

Model series

City

Ultra

Sport

Lomo360

Neodrives

Lipo Smart

Smart Wild



General User Manual

R&E Stricker Reha-Entwicklungen GmbH

These operating manual are supplemented for models of the Neodrives, Lipo Smart and Smart Wild model series by additional operating manual.

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Notice to reader

For reasons of readability, the masculine form has been chosen in these instructions for use, nonetheless the information relates to members of all genders.

Misprints, mistakes and price or product changes reserved. Product changes include changes resulting from the further development of the mechanics or the legal requirements.

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1 Declaration of Conformity



The device complies with the current standards and guidelines of the EU. We certify this in the EC declaration of conformity. If required, we will be happy to send you the corresponding declaration of conformity. Our power assist devices have been tested by means of an electromagnetic compatibility test (EMC).

In the event of a change not agreed with R&E Stricker GmbH, this declaration loses its validity.

MDR: We confirm that our products (electric power assist devices and hand-operated wheelchair assist devices - Stricker Handbikes) comply with the essential requirements according to the new regulation (EU) 2017/745 (MDR) or the Medical Devices Act. The documentation of the production is available at the company R&E Stricker Reha-Entwicklungen GmbH. R&E Stricker Reha-Entwicklungen GmbH holds full responsibility for the issuance of the declaration of conformity.

DECLARATION OF CONFORMITY (CE, MDR)

You can find it on our website at: <https://www.stricker-handbikes.de/en/about-us/certificates>

2 Introductory notes

WARNING

Before operating the handcycle or power assist device, please read these operating instructions and all other supplied operating instructions carefully and observe them.

WARNING

Visually impaired persons or persons with cognitive impairments must have the information material and operating instructions read aloud by assistants. Corresponding documents are available on our website www.stricker-handbikes.de on the Internet. Videos and photos are also available there.

DEALER NOTICE

It is imperative that you hand over these operating instructions to each customer when handing over the handbike and expressly draw the customer's attention to the safety and danger instructions.

Never deliver a handbike without operating instructions!

3 Model note Lipo Smart and Neodrives

WARNING

If you have received this General User Manual for a handbike of the Lipo Smart or Neodrives model series, please read both this General User Manual and the additional user manual supplied with the respective model series.

It is imperative that you hand over these operating instructions to each customer when handing over the handbike and expressly draw the customer's attention to the safety and danger instructions.

4 Product Description & Intended Use

The handbike is coupled to a manual wheelchair as a manual traction aid. This allows the driver to be supported in his mobility. The aim is to extend the range of action by making it easier to cover longer distances independently. Coupling the handbike creates a three-wheeled vehicle with three relatively large wheels. The handbike therefore improves driving characteristics on uneven surfaces. Obstacles can also be overcome more easily. Driving downhill and on slopes becomes safer due to the additional braking systems. The handbike can be independently coupled to and released from the wheelchair by the rider. The wheelchair as such is not changed and its properties remain fully intact.

5 Safety and driving instructions for accident prevention

WARNING

These instructions are for your own safety. Please read them carefully before operating the hand bike and observe the instructions! Failure to observe the operating instructions could result in damage to the product as well as serious personal injury. We accept no liability for damage resulting from failure to observe the operating instructions.

NOTE

Observe all safety and hazard information and instructions, both in this and in all other operating instructions supplied.

5.1 Safety instructions

For your own safety, do not go without a bicycle helmet when riding a handcycle or power assist device.

5.1.1 Permitted speed

Be sure to comply with the legal regulations of the country in which you operate the handbike. The hand bike is approved for a maximum speed of

25 km/h. On steep inclines, you may only ride at a significantly lower speed in order to be able to brake safely at all times.

5.1.2 Permitted payload

The maximum load of the handbike is 120 kg. The maximum load of the wheelchair specified by the manufacturer may limit this. Use the lower value as a guide.

5.1.3 Users with small children

In the interest of the child, please refrain from riding a handbike with a child on your lap. There is a high risk of injury from the toothed belt or chain and from the rotating cranks.

5.2 Safety checks

WARNING

Carry out the following safety checks before every journey. These are primarily for your safety and the safety of all other road users.

5.2.1 Air pressure of the drive wheel

Check the air pressure of the handbike and wheelchair tires. The air pressure of the handbike tire should be about 3-4 bar, the air pressure of the wheelchair drive wheels about 5-7 bar. For the exact maximum values, please refer to the imprint on the respective tire. Too low an air pressure of the wheelchair wheels increases the risk of tipping over, especially in curves!

5.2.2 Secure fit of all components

Check all components, especially all screws, for tight fit. The four screws of the cross tube must be checked particularly carefully and tightened if necessary to exclude twisting. For the exact torque values, please refer to "E Torque list".

5.2.3 Straight run

Determine whether the drive wheel is aligned centrally to the wheelchair. The wheel must be in the center of the wheelchair track. Deviations of no more than 1 cm from the center are permissible. If necessary, use the instructions from "9 Coupling the handbike to the wheelchair".

The double-acting steering return supports straight-ahead running. Detailed information or setting instructions can be found in "11.1 Function of the steering damper".

WARNING

An incorrectly aligned drive wheel can lead to accidents due to poor straight-ahead running and vibrations.

5.2.4 Braking

Check whether the braking power of your handbike is sufficient. If this is not the case, check the settings of the brakes ("**15.5 V-Brake**" & "**15.6 Disc brake**"). Note that weather conditions, the road surface and the weight of the handbike and rider have a decisive influence on the braking distance.

Ensure that the coaster brake detent button is fully engaged. Also test the function of the automatic back-pedal engagement ("**12.1 Coaster brake**").

5.2.5 Toothed belt

Check the toothed belt for mechanical damage and irregularities.

Check the tension of the toothed belt and adjust the belt if necessary ("**5.2.5 Toothed belt**").

5.3 Driving instructions**5.3.1 Getting used to the handbike****WARNING**

Always adjust your driving to the degree of your disability.

WARNING

Always drive only fast enough to be able to brake safely at any time, even in unforeseeable situations! This applies especially to downhill driving.

WARNING

Always hold the cranks with both hands when riding and braking to reduce the risk of accidents.

Safe control of the combination of wheelchair and handbike requires some practice. Cautious and slow riding is particularly useful for beginners. Avoid mountainous terrain and bad roads at the beginning until you have familiarized yourself with the driving characteristics of the handbike.

By attaching the handbike or power assist device to your wheelchair, the four-wheeled wheelchair becomes a tricycle with various advantages and disadvantages. In curves, a tricycle is more unstable than a normal wheelchair! In the

beginning, familiarize yourself with the new driving and tilting behavior by driving carefully. Avoid jerky steering movements at all costs!

Also slowly get used to the higher speeds that can be reached with the handbike. Adjust your speed to the traffic situation at all times.

5.3.2 Driving at dusk and darkness

Always switch on the built-in lighting for rides at dusk and in the dark. Attach the supplied rear light to the back of your wheelchair. Always check the batteries for the rear light before driving off and have new ones ready.

5.3.3 Risk of falling

Avoid jerky steering movements at all costs!

Drive at a slow speed, especially in curves and in unclear situations. Tilt your upper body towards the inside of the curve (like a cyclist) to avoid tipping over the wheelchair.

With narrow wheelchairs and little camber of the wheelchair's drive wheels, the lateral tipping hazard is particularly high. To reduce the risk of tipping, we recommend our track widening Kippex.

To avoid the risk of falling, do not perform the following maneuvers with the handcycle or power assist device:

- Driving over several steps or landings
- Driving over a curb at an angle
- Turning on sloping roads
- Quick steering movements
- Abrupt braking in curves
- Braking too hard on wet roads

Reduce your speed when transitioning between slopes and level terrain.

Lateral stability is significantly increased by a negative camber of the wheelchair's rear wheels.

5.3.4 Mountain rides

If the incline is too steep, the drive wheel can lose grip and spin. To improve the climbing ability, you can equip your handbike with a wheelbase extension and additional weights. These also have a positive effect on traction on unpaved paths and braking behavior. Avoid attaching weight (e.g. a backpack) to the back of the wheelchair. It is better to use a luggage carrier at the front.

WARNING

If the drive wheel slips when driving downhill, it may be necessary to additionally apply the brakes of the wheelchair.

6 Condition of the wheelchair

Your handbike can be mounted to different wheelchairs. For this purpose, your wheelchair should be in a technically perfect condition. Do not use a wheelchair that has already undergone major repairs to the frame. We recommend wheelchairs with rigid frames, as these offer greater stability for use with a handbike than folding wheelchairs. Nevertheless, most folding wheelchairs are suitable for combination with our handbikes. If you have any questions about your wheelchair model or a planned new purchase, please contact us.

Make sure that the brakes of the wheelchair are in perfect condition.

Despite the attached handbike, you can move the wheelchair normally by driving the rear wheels. This means that driving forwards and backwards is possible without restriction. Steering by moving the wheelchair wheels is only possible to a limited extent due to the automatic steering reset.

7 Commissioning

Instruction is provided by a dealer, a medical supply store, a Stricker field service representative or a Stricker employee at R&E Stricker GmbH on site. We recommend involving an assistant for instruction and commissioning who can later provide handling support if necessary.

When using the handcycle or power assist device for the first time, drive at low speed and familiarize yourself with the handcycle. Always adapt the speed and driving maneuvers to your own ability, the external circumstances (weather, traffic) and the legal regulations. After a short time you will get a feeling for the handbike. Before you ride the handbike on slopes, inclines or uneven terrain, learn how to handle the handbike on firm, level ground.

8 Fitting the handbike to the wheelchair and the rider**NOTE**

Unpacking and installation video can be found [on www.stricker-handbikes.de/installationsupport](http://www.stricker-handbikes.de/installationsupport)

WARNING

Ensure that all screws are tightened to the appropriate torques after adjustment is complete. The corresponding torques can be found in the following instructions and in “**E Torque list**”. Screws that are not tightened properly pose a significant safety risk and can lead to serious injuries.



Fig. 1: City

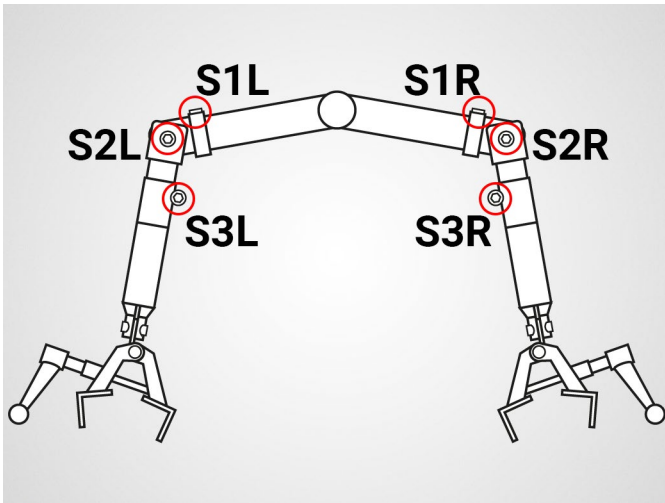


Fig. 2: Standard frame

8.1 Unpacking the handbike

The handbike is tied up in the box for transport. Cut the cord before removing the handbike.

For transport, both handles are removed and both longitudinal tubes are twisted upwards. The assembly and settings of the parts are explained below.

NOTE

To perform all adjustments, place the handcycle and your wheelchair securely on level, solid ground. Make sure there is enough space and light to carefully implement the adjustments.

8.2 Adjusting the inclination of the headstock tube

WARNING

Make sure that the corner brackets secured by the S1L and S1R screws do not slip out of the cross tubes. Do not use the insertion depth of the corner brackets to adjust the width of the clamping device.

Loosen the S1L and S1R screws using the Allen key (SW 6) provided. Turn the longitudinal tubes to the desired angle to the control bearing tube. A guide value for this is 90°. For fine adjustment of the crank position, you may have to adjust the angle again. Lightly tighten the S1L and S1R bolts (Fig. 2).

After completing all adjustments, tighten the S1L and S1R screws to a torque of 30 Nm.

NOTE

If you make adjustments to the inclination of the headset tube while the handbike is coupled to the wheelchair, also loosen the S3L and S3R screws to prevent tension in the frame. Tighten them again afterwards with a torque of 30 Nm.

8.3 Mounting the handles and cranks

If necessary, place the cranks back in place and tighten the screws to a torque of 25 Nm. Make sure that the cranks on a handbike are aligned in the same way as on a bicycle.

Screw the two handles to the cranks and tighten the screws (SW15) with a torque of 20-25 Nm.

8.4 Adjusting the length and width of the clamping device

To adjust the length of the longitudinal tubes and the angle of the clamps, loosen screws S3L and S3R. Make sure that the length of the longitudinal tubes is always set identically on both sides (Fig. 3).

Adjust the angle of the clamps according to the wheelchair frame at the clamping position. This is especially important for wheelchairs with V-shaped frames. Lightly tighten the S3L and S3R screws. After completing all adjustments, tighten the S3L and S3R screws to a torque of 30 Nm.

NOTE

If you make adjustments to the length of the longitudinal tubes while the handbike is coupled to the wheelchair, also loosen the S2L and S2R bolts to avoid tension in the frame.

To adjust the width of the clamping device, loosen the S2L and S2R screws. Adjust the clamping device to the width of the wheelchair frame. Make sure to set the same angle to the cross tube on both sides. Lightly tighten the S2L and S2R screws. After completing all adjustments, tighten the S2L and S2R screws to a torque of 30 Nm.

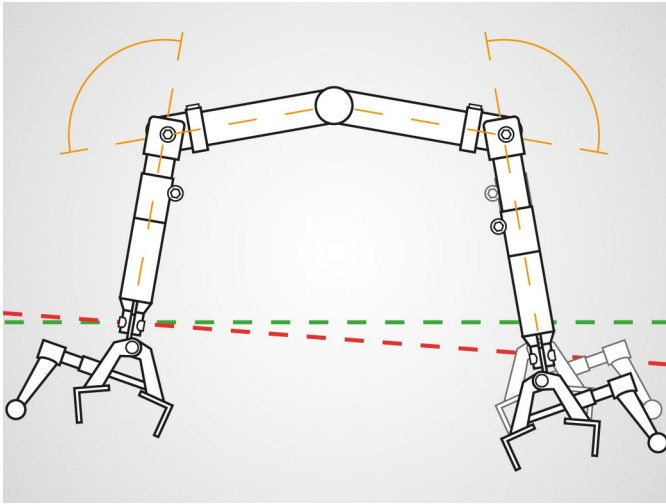


Fig. 3: Setting the default frame

8.5 Coupling the handbike to the wheelchair for the first time



Fig. 4: Clamp fixed to the wheelchair frame

Fig. 4 shows how the clamps are correctly fixed to the wheelchair. The position clamps mounted under the clamps ensure that the clamp always sits at the set height. The position clamps are included in the delivery and should be attached to the wheelchair.

If your wheelchair has removable footrests, an adaptation is necessary, as otherwise no stable connection can be made between the handbike or traction device and the wheelchair.

8.5.1 Fitting the stem fix (optional)

The front fixation fixes footrests that can be swivelled to the side and ensures that the clamps of the handbike or traction device can correctly

transfer the power transmission to the wheelchair when driving. The length of the stem fix can be determined with the holes. See **Fig. 5**



Fig. 5: The pre-mounting fix stabilises the swing-away footrests and enables a stable clamp connection.

8.5.2 Fitting the general adapter (optional)

If the clamp does not fit easily on the wheelchair, the general adapter can be used. The clamps are mounted on the rigid part of the wheelchair. The clamping surface then runs forward and provides a stable and straight support surface for the clamp. With the different holes, the adapter can be adapted to the wheelchair.

8.5.3 Rad ausrichten

Make sure that the screws S1L and S1R as well as S3L and S3R are only slightly tightened. A slight adjustment according to the wheelchair should still be possible. Make sure that the handbike stands straight.

Align the wheel of the handbike exactly in the center of the wheelchair track. A maximum deviation of 1 cm from the center is permissible. Use the footrest to check the alignment.

WARNING

An incorrectly aligned drive wheel can lead to accidents due to poor straight-ahead running and swinging tendencies.

To simplify the adjustment, you can make a template. Then drive the wheelchair up to the template so that the wheels are the same distance

from the line of symmetry. Place the drive wheel of the handbike exactly on the line of symmetry (Fig. 6).

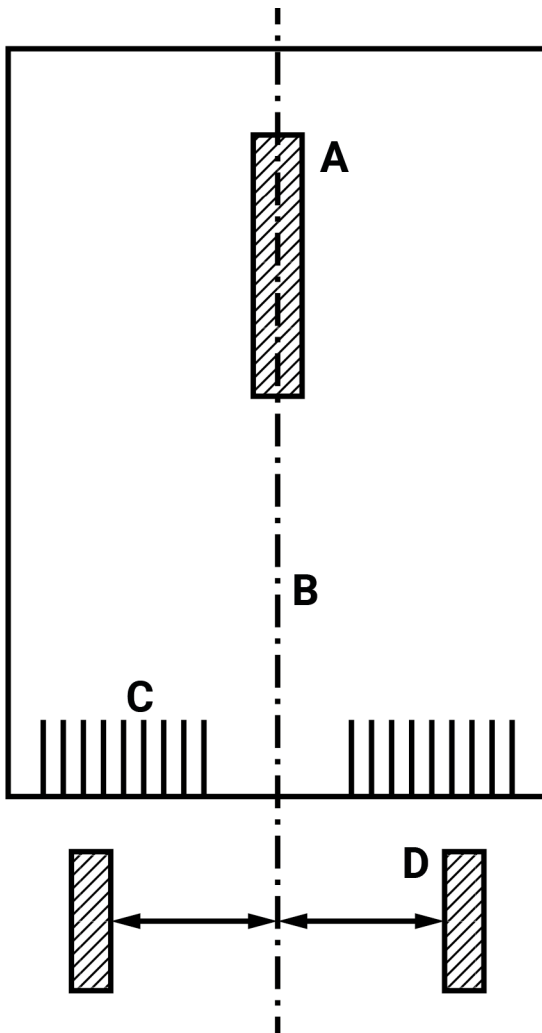


Fig. 6: Template

- A Front wheel
- B Symmetry line
- C Markings for the wheelchair front wheels
- D Wheelchair front wheels

Couple the handbike to the wheelchair. Then follow the further adjustment instructions to adapt the handbike exactly to you and your wheelchair.

8.6 Adjusting the crank position

Clamp the handbike to the wheelchair.

WARNING

Leave the front wheels of the wheelchair on the ground. Make all adjustments only when the wheelchair is parked. There is a considerable risk of injury when making adjustments in the driving position.

In this position, the distance from the drooping cranks to the rider's thighs should be approx. 1-2 cm. If necessary, adjust the handbike flatter or steeper to achieve the correct distance ("8.2 Adjusting the inclination of the headstock tube").

If the hand grips are too close to or too far away from the body, adjust the length of the clamping device according to your wishes ("8.4 Adjusting the length and width of the clamping device").

WARNING

Before proceeding to the next step, tighten all screws according to the list in the appendix ("E Torque list").

Raise the front wheels of the wheelchair and thereby bring the handbike into driving position. In this position, check all adjustments and make further adjustments if necessary by repeating the previous steps.

If the hand grips are too far away from the body or touch the knees despite the adjustments made, the crank height can be adjusted even further ("8.6 Adjusting the crank position").

8.7 Adjusting the crank height

If an extended adjustment of the crank is necessary, the distance of the crank unit from the front axle can be changed. However, to do this, the chain must be shortened or a corresponding belt must be purchased and, if necessary, Bowden cables must be adjusted. Please refer to the list for the possible lengths. The specified dimensions must not be exceeded in any case. For further information and the order of the appropriate belt lengths we are at your disposal.

City 7 with toothed belt

- 84.0 cm (Toothed belt 2080)
- 88.0 cm (Toothed belt 2160)
- 92.0 cm (Toothed belt 2240) (Standard)
- 93.6 cm (Toothed belt 2272)
- 95.2 cm (Toothed belt 2304)
- 100.0 cm (for head tube 2400 and toothed belt 2400)

City 7 with chain

- 92.0 cm default setting
- 83.0-95.0 cm in 1.5 cm steps

City Kid/Jugend with chain

- 79.0 cm default setting
- 75.0-79.0 cm in 1.5 cm steps
- 66.0-79.0 cm by shortening or removing chain tensioning sleeve

Ultra

- 92.0 cm default setting
- 83.0-95.0 cm steplessly adjustable

Sport

- 92.0 cm default setting
- 75.0-89.0 cm steplessly adjustable

8.8 Adjusting the ground clearance

Clamp the handbike to the wheelchair.

WARNING

Leave the front wheels of the wheelchair on the ground. Make all adjustments only when the wheelchair is parked. There is a considerable risk of injury when making adjustments in the driving position.

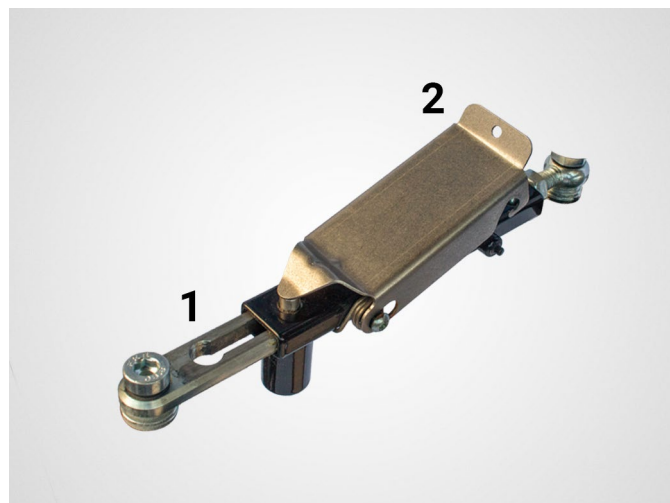


Fig. 7: Automatic catch open

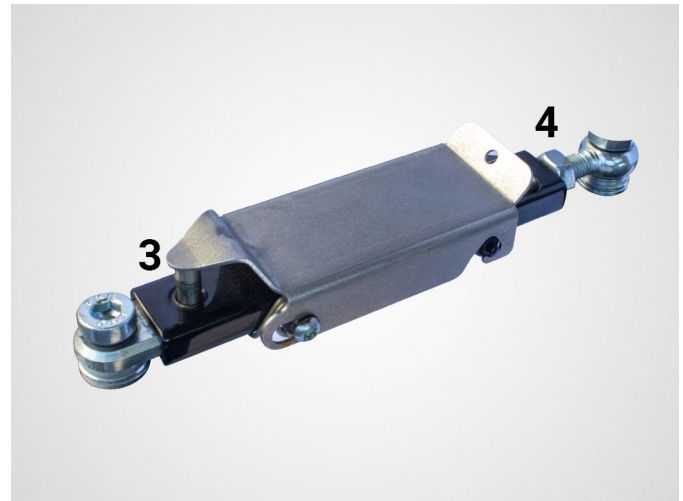


Fig. 8: Automatic catch closed

- 1 Locking slot
- 2 Flap / Cover
- 3 Bolt
- 4 Nut

The ground clearance is defined by the distance between the front wheels of the wheelchair and the ground. The setting is made using the SL Allen screw in the slotted hole adjustment. Set both automatic notches in the same way. Open the grid flap. To do this, loosen the SL Allen screw on the slot in the automatic latch. Move the Automatic catch mechanism according to your wishes and tighten the Allen screw SL with a torque of 30 Nm. If the adjustment of the elongated holes is not sufficient, you can also use the adjustment via the lock nut. Loosen the lock nut. Turn the adjusting nut according to your requirements. Retighten the lock nut after completing the settings.

If you have a particularly flat wheelchair front frame and a cross bike, you may have to mount the automatic catch differently. To do this, first loosen the screw SL with which the automatic latch is attached in the elongated hole and unscrew the screw completely. Remove the sleeve and all washers. Make sure you slide the sleeve and all washers back onto the appropriate screw in the correct order. (**Fig. 8**).

Now loosen the lock nut on both Automatic catch and completely unscrew the eyebolt. Also take the adjusting nut out of the Automatic catch housing. Install the sleeve from the eyebolt into the slot in the housing of the automatic catch. Now mount the screw SL again with all washers through the Automatic catch-in housing in the elongated hole.

NOTE

Pay particular attention that the smaller washer (shim washer) is in direct contact with the sleeve. Otherwise there is a risk of damage to the parts.

If you now try to close the flap, the flap collides with the screw SL. Therefore you have to bend the angled end of the ratchet flap (the end with the hole) up to 90 ° with flat-nose pliers. Tighten the screw SL with a torque of 30 Nm. (**Fig. 9**).



Fig. 9: Converted Automatic catch

WARNING

When lifting the front wheels into the driving position, both locking pins must engage simultaneously. This is absolutely necessary for proper function.

The length of the latching slot provides a reference point for the setting. When the handbike is parked, about 1 cm of this should be visible. The longer the visible part is in the parked position, the greater the ground clearance in the driving position.

After adjustments have been completed, check the ground clearance by lifting the front wheels of the wheelchair into driving position. We recommend a ground clearance of approx. 3-4 cm. Carry out the previously described steps until the adjustment meets your requirements. The adjustment of the ground clearance may have an effect on the crank position. Adjust this again if necessary.

9 Coupling the handbike to the wheelchair

Once you have carefully adjusted the handbike to your wheelchair, you can easily and quickly connect and disconnect it from your wheelchair at any time.

If locked, unlock the Automatic catch. To do this, push the latch flap in the direction of the clamps. (**Fig. 8 & Fig. 9**). This causes the latch flap to spring open and release the locking pin. Now you can adjust the clamping device and thus relax the automatic detents to maximum length. We recommend that you close the detents again immediately to avoid injury when operating the clamping levers.

Open the clamping device on both sides just enough so that they can be slid over the front frame tubes of the wheelchair. Open the clamps only as far as necessary, as opening them too far could cause the clamping nuts to fall out (after approx. 20 turns).

WARNING

Tighten the ball handle nut or the tetrastar nut with a maximum torque of 6-8 Nm!

Grasp the handbike by the handlebar and attach it to the front frame of the wheelchair using the clamping device. Now tighten the clamps on both sides.

For your own safety, we recommend locking the brakes on the wheelchair and handbike for the coupling process. This will prevent the handbike or wheelchair from moving and you will have both hands free to close the clamps.

To further simplify the coupling process, you will receive positioning clamps together with the handbike, which you can permanently mount on the wheelchair. You can easily and safely position the handbike's clamping device on these and only have to close the clamps.

NOTE

When closing the clamps, always make sure that the clamps are aligned parallel to the tubes of the front frame of the wheelchair. If this is not the case, there is a risk of damage to the PVC caps. Before coupling, make sure that the PVC caps are undamaged. Damaged PVC caps can cause damage to the wheelchair.

WARRANTY & LIABILITY NOTICE

The PVC caps are wearing parts, therefore no warranty applies to them. We accept no liability for damage caused by damaged PVC caps.

Now release the brakes of the handbike. Push the handbike forward by the handlebar so that the front wheels of the wheelchair lift off the ground. Push the handbike forward until the automatic locks engage on both sides. You should hear a distinct click. Check whether both locking pins are visibly engaged.

10 Uncoupling the handbike from the wheelchair

If locked, unlock the Automatic catch. To do this, push the latch flap in the direction of the clamps. (**Fig. 8 & Fig. 9**). The ratchet flap now presses on the locking bolt. The release only works as long as the indexing bolt is unloaded. To release the indexing plunger, grasp the handbike by the handlebar and push it forward away from your body. The ratchet flaps now push the locking bolt back and unlock the automatic locking mechanism. Now carefully set down the front wheels of the wheelchair. We recommend closing the latching flaps again immediately to avoid injury when operating the clamping levers.

WARNING

As soon as you press the handbike forward by the handlebar with the louvers open, the automatic louvers unlock. You now hold the full weight.

The ratchet flaps only work load-free. Never try to force the detent bolts back. This could bend the nose of the louvered flap. If the nose of the detent flap is bent, it must be bent back again to restore the function of the automatic detent.

Once you have parked the handcycle or power assist, you can open the clamps and release the handcycle from the wheelchair. Only open the clamps as far as necessary, since if they are opened too far, the clamping nuts could fall out (after approx. 20 turns).

11 Steer

Steer the handbike by turning the steering bearing tube (handbike stem) using the crank handles. The steering is equipped with a double-acting steering damper, which ensures optimum directional stability. For your own safety, avoid rapid steering movements, especially when riding fast. There is a risk of tipping over with the vehicle.

11.1 Function of the steering damper

The steering damper is located at the upper end of the fork. Via the device, the steering is damped, straight-line stability is supported and automatic steering return is achieved. These functions are provided by several steering damper rubbers.

There is a key milled hole (SW 13) on the lower bolt of the tensioning rubbers. Turn this to the right or left to adjust the fork and thus the straight run. If necessary, also open the nut on the front of the fork (**Fig. 10**).



Fig. 10: Steering damper setting

12 Breaks

SAFETY INFORMATION

The brakes are designed for a single-seat handbike or power assist device. Use on other vehicles or equipment will void the warranty. Improper use may result in serious personal injury.

For safety reasons, all models are equipped with two independent brakes or a brake with two independent operating mechanisms.

Before each ride, check the function of the brakes and the brake pads for wear.

12.1 Coaster brake

EQUIPMENT NOTE

All handbikes in the City model series, with the exception of the City Max model, have the coaster brake installed as standard. All other model series offer the coaster brake only as an optional extra.

You can switch off the coaster brake for maneuvering. Turn the detent lever 90 degrees counterclockwise so that it remains in this position (Fig. 11).

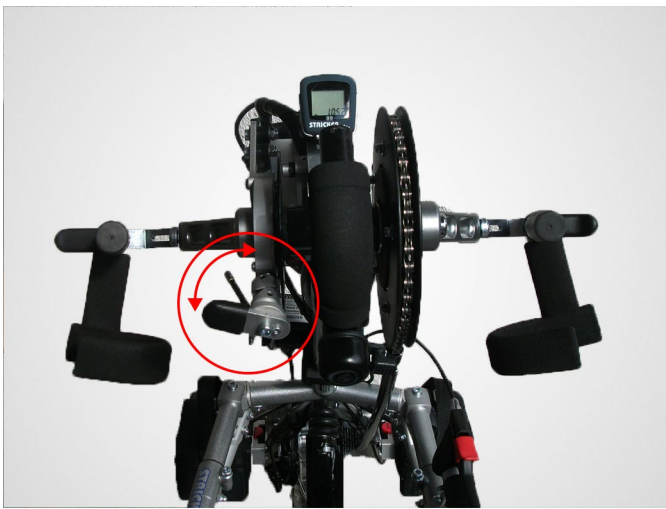


Fig. 11: Coaster brake

To switch on, turn the knob back to the starting position. You can also activate the automatic switch-on by turning the cranks forward.

NOTE

Before each ride, make sure that the detent button is fully engaged, test the function of the automatic backpedal switch and check the function of the brake and the wear of the brake pads.

If the coaster brake is applied very strongly by the cranks, the coaster may lock up, especially in the three fastest gears. This will cause you to have difficulty restarting. Turn the coaster brake detent lever firmly counterclockwise. Alternatively, on models with planetary gears, engage the hill reduction by pressing the right button and forcefully apply the coaster brake again. This removes the blockage and you can start off again normally.

13 Shifting

13.1 Hub gear

Shift the hub gears under load or without load or at standstill. If you shift under high load, the shifting process may only become effective if you move the cranks as load-free as possible for a moment.

13.2 Derailleur

Only shift the derailleur while riding. Do not shift the derailleur when stationary or when the cranks are not moving. For the repositioning of the chain by the shifting process, the rotation of the chainring by cranking is absolutely necessary. This can be done under load or with load-free cranking.

13.3 Planetary gear Mountain-Drive

The planetary gearbox allows you to use a hill reduction for riding on steep inclines. In standard operation, the gears of your handbike are available in a 1:1 ratio. In hill reduction mode, all gears are reduced by 2.5:1, which significantly reduces the force required for cranking.

To activate or deactivate the mountain reduction, use the buttons on the right or left of the crank axle.

Button pressed in on the left: standard gear ratio 1:1

Button pressed in on the right: Mountain reduction 2.5:1

MODEL NOTE CITY WITH HUB BRAKE

With the downhill reduction switched on, there is a longer distance before the braking effect takes effect when the coaster brake is applied. Therefore, for your own safety, switch back to normal operating mode immediately after mastering an incline. If you still have to brake with the hill reduction activated, plan for the additional distance until the braking process. In addition, you can also use the handbrake to help.

14 Kickstand

We offer attachable stands in various designs. All designs are freely interchangeable with each other. You can find the different options in our catalog or on our website and order directly from us.

To adjust the angle, loosen screw A. In the parked position, the stand should touch the ground near the front wheels of the wheelchair.

14.1 Standard equipment

Loosen the thumbscrew C to adjust the length of the Kickstand.

The Kickstand can remain on the handbike or power assist device while driving, as it is lifted off the ground just like the front wheels of the wheelchair. For transporting the handbike, you can remove the Kickstand tubes if necessary. To remove the Kickstand tube, press button B and pull off the Kickstand tube.

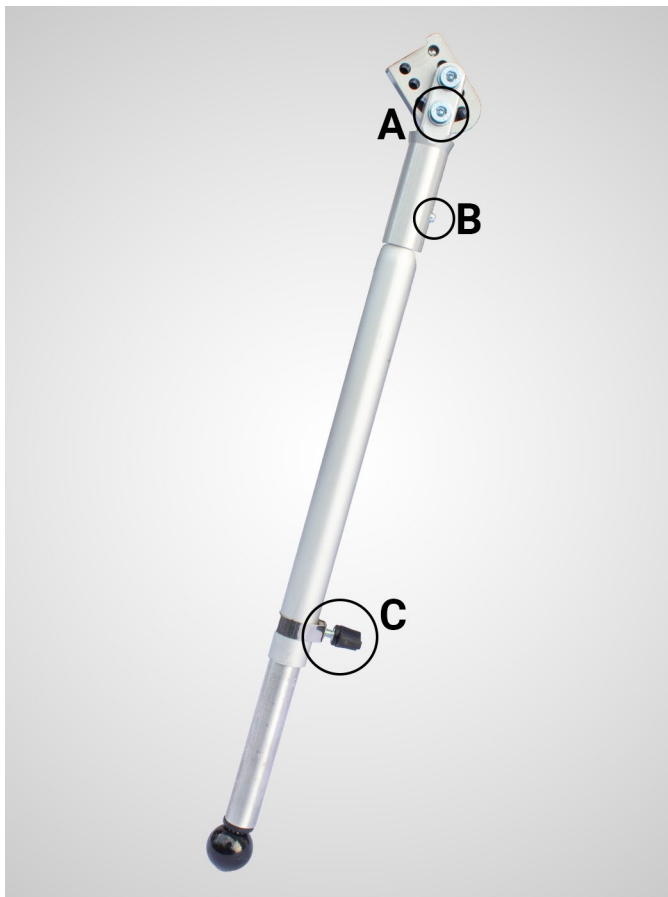


Fig. 12: Kickstand adjustment

14.2 Special equipment quick adjustment

With the optional quick-adjustable kickstand, you can adjust the height of the kickstand even more easily and quickly at any time. This allows you to quickly adjust the ground clearance, e.g. on uneven terrain.



Fig. 13: Quick adjustment

15 Repair, cleaning and maintenance

Maintain your handbike or power assist device regularly. Your safety depends greatly on the condition of the handcycle or power assist device, especially the condition of the brakes. The service life of the handbike is considerably extended by maintenance and care. For detailed instructions of standard components use the offers of the respective manufacturers on the Internet. Professional maintenance can be performed by us or your dealer. We recommend professional maintenance every 2 years. A maintenance

protocol is available on our website. For the adjustment of many handbike components, you can also visit a specialist bicycle store.

15.1 Cleaning and care

Clean your handbike with warm fresh water and a sponge. For stubborn dirt, we also recommend Sonax® Bike Cleaner (Stricker item no. 873027-0). If you use the handbike near the sea or at the beach, clean the device regularly with plenty of fresh water to avoid corrosion.

WARNING

Avoid cleaning the handbike or power assist device with high water pressure. There is a risk that water will penetrate the control and operating unit. These could be destroyed as a result.

After cleaning, spray the frame of the handbike and the screws with care oil. This further prevents corrosion. We recommend Sonax® SX 90 PLUS multifunction oil or WD40.

WARNING

Do not spray the care oil on brakes or rims and do not spray on rubber parts.

The pushbutton, the display and the battery may only be wiped with a damp (not wet) cloth. The drive wheel can be cleaned with a soft sponge or brush.

15.2 Air pressure of the drive wheel

Check the air pressure of the handbike or power assist device and wheelchair tires. The air pressure of the tire should be about 3-4 bar. For the exact maximum values, please refer to the imprint on the respective tire.

When riding on loose surfaces or inclines, we recommend reducing the air pressure of the drive wheel to about 2 bar. This increases the contact area of the tire and improves the grip.

EQUIPMENT NOTE

If you regularly use your handbike in conditions such as loose ground or inclines, it may be advisable to use different tires. Please feel free to contact us about this.

15.3 Clamping device

Regularly lubricate the latching slot, the pin, the latching flap's sliding hinge holes and the spiral spring located in the latching flap with spray oil.

15.4 Automatic catch

Regularly lubricate the thread, taper washer and taper socket of the ball handle nuts with grease.

15.5 V-Brake

15.5.1 Adjustments

Full braking performance can only be achieved with correctly adjusted brakes. Therefore, pay attention to the following points during adjustment:

- With properly adjusted brakes, the brake pads should have a small distance (1.5-2.0 mm) to the rim. The greater the distance, the lower the braking effect and you need considerably more force to brake.
- Align the brake shoe almost parallel to the rim. When braking, the brake shoe should be in full contact. Make sure that the front part of the brake shoe touches the rim first. When the front part just touches the rim, the rear part may still have 0.5 mm clearance. A common cause of brake squeal is poor brake shoe adjustment.
- With properly adjusted brakes, the brake shoes should be centered on the rim flank. If you have mounted the brake shoes too low, they can slip off the rim flank and get caught in the spokes. If the brake pads are mounted too high, the tire can be damaged by the brake pads.
- Ensure the correct position of the brake arms to achieve the best possible braking performance. When the pads are in contact with the rim, the brake arms should be vertical. Use the washers of different thicknesses to achieve the correct alignment.

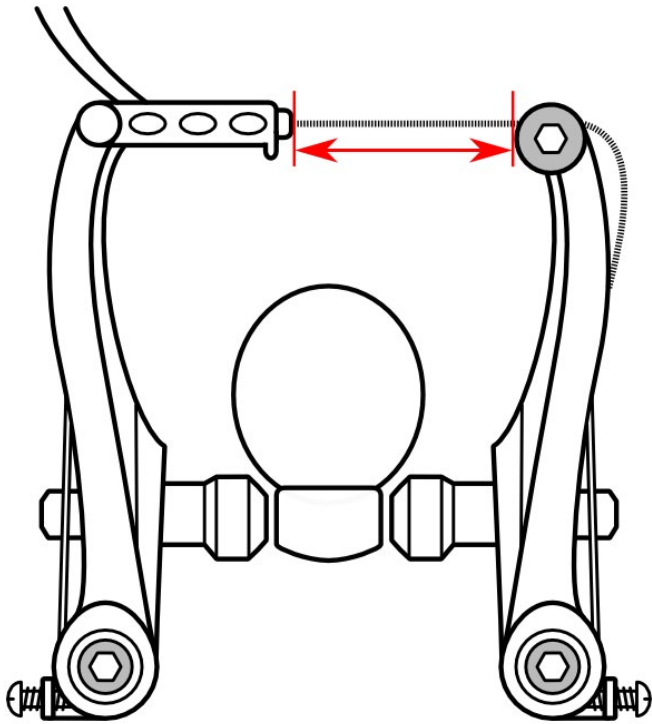


Fig. 14: Adjustments V-Brake

- In the event that the brake operates unevenly, check the fine adjustment. To do this, adjust the 2 mm Allen screw on the brake arms. Turn the screws clockwise to increase the distance of the brake pad from the rim. Turn counterclockwise to decrease the distance. Adjust the brakes so that both sides have the same distance to the rim.

15.5.2 Maintenance

Be sure to check the brakes regularly. Only then can you rely on the function of the brakes and come to a safe stop even in dangerous situations.

Pay attention to the following points when checking the brakes:

- Are the brake shoes in good condition?
 - Carefully clean the brake shoe from time to time with emery paper or a wire brush.
 - Replace worn brake pads.
- Do the brake shoes have the correct alignment to the rim .Adjusting")
- Do the brake shoes have the correct distance to the rim? .adjust")
- If the brake cables are undamaged?

- Check all places where the brake cables come into contact with the frame.
- If individual fibers of a brake cable are damaged, replace the brake cable immediately.
- Tighten the brake cable fixing screws regularly.
- They generally after about 8000-10000 km all brake cables and outer shells.

15.5.3 Squeaking brakes

Squealing brakes can have different causes. Basically, it is a resonance effect as a result of vibrations. Due to the different possible causes, you may have to try several measures to eliminate the cause. The following measures can help to eliminate the problem.

- Adjust the brake shoe slightly higher or lower to the rim flank.
- Shorten or grind the brake pads a little to make the braking surface a little flatter.
- Sand the rim flanks a little with fine sandpaper.

If these measures show no effect, try brake pads from another brake pad manufacturer or install a Brake Booster.

15.5.4 Insufficient braking power

First check the adjustment of the brakes. The routing of the brake cables can also have a negative influence on the braking performance. Too tight radii lead to unnecessarily high hand forces due to friction of the brake cable. Outer sheaths that are laid too generously have the same effect. Corroded brake cables also impair braking performance and should be replaced.

15.5.5 Changing the brake pads

In the case of a brake shoe with replaceable brake lining, pull the pin out of the brake shoe using a pair of combination pliers. The brake lining can now be pulled off. If necessary, use combination pliers for this if the brake lining is very tight. If the brake lining of the brake shoe cannot be replaced, replace the entire brake shoe.

15.6 Disc brake

15.6.1 Mounting

Leave the installation of the disc brake components to qualified personnel with the appropriate knowledge and tools. Improper installation poses a major safety risk and can lead to accidents with serious personal injury.

15.6.2 Running in

In order to achieve the maximum possible braking force of the disc brakes, you must run them in. To do this, perform about 30-40 braking operations. During the running-in period, the disc brakes may cause noises.

15.6.3 Maintenance

Clean the brake disc and brake pads occasionally.

WARNING

Do not use disc brake cleaner. Only clean the disc brakes with spirit.

15.6.4 Replacing the brake pads

Due to wear, contamination and damage, the brake pads must be replaced occasionally. Replace them using the following instructions.

- Remove the wheel.
- Use a 2 mm Allen key to loosen the grub screw (**Fig. 15**).



Fig. 15: Loosening the 2 mm grub screw

- Using a 5 mm Allen key, turn the inner brake shoe adjuster counterclockwise until one of the engagement threads is visible (**Fig. 16**).



Fig. 16: Loosening the 5 mm brake shoe adjuster

- Using a pair of flat-nose pliers, first remove the outer brake shoe facing away from the wheel. To do this, first pull the tab in the center of the brake shoe base plate to the center of the brake caliper and then pull it out. The brake shoe is held in place magnetically.

NOTE

You can only remove the brake shoes if you remove the outer brake shoe first.

- Repeat the above steps for the inner brake shoe facing the wheel.

NOTE

The inner and outer brake shoes are identical.

- First mount the new inner brake shoe using a pair of flat-bladed pliers. Press the brake shoes into the center of the shoe base plate using the tab. Angle the brake shoe slightly until the magnetic force pulls it into place.
- WARRANTY & LIABILITY NOTICE
- Reinstall the wheel.

- Adjust the inner shoe adjuster to the correct distance using a 5 mm Allen key.
- Finally, retighten the 2 mm grub screw.

15.7 Toothed belt drive

The belt does not require lubrication.

To check the tension, press both belt strands together in the middle of the toothed belt with your thumb and index finger. The strands must not give more than 1-2 cm. Readjust the toothed belt if necessary. If the tension is insufficient, the toothed belt could jump.

To tension the toothed belt, loosen the clamping screw at the upper end of the control bearing tube. Turn the clamping sleeve until you have set the desired tension. Then tighten the clamping screw to a torque of 30 Nm.

WARNING

Only tighten the screw with the given torque. If you tighten the screw with a greater torque, there is a risk of injury.

MODEL NOTE CITY COMPACT

There is no device for tensioning the belt on the City Compact model. Loosen the height adjustment of the folding unit. Pull the crank unit upwards until the belt tension is sufficient. Hold the crank unit in position and tighten the height adjustment of the folding unit again.

15.8 Chain drive

Clean the chain occasionally and lightly lubricate the chain with chain lubricant spray.

If you are familiar with adjusting rear derailleurs, check the adjustment and readjust if necessary. Otherwise, have your dealer or bicycle store service the rear derailleur. Detailed instructions for your rear derailleur can usually be found on the Internet on the website of the respective manufacturer.

Setting derailleur

To adjust the derailleur, first check which rear derailleur is installed on your handbike. The principle of adjusting a derailleur is similar for most derailleurs. On the Internet you will find instructions for adjusting derailleurs on the websites of the respective manufacturers.

In the SRAM Gripshift equipment (Ultra, Lipo Smart, Neodrives model series), the shift cable is adjusted via a sleeve on the grip. To adjust, loosen the lock nut (SW 10), turn the sleeve to the desired position and then fix the sleeve again with the lock nut.



Fig. 17: Gripshift shifter adjustment

15.8.1 Setting hub gears

To check the hub gears, first check which rear derailleur is installed on your handbike.

In the SRAM DualDrive equipment, switch the thumb switch to the "Standard" driving mode / gear position "2" (**Fig. 18**). Then check whether the markings in the clickbox window match (**Fig. 19**). If this is not the case, we recommend that you have the hub adjusted by your dealer or specialist store.

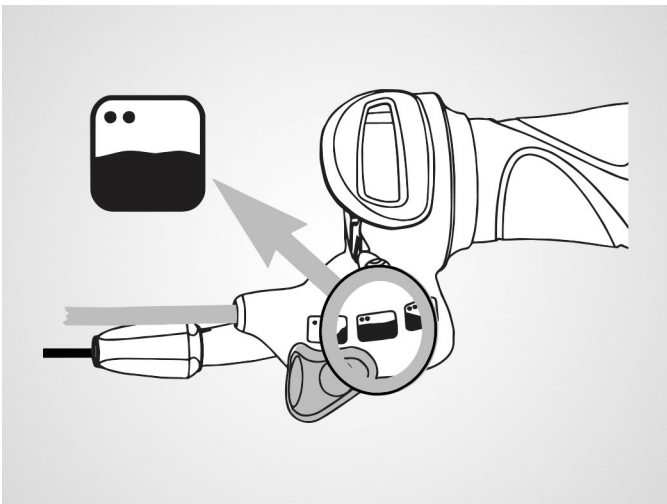


Fig. 18: Thumb switch setting

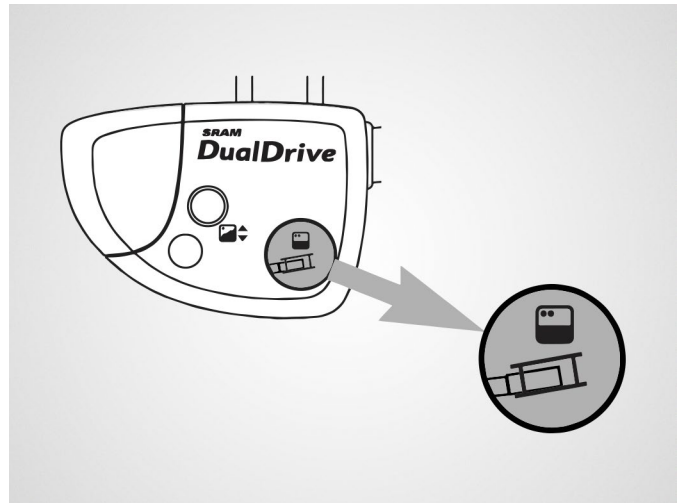


Fig. 19: Check click box markings

15.9 Planetary gear Mountain-Drive

The planetary gearhead is supplied ex works with permanent lubrication made of MoS2 fluid grease. This works very effectively for several thousand kilometers. For frequent drivers, it might nevertheless be necessary to supplement the lubrication once or twice a year.

To do this, loosen the screw (slotted or hexagonal, depending on the model) on the front of the gearbox. Top up with a few drops of bicycle oil, 1 ml from the original vial of MoS2 or a short burst of lubricating spray.

NOTE

For reasons of minimizing friction, the planetary gear unit seal only works by applying a low contact pressure. This is not sufficient to retain an oil bath. If you add too much lubricant, this can lead to leakage. Functionally, this has no effect. However, pay attention to this during transport, especially in a car or airplane.

16 Transport

16.1 Transportation in vehicle

Always transport the handbike only when it is disconnected. If necessary, detach the attachment stand from the handbike. Secure all individual parts against slipping.

16.2 Airplane transportation

If you take your handcycle with you on a flight, we recommend wrapping the handcycle with packing film (similar to cling film). Especially the crank unit and the frame should be well wrapped and thus protected from scratches in the paint and damage to mechanical parts. Alternatively, have the handbike wrapped with stretch film at the airport.

NOTE

Avoid sticking parcel tape to the handbike, as adhesive residue is difficult to remove.

17 Reuse

If the Handbike or power assist device was provided to you by your health insurance company and you no longer need it, you should contact your health insurance company or your medical supply dealer. Your traction device can then be easily and economically reused. Before each reuse, maintenance and disinfection of the power assist device must be performed.

Before reuse, carefully wipe and spray disinfect all surfaces of the traction device. Use a liquid alcohol-based disinfectant suitable for medical products and equipment. Please follow the manufacturer's instructions for use for the disinfectant you are using.

18 Disposal and recycling

The handbike, accessories and packaging should be recycled in an environmentally friendly manner.

Dispose of all other components of your handbike in accordance with the regulations of your region at appropriate collection points or in household waste (paper, cardboard, plastic packaging).

19 Materials used

The following section describes the materials used for the power assist device or handbike, with information on how to dispose of or recycle the device and packaging.

In addition, specific local regulations may apply regarding disposal or recycling; these must be followed when disposing of your power assist device or handcycle. (This may include cleaning or decontaminating the traction unit or handcycle before disposal).

Aluminium: tubes, covers, rim, handlebars.

Steel: bolts, frame

Stainless steel: screws, spokes

Plastic: handles, plugs, display, charger, housing, twist throttle, thumb throttle, rim tape

Rubber: tyre, inner tube

Packaging: Made of cardboard

Battery: Lithium-ion battery (hazardous material)

20 Warranty and guarantee

NOTE

The warranty and guarantee information is taken from our general terms and conditions (as of May 5, 2021). These can be viewed in full at the web address <https://stricker-handbikes.de/en/general-business-terms>.

Complaints due to incomplete or incorrect delivery or recognizable defects must be made in writing immediately, at the latest 8 days after receipt of the goods. Our obligation in the case of justified complaints is limited to replacement delivery or repair by us. In the case of warranty repairs, which have been agreed with us in advance, the rejected parts are to be sent back to us. Modification or repair work carried out by the customer or a third party without our prior consent shall invalidate the warranty obligation.

The warranty period for the handbike is 2 years. The batteries for our Lipo and Neodrives models also have a 2-year warranty. Not covered by the warranty are defects due to wear and tear or improper handling. Wear parts are for example: tires, brake pads, Bowden cables, light bulbs. Also wear parts are lead-acid batteries, on which we grant a half-year warranty.

21 Liability

NOTE

The information on liability is taken from our general terms and conditions (as at the time of printing). These can be viewed in full at the web address <https://stricker-handbikes.de/en/general-business-terms>.

We shall only be liable for consequential damages or other claims for damages if we, our legal representatives or vicarious agents are guilty of intent or gross negligence insofar as this is in accordance with the statutory provisions.

Attachment

A Technical data City



Power Assist Device

Weight	from 12 kg
Impeller	16", 20", 24"
Service brake	Coaster brake in hub
Parking brake	V-Brake

B Technical data City Max



Power Assist Device

Weight	from 15 kg
Impeller	20", 24"
Service brake	V-Brake and disc brake on handle
Parking brake	V-Brake
Gearshifter	24 gears (8 speed chain down, 3 speed chain up)

C Technical data Ultra



Power Assist Device

Weight	from 12 kg
Impeller	20"
Service brake	V-Brake and disc brake on handle
Parking brake	V-Brake
Gearshifter	24 gears (8 speed hub, 3 speed chain top)

D Technical data Sport



Power Assist Device

Weight	from 12,5 kg
Impeller	20", 24", 26"
Service brake	V-Brake and disc brake on handle
Parking brake	V-Brake
Gearshifter	24 gears (3 speed hub, 8 speed chain bottom, 3 speed chain top)

E Torque list

S1L/S1R	30 Nm	S. 7
S2L/S2R	30 Nm	S. 8
S3L/S3R	30 Nm	S. 7
SL	30 Nm	S. 10
Ball handle nut/tetra grid nut	6-8 Nm	S. 11
Brake pads V-brake	8 Nm	
Brake caliper disc brake	10 Nm	
Handle on crank	20 Nm	S. 7

Instructions for use of wire type bicycle computer

B8

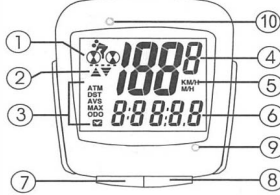
Technical data

Wheel circumference:	10 - 3999mm
Default wheel circumference:	2155 mm
Battery type:	CR2032
Battery life (1hr/day):	approx. 1 year
Operating temperature:	-10 °C ~ 60 °C
Energy saving mode:	after 5 min. inactivity
Wake-up:	via push - button or signal input

Warning

Do not expose the bicycle computer to direct sunlight when not in use.
Do not open the bicycle computer, sensor or magnet.
Do not occupy yourself excessively with the computer when riding.
Check the position of the sensor and magnet at regular intervals.

Instructions for use



1. Wheel Sensor
2. Current Speed Comparison with Average Speed
3. Mode Symbol
4. Current Speed
5. Speed Unit
6. Sub - Display
7. Mode button
8. Reset button
9. SET button (on Back)
10. AC button (on Back)

Functional Data

Current Speed	ATM	DST	AVS
0 - 199 KM/H	(Trip Time)	(Trip Distance)	(Average Speed)
0 - 199 M/H	0:00:00 - 9:59:59	0.00 - 999.99	0 - 199 KM/H
			0 - 199 M/H
MAX	ODO	Clock	
(Max. Speed)	(Total Distance)	0:00 - 23:59 (KM/H)	
0 - 199 KM/H	0.0 - 9999.9	12:00 - 11:59 (M/H)	
0 - 199 M/H	10000 - 99999		



- Current Speed slower than 40 km/h
- Current Speed faster than 40 km/h
- Current Speed faster than Average Speed
- Current Speed slower than Average Speed



Energy Saving Mode

When the unit doesn't receive signal for 5 minutes, it will go to energy saving mode.

Tire circumference Setting

When the battery is installed, in the ATM mode, press the "SET" button for 2 seconds, it will go into Wheel Size Setting mode.



Enter the tire circumference

Enter the tire circumference of your bicycle. The wheel diameter data can refer to the sheet of the last page. Press the "RESET" button to increase the value. Press the "MODE" button to choose the following digits.



Speed Unit Setting

It will go into speed unit setting mode after Tire circumference setting. Press the "RESET" button to choose KM/H or M/H. Press the "SET" button (on the back) to complete setting.



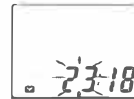
Clock Setting

Press the "SET" button for 2 seconds in the clock mode to go into clock setting mode.



Enter the time

Press the "RESET" button to increase the value. Press the "MODE" button to choose the following digits. Press "SET" button to complete the time setting.



ODO Setting

Press the "SET" button for 2 seconds in the ODO mode to go into ODO setting mode.



Enter the ODO data

Press the "RESET" button to increase the value. Press the "MODE" button to move to the next digit. Press the "SET" button to complete the ODO setting.



Resetting data

Press the "RESET" button for 2 sec in operating mode. The data of ATM, DST, AVS and MAX will return to zero (except ODO and clock). Press the "AC" button to reset all function if you need.



If ATM exceeds approximately 9:59:59 or DST exceeds 999.99KM/H, .E (Error) is displayed as the AVS mode, please reset data.

Show Tire circumference

Press the "Reset" and "Mode" button in operating mode. The Tire circumference will be displayed.

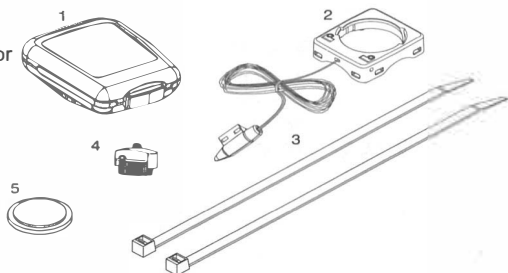


1. The Receiver main unit has to set up again after battery replacement.
2. Battery of the Receiver main unit should be replaced when the receiver is weak and LCD segment becomes dim.
3. Manual Wake Up - In energy saving mode, by pressing any key, the receiver main unit will wake up and go to operating mode.
4. Auto Wake Up - In energy saving mode, Receiver Main unit will enter into operating mode when the bike is moving again.
5. Wheel Size Calculation: $3.14(\pi)$ or $22/7 \times$ Wheel Diameter.
6. This product will not display appropriately when exceeding the Working Temperature range. Slow response or black LCD at lower or higher temperature may happen respectively.

Installation

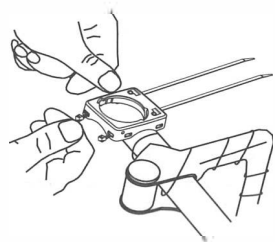
1 Parts List

1. Bicycle computer
2. Bracket with sensor
3. cable tie X 4
4. Magnet
5. Battery (CR2032)

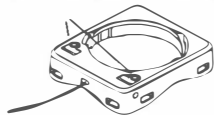


2 Installation of Bracket

The Bracket can be installed on the handlebar or stem.

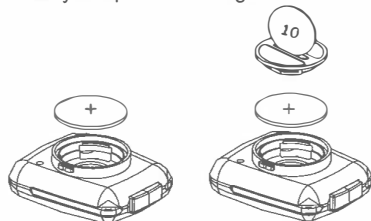


Bicycle computer contact point.



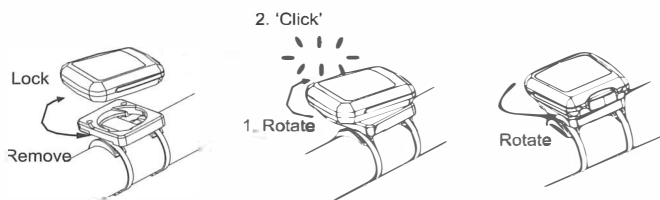
3 Insert Battery

Insert the battery with the + terminal at the top.
Close the battery compartment using a coin.



4 Install / remove the Bicycle computer

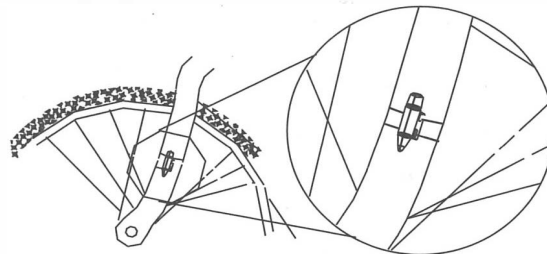
The bicycle computer is secured by turning it in a clockwise direction.
To remove the bicycle computer, turn it in an anticlockwise direction.



Installation

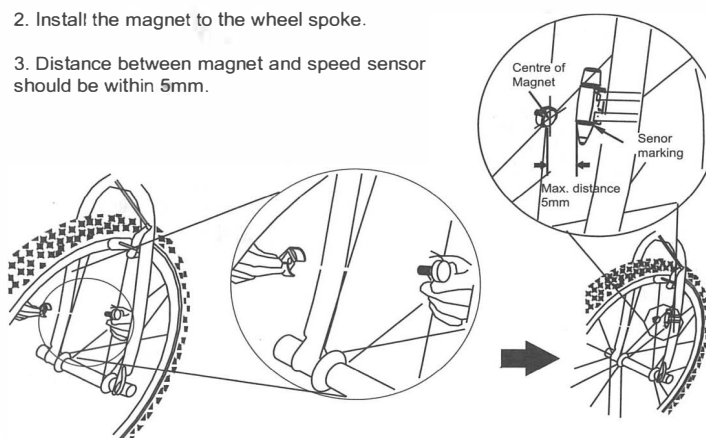
5 Install the speed sensor and magnet

1. The speed sensor should be mounted on the same side of the fork as the holder is on the handlebar.



2. Install the magnet to the wheel spoke.

3. Distance between magnet and speed sensor should be within 5mm.



How to measure the exact wheel size



Tire size	L(mm)	Tire size	L(mm)	Tire size	L(mm)
12x1.75	935	26x1-1/8	1970	650x23C	1944
14x1.50	1020	26x1-3/8	2068	650x25C 26x1(571)	1952
14x1.75	1055	26x1-1/2	2100	650x35A	2090
16x1.50	1185	26x1.40	2005	650x38A	2125
16x1.75	1195	26x1.50	2010	650x38B	2105
18x1.50	1340	26x1.75	2023	700x18C	2070
18x1.75	1350	26x1.95	2050	700x19C	2080
20x1.75	1515	26x2.00	2055	700x20C	2086
20x1-3/8	1615	26x2.10	2068	700x23C	2096
22x1-3/8	1770	26x2.125	2070	700x25C	2105
22x1-1/2	1785	26x2.35	2083	700x28C	2136
24x1	1753	26x3.00	2170	700x30C	2146
24x3/4 Tubular	1785	27x1	2145	700x32C	2155
24x1-1/8	1795	27x1-1/8	2155	700C Tubular	2130
24x1-1/4	1905	27x1-1/4	2161	700x35C	2168
24x1.75	1890	27x1-3/8	2169	700x38C	2180
24x2.00	1925	27.5x1.50	2079	700x40C	2200
24x2.125	1965	27.5x1.95	2090	29x1.75	2248
25x7/8	1920	27.5x2.1	2148	29x1.95	2275
26x1(59)	1913	27.5x2.25	2182	29x2.00	2280
26x1(65)	1952	650C Tubular 26x7/8	1920	29x2.1	2288
26x1.25	1950	650x20C	1938	29x2.3	2326

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Date: 19.08.2021

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