

AUTHORIZED RETAILER INSTRUCTIONS FOR CANNONDALE® EASY RIDER™ FIELD FIX KIT #KR002/

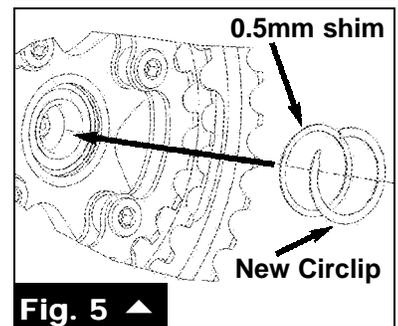
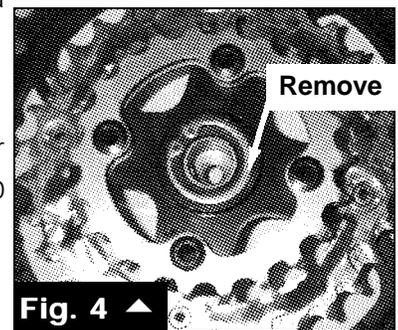
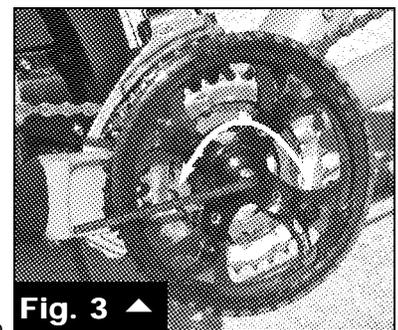
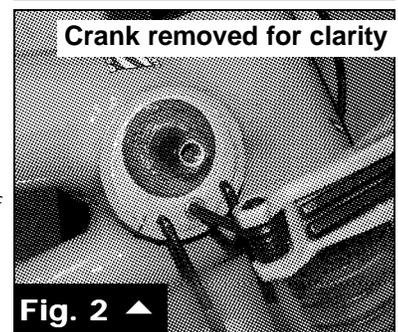
In cooperation with the U.S. Consumer Product Safety Commission, Cannondale is conducting a voluntary recall of all Easy Rider recumbents. This kit provides the instructions and replacement parts needed to perform both required recall services. Please destroy and discard the old parts, they should not be returned to Cannondale.

WARNING: These services are intended to be done by a professional mechanic at an authorized Cannondale retailer. Failure to observe the recall, or to perform the work fully and correctly, could result in steering or drivetrain failure in the field. Such a failure could lead to an accident with attendant risk of serious injury or death to the rider. Please cooperate with this recall.

This kit contains one 0.5mm shim, one circlip, one single bolt clamp, one double bolt clamp, one stem, and one stem extension tube. See Fig. 1. Note that the new stem is not depicted because it looks exactly like the old one.

Shim and circlip installation:

1. Relax rear chain tension by shifting the chain onto the inner (smallest) chainring of the mid-drive cluster, and to the outer (smallest) cog of the cassette.
2. As explained in the Easy Rider Owner's Manual supplement, an eccentric is used to adjust front chain tension. Find the eccentric wedge bolt behind the driveside crankarm. Loosen it with a ball-end 4mm hex wrench. It should not be necessary to remove the crank to access this bolt. Free the eccentric wedge by giving the 4mm hex a tap while it's in the bolt. See Fig. 2.
3. Relax front chain tension by using a green Park pin spanner to turn the eccentric approximately 90 degrees counter-clockwise.
4. Loosen the anchor bolt at the center of the mid-drive chainwheel assembly using a 5mm hex wrench. See Fig. 3. When the anchor bolt is removed, use a rubber mallet to tap the mid-drive off its spindle.
5. Free the mid-drive assembly from the front and rear chains, and flip it over on your workbench. Locate the circlip at the center of the mid-drive spider. Remove the circlip with circlip pliers and destroy it. See Fig. 4.
6. Insert the new 0.5mm shim on top of the mid-drive cartridge bearing. Then insert the new circlip (the one without plier holes) into the groove where the old one sat. Using a flat blade screwdriver, start one end in the groove and work around its edge until it snaps into place. See Fig. 5.
7. Replace the rear chain, and then the front chain onto the mid-drive, and place it back on its spindle. Tighten the anchor bolt to **78-94 inch pounds (8.7-10.6 Nm)**.
8. Re-tension the front chain by using your green pin spanner to rotate the crankset



eccentric. First, turn the eccentric gently clockwise until chain tension stops it from turning. Keep the eccentric in this position and pedal backwards; stop pedaling at the point where the front chain develops the most slack (should also be where it's easiest to turn the cranks). Now rotate the eccentric slightly so that the front chain has about 1/2-3/4 inches (12-19mm) vertical play. Be sure that the eccentric is centered in the frame, and tighten the eccentric wedge bolt to **60 inch pounds (6.75 Nm)**. For more information about eccentric adjustment, see the Easy Rider Owner's Manual Supplement.

Stem and stem extension tube replacement:

1. Loosen the cable anchor bolts on front and rear brakes and derailleurs. Then remove the handlebar assembly from the old stem by loosening the two 5mm bolts.

2. Remove cable housings from the split cable guide stops along the front of the old stem extension tube.

3. Measure the stem height within the stem extension tube. Use a 5mm hex wrench to loosen the clamp bolt at the top of the stem extension tube, and remove the old stem.

4. Loosen the two bottom clamp bolts on the stem extension tube and lift it up and off the HeadShok steerer tube. *Destroy both the old stem extension tube and stem.* A simple way to do this is to crush one end in a vice, or to crush the middle of the tube and fold them in half.

5. Install the upper (1 bolt) clamp onto the top of the stem extension tube, as in **Fig. 6**. Then similarly install the lower (2 bolt) clamp onto the bottom of the stem extension tube, so that the slot in each clamp corresponds to the slot in each end of the stem extension tube. It may be necessary to loosen the bolts to slide the clamps over the stem extension tube.

6. Install the new stem extension tube with the large opening facing down and sitting flush against the HeadShok headset bearing seal. Orient the tube so that the cable guides are to the left side, and the "C" logo runs down the front of the tube away from the rider. **See Fig. 7**. Tighten the two lower stem extension tube clamp bolts to **78-94 inch pounds (8.7-10.6 Nm)**.

7. Grease and insert the new stem into the top of the stem extension tube, set stem height as measured in step 3 (respecting the minimum insertion mark), and tighten the upper clamp bolt to **78-94 inch pounds (8.7-10.6 Nm)**.

8. Reinstall handlebar assembly. Tighten to **78-94 inch pounds (8.7-10.6 Nm)**. Then reinstall cable housings in the cable stop guides on the left side of the stem extension tube. **See Fig. 8**.

9. Correctly readjust the brakes and derailleurs and tighten the cable anchor bolts on front and rear brakes and derailleurs. Be sure to test ride and make any other necessary adjustments to the Easy Rider before returning the bike to the customer.

If you have questions about this recall service, please contact us:

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