn signals and brake lights will work all the time without the main light switch being turned on. The headlights and running lights will only work if the main light switch is turned on. This switch is located behind the driver's seat under the yellow, triangular chain guard. The switch is located just opposite the chrome-colored, circular bolt head. The headlights also have a switch which enables the headlights to have both high and low beams on, just the low beam on, or both off. Only in the U.S. would we be negligent if we didn't remind you to: **NEVER RIDE YOUR PEDICAB AT NIGHT WITHOUT THE LIGHTS ON!**

7. **NEVER HAVE MORE THAN TWO ADULTS SITTING IN THE PASSENGER AREA, AND NEVER CARRY MORE THAN 400 LBS. OF PASSENGER WEIGHT.**

8. **REGULARLY MAINTAIN THE VEHICLE AND BRAKES.**

## **Maintenance Outline for Pedicabs**

Maintenance for a Main Street Pedicab shouldn't be an overwhelming, time consuming task, but should be practiced regularly for a well running pedicab. By following a systematic maintenance schedule, the pedicabs will not only run better it will be more enjoyable for both the rider and the passengers. This maintenance routine will also provide a safer ride.

So, to keep your pedicab running in top form, plan on spending at least 15 to 30 minutes per week (15 hours of use) per bike. This time may vary week to week with one week requiring only 15 minutes to check over bolts and brakes while another week may require more time (if the rear brakes need to be bled for instance). The goal of this outline is to help you develop your own preventative maintenance program which will minimize the surprises which can immobilize a pedicab at a time when you really want to use it.

## **Main Rule---Find a routine!**

Develop a pattern to look over the bike and do it weekly. Whether it is the outline below or your own, make sure it is done.

## **Front end of the Pedicab**

- Begin at the front end and move your way towards the back.
- Tools- crescent wrench, 6mm and 3/16 allen wrenches, and a 5mm allen wrench for front brakes.
- Tighten all bolts to front wheel, handlebars, master cylinder and shifters
- Check front and rear brakes for proper settings and strength, adjust if necessary
- Check front wheel for trueness and spoke tension - wheel truing and spoke tensioning should be done professionally at your local bike shop.
- Check headset to see if tightening is necessary - 5mm allen wrench.

## **Bottom bracket and rear wheels**

- Tools-8mm allen, 15mm pedal wrench and a 30mm wrench or a large crescent wrench
- Phillips head screw driver for front derailleur
- Check rear axle bolts and tighten if necessary
- Using the 14mm socket, tighten the crank arm bolts
- Check front derailleur for proper settings

## **Underside of Pedicab**

- Now place the seat of the pedicab or a cushion behind the pedicab and lift cab up on its back end to view the underneath of the cab. Careful to not damage the lights on the rear of the cab.
- Tools-- 9/16, 1/2 and a 7/16 sockets
- Using these sockets, check every bolt underneath the cab. Some of these bolts hold the cab onto the bike, while others secure parts to the cab.
- Also, check the bolts around the hydraulic brake. Make sure the brakes are solid and spacers have not been lost.

- Check bolts running through the differential. This is very important and will save a major repair effort if they are allowed to become loose, or broken. A broken differential should never happen with routine maintenance.
- Differential parts may be obtained through a lawn mower repair shop
- Check all wiring and make sure all are connected.

## Checking Adjustments on Drive Train

- Now, lower bike down on front wheel again. Find a crate or something to slip under the rear part of the frame to elevate the rear end off the ground.
- With the rear end off the ground, check the drive train and make sure the derailleurs are properly set. Adjust if necessary. Most adjustments should be with the barrel adjustment screw which controls cable tension.
- Instructions for adjusting the derailleurs are included in this envelope.

## Brakes

- Instructions for bleeding the brakes are included along with the bleeder bottle in the tool box.
- Bleed brakes only when necessary, they do not need to be bled regularly.
- If loss of brake fluid is found, replace with DOT 5 brake fluid - available at motorcycle stores. Brake replacement parts may be obtained at go-cart shops