

A GUIDE TO OWNING, USING, AND LOVING YOUR  
**XTRACycle BICYCLE**



# TABLE OF CONTENTS

YOUR FIRST RIDE



YOUR SECOND RIDE



RIDING WITH PASSENGERS



CARGO HAULING



WARRANTY



XTRACYCLE IS A VERB



# WELCOME TO XTRACYCLE

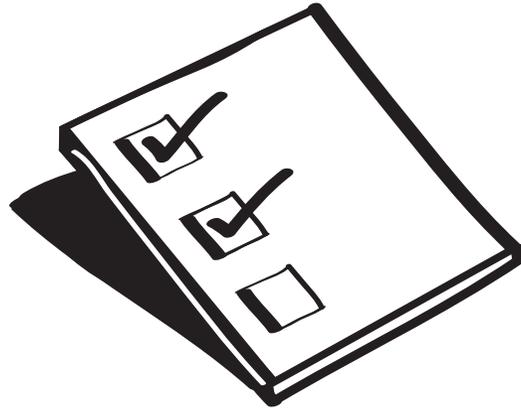
**The purpose of this manual is two-fold: to keep you and your passengers healthy, and to encourage you to safely stretch the bounds of what you do on a bicycle.**

**Think safety *and* fun. Get ready for a life-changing experience.**

Before you go on your inaugural ride take a moment to read through this manual - we've filled it with tips-n-tricks, for riding an Xtracycle bicycle, information specific to the the EdgeRunner and riding with cargo.

Certain portions of this manual are simply educational. Other parts of this manual are essential safety procedures. Failing to follow these safety procedures could result in the injury or death of you or your passengers. No kidding. **It is critical that you read the first section of this manual, called 'First Ride Prep' before your first ride.**

**The educational portions of this manual are not to be missed, but you may read them after your first ride - they address loading, unloading, passenger loading tips and cargo pointers, as well as general care of your bicycle.**



# YOUR FIRST RIDE

*Read this section completely before your first ride. Failure to do so could result in serious injury or death, which tends to hamper future X-peditions.*

# 1. FIT

A bike that fits you properly is easier to control and more efficient to ride. Your dealer should have fit the bike to you, but here are a few quick guidelines. **You should be able to reach the pedals and controls comfortably while sitting in the saddle, and able to stand over the top tube of the bike with at least 1" (25.4mm) of clearance.** Any less than that and you run the risk of injuring yourself in a manner that is highly unpleasant.

# 2. CARGO ABC QUICK DROP

The Cargo ABC Quick Drop is the best way to become familiar with your bike and catch any mechanical problems before they grow. That said, this isn't a comprehensive inspection or maintenance plan. In general, bikes need a full tune up about once a year or more frequently if they are regularly ridden in wet conditions or with heavy cargo. Your dealer can recommend a maintenance schedule based on how much you ride and in what weather and terrain.

Whether you're carrying cargo or passengers, it's good to know that your equipment is in proper working condition, and a quick inspection can save you a lot of trouble down the road. You can remember the main points as: **Cargo ABC Quick Drop** (Special thanks to the League of American Bicyclists, <http://www.bikeleague.org/>).



## ***CARGO***

Check all the elements of the cargo area to ensure they are secure. The EdgeRunner has aluminum racks which hold up the FlightDeck and bags. The racks are secured to the frame by four clamps, known as Whatchamacollars. Lift up on the deck or racks - if the racks slip up - tighten the Whatchamacollars. The deck is secured to the racks by four SuperHooks, and should not be able to slide forward or backwards. The bags serve a dual purpose, carrying cargo and protecting feet from the wheel and gears. Behind the two lower corners of the bags are tiedowns that secure it to the frame and tension the bag to help keep it stable. Make sure these tie-downs are tight; refer to the bag documentation for your specific bag's instructions.

## ***A IS FOR AIR***

Make sure your tires are inflated to within the recommended range printed on the side of the tire. Lower pressures let the tires absorb more bumps, but are less efficient; higher pressures are more efficient, but reduce the shock absorption of the tires. If you are planning on carrying a heavy load, increase the pressure in your tires - if it is too low the wheel might pinch the tube and cause a flat. Inspect the tires for damage after you've aired them up: cuts, cracking in the sidewalls, and bulges are all signs that your tire should be replaced.

## ***B IS FOR BRAKES***

Stopping a fully-loaded cargo bike takes good brakes, which is why your EdgeRunner comes equipped with disk brakes designed for all-weather use. Both the brake pads and rotor will wear over time, so make sure the brake pads have at least 1mm left, and the rotor is not concave or thinning. If the braking surface of the rotor is visibly thinner than the rest, take it by your bike shop, stop and have them measure the thickness. Most rotors are worn out when only .1mm has been lost from each side, so it's hard to accurately judge the wear by sight alone. Squeeze the brake levers firmly and try to roll the bike backwards and forwards. If the bike rolls or you can pull the levers to within 1" of the bar, it's time to get the brakes adjusted. One last thing - while you're holding the handlebars, make sure the bars and stem are secure by twisting the bars while preventing the wheel from rotating with your leg. Tighten the stem bolts if the bars rotate.



**CAUTION:** Disk brakes get very hot in-use. Inspect them before your ride, and don't touch them until they have cooled to room temperature.

## ***C IS FOR CHAIN AND CABLES***

The chain is responsible for transmitting your power to the rear wheel: make sure that it isn't binding and that it is well lubricated. Ask your shop to demonstrate the correct method of application and to recommend the best lubricant for the area you're riding in. Both your brakes and shifting are operated by cables: make sure that the cables aren't frayed and the housing is

in good condition - worn, rusting, or kinked cables or housing should be replaced. Make sure you can shift through all gears: if the derailleurs are out of adjustment stop by your dealer for a tune-up!

## ***QUICK RELEASE***

Your wheels are held on by quick releases, which make changing flats and transporting the bike easier. To make sure they are tight, pull and push on the top or side of the wheel as if you were trying to rock the wheel in the dropout - if the wheel does rock the quick release is too loose! Have your shop demonstrate the correct way to adjust a quick release - if done improperly it can loosen when riding, which is quite dangerous.

## ***DROP***

Lift the bike off the ground and drop it a few inches - any unusual vibrations or noise can indicate the start of a problem. If in doubt, have your shop check it out!

# **3. LIGHT UP YOUR RIDE**

Riding at night or in other reduced-visibility situations increases the risk to you and the risk you pose to pedestrians and other cyclists. Lights are always recommended to improve your visibility



and help you see (they may be required by your local or state laws). Some EdgeRunners come equipped with a dynamo-powered light set which provides better visibility at night or in adverse weather, but you may want additional lights to help you see farther.

## 4. DON'T LET THE WEATHER GET YOU DOWN

Wet weather and loose terrain reduce your traction, making it harder to stop and turn sharply. Slow down and give yourself extra distance to stop in adverse conditions. Using your rear brake more in these conditions will help avoid skidding the front wheel, which generally results in a nasty crash. Cargo bikes are somewhat more resistant to slipping when loaded down since the extra weight helps them “stick” to the pavement, but are much more prone to rear wheel slippage when unloaded.

## 5. EDGERUNNER WEIGHT LIMITS



- Total (cargo + rider) weight: **400 pounds**
- Deck weight capacity: **200 pounds in front of the axle, 50 behind**
- FreeLoader (Cargo Bag) weight capacity: **100 pounds per side** (X1 and X2)

These are safe operating limits, not failure limits. Please don't try to find the failure limit: that is very unpleasant for the bike, and could be very dangerous for you. Keep in mind that these limits assume you're using the bike in it's designed manner - on roads, with good visibility, under normal weather conditions, with all cargo loaded following best practices outlined in the “Hauling Cargo” section.



# YOUR SECOND RIDE

*How was your ride? Hopefully you got a good feel for the bike. You probably noticed that your Xtracycle rode much like other bikes you have ridden, yet you sensed a potential for new and creative uses. On future rides, make sure you do your Cargo ABC Quick Drop before each ride. You're also now ready to take on some bigger challenges, outlined in the pages that follow.*

# 1. SHIFTING

The EdgeRunner has multiple gears to make hills easier on your legs - particularly when you're carrying hundreds of pounds of cargo. There are two sets of gears and two shifters, which seems a bit complex, but is simple in practice.

The left shifter controls the front derailleur and makes large gear changes. The right shifter controls the rear derailleur and makes small gear changes. If you're finding that you're shifting from one end of the right shifter to the other all the time, consider using the left shifter more. For example, when you're approaching a traffic light, shift down a few clicks with the right shifter and one with the left. This will put you in a lower gear for starting, but once you start rolling again you can make one upshift with the left shifter and then adjust with the right, rather than needing to go through every gear on the right side.

One important thing to remember is that you can only change gears while you are pedaling, but you don't want to be putting a lot of load on the pedals when shifting. Trying to shift while the chain is under load results in rough shifts, broken chains, and can make the chain slip. So pedal gently while shifting! When you approach a stop sign or hill shift, down before you get there - since it's hard to shift under load, you want to be in a lower gear before you have to get rolling again or tackle that hill.

## 2. BRAKING

EdgeRunner comes equipped with quality mechanical or hydraulic disc brakes. When you are riding around without cargo on the bike, the front brake is the most effective: Most of your weight is over the front wheel, so it has the best traction. As you add more and more cargo over the rear wheel, the rear brake becomes more and more effective. If you are in reduced traction conditions using the rear brake more, keeping your speed lower and slowing sooner is recommended. Unlike other bikes it is pretty hard to flip an EdgeRunner over due to hitting the front brake too hard, but it is possible to lose traction and “washout” the front wheel if the road is slippery.



## 3. TRANSIT AND AUTO TRANSPORT

Longbikes in general are harder to get on public transit and some localities have restrictions on when or how bikes can be put on public transit. Ask your dealer for more information about rules specific to your area, or contact the service provider.

The EdgeRunner can be put on a standard bus bike rack by removing the front wheel, placing the fork in the front wheel tray, and securing the bike with the front wheel arm on the top tube. An Xtracycle CinchStrap can be a helpful tool when putting your LongTail on a bus. Follow this link to see Xtracycle super-user Chris Nygarrd demonstrating proper technique: [j.mp/14DhTGv](https://j.mp/14DhTGv)

Elevated or subway trains can be accessed via elevator. For small elevators the bike can be stood on end to fit - this method even works when you have cargo (securely) attached.

Transporting an EdgeRunner by motor vehicle can be done in one of two ways. If it is a long car, truck, minivan, or SUV it can be carried inside with the seats folded down, or in the bed. If that's not an option, the best way is to use a tandem tray on a roof-mounted rack (check out RockyMounts tandem trays). Remember to remove the bags before going on any long, high-speed trips: the bags were designed for bike, not freeway, speeds.

## **4. NAVIGATING THE URBAN JUNGLE**

Streets in cities are often narrow and lack bike lanes, many drivers will cut very close to a cyclist rather than change lanes. It may seem counter-intuitive, but riding 3+ feet to the left of the gutter or any parked cars greatly improves your safety: It helps keep you out of the "door zone," motorists can see you better, and it gives you a margin of safety to both sides if you need to get around a pothole or broken glass. It also encourages motorists to pass around you safely, rather. Keep your cargo-bike moxie strong - take the lane if you need to!

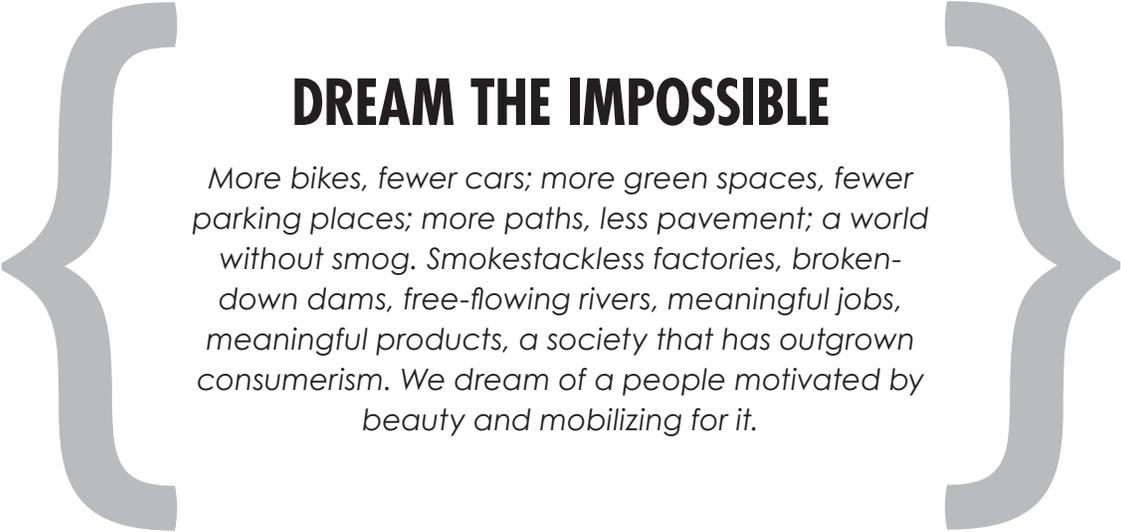
Be courteous to other road users: signal lane changes, stay off sidewalks, and obey stop signs/lights. Keep in mind that there is a bit of cargo-bike-savvy needed in plotting the best route from A to B - bike routes and paths are your ally: keep your uphill short and your downhill long!

## 5. LOCKING YOUR CARGO BIKE

Arabic wisdom tells us: "Trust in God. And tie your camel." So, too, shall we lock our bikes. The most secure way is to use two U-locks, one to secure the front wheel and frame to a fixed object, and a second smaller one to secure the rear wheel to the frame. Theft of Cargo Bags (X1,X2, FreeLoaders) is quite difficult and extremely rare, so we wouldn't suggest that you worry much about that.

How you lock your bike is only half the battle, where and when is equally important. Locking your bike up downtown during the day - likely ok. At night - less ok. Locking it overnight in public urban areas - think again. If you commute to work, see if there is secure bike parking in your building, or if you can bring it inside with you. When you go home at night, it's best to store bikes inside a house or secure garage - it keeps them out of the weather and a bit safer. Finally, add the EdgeRunner to your homeowner's or renter's insurance and save your receipt, photos, and serial number in a safe place. Doing the first makes it easier to get a new bike if yours is ever stolen, and the latter makes it easier for the police to find your bike - it's a rare occurrence, but without the serial it's impossible.





## **DREAM THE IMPOSSIBLE**

*More bikes, fewer cars; more green spaces, fewer parking places; more paths, less pavement; a world without smog. Smokestackless factories, broken-down dams, free-flowing rivers, meaningful jobs, meaningful products, a society that has outgrown consumerism. We dream of a people motivated by beauty and mobilizing for it.*



# RIDING WITH PASSENGERS

*Riding with passengers is super fun for both you and them, but it can present some unique challenges. Here we've broken everything out into three categories: General Passengering, Passengers Under 4, Passengers 4 and Up. General Passengering applies to all passengers, and each section thereafter covers a specific age.*

# GENERAL PASSENGERING

1. Passengers should always wear helmets.
2. Never ever carry passengers without bags or other suitable foot guard in place. Xtracycle X1 & X2 bags serve as foot guards.
3. Check your state laws (<http://www.bikeleague.org/action/bikelaws/>) regarding local regulations for carrying passengers on bikes, and most importantly use your best judgment in selecting routes and choosing how to place your children on the bike.
4. Passengers are generally the most weight you'll carry, and all that weight is on top of the deck, making it relatively high. This means that they tend to affect your steering more than cargo in the bags or on horizontal racks.
5. Since they are behind you, your passengers can't see bumps or turns coming up - let them know what's about to happen so they can brace for bumps, and help lean into turns.
6. Loading and unloading, and slow speed starts/stops are the most vulnerable times for losing control of the bike. Practice loading and unloading and slow speed maneuvering on flat ground with no traffic around before taking to the road with passengers. An Xtracycle KickBack can make loading and unloading more safe and stable.



**Maximum recommended number of passengers with use of the Xtracycle Hooptie is 3 passengers, totaling no more than 200 lbs, with no more than 50 lbs rear of the center of the rear wheel.**

## **PASSENGERS UNDER 4 YEARS OLD**

Most parents and laws agree that children under the age of four need to be in a child seat with a safety harness. A good child seat will be durable, safety tested, and will cushion passenger from bumps. The Yepp EasyFit Maxi is recommended for ages 9 months to about four years, up to 48 lbs. Any child riding on your Xtracycle, regardless of age, should be strong enough to hold up their head and withstand the bouncing that comes with riding on the back of the bike.



### **Placement of the child seat and passenger configurations:**

When carrying one child under 4, position the childseat forward on the deck for maximum comfort and control while riding. When carrying 2 children under 4, position 2 child seats in line, as far forward as possible, while allowing room to comfortably get children in and out of seats. When carrying one child under 4 & one child over 4, position the child seat as far forward as possible while still allowing for room for the forward-most passenger to sit comfortably. We recommend the Hooptie when carrying multiple children on your Xtracycle. Hooptie has two settings: wide and narrow. A kid seat fits between the inner rails of Hooptie in its widest setting.

# PASSENGERS 4 YEARS AND UP

According to most state laws (and common courtesy), all passengers should be afforded a seat, a safe place to put their hands, and secure footrests. The EdgeRunner Family affords all of these for up to 3 children as well as a super stable, double-legged kickstand called KickBack. One way to evaluate if your child is ready to graduate from a childseat and safely ride with the Hooptie, is to evaluate whether they could ride on a trail-a-bike, or on their own bike along side you. Riding on the Hooptie requires a similar level of self awareness and attention to holding on, while offering more safety and security.

## **Sleepy heads**

Little passengers are more likely to fall asleep on the ride, often resulting in a disconcerting drowsy head droop. While it's difficult to prevent the head droop from happening, you can help support your child's body to keep them safe and comfortable. Tightly securing them with the seat harness is the first line of defense. Make seat straps tight without restricting the child's ability to breath comfortably. When a child falls asleep, consider wrapping their upper body with a blanket or adult sweatshirt to hold them snugly against the back of the seat. This will keep the child warm and keep their body well supported, and limit the sway of the head. Avoid tying anything around the child's neck in an effort to pad their neck.

# KIDS NEED HANDLES, FOOTRESTS, AND A SEAT

According to most state bicycle laws (and common sense), all passengers over 4 years should be afforded a seat, a place to put their hands, and dedicated footrests. The Xtracycle Family bundle provides these necessities for up to up to 3 children as well as the essential, super-stable, double-legged kickstand, the KickBack ([www.xtracycle.com/kickback](http://www.xtracycle.com/kickback)).

## SAFE AND SAFER

The Xtracycle Hooptie expands to fit around child seats, which should be mounted as close to the front of the deck as possible. Mounting them closer to the front of the deck reduces sway, but if you have an older child who will be sitting on the deck, position them in front and the seat behind.

## PASSENGER CONFIGURATIONS

As a general rule, for maximum control over the bicycle, position children as far forward as is comfortable. Two children over 4, both facing forward, can generally fit in front of the rear axle. Because of the long wheelbase and low center of gravity of EdgeRunner, children (up to 50 lbs) can be positioned at the rear of the bike if necessary while maintaining good handling of the bike.



## **LOADING UP**

Child passengers can be loaded into the Hooptie from above with the assistance of an adult. They can be lifted into place, or supported while climbing over the top of the Hooptie. Before putting on their helmet and with the Hooptie in the narrow setting, children may be able to slip under the Hooptie rails, and they may exit the Hooptie from below after removing their helmet.

## **WHICH WAY MOMMY?**

Child passengers can face forward or backwards in the Hooptie, but their position may impact the handling of the bicycle for the rider, and may also impact their ability to anticipate riding conditions. When in the narrow setting, the Hooptie does a good job of containing children while enabling them freedom to face in either direction.

## **SUDDEN BRAKING CAN CAUSE INJURY.**

## **WATCH OUT FOR POTHOLES.**

Hitting a pothole at even slow speeds can be shocking and painful for your passengers, and potentially damaging for your bike and rear wheel. Because passengers are positioned directly

over the rear wheel (more or less), they experience the jolt of a pothole much more intensely than the rider. Watch the road and take it slow on unfamiliar roads when carrying passengers.

## **CURB HOPPING IS FOR BMX BIKES.**

Avoid going up or down curbs with passengers on board - both for their comfort and safety, and to preserve the longevity of your rear wheel.

## **HAVING SLOW SPEED STABILITY ISSUES?**

If you are having trouble maintaining stability at slow speeds with your passengers on board, talk to your local dealer about modifying your EdgeRunner racks to position your children's weight as low as possible. This can affect the performance and fit of our cargo bike bags, but can in some situations be a worthwhile trade off for greater stability and safety

## **WET WEATHER RIDING WITH KIDS.**

Wet weather can impair your visibility, the visibility of drivers around you, and may impact the stopping power of your brakes. Make sure that you have good reflective gear or your lights on your bike and you and your passenger are well protected from the elements, and do the best to keep your wet weather adventure safe and fun.



## THE ALCHEMY OF THE MUNDANE

*I prefer to take a simpler approach...*

*Like it or not, we've all got to get crap done. Not only does getting crap done comprise most of our day, but it's largely the stress and irritation that goes along with getting crap done that makes us so unhappy. Therefore, it would stand to reason that, if you can render getting crap done into fun, you can turn drudgery into delight. It's sort of the alchemy of the mundane.*

**- BikeSnobNYC on riding his Xtracycle**



# HAULING CARGO

While in volunteering in Nicaragua in 1995, Xtracycle inventor, Ross Evans, journaled:  
*“What is the cheapest, lightest, simplest, most maneuverable, most adaptable, strongest way to carry cargo with a bicycle?”*

Now we know. Xtracycle!



# QUICK RECIPES FOR CARGO HAULING GREATNESS

Here are some quick guides for carrying common objects on your EdgeRunner. For all of these make sure that your straps and bags are in good condition, the racks and deck are secure, and your bike is in good working order.

## *TOWING*

Towing another bike is perhaps the most common awkward load you'll encounter. You can simply place the front wheel and fork of the towed bike into the back half of the FreeLoader and cinch everything down, but this method isn't the most secure. Our recommended method involves a few more parts, but results in a smoother ride.

### **INGREDIENTS:**

Cam Strap, Toe Strap - or other short strap, a bit of padding - IPE foam works great!

### **STARTING UP**

Loop a cam strap over the wheel in the cargo bag to keep the bike from swaying from side to side, and secure the crank set of the towed bike using a toe strap - otherwise the pedal can

sometimes hit the back of the EdgeRunner. A bit of padding between the fork and the Xtracycle rack will help prevent wear on the fork. This method works pretty well for all adult bikes - any bike too small to tow you can simply carry in the FreeLoader.

## ***THE PIZZA RUN***

No need for extra parts; simple as picking up a pie. Works for other large/bulky objects as well.

Unbuckle and loosen the middle straps on both sides, and connect them over the middle - the straps come with opposite-gendered buckles, so you don't have to carry an extra strap to snag wide loads. Tighten them down, making sure the pie is centered and secure then ride off! For extra security you can buckle the front and rear straps diagonally across the pizza, left front to right rear, and left rear to right front.

## ***SURF'S UP***

Surfboards, kayaks, and SUPs can all be carried with an Xtracycle. Enter the DIY SurfRack.

### **INGREDIENTS:**

Wideloader, Longloader, Cam Straps, Pipe Insulation for 1" diameter pipe, very thick Zip-ties.



## **THE PROCESS:**

Remove the skin from the Wideloader. Install the LongLoader and Wideloader on whichever side you'd like to carry your board on, then cover both with the pipe foam. Gently place your board on the bike, and note any points that the board hits that aren't covered in foam. Add foam to those areas, using zip ties if needed to secure it, then check the fit again with the board. If everything looks good, secure the board with the included cam straps, and go hit the waves! (Caution: Remove bike from board before hitting the waves. Do not use your EdgeRunner as a flotation device.)

## **THE WORLD'S MOST FUN GROCERY RUN**

Going to the store is one of the most rewarding uses of the EdgeRunner - rockstar parking every time! Again, this tip doesn't require any parts beyond those that came with your EdgeRunner.

Get some groceries: We'll be dealing with four grocery bags in this example, but you can get more or fewer. Loosen the front, middle, and rear straps on both side of the bags. Drop your grocery bags in, starting with the left side of the bike - one in front of the middle strap, then one behind. Tighten up the straps until the grocery bags are secure, then load up and tighten the right side. And that's it!

# HOW TO CARRY (ALMOST) ANYTHING

With the right parts and techniques you can carry quite large or oddly-shaped objects. Over the years Xtracyclists have carted everything from 2x4s to boxsprings, and more than a few cellos.

Carrying really large objects requires more planning than your average ride. For starters, route planning becomes really key - slipping between bollards might not be possible, and streets with one lane and lots of traffic pose a hazard. Hills become a major obstacle, both going up and coming down - carting 350 pounds up a hill is no small feat, and it requires good braking practices to bring it all safely down the other side. Ask your shop to explain how to use disk brakes safely on hills.

Large cargo will also change the handling of the bike dramatically: Box springs make for a large sail, long ladders can set the bike a-wiggling, and lopsided loads can pull the bike to one side. For this reason it's important to get a feel for the bike and cargo's behavior in a low-traffic area before charging onto the streets.

It's also important to make sure you've secured your load and to check it after the first few minutes of riding. Ratcheting straps are great for this because they let you get everything much tighter than with rope or plain webbing, and you don't need to be great at tying knots to use them.

There are a few accessories to help you carry bulky cargo on the EdgeRunner. As mentioned



before, ratcheting straps are invaluable, but a Kickback and U-tubes make it significantly easier load the bike. Speaking of which...

## **THERE ARE THREE MAIN FACTORS TO KEEP IN MIND WHILE LOADING THE EDGERUNNER (OR ANY XTRACYCLE, REALLY)**

1. Clearance, Clarence
2. Center of gravity
3. Good Vibes

### **CLEARANCE**

Clearance is the easiest of the three to check, but is the most often overlooked. Just make sure that you have enough room to still get onto the bike, pedal, and control it safely. This means that long objects should be positioned so that they clear the pedals, tall ones so that you can still sit in the saddle, and no cargo should block the normal operation of the rear brake and derailleur. If you cannot position the cargo to fulfill ALL of these requirements, do not attempt to carry it!

### **CENTER OF GRAVITY**

Center of gravity is the balance point of the bike. In this case you want to position the cargo so

that its center of gravity is as close to the centerline of the bike as possible: The bike should be able to balance more-or-less vertically when loaded. For example, when carrying boxed bikes, you should try to carry two if possible.

A box per side balances the bike nicely, but just one will make the bike pull strongly towards that side. Try to keep as much weight near the front of the rack as possible, because the farther back the weight is the more likely it is to induce vibrations in the bike.

## **GOOD VIBES**

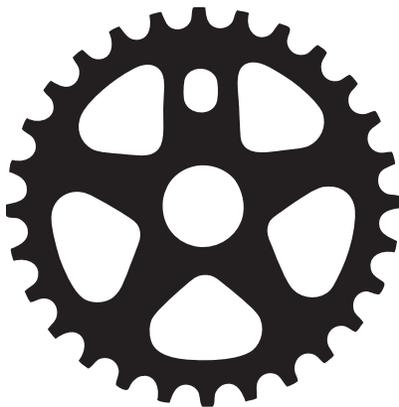
Good vibes are something that we think about more when listening to music than loading cargo bikes, but it comes into play with long, flexible cargo. Like a guitar string, long cargo can start wiggling at a specific frequency - resonating - and that in turn can make the bike wiggle too. The trick is to minimize these big wiggles and turn them into smaller, higher frequency vibrations that affect the ride less. To do this you can either make the object shorter or more rigid. Odds are you're not going to chop your ladder in half to make it shorter, but making it more rigid is surprisingly easy. In the case of ladders or 2x4s, lay them flat on the U-tube or Wideloader rather than standing them on edge: They are much more rigid across their width than their edge. When transporting tubes, bundle them together tightly, so they act as one rigid, large-diameter object rather than a bunch of floppy individual ones. Again, test riding before you embark on your journey is key: You don't want to be surprised by a violent wobble.

Always make sure your cargo is secured by straps rated over the weight of your cargo, and attach warning flags to any cargo extending behind or in front of your bike.



## BE A GOOD BUTTERFLY

*In 1963, physicist Edward Lorenz stumbled upon a profound new way of looking at the world. Searching for better ways to predict the weather, a mistake in his research led him to a principle he called "sensitivity to initial conditions." In essence, he realized that even a minute action in a remote part of a system can have a dynamic impact on the entire system. "If the theory were correct, one flap of a butterfly's wings would be enough to alter the course of the weather forever," wrote Lorenz. Not only would the impact be dynamic, but it would cascade in unpredictable ways. At Xtracycle, we believe that individuals affect the world similarly. This optimism keeps us fighting for what we believe, confident that untold and unanticipated good will unfold. If a butterfly can cause a tornado, so can you. Make it a good one.*



# **XTRACYCLE LIMITED WARRANTY**



# XTRACYCLE LIMITED WARRANTY

Xtracycle bicycles are sold by authorized dealers who understand the specific assembly and service needs of our products. Xtracycle warranties against defects in materials and workmanship to the original retail purchaser (“Owner”) of an EdgeRunner bicycle from the Date of Purchase according to the following terms:

**THREE YEARS:** Frame, Fork

**ONE YEAR:** All other parts, excluding items listed: Chain, Cassette, Chainrings, Rims, Spokes, Nipples, Tires, Tubes, Valves, Grips, bar end Plugs, Brake Pads, LEDs, Kickstand ends

**ADDITIONAL COVERAGE:** Any other original part or component shall be covered by the stated warranty of the original manufacturer for that part or component.

## LIMITED WARRANTY

This warranty is limited to the repair or replacement at the Manufacturer’s discretion of a defective part and is the sole remedy of this warranty. This warranty applies only to the original retail purchaser and is non-transferable. This warranty only covers bicycles and bicycle components purchased through an authorized Xtracycle dealer and is only valid within the country in which the bicycle was originally purchased. As not all models or parts are sold in all countries, service is not guaranteed outside of the original country of purchase. Claims made

outside of the original country of purchase or the authorized dealer network may be subject to additional fees and/or delays in obtaining service parts and information.

## **Xtracycle Warranty Support**

Xtracycle will replace or repair any parts that manifest a defect in materials and/or workmanship during the warranty period. Any part that is replaced pursuant to this warranty will be replaced by parts of the same or similar design, however Xtracycle reserves the right to replace defective parts with other parts of different design manufactured by or on behalf of Xtracycle, provided such replacement will not reduce the function of the original part.

## **Owner's Responsibility**

The Owner shall demonstrate reasonable care and use, and follow preventive maintenance, storage, and lubrication schedules as required by use, climate, and other pertinent factors. Should a product defect become known, the Owner should stop riding the bicycle and transport the bike or part(s) to and from an authorized Xtracycle dealer for warranty repair (within the applicable warranty period). The transport of the bike or any bike part to the dealer is the Owner's responsibility.

All claims to this warranty must be made through an Xtracycle authorized dealer or exclusive distributor. Proof of purchase must be supplied with any warranty request. All Xtracycle bicycles must be registered with Xtracycle before a warranty claim may be processed.



## THE WARRANTY DOES NOT COVER:

- normal wear and tear
- improper assembly or follow-up maintenance
- installation of parts or accessories not originally intended or compatible with the bicycle as sold
- damage or failure due to accident
- misuse or neglect
- modification of the frame, fork, or components

## REGISTERING AN XTRACYCLE BIKE

To be kept up to date with the latest information regarding a specific Xtracycle Bicycle, and for notices regarding any warranty or service issues, all Xtracycle bicycles should be registered online at: <http://www.xtracycle.com/warranty-registration>

# EXCLUSIONS

This warranty does not cover damage and/or defects that occur under the following conditions:

- if a bike has been used, ridden, handled, maintained, or overloaded in a manner that does not abide by the product specifications or instructions
- if a bike has been re-assembled, repaired, or modified by personnel not authorized by Xtracycle
- if a part has been misused, or has sustained physical damage from any cause other than its intended use
- if the product has been subjected to fire, flood, accidental breakage, improper actions by third parties, and/or any event outside Xtracycle's control
- if the frame number and/or service tag of the bike has been defaced, modified, or manipulated, or is otherwise not clearly identifiable

**This is the only warranty made by Xtracycle and no employee, agent, or reseller of Xtracycle is authorized to make any other warranty on behalf of Xtracycle.**



# HOW TO MAKE A WARRANTY CLAIM

1. The Owner must submit bike and/or parts, a photo of the defective part, and a detailed description of the defect to an authorized Xtracycle dealer for the repair or replacement of parts under warranty. Warranty claims are best processed via the original dealer in the country of purchase. All requests must include the original bill of sale and this limited warranty statement as proof of warranty coverage.
2. Based on the warranty claim info provided, Xtracycle will determine if the necessary repairs are covered by this warranty and follow up with the dealer. Xtracycle, or its agent, is only liable for costs arising from the provision of a replacement part to the dealer specified by Xtracycle under this warranty, which shall include shipping the replacement part to the dealer and compensating the dealer for processing the claim.
3. The Owner must cover any additional costs associated with making a claim under this warranty, which shall include, but not be limited to, costs of deposit and collection of the part or bicycle, costs of labor for replacement of the part claimed under warranty, costs of general check-ups or maintenance, and costs of changing parts not affected by the warranty claim.

# DISCLAIMER OF IMPLIED WARRANTIES

This limited warranty is in lieu of all other expressed or implied warranties, including any warranty of FITNESS FOR A PARTICULAR PURPOSE OR USE otherwise applicable to this product. Xtracycle shall not be liable for any special incidental or consequential damage, including lost profits. There are no warranties extended other than as provided herein. This limited warranty may be modified only by Xtracycle.

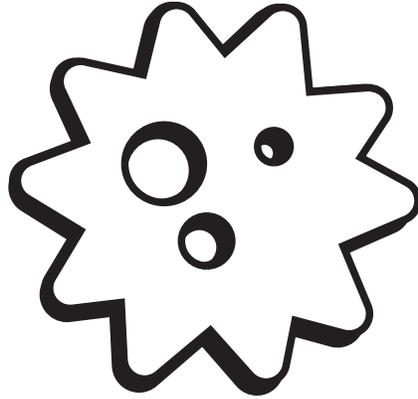
## NOTES

If any part of this warranty does not comply with local law, then it shall be deemed separable from the rest of this warranty, which remains enforceable, and shall be interpreted as the closest meaning of that written above, in English, or the minimum required by such local law. This warranty does not affect the statutory rights of the consumer.



## ABOUT US

*Xtracycle Inc. is a manufacturer, educator, and vehicle for social change whose products enable an entirely new means of mobility all over the Earth. We pioneered and now promote the LongTail cargo bike in the developed world as a boundary-pushing bicycle and a soul-satisfying alternative to automobile dependence. Profits support developing world initiatives, making cargo and bicycle technology accessible to all. We are committed to creating a new model of business that adds to the natural wealth of humanity and the planet. We seek to leave beauty in our tire tracks.*



**XTRACYCLE IS A VERB**



# EDGE-RUNNING

Luminary mycologist Paul Stamets uses the term “Edge runner” to refer to the growth habit of certain mycelia, fungal bodies who run rapidly and hidden along the edges of plant life, plant death, and soil. Edge runners’ function is to catalyze new growth by reclaiming nutrients from complex dead matter, even the sometimes toxic wastes of human industry. They break down the old into the new, enabling generational change. The name EdgeRunner, apart from being a middle name of Xtracycle inventor and proud father Ross Evans’ son, befits Xtracycle’s original hitchless trailer concept most plainly, recycling MTBs for practical use, inspiring and firing up the imaginations of thousands of people to reclaim our cities from car dependence. The complete EdgeRunner bicycle, not being converted from old, runs ahead in a broader course prepared by the first generation, reaching out toward families for whom cargo bikes are no longer mainly emblems of sacrifice, craftiness, and revolt, but more of practical aspiration, refinement and beauty. In other words, fresh culture.

**OAKLAND, CALIFORNIA**

**WWW.XTRACYCLE.COM**

**EST. 1998**

*Ride bikes. Carry stuff.*