



# Performance & Sports Trike



## Assembly Instructions

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# 1.0 Introduction

Thank you for choosing KMX®!

You are now the proud owner of a fantastic Performance or Sports KMX®, which will provide many years of enjoyment.

KMX Karts Ltd does its utmost to design and produce safe and fun products and so the utmost care has been used to ensure that your KMX® is strong, safe and durable.

This manual gives you instructions for assembling and maintaining your KMX®, as well as the guarantee conditions. Please take note of the directions for use, to ensure many years of service from your KMX®. Please keep this manual for future reference.

## 2.0 You need to read this manual!

Your KMX® has a long life span. It should be assembled by an adult, who should be aware of the safety instructions and maintenance schedule.

This manual ensures the best results from your KMX®. It is important for you to know the KMX®, its characteristics and use.

The KMX® is a fully functional Trike recumbent. This means your KMX® is allowed on the public roads, and complies with the European General Products Safety Regulations. It has also been tested to all relevant section of EN14764, the UK standard for bikes, and the CPSC for Bikes in the USA.

For safety we recommend that an Adult should supervise any child using a KMX®.

Warning: Your KMX®, like bicycles, Roller Blades, Roller Skates, Skateboards, Cars, Boats or any other moving vehicle, can cause injury. Exercise caution when riding your KMX®. Pay attention to street signs, be courteous to pedestrians and road users and by all means obey the law. Ensure that both hands are on the handgrips and both feet are on the pedals at all times that the KMX® is in motion.

KMX Karts Ltd also recommends that you wear proper protection, such as a helmet and gloves while riding. Please bear in mind children's natural urge to play and that this could cause unexpected dangerous situations, for which the manufacturer and KMX Karts Ltd cannot be held responsible. Teach your children how to use the KMX® and point out possible dangers to them.

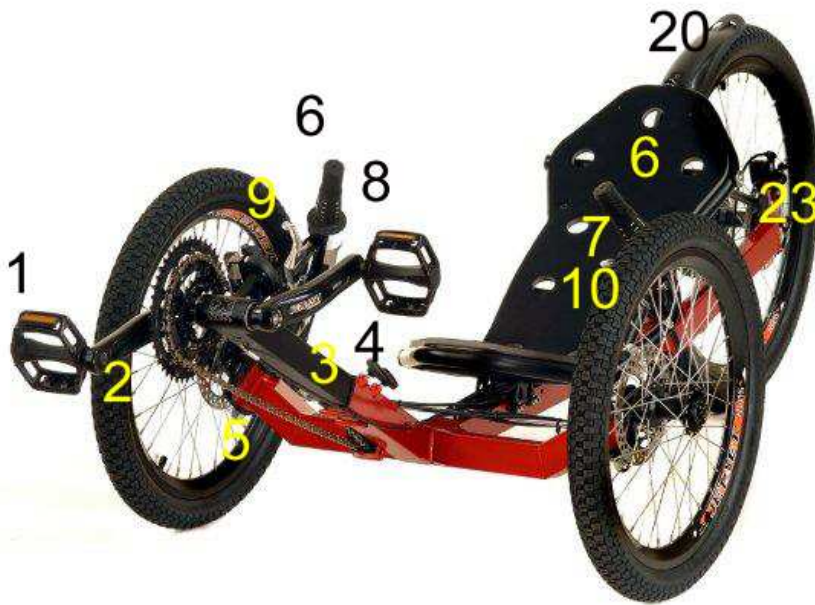
The KMX® is designed for riders taller than 1.5m and weighing less than 95kg.

Should you have any queries or problems, please contact your supplier or visit our Website: [www.kmxkarts.com](http://www.kmxkarts.com).

KMX Karts Ltd cannot be held responsible for any omission in this users' manual. Please always apply the highest safety precautions and follow these guidelines when the user is using it.

## 3.0 Your KMX® Parts

- |                            |                           |                       |
|----------------------------|---------------------------|-----------------------|
| 1 Pedal                    | 11 Rear brake park button | 21 Rear Derailleur    |
| 2 Crank                    | 12 Adjustable Seat        | 22 Main Frame         |
| 3 Front Sliding Boom       | 13 Seat clamps            | 23 Safety flag holder |
| 4 Front Boom Clamps        | 14 Chain and Chain tubes  | 24 Front chain rings  |
| 5 Front wheel pivot bolts  | 15 Front Wheel Axle Bolt  | 25 Front Disc brakes  |
| 6 Handle Bars              | 16 Chain pulley           | 26 Rear Disc brake    |
| 7 Front Twist Grip Changer | 17 Chain tube spring      |                       |
| 8 Rear Twist Grip Changer  | 18 Rear Wheel             |                       |
| 9 Front brake lever        | 19 Front Wheel            |                       |
| 10 Rear brake lever        | 20 Mudguard               |                       |



## 4.0 Assembly Instructions

### Assembly Instructions

1. Carefully remove all the items from the box and remove the protective packaging.
2. Stand the box on it's open end and place the trike frame on top. (Photo 1)



Photo 1



Photo 2

### HANDLE BARS & STEERING

3. Insert the handlebars fully into the handlebar mounts. Do not tighten the clamps at this stage. (Photo 2).
4. Attach the left hand track rod end. Copy the right hand track rod end for the position of the washers and spacers. (Photo 3)



Photo 3



Photo 4

### REAR WHEEL ATTACHMENT

5. Move the rear derailleur to the outside of the frame, ensuring that the chain is laid as shown. (Photo 4).

6. Move the disc brake to the outside of the frame. (Photo 5)



Photo 5



Photo 6

7. Locate the rear wheel into the frame. Secure the wheel using the axle nuts or quick release clamp provided. (Photo 6).

### **REAR DERAILLEUR & BRAKE**

8. Select the highest gear on the right hand handlebar gear changer. Place the chain over the smallest rear sprocket and attach the derailleur to the gear hanger using a 5mm allen key. (Photo 7).



Photo 7



Photo 8

9. Attach the rear disc brake using the two M6 bolts. (Photo 8).

## FRONT BOOM ASSEMBLY

### FOR PERFORMANCE MODELS GO TO: NO. 11

10. **SPORT MODELS:** Insert the boom into the front frame and attach the pedals. Note: The left hand pedal has a left hand thread. Take the chain coming from the pulley closest to the frame and place this over the top of the front chain ring. (Photo 9).



Photo 9 (Sport Model)



Photo 10 (Performance Model)

11. **PERFORMANCE MODELS:** Insert the boom into the front frame and attach the pedals. Note: The left hand pedal has a left hand thread. (Photo 10).

Ensure that the front derailleur and left hand gear changer are in the number 1 position ready to select the smallest front chain ring. Feed the cable and the 90 degree aluminium noodle through the slot on the underside of the boom so that the cable and the noodle end protrudes through the top hole in the boom and attach the cable to the front derailleur clamp (Photo 11).



Photo 11



Photo 12

**12. Chain Connection:**

First count the number of visible markings on the top of your boom. Refer to the table below to set the correct chain length. This will require a chain splitting tool and a suitably qualified person.

<b>Chain Length Chart</b>	
<b>Number of Visible Markings</b>	<b>Number of Chain Links To Be Removed</b>
0	20
1	16
2	12
3	8
4	4
5	0

- 13.** Once you have determined how many links need to be removed from the chain, cut the zip tie holding the two ends of chain together and remove the appropriate number of links. Run the chain through the front derailleur and around the smallest chain ring and connect the two ends of the chain together with the quick link connector provided. (Photo 12).

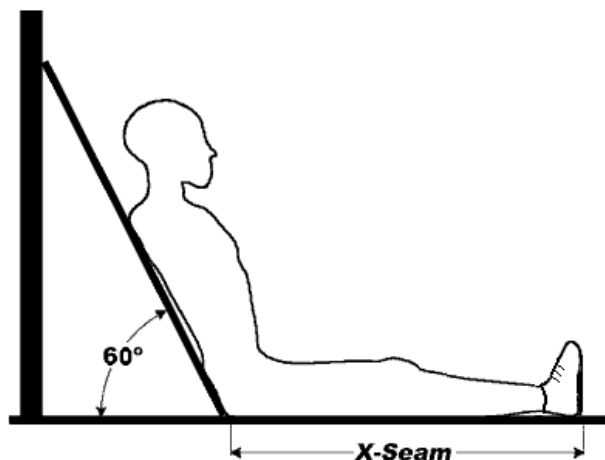
**NB: Ensure that the chain running through the pulley wheel closest to the frame is passing through the derailleur and over the top of the chain ring.**

**14. Seat Assembly :**

**FOR BOTH SPORT AND PERFORMANCE MODELS**

First measure your X seam. See diagram below:

Lean a board against a wall at the recommended angle. Sit tight against the bottom of the board, lean back and straighten your legs with your toes pointing upwards. Measure the distance from the front of the board to the bottom of your shoe. This will give you your X seam measurement.





15. Select the appropriate seat position referring to the chart below:

X SEAM	SEAT POSITION
36 inch to 38 inch – 91cm to 96cm	Forward
38 inch to 40 inch – 96cm to 101cm	Middle
40 inch to 44 inch – 101cm to 111cm	Rear

16. Lower the seat clamp onto the selected seat position on the main frame. Insert the two seat clamp bolts from the chain tube side ensuring that there is a plastic spacer between the seat clamp and the frame on either side. Fit the nuts and washers and tighten securely. (Photo 12).



Photo 12 (Middle position)



Photo 13

17. Slide the seat stay adjuster rods into the seat stays. Select the 3<sup>rd</sup> threaded hole and screw in the adjuster knobs. Note: There is a thread on one side of the slotted end. This should be positioned facing inwards. Locate the rear dropouts into slotted ends of the seat stay adjusters. Secure these with the M6 bolts. (Photo 13).
18. Attach the Seat Covering to the frame with the 8 nuts and bolts provided. Ensure that the seat covering is attached the correct way up. The top is marked with a sticker.
19. **Front Wheel Assembly**

#### **FOR BOTH SPORT AND PERFORMANCE MODELS**

**NB: It is important to note that the front wheels are Left and Right hand specific. Each wheel is fitted with a small sticker with either “L” or “R” on it to denote this.**

Select the correct front wheel for the side you are working on. Insert the disc into the brake calliper and push the axle through the wheel so that the end with the smaller thread locates into the hole in the steering pivot. Fit the 10mm nut and tighten securely by inserting the allen key into the outside end of the axle and using a 17mm spanner on the nut. (Photo 14)

Fit the ½” washer and nut onto the outside thread of the axle and tighten the nut to pull in the wheel assembly, then loosen the nut until the wheel spins freely with no side movement on the axle. (Photo 15).

Repeat this process for the opposite side wheel.

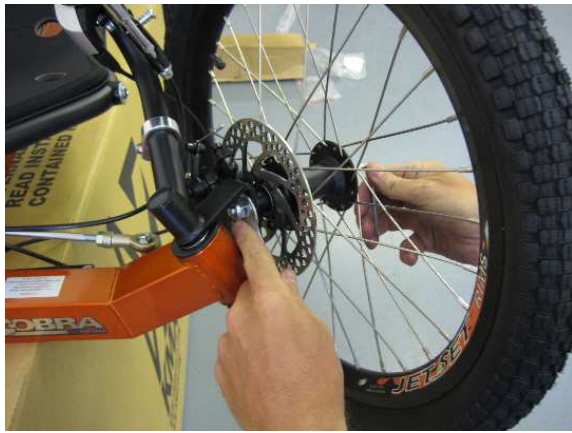


Photo 14



Photo 15

20. Tighten and adjust the brakes as per the manufacturer's instructions.

### **Fitting the Accessories**

#### **FOR BOTH SPORT AND PERFORMANCE MODELS**

21. Fit the mudguard to the top of the seat, using the bolt, washers and nut provided. (Photo 16)



Photo 16



Photo 17

22. If required fit the Flag to the rear wheel axle by first loosening the quick release clamp or axle nut. Insert the flag bracket and tighten the clamp or axle nut. (Photo 17).
23. If required, fit the Rear Reflector to the Flag Pole and fit the Front Reflector to the underside of the front frame. (Photo 18)



Photo 18

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**CONGRATULATIONS YOU ARE NEARLY THERE!  
BUT.....BEFORE YOU RIDE.....  
YOU NEED TO SET UP AND ADJUST YOUR TRIKE!**

23. Place the trike on the floor, sit in the seat and readjust the seat for the most comfortable angle, using the threaded holes in the seat stay adjuster rods. Adjust the boom length so that your right leg is straight with no bend at the knee when the right pedal is at its furthest point and your heel is on the pedal. This will ensure that when you are cycling and you have the ball of your foot on the pedal, you will have a slight bend at the knee. (See Photo 19 and 20). Screw in the two boom securing knobs and tighten securely. **NB. Never extend the boom beyond the Stop position mark.**

**FOR SPORT MODELS:** If the boom extends beyond the MAX mark, then you will need to add the short chain length supplied. Locate the quick link connector in the chain, remove this and add the extra chain links using both the quick link connectors provided. **NB. Never extend the boom beyond the Stop position mark.**



Photo 19



Photo 20

24. Set the handlebars to a comfortable reach and angle, making sure that your hands are clear of the tires. Tighten the handlebar clamps. (Photo 21).



Photo 21

25. Make sure the front wheels have the correct toe in. Measure between the inside of the front tires in the positions shown (See Photo 29). Loosen the lock nuts at either end of the steering rod (Left & Right hand threaded). Turn the rod until the measurement between the front of the tires is 2mm less than between the rear of the tires. Now retighten the lock nuts. (Photo 30).

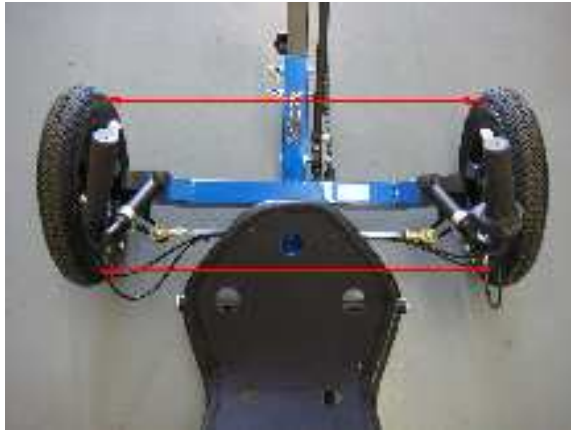


Photo 29



Photo 30

**HAVE FUN!!!!**

For further information including a video on how to assemble your KMX visit our website at [www.kmxkarts.com](http://www.kmxkarts.com)

## 5.0 Guidelines for safe use

Before using your KMX®, please check that it is in good working order, that all bolts and screws are tight and that tire pressure is as it should be. Please also check the brakes.

The KMX® is classified as a fully functional Trike recumbent. This means your KMX® is allowed on the public roads, and complies with the European General Products Safety Regulations. It has also been tested to all relevant sections of EN14764, the UK standard for bikes, and the CPSC for Bikes in the USA.

Your KMX®, like bicycles, Roller Blades, Roller Skates, Skateboards, Cars, Boats or any other moving vehicle, can cause injury. Exercise caution when riding your KMX®. Pay attention to street signs, be courteous to pedestrians and road users and by all means obey the law. Ensure that both hands are on the handgrips and both feet are on the pedals at all times that the KMX® is in motion.

For safety we recommend that an Adult should supervise any child using the KMX®.

Adapt your speed always according to the prevailing conditions. Riding down a slope (at an angle,) the KMX® could topple. Riding downhill will build up a high speed, so please take note of a longer braking distance.

We advise that whilst riding the KMX® the rider wears proper protection, such as a helmet and gloves while riding.

Ensure that both hands are on the handgrips and both feet are on the pedals at all times that the KMX® is in motion.

The KMX® X Class is not suitable for riders less than 1.5m in height, or more than 100 kg in weight.

Do not take bends at a too sharp an angle; this could cause the KMX® to topple.

Check the tire pressures regularly. See for the correct pressures chapter 3.

In case of improper use of your KMX® neither the manufacturer nor the dealer can be held responsible.

The KMX® cannot be used near staircases, swimming pools or any other water. Staircases should be shielded off, to avoid riders being able to ride up or down.

Engage the handbrake button on the rear brake lever to lock the rear brake before leaving the KMX® unattended.

Colliding and/or other stunts increase the chances of injury, and damage to your KMX®.

In this event, any damage cannot be reclaimed from the manufacturer or the dealer.

Do not place any unnecessary objects on or near the brake handles.

Clothes and limbs could get caught in rotating parts and/or hinge points. Avoid loose clothing like scarves, laces etc., as these could cause accidents.

Clothes could get soiled and/or damaged.

Avoid contact with the wheels whilst the KMX® is being driven.

This users' manual contains size indication guideline. However the owner is responsible for judging whether or not the KMX® is suitable for each rider, and that his or her size is appropriate.

A helmet is not compulsory, but in the interests of safety it is advisable.

Make sure that the seat and sliding boom is in the correct position, for safe use.

Do not let the user mount or dismount the KMX® whilst in motion.

Do not let the user drive in the dark without lighting.

Only one person can ride the KMX® at any time. Do not overload your KMX®.

The maximum loading is 100 kg.

Do not attach an engine or any other unapproved attachments to the KMX®.

Do not allow your KMX® to be pulled by any other vehicle.

KMX Karts Ltd, the suppliers of the KMX® and/or the manufacturer do not accept any liability for any injury or any other damage sustained and any incurred costs as a result of (wrongfully and/or inappropriate) use of the KMX®.

## 6.0 Maintenance

Every time before you ride:

Approx. time:  
4 minutes.

Inflate tires to correct pressure.  
Replace tires if worn.  
Test Brakes for correct operation.  
Check quick release clamps on both seat and front boom to insure they are locked and tight.  
Inspect tires for damage.

Every week: (in addition to above).

Approx. time:  
2 minutes.

Quickly wipe frame down and inspect for cracks.  
Check bolts and screws are fastened tight.  
Test brakes and shifting for adjustment.  
Inspect seat clamps and boom clamps for cracks and insure adequate tightness.

Every month or after your KMX® gets wet. (In addition to above).

Immediately after riding:

Approx. time:  
30 minutes.

Dry bike with towel; pedal the drive train with your hands while lifting the rear wheel to spin water out of rear bearing surfaces, cog set, chain, etc.  
Wash bike completely with soap and water. Dry bike, spin wheels and cycle drive train to expel water.  
Apply chain lubricant and wipe off excess.  
Apply lubricant to derailleur pivots and brake pivots.  
DO NOT get lubricant on tires or wheel/rim braking surfaces.  
Inspect wheels, hubs, steering set and bottom bracket adjustment and tightness.

If you stick to this maintenance schedule it is unlikely you will ever have a serious maintenance problem or major mechanical malfunction during a ride.

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## 7.0 Guarantee conditions

The KMX® owner can only claim under the guarantee by showing the original purchase receipt together with the completed guarantee certificate.

The owner of the KMX® can claim the following guarantee with the acceptance of the following restrictions:

- One year from date of purchase on the frame (regular use);
- All wear and tear parts (for example chain, crank, chain guides, tires etc.) are not covered by the guarantee.
- The guarantee only applies for material/construction errors of the KMX® and/or parts thereof.

The guarantee expires in the following situations:

- The KMX® has been handled without due care, has been involved in an accident, or when non- KMX® approved parts have been fitted.
- The KMX® has not been assembled as per instructions and/or not correctly maintained.
- Technical repairs of the KMX® are not executed professionally.
- Parts fitted afterwards do not match technical specifications of the KMX® or no original KMX® parts have been used and/or are not fitted correctly.
- Deficiencies due to climate, like rust, cracks in the rubber or usual weathering of the coatings.
- The KMX® is used for rental and/or otherwise used by non-specified users.

All claims under the guarantee for the KMX® have to be accompanied by a copy of the guarantee certificate.

The guarantee certificate needs to be completed and should contain the following details:

- Name and address of the owner
- Date of Purchase
- Description of parts for which a claim is being made under the guarantee.

The final decision whether or not the broken/damaged parts falls under the guarantee is made by an approved KMX® engineer.

In case the guarantee request does not apply to the repair, all costs have to be paid by the owner.

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## 8.0 Guarantee certificate

# GUARANTEE CERTIFICATE

(Purchaser copy)

Date of Purchase:

Type KMX®:

Color:

Signature buyer:

# GUARANTEE CERTIFICATE

(KMX Karts COPY)

Date of Purchase:

Type KMX®:

Color:

Retailer KMX®:

Name:

Address:

Town/City:

Zip/Postal-code:

Country:

Phone:

E-mail:

Signature purchaser:

Send to: KMX America LLC  
128 West Market Street  
Urbana, Ohio 43078  
USA