

- A. ASSEMBLY INSTRUCTIONS
- B. SUGGESTIONS RELATING TO RIDING TECHNIQUE
- C. SECURITY PRECAUTIONS
- D. PARTS IDENTIFICATION, PARTS PRICES, TERMS AND ORDER
PROCEDURE
- E. MAINTENANCE PROCEDURES

AVATAR 2000™

U.S. Patent 4283070
and foreign patents pending

a. o. 0117

A. ASSEMBLY INSTRUCTIONS

Attached to the seat you will find a plastic bag containing the following:

- (1) Manufacturer's instructions relating to both derailleurs;
- (2) Manufacturer's instructions relating to shift levers;
- (3) Manufacturer's instructions relating to flasher unit;
- (4) Spare bulb and alternate mounting hardware relating to flasher unit;
- (5) Spare seat support retaining pin (SEA-176);
- (6) Flasher unit with bracket (SEA-236 with SEA-216);
- (7) Quick-release axle skewers;
- (8) 6 mm hex key; (9) 4 mm (5/32") hex key.

Tools or gauges needed for the various assembly tasks are identified by size. Please note that, if having a choice of availability between a specific wrench for a specific bolt or nut and a general-purpose tool such as an adjustable, use the specific wrench recommended. Adjustables are only to be used in cases of emergency, because they often provide improper leverage and loose fits which may result in stripping of threads and rounding off the edges of bolt heads and nuts.

When tightening bolts, screws, nuts and other threaded devices, do not overtighten them. To do so, may, in addition to stripped threads, cause them to become cracked which, in turn, may introduce hazards leading to an accident and possible injury. What constitutes a reasonable tightness of a bolt, screw, nut or other threaded device on a bicycle is, by tradition, dictated exclusively by prudent judgement. References as to right and left are to be viewed as unit is ridden. With the exception of the pedal threads in the crank arms, the stationary cup for the bottom bracket axle and the threads of the expansion bolts for the end shifters, all threads are right-handed, meaning that you must turn the bolt, nut or other threaded device clockwise to tighten it and counterclockwise to loosen it.

If you find concealed damage of your unit - damage which was not noticeable by the outward appearance of the shipping carton when you signed for having received your bicycle in good condition - do not proceed further in assembling your bicycle. Immediately notify the carrier for claim instructions.

Conditions which directly effect the safety aspects of your unit are italicized.

(1) Unpack bicycle:

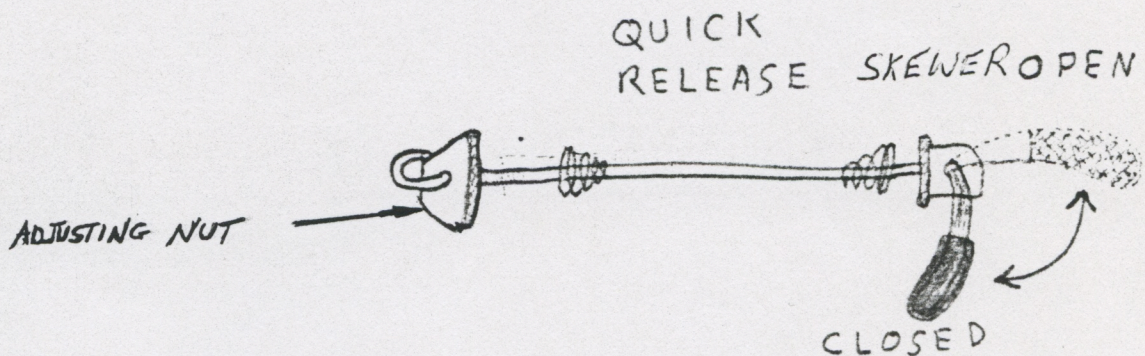
Please thoroughly check carton for loose parts before you store it. We recommend that you do not discard it. If, at a later date, the need arises to ship your unit by common carrier, you may have difficulties in obtaining a 66" (167.6 cm) long carton as opposed to a shorter carton used in packing a conventional bicycle.

(2) Secure rear fender and clamp in both wheels:

Rear fender simply clips over the chain stay bridge with the stays being fastened to the REAR FENDER STAY SCREWS with WING NUTS - they are already threaded into the drop-outs.

To facilitate safe operation, great care must be taken when clamping the wheels into the frame with quick-release mechanisms. Remove and discard brace between fork blades and insert hollow axle ends into drop-out slots, tighten round adjusting nuts (opposite side of levers) and keep levers in the open position - in line with the hollow axle. Then turn levers 90 degrees which securely locks in the axle as illustrated in Figure 1. You will find it easier to guide the hollow axle ends into the rear drop-outs with the chain being on the smallest sprocket of the freewheel.

Figure 1:



CAUTION: It is extremely important that the quick-release mechanisms are securely locked at all times; if they are not, the wheels may come off when bicycle is ridden which may cause an accident and possible injury.

If your unit is stored and not being used over an extended period of time, make sure the quick-release mechanisms are securely locked; somebody, for whatever reason, may have unlocked them - inquisitive toddlers, vandals etc.

Please note: If you cannot lock the quick-release levers by hand, do not force them with a tool - the round adjusting nuts (opposite side of levers) are too tight; back them off some and attempt to lock levers by hand.

(3) Inflate tires:

Gauge needed: Pressure gauge for Schrader valves with reading of up to at least 100 PSI (6.8 ATU).

Inflate front tire to 55 PSI (3.74 ATU) and rear tire to 100 PSI (6.8 ATU). Use an accurate pressure gauge when inflating.

Please note: Do not rely on gasoline station compressors which you can regulate as to pressure output. These gauges are designed to be fairly accurate within the automotive pressure range of 26 to 36 PSI (1.76 to 2.44 ATU); however, they are frequently understating the actual pressure output within the higher pressure range applicable to bicycle tires which very often will result in immediate tube blow-outs.

CAUTION: Before inflating the tires up to the recommended pressure limits, make certain the tires are properly seated and not overinflated. If a bulge appears where the tire is slowly creeping out from under the rim side, immediately deflate the tire and check for cause. Improperly seated and/or overinflated tires may cause a tube blow-out which, in turn, may, if occurring while unit is ridden, result in an accident and possible injury.

(4) Secure front fender:

Tools needed: Flat-bladed screw driver and 3/8" open-end or box wrench. Fasten fender with FRONT FENDER STAY SCREWS WITH EXTERNAL LOCK WASHERS and FRONT FENDER TAB SCREW WITH NUT AND EXTERNAL LOCK WASHER. They are already threaded into the fork ends.

CAUTION: Please make sure that the nut for the fender tab screw is securely tightened. Otherwise it may come off and may wedge the fender into the front wheel which, in turn, may bring about an accident and possible injury.

(5) Install pedals:

Tools needed: 6 mm hex key or 9/16" pedal wrench. PEDAL REFLECTORS with the PEDAL REFLECTOR SUSPENSION STRAPS, ALLOY TOE CLIPS and the TOE STRAPS are already installed. For more secure packaging purposes, the pedals are partially threaded into the crank arms backwards. When reversing them, please maintain the same side. Pedal marked R on shaft threads into right crank arm clockwise. Pedal marked L on shaft threads into left crank arm counterclockwise.

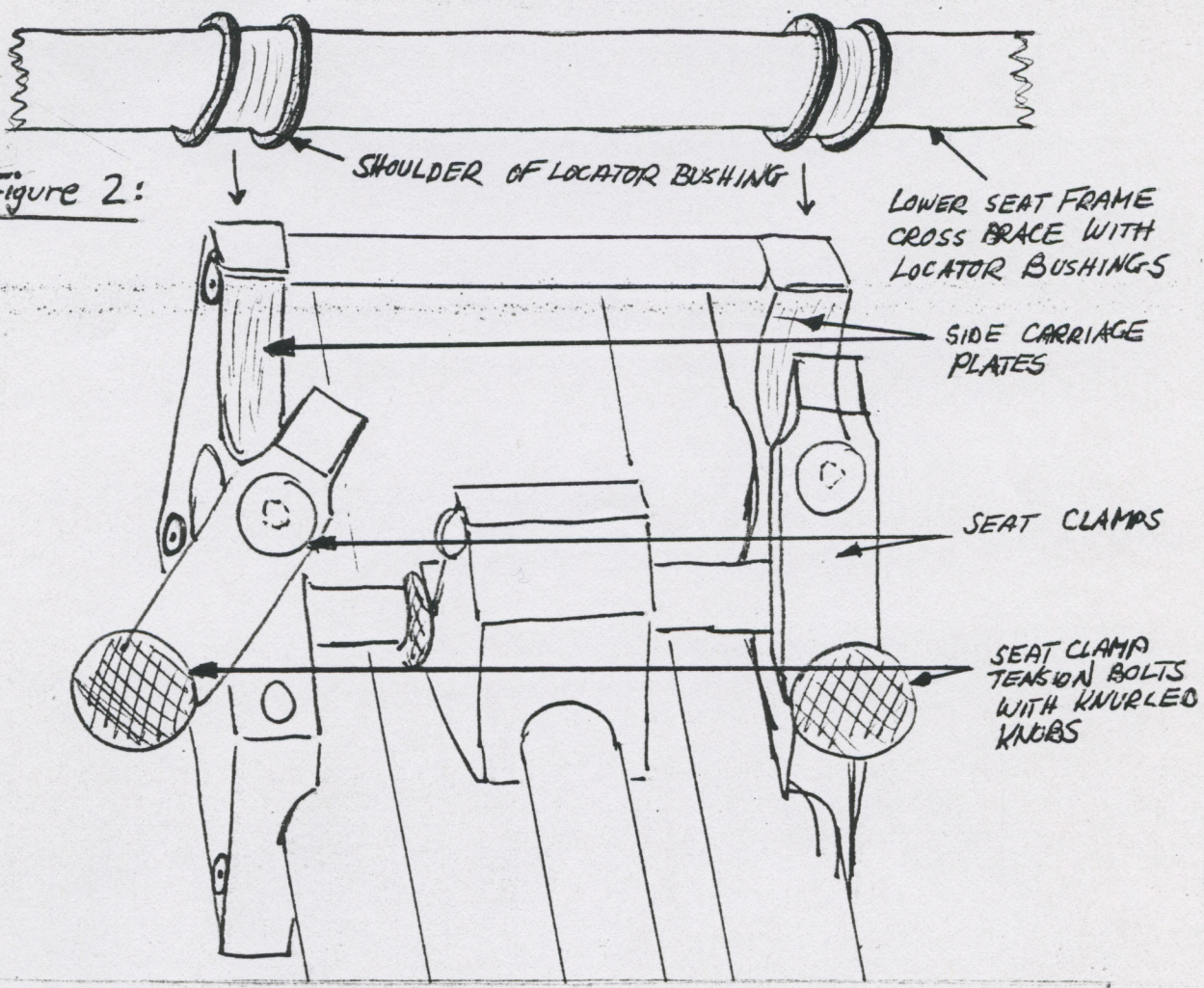
Please note: If it becomes hard to thread the pedal shaft into the crank arm, back off in order to prevent damage to the crank arm threads - most likely you have crossed the threads or matched a right-handed with a left-handed thread. Prior to installing the pedals, do not remove the anti-seizing compound from the crank arm threads. This compound prevents galling which, if unchecked, will cause severe damage to the crank arm threads.

CAUTION: Tighten pedals securely - failure to do so, may cause them to come off which may cause an accident and possible injury.

(6) Install seat:

With the SEAT CLAMP TENSION BOLTS WITH KNURLED KNOBS backed off all the way place the LOWER SEAT FRAME CROSS BRACE WITH LOCATOR BUSHINGS into contour provided by the pair of SIDE CARRIAGE PLATES as illustrated in Figure 2.

Figure 2:



The seat will automatically be centered as a result of the locator bushings' position. Prop up the entire seat so that the seat frame side tubes are approximately perpendicular to the ground and temporarily tighten the SEAT CLAMP TENSION BOLTS WITH KNURLED KNOBS. Place seat cover strap over knob of seat horn and tie it into buckle as illustrated in Figure 3. Take the SEAT SUPPORT RETAINING PINS illustrated in Figure 4 out of the seat support studs on chain stays, loosen the SEAT CLAMP TENSION BOLTS WITH KNURLED KNOBS, swing the entire seat down, slip the SEAT SUPPORT ROD END BEARINGS over the seat support studs on chain stays and insert the SEAT SUPPORT RETAINING PINS, with the pointed section of the pins facing the rear. Securely tighten the SEAT CLAMP TENSION BOLTS WITH KNURLED KNOBS. The seat cover is now under tension.

Please note: The easiest way to tie the seat cover strap into the seat horn buckle is to tie the strap into the buckle before it is placed over the knob of the seat horn. Do not overtighten the seat clamp tension bolts with knurled knobs. The knurled knobs facilitate tightening with your thumb and fingers - not a wrench or pliers. Overtightening will cause damaged threads in the side carriage plates.

Figure 3:

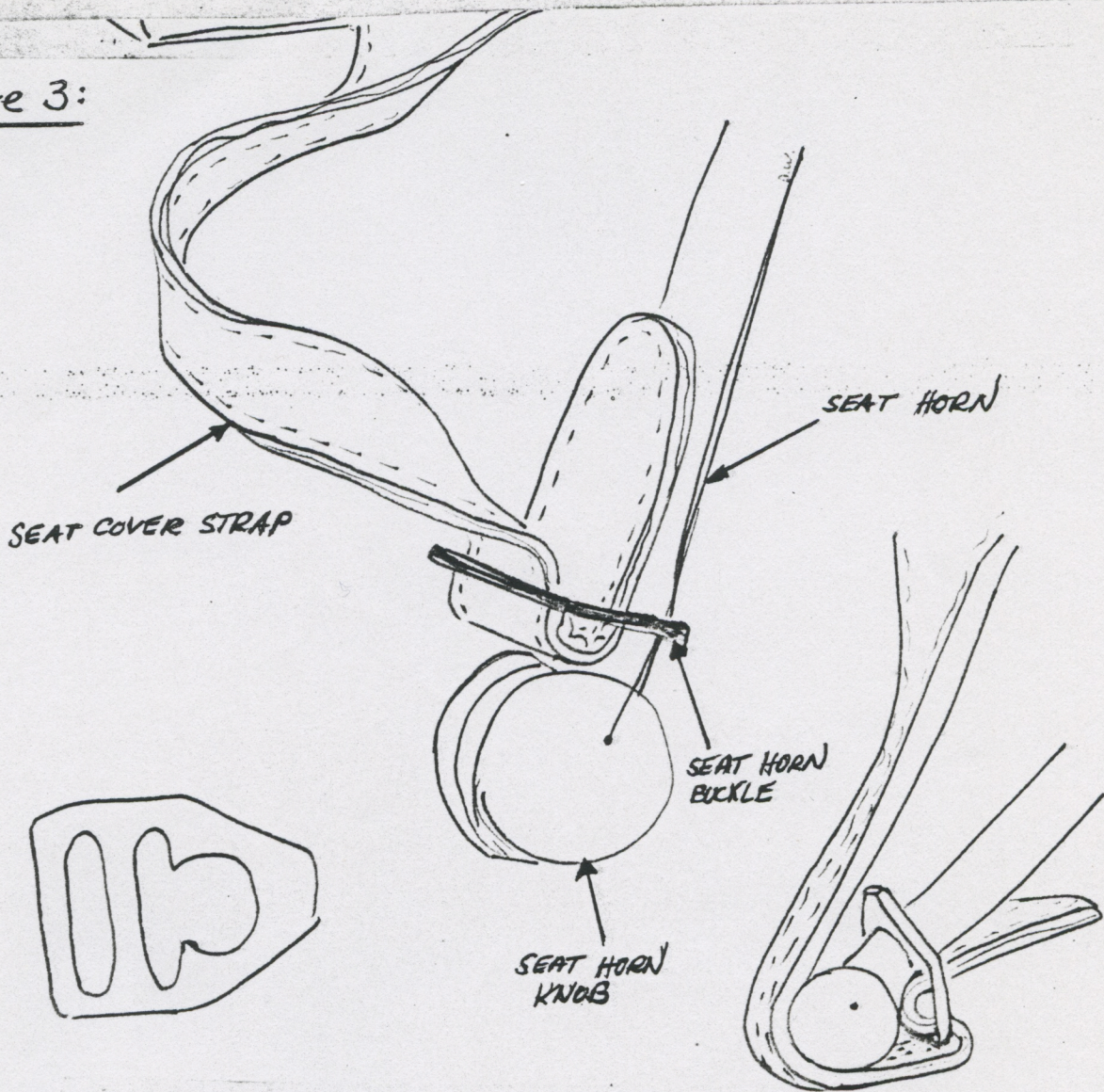
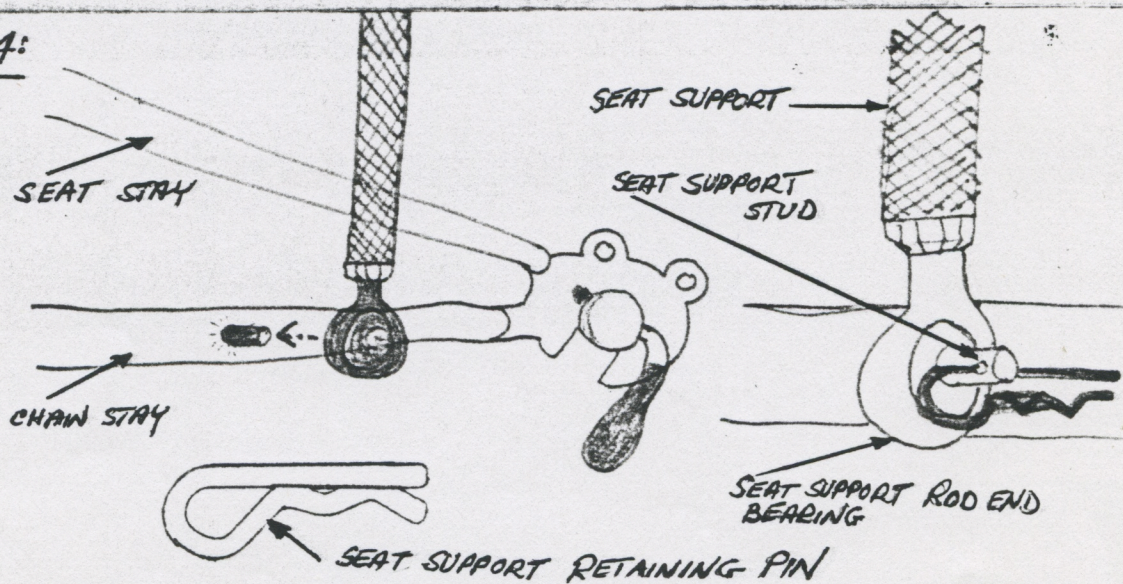


Figure 4:



Before sitting on the seat, make sure the locator bushings on the lower seat frame cross brace are properly seated in the contours provided by the pair of side carriage plates; otherwise, damage to the shoulders of the locator bushings may result.

To remove seat, proceed in this order:

- (a) Loosen SEAT CLAMP TENSION BOLTS WITH KNURLED KNOBS enough to slide SEAT CLAMPS sideways;
- (b) Lift LOWER SEAT FRAME CROSS BRACE WITH LOCATOR BUSHINGS out of contours of SIDE CARRIAGE PLATES;
- (c) Pull SEAT SUPPORT RETAINING PINS out of seat support studs and remove SEAT SUPPORTS.

(7) Brake wire hook-up and adjustments:

If adjustment (s) is (are) necessary, one or more of the following tools are needed: Two 9 mm open-end or box wrenches and a "third" hand which frees up one of your hands by pressing the brake shoes against the sides of the rim while you are reclamping the brake or straddle wire.

With the STRADDLE WIRE BRIDGES engaged, insert the RELEASE BOBBINS into the BRAKE PIVOT ARM as illustrated in Figure 5.

Both brakes have been preadjusted for your convenience. There is, however, a remote possibility that the binder bolt assemblies and other associated hardware may have gone out of adjustment during the process of shipping.

CAUTION: Before riding the bicycle, squeeze the brake levers hard, at least six times. Brakes are considered unsafe if, with the levers not squeezed, the distance between the rubber and rim surfaces is more than approximately 1/16" (0.16 cm) which is roughly equivalent to the width of a nickel. If this is the case, DO NOT RIDE THE BICYCLE. To ride it under the above conditions, may cause an accident and possible injury.

To correct the above problem, proceed as follows:

- (a) Take up on the brake wire by manipulating the CABLE ADJUSTER as illustrated in Figure 6;
- (b) If no more adjustment is possible by means of the CABLE ADJUSTER, screw the CABLE ADJUSTER BARREL all the way into the CABLE ADJUSTER STUD and reclamp either the STRADDLE WIRE BRIDGE or the STRADDLE WIRE BINDER BOLT ASSEMBLY which pulls the right BRAKE PIVOT ARM against the side of the rim as illustrated in Figure 5 and Figure 6.

Figure 5:

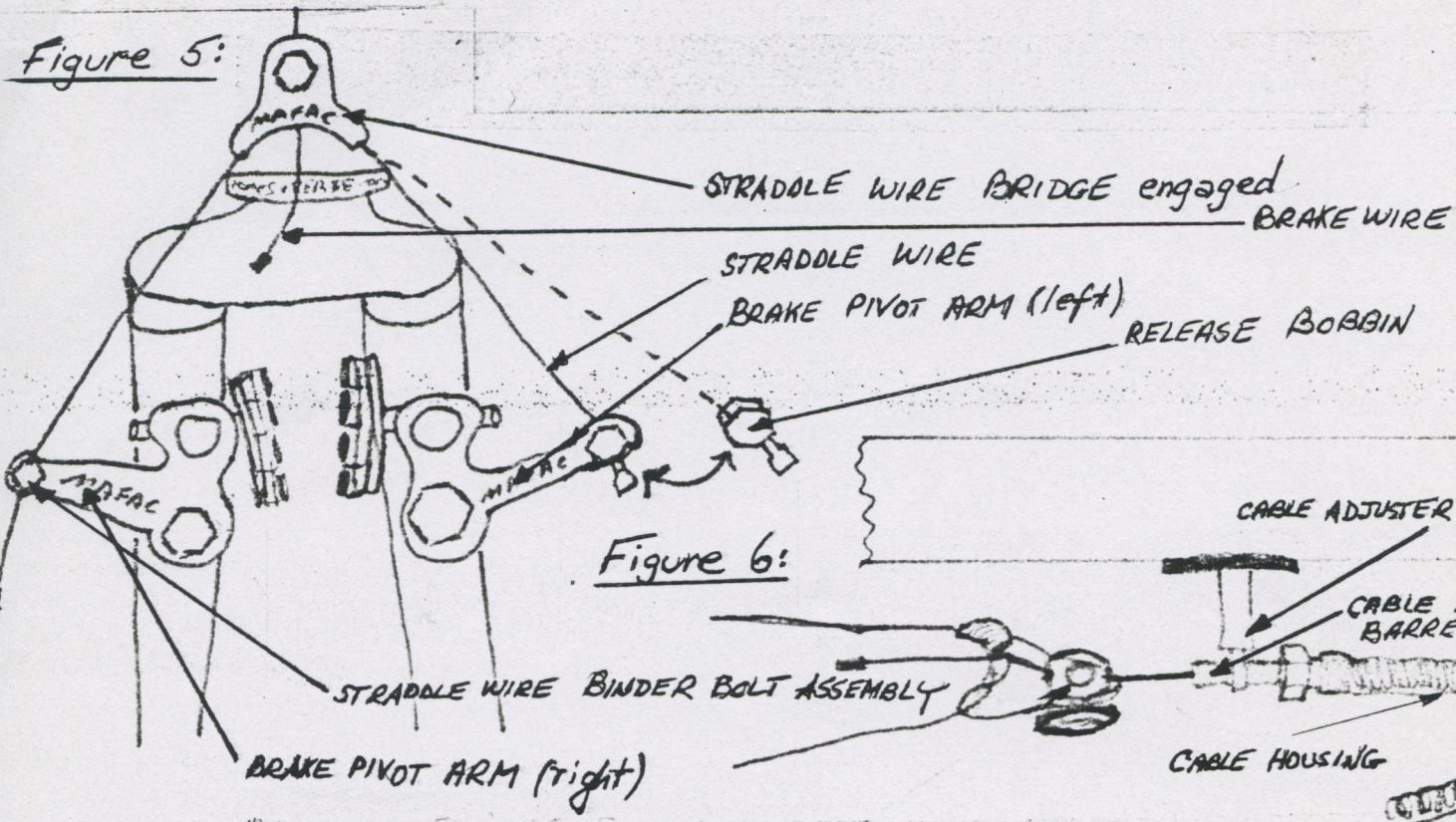
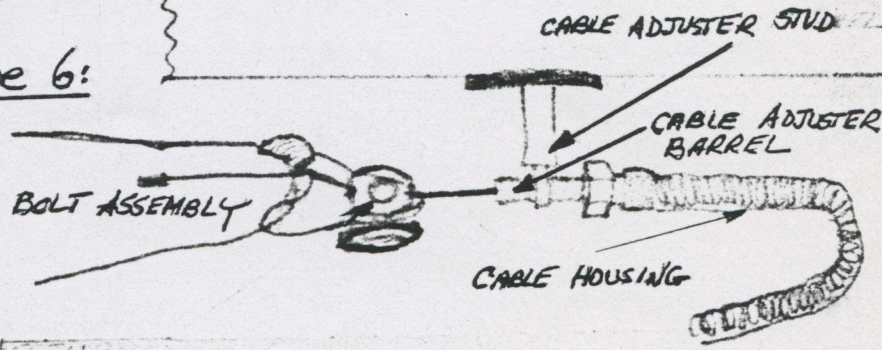


Figure 6:



(8) Proper seat-to-pedals distance adjustment:

Tools needed: 4 mm (5/32") hex key and possibly a 9/16" open-end or box wrench. Please refer to Figure 7 and Figure 8. Remove wrapping material from handlebar and straighten it out - perpendicular to the frame. Sit on the seat. With your shoulder blades against the back of the seat and hands resting on the handlebar - in a very relaxed position - with your right foot on the pedal, comfortably angled forward, with the toes pointing toward the 2:00 o'clock position, your leg should be extended. If not, loosen the STEERING ROD CLAMP BOLT as well as the four CARRIAGE CLAMP SCREWS going through the SIDE CARRIAGE PLATES as illustrated in Figure 7. To loosen these screws on one side of the carriage only will suffice. Then, slide the entire seat carriage on the stainless steel tubes in whatever direction is dictated by your leg length. After the proper position of the carriage is established, securely tighten the four CARRIAGE CLAMP SCREWS and recheck the four opposite clamp screws for tightness. With the STEERING ROD CLAMP BOLT being loose, slide the SMALL DIAMETER STEERING ROD into or out of the LARGE DIAMETER STEERING ROD to effect the front wheel being in straight line with and the HANDLEBAR being perpendicular to the frame. Securely tighten the STEERING ROD CLAMP BOLT.

CAUTION: Please make sure that the steering rod clamp bolt is securely tightened; otherwise, the steering may fail and may cause an accident and possible injury. Furthermore, do not overtighten the four carriage clamp screws or the steering rod clamp bolt. Overtightening may strip

the threads or crack the bolt which may cause an accident and possible injury. In addition, when sliding the seat all the way back, please leave a minimum distance of 3/8" (0.95 cm) between the seat tube and the handlebar clamp as illustrated in Figure 8. Failure to do so, will bind up the handlebar which may cause an accident and possible injury.

Figure 7:

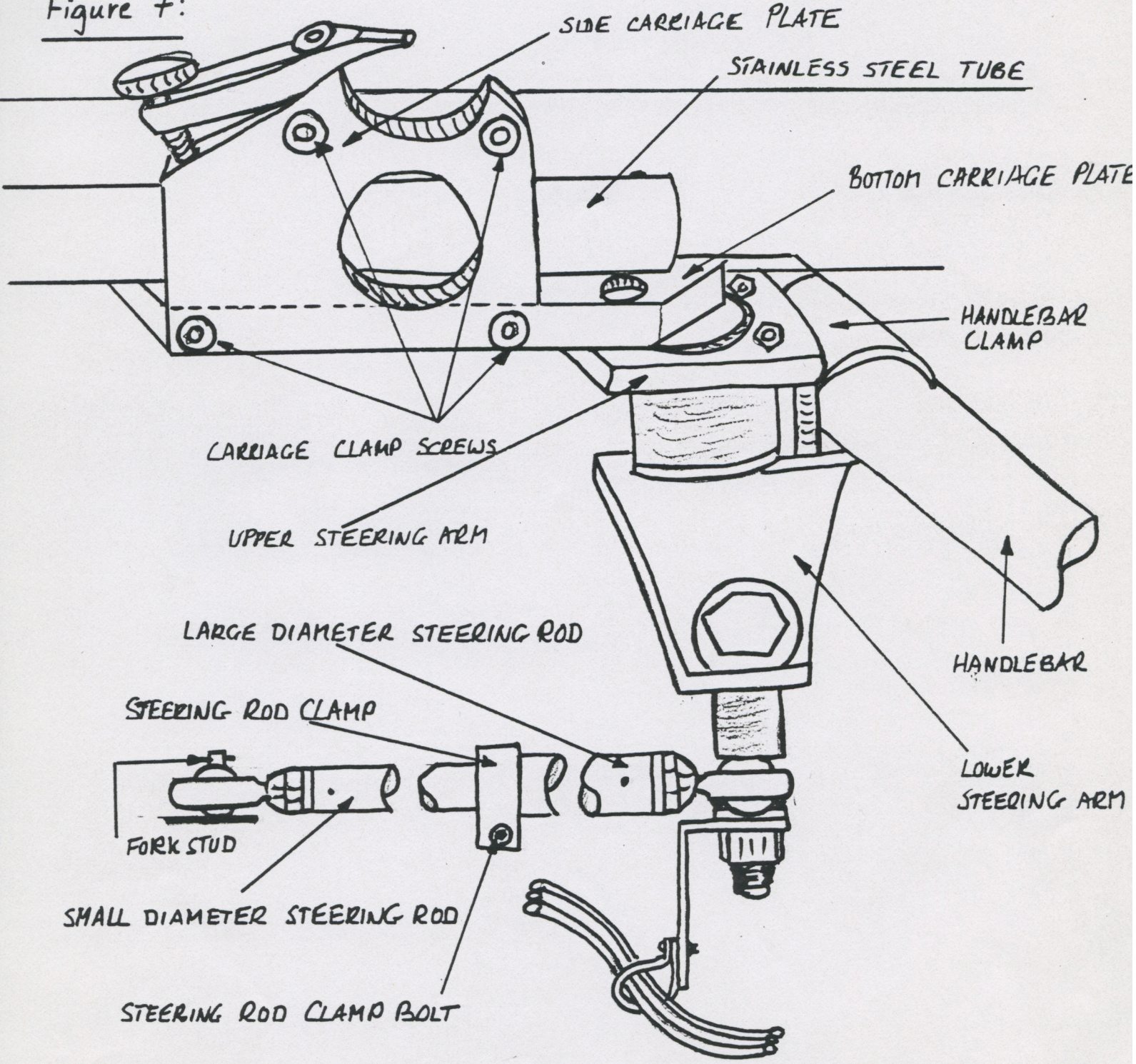
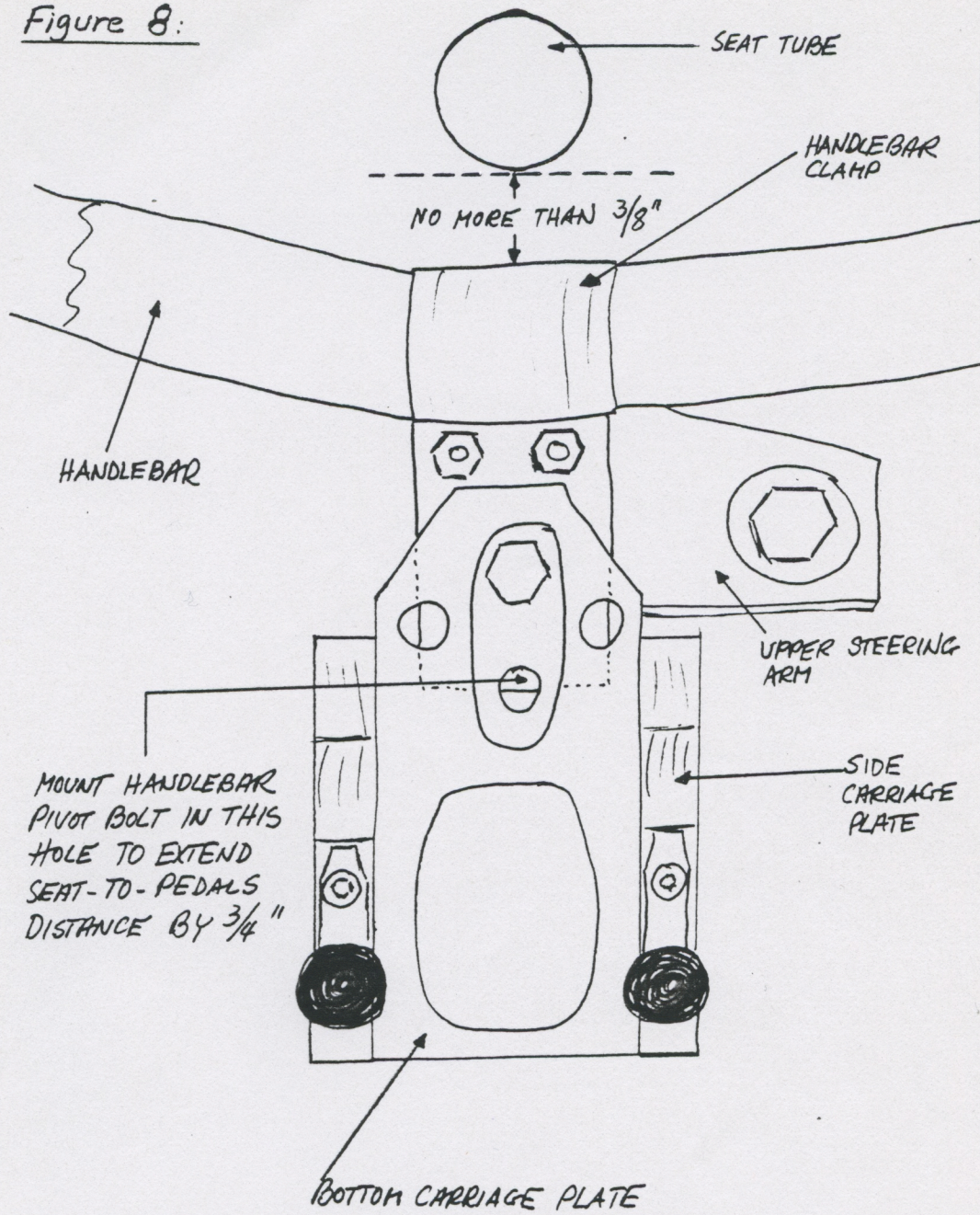


Figure 8:



If your leg length is such that you cannot maintain the above 3/8" (0.39 cm) safety margin, and the seat needs to be positioned further back, mount HANDLEBAR PIVOT BOLT in the other hole provided in the BOTTOM CARRIAGE PLATE. To do so, proceed as follows: Take off the CLINCH NUT FOR HANDLEBAR PIVOT BOLT and remove HANDLEBAR PIVOT FLAT WASHER and LOWER HANDLEBAR PIVOT THRUST WASHER. Pull BOTTOM CARRIAGE PLATE with HANDLEBAR PIVOT BOLT (with the HANDLEBAR PIVOT BUSHING AXLE, the two HANDLEBAR PIVOT BUSHING AXLE SPACERS and the UPPER HANDLEBAR PIVOT THRUST WASHER still attached) out of the two HANDLEBAR PIVOT BUSHINGS held in place by the HANDLEBAR PIVOT BUSHING RETAINER. Slide the HANDLEBAR PIVOT BUSHING AXLE, the two HANDLEBAR PIVOT BUSHING AXLE SPACERS and the UPPER HANDLEBAR PIVOT THRUST WASHER off the HANDLEBAR PIVOT BOLT and tap the HANDLEBAR PIVOT BOLT from the hole in the BOTTOM CARRIAGE PLATE and reinsert it into the other hole identified in Figure 8.

Then follow the above procedure in reverse order. When tightening the CLINCH NUT FOR HANDLEBAR PIVOT BOLT, tighten it until you feel it bottom out.

CAUTION: Do not overtighten the clinch nut for handlebar pivot bolt, otherwise you may strip the threads which may cause the steering to fail which, in turn, may bring about an accident and possible injury.

The repositioning of the HANDLEBAR PIVOT BOLT moves the HANDLEBAR 3/4" (1.9 cm) forward in relationship to the seat; at the same time, it permits you to slide back the seat an additional 3/4" (1.9 cm) and still maintain the minimum safety margin of 3/8" (0.95 cm) between the seat tube and the HANDLEBAR CLAMP.

If your leg length still dictates the seat to be positioned further back, please notify us; we would then recommend that you obtain a pair of extended side carriage plates and a pair of seat support extensions - items which we always stock.

CAUTION: If your leg length is such that you cannot reach the pedals with the seat at the most forward position possible: or, at the other extreme, if, even with the installation of extended side carriage plates and the seat support extensions, with your right foot on the pedal, comfortably angled forward, with your toes pointing towards the 2:00 o'clock position and, with the seat at the most backward position possible, your leg is still not extended, DO NOT MAKE AN ATTEMPT TO RIDE THE BICYCLE - you cannot safely control it. To ride the bicycle under above conditions, may cause an accident and possible injury.

The AVATAR 2000TM is designed for riders with leg lengths from 27" (68.6 cm) through 39" (99.1 cm). Excluding younger children, this range accommodates nearly 100% of the population. Again, should you, in terms of seat-to-pedals reach, not fall within this range, DO NOT MAKE AN ATTEMPT TO RIDE THE BICYCLE. Please contact us immediately. We will, in turn, quickly make arrangements for a return shipment and a prompt refund.

(9) Derailleur adjustments:

To prevent damage to rear derailleur during process of shipping, it was necessary to take off the rear derailleur - the control wire, however, is still attached. With a 6 mm hex key provided simply bolt the unit onto frame and place chain over pulleys. On SHIMANO derailleurs, the chain is already placed on the pulleys. If adjustment (s) is (are) necessary, the following tools are needed:

If SUN TOUR derailleurs are used -

- Rear derailleur wire binding bolt - 8 mm open-end or box wrench
- Rear derailleur installation - 6 mm hex key
- Front derailleur wire binding bolt - 8 mm open-end or box wrench
- Front derailleur installation - 4 mm (5/32") hex key

If SHIMANO derailleurs are used -

- Rear derailleur wire binding bolt - 6 mm hex key
- Rear derailleur installation - 6 mm
- Front derailleur wire binding bolt - 9 mm open-end or box wrench
- Front derailleur installation - 6 mm hex key

Both - SUN TOUR and SHIMANO derailleurs - require a flat-bladed screw driver to adjust the high-low limits.

Both - the front and the rear derailleur - have been preadjusted for your convenience. There is, however, a remote possibility that the derailleurs and/or associated cables and controls may have gone out of adjustment during the process of shipping in which case kindly refer to the enclosed manufacturer's instructions.

CAUTION: When adjusting the high-low limits on the front derailleur, make sure that the chain cannot be completely derailed off to the left of the smallest chainwheel or completely off to the right of the outside large chainwheel. By the same token, when adjusting the high-low limits on the rear derailleur, make sure that the chain cannot be completely derailed off to the left of the largest freewheel sprocket or completely off to the right of the smallest freewheel sprocket. Such over or undershifting of the chain may cause it to become wedged between the rotating chainwheel and/or freewheel and other fixed parts of the bicycle which, in turn, may cause an accident and possible injury.

(10) Install safety flag:

Simply slide the flagstaff into the LEFT SEAT FRAME SIDE TUBE. The flagstaff is friction-held which permits you to adjust the height of it as you see fit. In addition, when carrying the bicycle through doorways, in your automobile or shipping it, you can remove or attach the flagstaff by simply pulling it all the way out of the LEFT SEAT FRAME SIDE TUBE or reinserting it without the use of a tool.

Please note: When storing the bicycle over an extended period of time, you should not leave the flagstaff in the holder; otherwise the tension device may prematurely fatigue which, in turn, may cause the staff to slip.

CAUTION: Failure to utilize the provided safety flag will reduce the visibility of the bicycle and you by others which, in turn, may cause an accident or possible injury.

(11) Install flashing unit:

Tool needed: 4 mm (5/32") hex key.

Install the specified battery (not provided) as outlined in manufacturer's enclosed instructions. With the bracket fastening screw and split lock washer provided (already threaded in), attach the FLASHING UNIT to the left upper seat support mount.

CAUTION: Failure to install the flashing unit, to switch it on and/or to change the battery when need arises will reduce the visibility of the bicycle and you by others at night which, in turn, may cause an accident and possible injury.

B. SUGGESTIONS RELATING TO RIDING TECHNIQUE

Please keep in mind that your AVATAR 2000™ reflects three distinct design criteria: EFFICIENCY - SAFETY - COMFORT, and the resulting advantages over the conventional bicycle will very quickly become apparent to you.

Up to this point, the majority of bicycle designers and builders have not fully addressed themselves to certain shortcomings which are inherent in the conventional design - shortcomings which, over the years, by tradition, were tolerated rather than accepted by the bicyclist. Efforts to improve bicycle functions in general, by drawing on some basic, long-known laws of physics and how they relate to the human anatomy, have received little or no attention in an industry which, in terms of meaningful innovations, has been bordering on virtual stagnation for the past eight decades - ever since the Wright Brothers decided to pursue their now historical feats in aviation.

Therefore, to fully appreciate our machine, you should make an effort to "unlearn" certain habits which you have developed over the years when riding your conventional bicycle. If you do - YOU WILL BE AMPLY REWARDED, because your AVATAR 2000™ will, simply put, provide EFFICIENT AND SAFE BICYCLING WITHOUT PAIN.

After riding your machine for approximately three months, kindly take a few minutes of your valuable time and send us your comments as to what we can do to improve our product. We heavily rely on your input. In addition, should you encounter any specific function or quality-related problems - irrespective of magnitude - please relay such problems to us at your earliest convenience.

(1) Start-up:

Shift chain into a low gear combination. To do so, while still pedaling, just before getting off the bicycle during a previous ride, is a good habit to get into. If, during a previous ride, however, the bicycle was left in a high gear combination, you can, as opposed to the conventional bicycle, still shift the chain to a lower gear combination without having to ride the bicycle, by gently leaning it against the kickstand in the down position which lifts up the rear wheel and which, in turn, permits you to freely crank and shift gears.

Sit on the seat with your shoulder blades resting against the seat back and let your arms rest on the handlebar right below the seat. Initially, it will appear that the handlebar is not wide enough - that you have to reach too far under the seat to turn it. This apparent assumption, however, is not valid, because you do not have to grasp the handlebar with the entire width of your hands. Simply let your hand rest on the handlebar, with your thumb and fingers just far enough inward to comfortably reach the brake and shift levers.

Squeeze both brake levers to prevent the bicycle from rolling. Place either foot into either pedal clip, with the pedal being approximately at the 12:00 o'clock position. The pedals are weighted to facilitate convenient insertion of your feet into

the clips. With one foot still on the ground, push your back into the seat back, release both brake levers and forcefully apply the first power stroke to whatever pedal you have chosen to initially engage. You are now rolling. Insert your other foot into the clip of the other pedal and proceed to rotate both crank arms. Please note that the procedure of applying the first power stroke with the pedal being approximately at the 12:00 o'clock position which, in turn, maximizes your leverage, is no different from starting up a conventional bicycle.

Please note: Dictated by habit when having ridden your conventional bicycle in order to facilitate leverage, you will inevitably lean forward and pull up on the handlebar. By doing so, you are "fighting" the handlebar which will cause oversteering, resulting in an initial wobble effect. After a few minutes of riding, however, you will learn to relax, to comfortably lean back into the seat and not to pull up on the handlebar. You will now ride in a straight line with a much smoother pedal cadence.

Do not concern yourself with changing gears as you are negotiating your first riding maneuvers. Instead, try to concentrate on relaxing your torso and arms as well as on taking advantage of the bench press principle provided by the seat back.

(2) Riding apparel:

You do not have to protect the palms of your hands from road shock by wearing gloves, because you do not have to support your upper body weight with your arms. You do not have to wear especially padded riding shorts - the seat is as comfortable as a lawn chair. The side-to-side seat cover tension can be adjusted by the tension of the cross straps - the top-to-bottom tension can be adjusted by releasing or taking up the seat cover strap which is tied into the seat horn buckle. These two adjustments permit you to establish your own comfort range.

Please note: In order to push or pull the seat cover strap through the seat horn buckle, it cannot be done under tension. To eliminate the tension, simply loosen the clamp tension bolts with knurled knobs, pull the seat support retaining pins out of the seat support studs on the chain stays, prop up the entire seat so that the seat frame side tubes are approximately perpendicular to the ground and temporarily tighten the seat clamp tension bolts. To add tension, follow the above procedure as well.

When adjusting the top-to-bottom tension of the seat cover, do not leave the seat cover strap too loose. While you may not feel the outlines of the knurled knobs of the seat clamp tension bolts when sitting on the seat, the knobs will, nevertheless, cause wear marks on the underside of the seat cover if contact is permitted.

(3) Shifting gears:

As a direct result of the lesser chain deflection angle, you will find the shifting much smoother, and the usual rubbing of the chain on the sides of the chainwheels is completely eliminated. In order to prevent the chain from rubbing against the sides of the front derailleur cage,

you must occasionally still center the cage which, as opposed to the conventional location, is in your plain view as you ride the bicycle.

As is applicable to the conventional derailleur-equipped bicycle, three important principles apply to the AVATAR 2000™ as well:

- (a) The less tension there is on the chain, the smoother the process of shifting.
- (b) You should, at all times, attempt to maintain an as constant as possible cadence (crank rate) - a cadence which is comfortable for you, irrespective of changes in terrain. If you let the terrain dictate changes in cadence, you will become exhausted prematurely. You should get into the habit of anticipating the necessary gear changes as required by the changes in terrain in order to avoid radical cadence changes.
- (c) In the long run, it is more efficient to crank fast in low gears than it is to crank slow in high gears. The method of cranking fast in low gears is also referred to as "spinning" which is especially advantageous when hill-climbing.

Please note: To crank in high gears, over long distances, irrespective of terrain, may cause excessive strain on your legs. This warning should be heeded by riders of conventional bicycles as well.

(4) Different leveraging of muscle groups:
Initially, when negotiating longer distances, you will find that your legs feel a bit rubbery and sore - perhaps more so than would be the case if riding a conventional bicycle. DO NOT BE CONCERNED. The recumbent riding position leverages your muscle groups more efficiently and differently than that of riding a conventional bicycle. As is the case with any new physical activity, you should allow your muscles, in fact your entire body, a period of thorough conditioning before expecting peak performance. Consequently, it will take a few miles of riding until your leg muscles are conditioned to yield the same or more output when compared with the conventional bicycle.

(5) Braking:
As a result of the lower center of gravity and the ability to brace yourself with your legs against the pedals, it is less likely to be pitched forward if you had to apply the brakes hard and suddenly.

Please note: The radically reduced frontal area, decreases drag considerably. This drag reduction is especially noticeable when you coast down steep and long hills - experiencing speeds which you are not accustomed to when riding a conventional bicycle. These speeds, however, will also require quicker reaction to possible traffic and road hazards and, most important, quicker application of the brakes.

CAUTION: Under wet conditions, no rim brakes work as well as they do under dry conditions. In rainy weather or on wet road surfaces you must take special precautions to insure safe stopping. Even with

increased lever forces will you encounter less stopping power in rainy or wet weather. Especially on declines, please ride slower than normally and apply your brakes sooner than normal conditions would require. Failure to do so, may cause an accident and possible injury. In addition, brakes are considered out of adjustment and, consequently, unsafe if, with the levers not squeezed, the distance between the rubber and rim surfaces is more than 1/16" (0.16 cm). If this is the case, the bicycle is not safe to ride and, as a result, you may become involved in an accident which may lead to possible injury.

(6) You in traffic:

Under heavy traffic conditions and from a lower sitting position, you will initially encounter some difficulties in judging what is coming from behind, in terms of distance and relative speed. Getting into the habit of momentarily sitting upright and turning half around in the seat, however, will permit you the timely detection of vehicles approaching from the rear. In addition, we very strongly recommend that you attach a mirror to your eye glasses or, if not wearing glasses, to your helmet.

To ride a bicycle without wearing a helmet is analagous to playing Russian Roulette. Please remember, based on the law of averages, the odds of sustaining a serious injury or death are heavily stacked against you if you ride your bicycle without wearing a helmet.

CAUTION: If you prefer not to use the toe clips and straps, please take them off the pedals. The clips and straps, as they rotate, without your feet being inserted, may get caught by the front fender when fork is turned which may, in turn, cause an accident and possible injury.

Until there will be more AVATAR 2000™ recumbent bicycles on the roads - which will inevitably come about - you will attract much attention which, we are certain, you will acknowledge readily. In doing so, please do not loose sight of your responsibilities as a traffic member; i.e., DO NOT PERMIT YOURSELF TO BE DISTRACTED TO THE POINT OF NOT PAYING ATTENTION TO THE TRAFFIC AROUND YOU.

(7) Transporting your AVATAR 2000™ in or on your automobile:

With both wheels, the seat and the rear fender off, the bicycle will easily fit into any station wagon or hatchback, with the rear door closed, as well as into a regular trunk of most sedans, with the trunk lid tied down.

Please note: It is easier to slide the rear fender off the chain stays bridge after the rear wheel is removed.

Your AVATAR 2000™ unit will fit a trunk-mounted carrier if you take off both wheels and the rear fender.

CAUTION: Failure to take off both wheels and the rear fender when loading the bicycle onto a trunk-mounted carrier, will render the entire width of your automobile as too excessive which may involve your automobile as well as others in an accident and possible injury,

C. SECURITY PRECAUTIONS

- (a) You are protecting quite an investment. Consequently, lock your unit with a good locking device.
- (b) If you have to leave your unit unattended over an extended period of time, take the easily removable assemblies such as the seat and both wheels off the unit. In doing so, you are in fact rendering the unit inoperable for immediate use by a potential thief.
- (c) The serial number of your machine is stamped on the underside of the rear bottom bracket shell.
- (d) Please do not automatically assume that your AVATAR 2000TM is covered by your insurance policy against loss of personal property - irrespective of whether you own a home/apartment or rent. We recommend that you contact your insurance agent for immediate clarification.