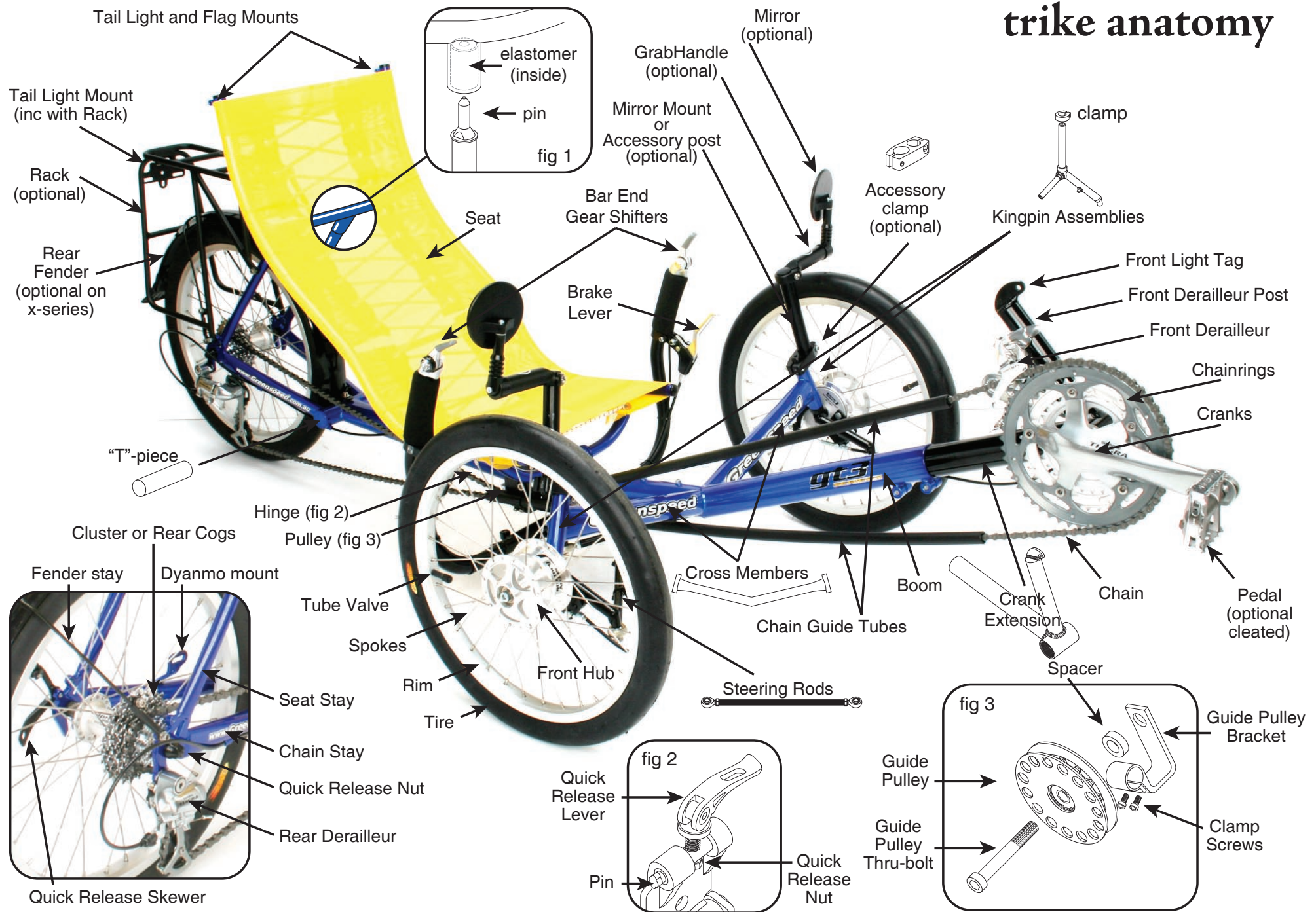


Greenspeed



trike anatomy



welcome to the family

Congratulations on your purchase of a Greenspeed folding trike. We believe that you have purchased the finest recumbent tricycle available in the world today. It is also our belief that the present level of motorised transport on this small planet is not sustainable, in environmental and social terms. Thus your Greenspeed has been designed for everyday use, whether it be shopping, commuting, rehabilitation, touring the world or just exercising and having fun! With care, it should last a lifetime.

Included in this manual are instructions on how to assemble, maintain and get the most from your folding trike.

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design

The major feature of these trikes is the fold. By removing one capscrew, with a 6mm key, the seat can be removed.

Then releasing the quick release lever on the frame hinge allows the rear wheel and frame to be folded over the front, halving the size of the trike, and allowing it fit into most car boots (trunks) and other small spaces. To fit into even smaller spaces, the wheels are easily removed.

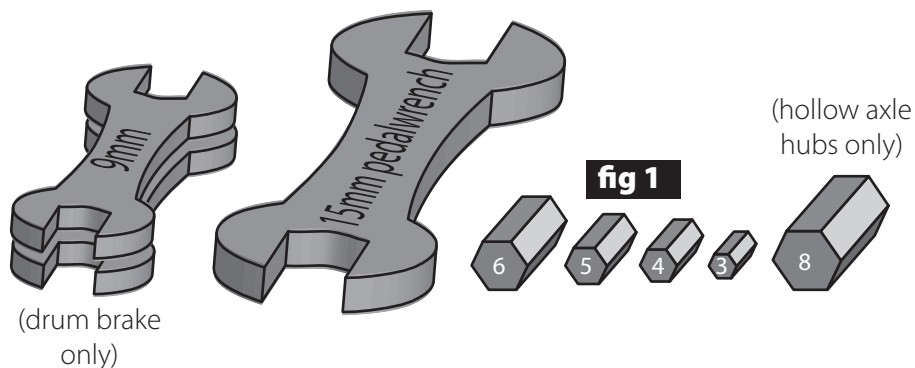
Another feature of this trike is the 16" wheels, which make it more compact than trikes with 20" wheels, and the special Scorcher tyres give it outstanding performance with a very smooth ride.

The famous Greenspeed cross over steering now has NSR geometry, which allows straight line, one handed braking, and gives a very small turning circle, making it a delight to ride. A number of accessories are available from GS dealers.

assembly

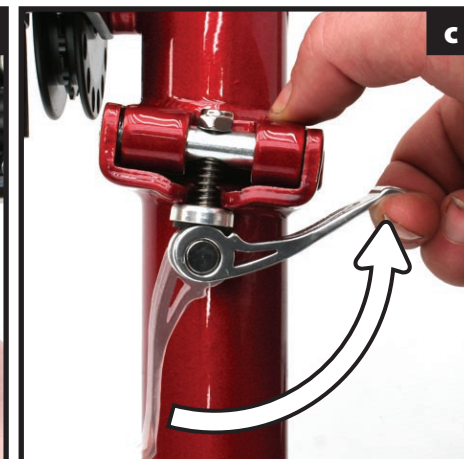
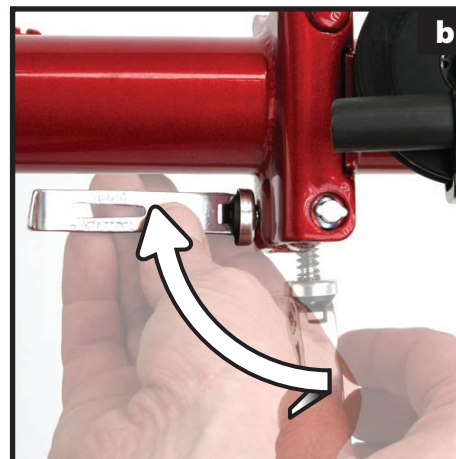
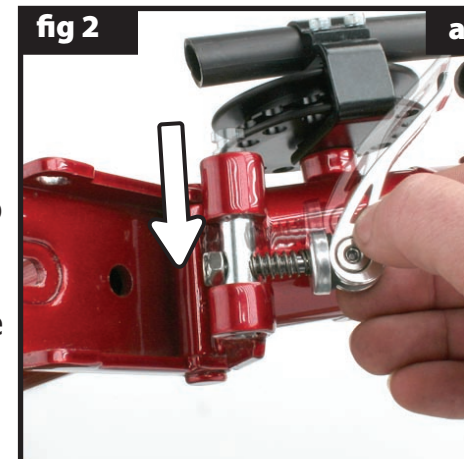
Assembly of your folding trike is as follows. If you are assembling from a boxed state, you start by unpacking it all carefully. Once all the packaging has been removed, the fun bit begins.

tools



Your trike's main feature is its ability to be folded / assembled with the minimum of tools / effort. Here are the tools required to build your trike, but there after the quick fold will only require the 6mm Allen key.

The frame is now ready to unfold. Start by holding the back section and lifting it away from the frame and straightening the frame out. Note the pin needs to be slid to the left to allow the frame to unfold all the way (fig 2a). Once it has been unfolded all the way, you rotate the Quick Release downward so the keyway is lined up, push it through, pull the quick release towards the back of the frame (fig 2b). Once the quick release is in its slot you can tighten it up (fig 2c).



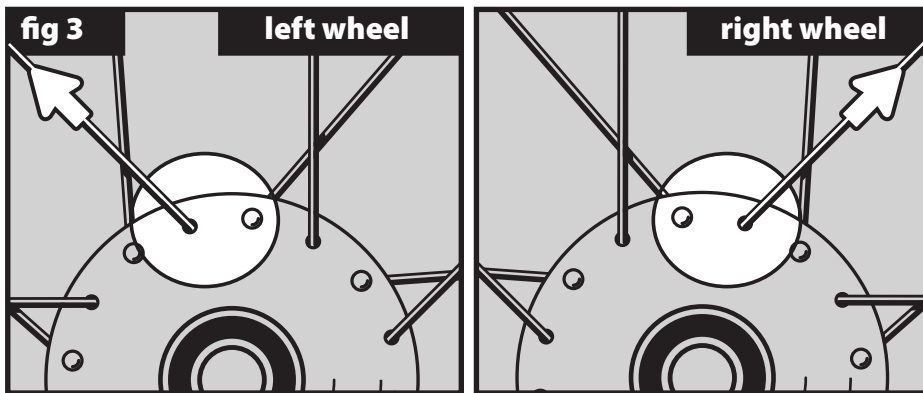
Important. If you are unfamiliar with a quick release mechanism, PLEASE get a Greenspeed Dealer or bike mechanic show you the finer points of safe use. The quick release on the frame is slightly different to a wheel quick release in that it requires a 10mm wrench to add tightness to it should the adjustment loosen off with time/wear. Please keep it tight enough that you can release/tighten with moderate hand effort.

fitting your wheels

Next you install your wheels. Put the rear wheel in first and tighten up the quick release. The cogs go on the right hand side of the trike. That is, as if you are seated in the trike ;-)



Now install the front wheels. Fig 3a and 3b, shows that there are left and right wheels. They can be identified by looking at the top of the hub and following the top outside spoke (that is the spoke with its head on the inside). When this spoke goes to the right, it is the right wheel, and vice versa! Be sure to try and install them this way in the future, as this will prolong spoke life.

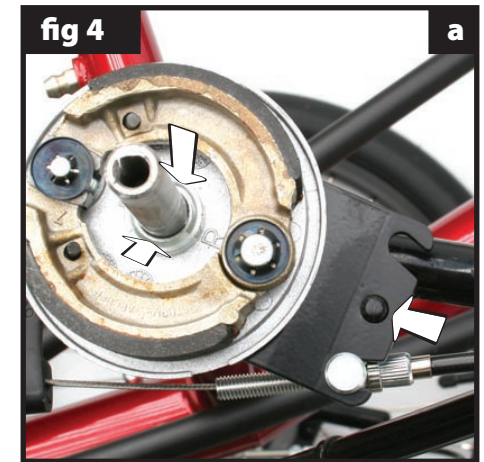


Outside spoke points to the left Outside spoke points to the right

~ drum brakes

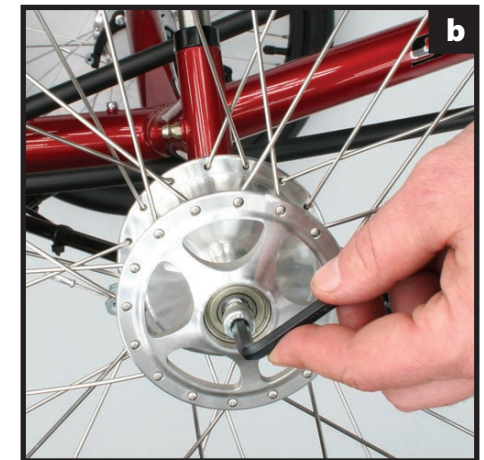
The brake assembly backing plate should be checked that it is sitting hard against the axle and that the retaining pin is engaged (fig.4a).

Now is also a good time to hook up brake cable (fig 16).



Use the provided short cap screw to hold the wheel on (fig.4b). Some models are also provided with a shaped hub cap washer.

Do the same on the other side.



~ disc brakes

Disc brake wheels slide straight onto the axle the same way drum brake hubs do and the screw at the end holds them in place.

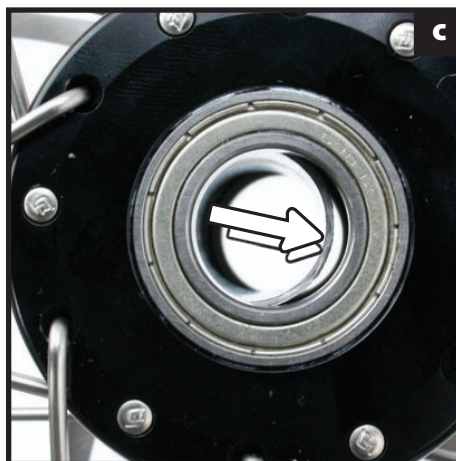
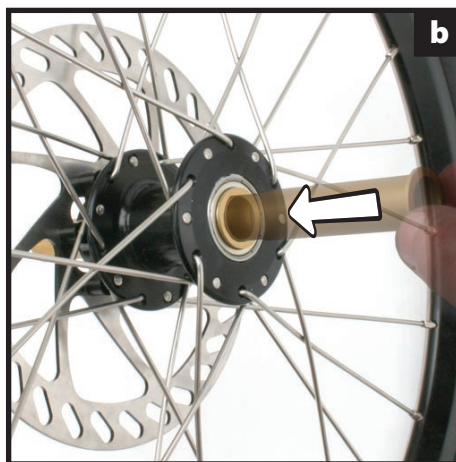
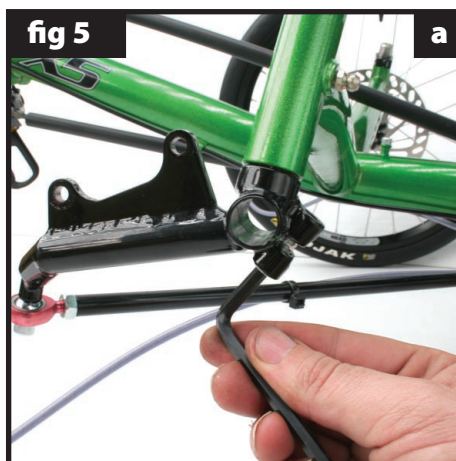
The exception however is our hollow alloy axle disc brake set up. Hollow alloy axles use a different method where by the alloy axle goes through the hub and then into the kingpin assembly.

~ disc brakes with hollow axles

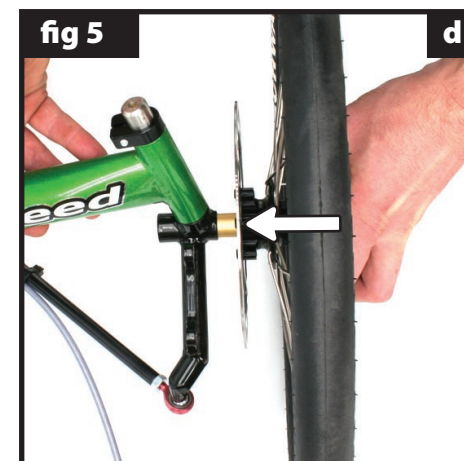
First make sure the kingpin pinch clamp is undone (fig 5a) so the axle can be inserted (it's a good idea to either remove this screw or nip it up when transporting your trike so as not have it rattle loose!).

Insert the axle from the outside of the hub (fig 5b).

Some times the crush tube inside the hub may be misaligned (fig 5c), use the axle to realign it.



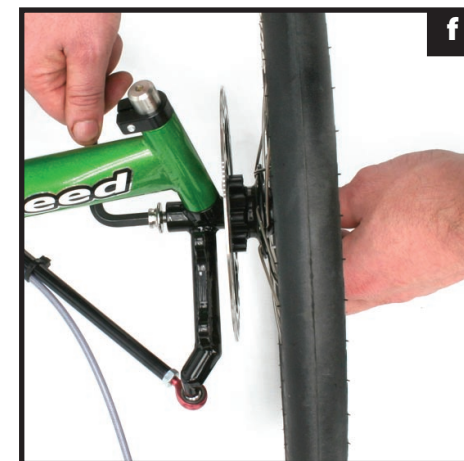
Place the axle into the kingpin assembly (fig 5d). The axle should be a neat fit but NO hammering should be required!



Once the axle is installed, cinch up the clamp screw (fig 5e) tighter than finger tight, but not tensioned right up (this is to help prevent the axle rotating whilst performing the next step).



Insert the axle preload bolt (fig 5f) and snug it up (6Nm). Finish tightening up the pinch clamp (12Nm) and you're done! Well one completed... other side to go!



fitting your disc brake calipers

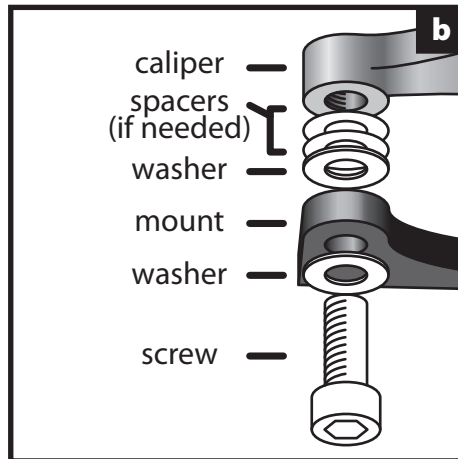
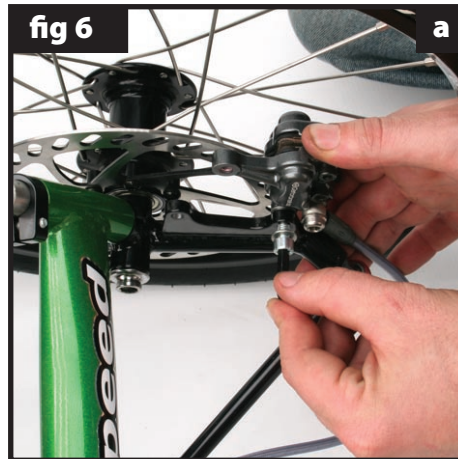
Disc wheels will then need the calipers installed.

Start with the forward most screw (fig 6a) and fit one washers under the screw head and the other washer (and any spacers) on the caliper side of the mount (fig 6b).

Leave this screw loose so it is easier to put the second screw in with its washers (fig 6c), and tighten up both of the bolts.

Your pads are self adjusting, so should center themselves either side of the disc after use.

However, if when you put the caliper on, you can see that the slot for the pads is obviously out of alignment you may need to see a dealer for new spacers.

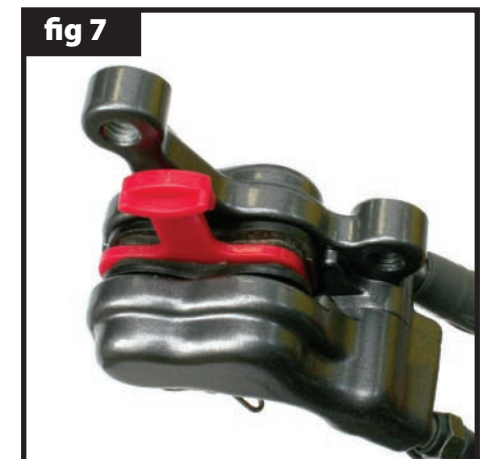


removing hollow axle wheels

When removing and refitting your hollow axle wheels at a later point, the caliper can stay in place. In this scenario, to take off the wheel, simply take out your axle pre-load bolt and loosen the clamp screw and slide the axle out first, then drop your wheel, and therefore disc brake rotor, down out of the caliper. To put it back on, make sure the clamp is undone, offer the wheel up and insert the disc rotor into the caliper taking care to not dislodge the brake pads. Insert the axle from the outside of the hub and straight through into the kingpin. Insert and tighten the bolts as instructed above in 'fitting your wheels - disc brake with hollow axles'.

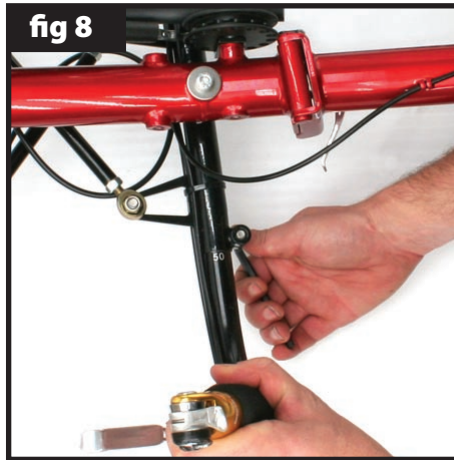
Note: Care needs to be taken with hydraulic disc brakes in general in regards to transporting with the wheels/calipers removed. Cable discs do not need this.

As the brakes are self-adjusting for pad wear, squeezing the brake levers with no disc between the pads will result in the pads coming together and the disc rotor will no longer fit. A flat blade screwdriver will then be required to separate them for installation. If the pads are quite worn, you chance pushing one of the pistons from the caliper! We suggest you keep the transporting spacers that came with your trike and use them between the pads when transporting if you plan to remove the wheels.



adjusting your handle bars

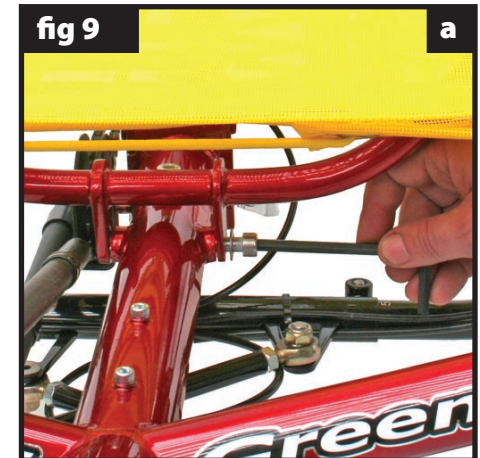
Now twist the handlebar ends up into a position that looks comfortable for you. There are width markers on the handles so you can make them an even spacing apart. The pinch bolts for the adjustment (fig 8) require a 6mm Allen key. Note these need to be done up pretty tight to avoid unnecessary movement, some movement under duress is acceptable in the case of an accident etc. The bars should not be used for a leverage point like a regular bike, they are primarily for steering purposes.



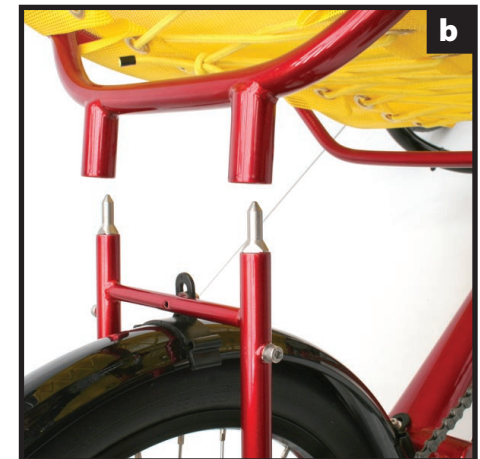
fitting your seat

Your seat can now be fitted.

Start by inserting the long screw with it's washer through the seat tag and frame (fig 9a) and doing the cap screw up finger tight.



The seat can now be pushed onto the seat pins (fig 9b).



You should just need to apply pressure to the top of the seat by pushing down until it stops (fig 9c).

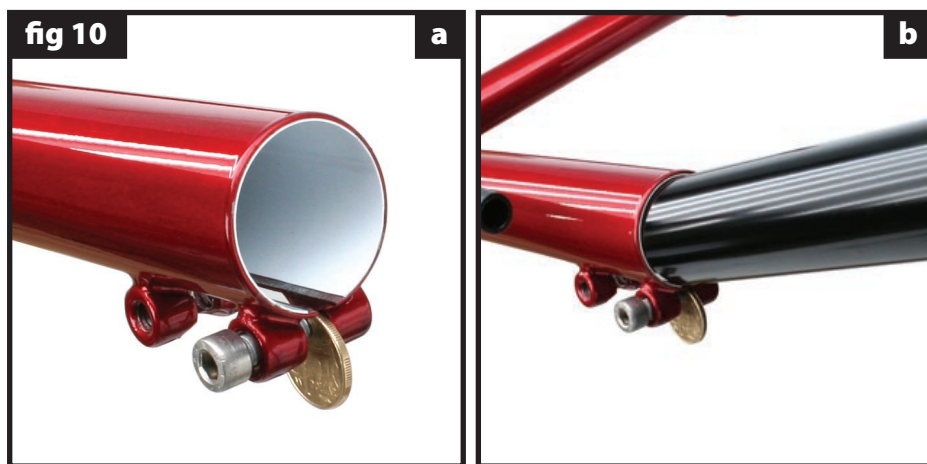
Now tighten the cap screw with a 6mm Allen key (fig 9a).

Hint:- If the seat is very tight on the pins, a SMALL amount of grease may be used.



fitting your crank extension

Next you can install your crank extension. This will require some fiddly work, but you shouldn't have to remove it again unless you need to pack it 'really' small.



Firstly loosen the screws on the underside of the boom with a 6mm Allen key and completely remove the front screw and thread it in from the other direction.

Place a coin in the slot (fig 10a) and tighten the screw so that the slot starts to open (approx two complete turns). Note don't place the coin too far in or it will stop the crank extension from going in, AND careful to not over tighten, as this may make it harder to fit the extension and possibly damage the frame.

Next step is to insert the extension into the boom taking care to not damage the protective sleeve inside the end of the frame. Hint: starting it off with a slight angle can help so as not to catch the edge of the sleeve (fig 10b).

Remove the coin and refit the screw in its correct position and pinch up one of the screws.

adjusting for your leg length

Lightly grease the pedal threads and fit the pedals. Hint left and right pedals have different threads, the right one tightens clockwise, the left one counterclockwise. Tighten the pedals.

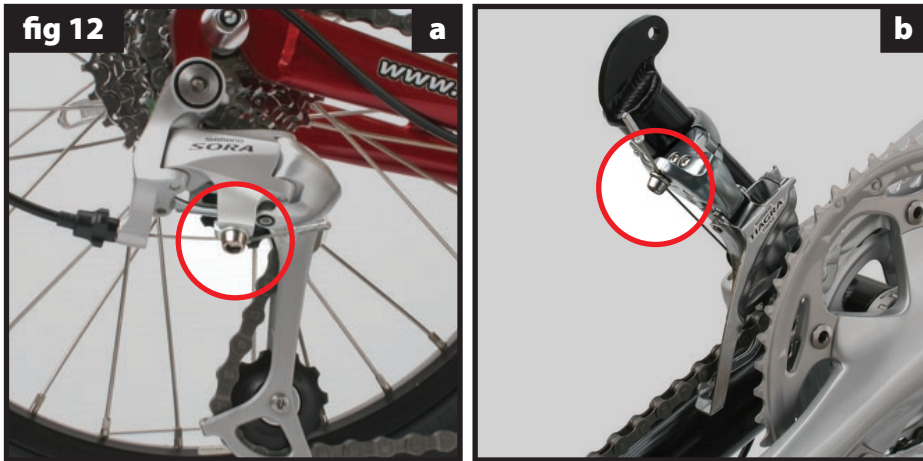
Sit on the seat and place your heels on the pedals and adjust the extension so that your leg is straight when in the outstretched position (fig 11).

To align the extension, sight along the top of the bottom bracket to the front of the seat cover and rotate the extension until they line up. Tighten screws when happy. Note you may find small adjustments can make a big difference, so play around with this setting before you do a long ride.



If you think you will change the leg length regularly, then you should consider fitting the trike up with a Chain Gobbler. This means that you will not need to shorten and lengthen the chain.

check derailleur cables



Your rear derailleur should be in place on the frame so all you need to do is tighten the cable clasp on the derailleur with a 5mm Allen Key (fig 12a).

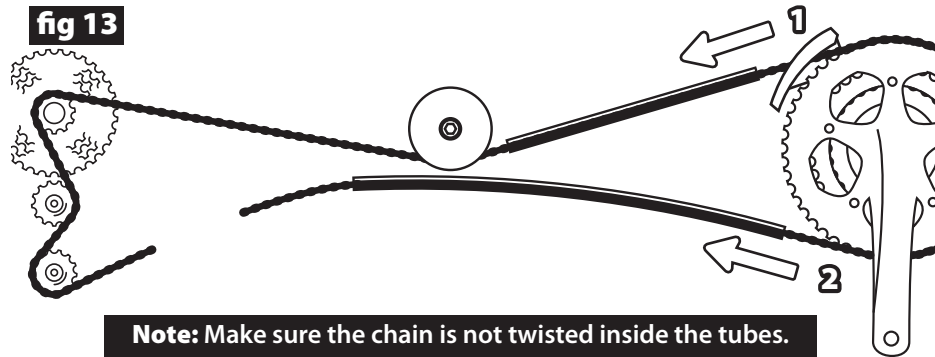
Check the outer casing is sitting properly in the shifter and derailleur adjuster and the shifter is in the forward position and pull the inner cable tight.

Your front derailleur is similar but the cable has been removed. Put the outer cable into all the stops, move lever forward and then clamp the cable in position in the front derailleur (fig 12b).



fitting your chain

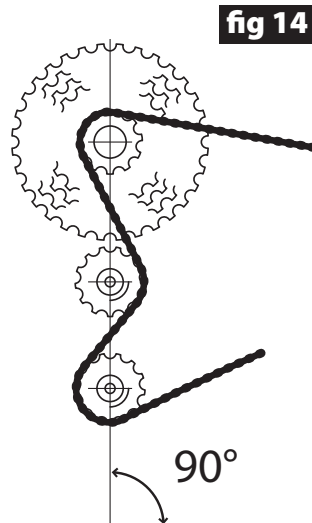
Fit your chain next following fig 13. Start by feeding the chain through the front derailleur cage, down the chain tube, under the pulley, over the sprockets and down through the rear derailleur (fig 13 step1). Put the rest through the lower tube (fig 13 step2).



adjusting your chain for length

Your chain can only be adjusted once the cranks have been set to the right leg length. Firstly, shift the chain onto the large chainring and onto the small sprocket (left gear shifter all the way back and right gear shifter all the way forward) and check to see if it matches fig 14. Shorten the chain till the two derailleurs cogs are in alignment. If you don't have access to a chain tool you will need to see your dealer.

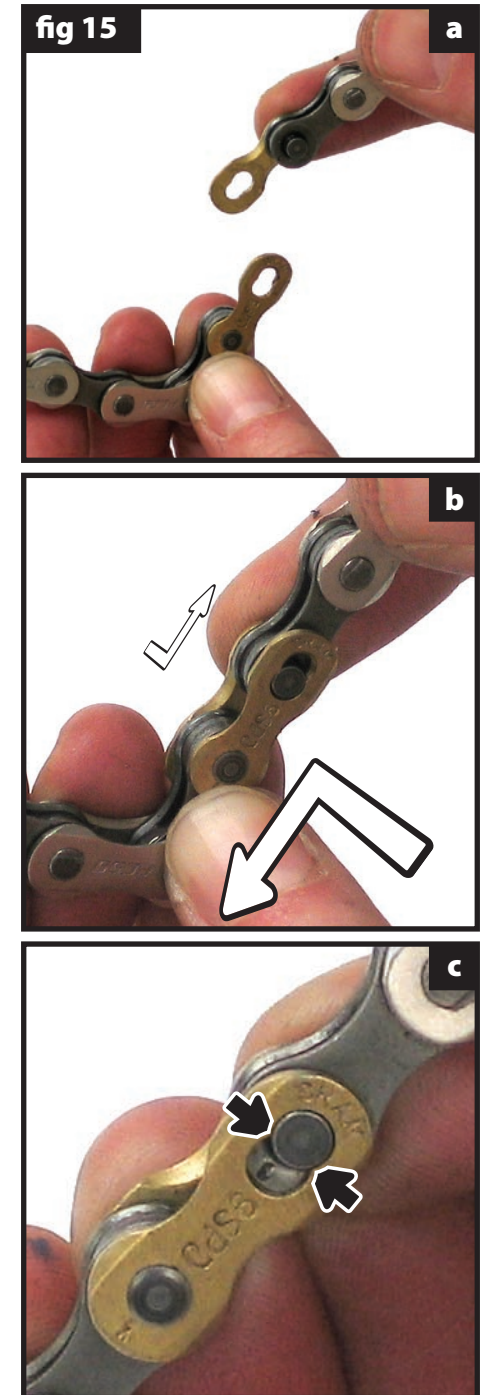
Note: if this chain length is not correct, damage may occur to your rear derailleur.



joining your chain with split links

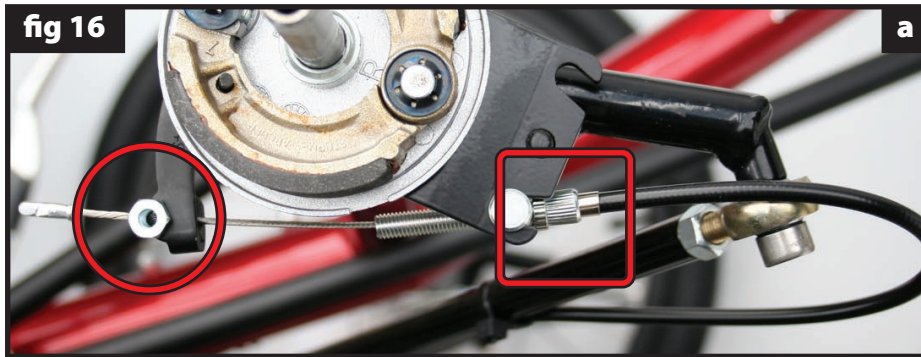
Use the two joining links to join your chain together.

Slot each link into the chain ends so that they are opposite each other (fig 15a) and slot the pins through the links (fig 15b) and keep pushing them towards each other as you slide them into position (fig 15b arrows).



adjusting your brakes

~ drum brakes



Your brake cable should be connected the same as fig 16.

Also double check that the clasps bolts (fig 16a circle) are firmly tight with two 9mm spanners.

Check that the Cable outer casing is seated into the adjusting barrel at the drum (fig 16a square), and then seated properly into the Cable adjuster on the lever (fig 16b square). To adjust the drum brakes (lets start with the right hand side) turn the bars first to the left, lift the right hand wheel so it can spin freely and keep turning out the adjusting barrel (fig 15b square) at the drum till you can hear the drum pads just start rub. Back off one 1/4 turn and screw down the locking ring. Only ever do the locking ring hand tight!!! The barrel is hollow for the cable to run through it and is not strong enough to have you tighten the locking ring by mechanical means.



Do the same for the left wheel turning the bars right, but this time make sure you get an even feel between the two levers. In other words you should be able to feel the same pressure pulling the levers back to the same point.

~ disc brakes

Disc brakes are already set up with no adjustment needed, however the fluid may be in the wrong place to have them working their best. While your trike is sitting on it's wheels, apply the brakes a few times (fig 17) which will let the fluid move to where it should be. Note: It is advisable to do this any time when your trike may have been turned upside down.



adjusting your gears

Now for the fun of gear adjustment. Your trike has also been supplied with the component manufacturers instructions for your reference. Set your trike so the rear wheel is off the ground and can spin freely, and is stable enough that you can turn the cranks.

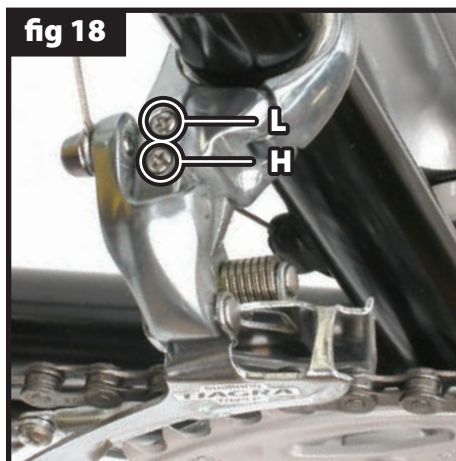
~ front derailleur

We will start with the front derailleur, as it is easier to adjust, and gives you a good start for the rear. Firstly determine the problem you are having, is it A) will not go into the large chainring or B) will not go into the smallest chainring?

A: The cable needs more tension, or if you've been riding for a while, may have stretched.

Check this by returning the chain to the smallest chainring (shifter all the way forward) and feeling the cable between the cable stop and the derailleur, is it excessively slack? If so undo the cable pinch bolt and pull through the excess cable and tighten the pinch bolt. Try shifting to the large chainring again. If it still doesn't work turn the 'H' limit screw (small screws on top of the derailleur shown in fig 18 H) out by a quarter of a turn each time and retry the shift. If you unscrew it too far, the chain will fall off the outer side.

B: Loosen off the 'L' limit screw (fig 18 L) slowly and it should drop down, if not the cable may be too tight. To check this, undo the cable pinch bolt, loosen the limit screw again until it drops down and reattach the cable. Double check that it still goes into the large chainring. Also check the cable to see if it is still running smooth by undoing the pinch bolt, holding the cable



in one hand and shifting with the other hand. Lubricate or replace the cable if it is hard or rough to pull through. If neither of these things work, your derailleur could be worn or misaligned. See your dealer for further assistance.

~ rear derailleur

The rear derailleur is similar in that if it won't go into the larger sprockets, there is not enough cable tension, or into the smaller sprockets if there is not enough cable slack.

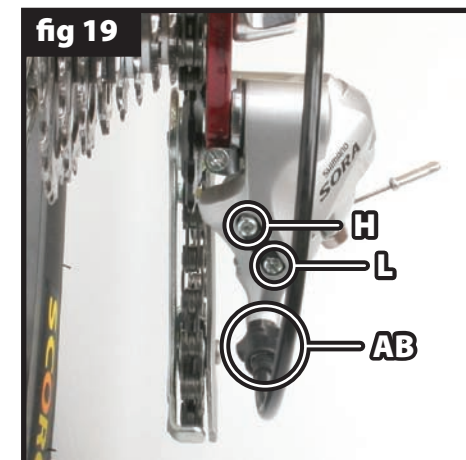
Turn the barrel screw (fig 19 AB) in for slack and out for tension. As with the front derailleur, use the limit screws only as a last resort, as these don't effect the indexing of your gears.

Loosen the 'H' screw (fig 19 H) if it won't go into the smallest sprocket or tighten if it goes between the smallest sprocket and the dropout. Loosen the 'L' screw (fig 19 L) if it won't go into the largest sprocket or tighten it so that the derailleur doesn't go into the spokes (not too good if this happens).

If you run out of adjustment with the barrel screw you will need to wind it all the way back in, put the shifter all the way forward and loosen the pinch bolt and pull through the excess cable and tighten the pinch bolt again.

Also check the cable to see if it is still running smoothly by undoing the pinch bolt, holding the cable in one hand and shifting with the other hand. Lubricate or replace the cable if it is hard or rough to pull through.

If neither of these things work, your derailleur could be worn or your derailleur hanger misaligned (bent through an accident). Contact your dealer for further assistance.

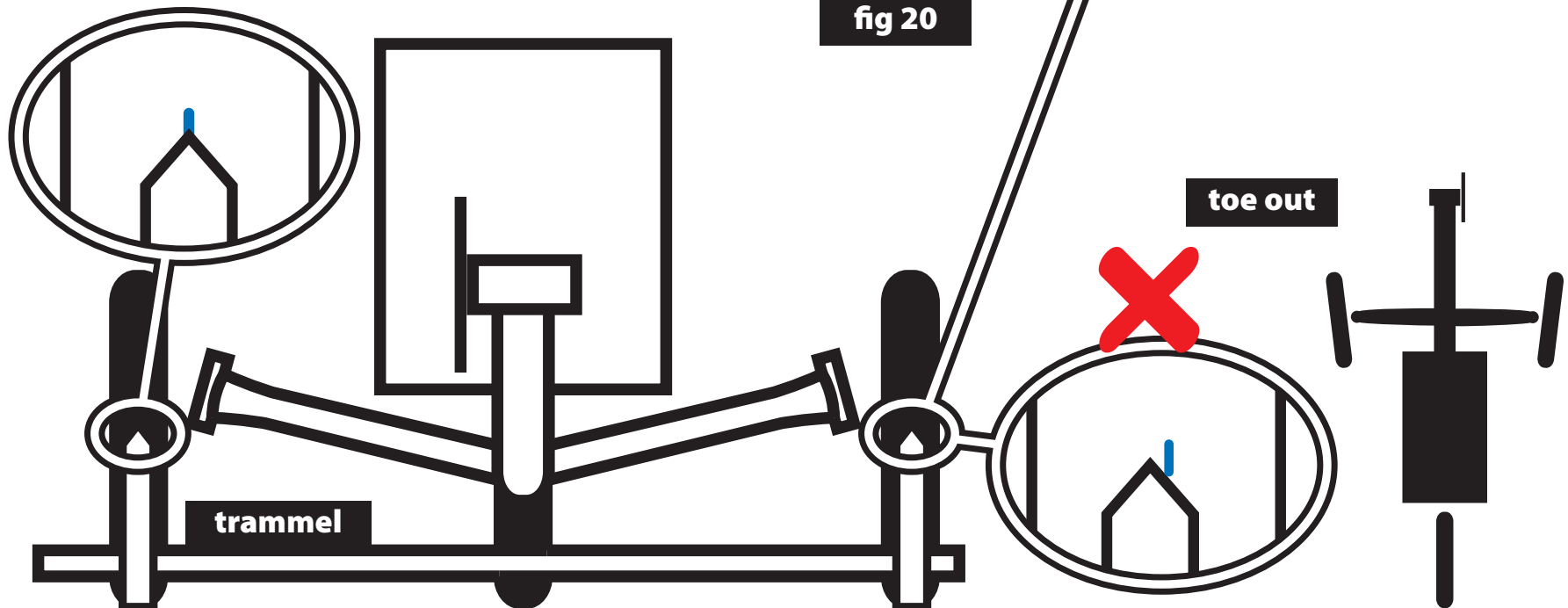


alignment of your steering

Steering alignment check should be done once a year or when excessive tyre wear is noticed. The front wheels should 'toe in' between zero and 1/16" (0-2mm). That is, the measurement across the front of the wheels should be between 0 and 1/16' less than the measurement across the back of the wheels, at axle height.

A check can be made with a tape measure, and adjustment made by undoing one of the steering connections (eg steering arm on kingpin) and screwing one of the rod ends (ball joints) in or out half a turn at a time. Note you will notice that the rod ends have a jam nut (lock nut) to prevent them unscrewing and to eliminate movement on the thread. This will have to be loosened first before the rod end will turn and locked up again before each measurement is made.

A more accurate way is to use a trammel (Fig 20).



A trammel has two pointers on a bar, which sits at the back of the tyres at axle height. A mark is made on the back of the tyre with a pen, the trike rolled forward half a wheel revolution, and the marks compared against the trammel pointers at the front of the wheels. This method eliminates any inaccuracies due to wheel run out etc.

riding steering

Trikes are inherently stable but can be tipped over if cornered hard, without leaning into the corner. Remember to always lean into the corners on faster corners. We find riding in a large car park, basketball court etc around in circles, slowly increasing speed, to find the limits of stability and your abilities works best. Note wear protective gloves. With practice you might be able to ride on two wheels! Just remember once you start to fall, turn to the direction you are falling which will simultaneously correct your balance. You may also use the brake as a device to correct your balance. Note, try to resist taking your hands off the handlebars if you feel yourself falling. This skill can be useful for mounting gutters, avoiding obstacles or showing off - skilled riders can perform figures of eight on two wheels!

Remember braking in a corner with only the inside brake will not slow you down as it is unweighted and will lock up. Try and use both brakes in an emergency situation. We have heard stories of people cornering at speed with their drink bottle in one hand, having to brake mid-corner, and finding they have very little brakes to slow them down.

Sliding can be great fun when mastered. Weight distribution is an important tool in achieving your goal of the perfect slide. By leaning further forward you unweight the rear tyre causing the back to slide more. If you lean back the front will slide causing the rear to regain grip. On long corners, gravel or wet road etc, a combination of leaning forward and back you can achieve awesome three wheeled slides.

Try not to carry heavy loads high on the rear of your trike, as it will make the trike unstable. If you have no choice, take it very slow around corners. Your trike is not designed for people carrying on the back. Child trailers etc should be no problem, but as always, find the limit of stability before you leave on that

journey be it short or long.

Changes in road conditions can also effect how the trike will react. For example turning on an off camber corner or halfway down a steep hill will make your trike more likely to tip up than a banked corner or turning part way up an incline. Just think of a velodrome as the ultimate cornering situation because it is already leaning you into the corner, but riding along a slope and turning suddenly up the slope you are already leaning outward. Potholes are best avoided by placing the pothole between the front wheel and the centre of the frame. If unavoidable potholes are best hit with the front wheels rather than the back, as it transmits less shock back to you, and the frame.

gears

Having many gears can be daunting at first. The key to using the gears is to change down before you have to! To make a change with the rear derailleur, push the right handlebar end shifter forward to change into a higher/harder gear and pull back to change into a lower/easier gear. Note make sure you reduce the load on the pedals while making the gear change. UNDER NO CIRCUMSTANCES allow the trike to roll back while changing the rear cluster, or even pull the trike backwards when the gear lever has been moved, as this may result in damage to the rear derailleur. The bar end lever on the left handle controls the front derailleur in the opposite way. It is moved forward to drop the chain onto the smaller chainring to lower the gearing and make hill climbing easier. Again REDUCE the load on the pedals as the change is made.

1st ride

The first ride is where you may notice yourself having a hard time keeping a straight line at speed. Try relaxing your grip on the handlebars, remember it is not a bike you are riding, so let that killer grip off a bit. Try avoiding pulling on the handlebars as well, you are riding a recumbent now, the seat provides a place to exert all your energy.

Remember push into the seat, do not pull on the handlebars. If the problem persists, try riding using only one hand to steer, as this will stop you pulling unnecessarily on the handlebars.



stamina

With the seat behind you, you can exert a much greater force with your legs, so beware of over exertion until you build up your leg muscles. Non-recumbent riders seem to use their arms when standing on the pedals, so recumbent riders develop stronger leg muscles.

After about a month of riding you should find that you are quicker overall than say a mountain bike rider of the same fitness, despite any extra weight of the trike. Also if you ride together you should find you are less tired at the end of a day's riding. The difference will be most noticeable against a head wind on level roads.

pedals

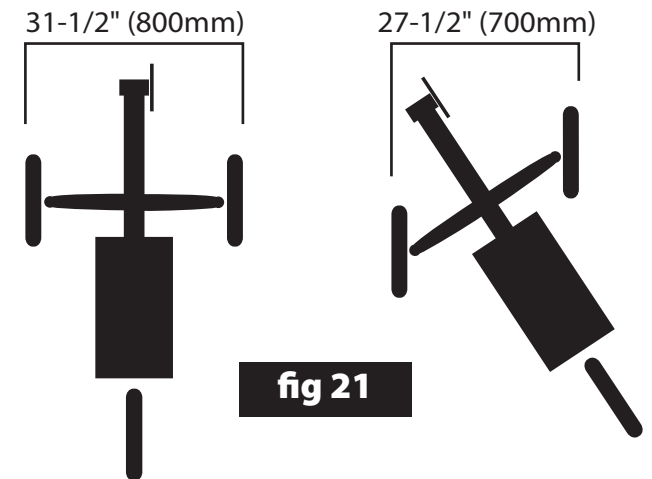
Greenspeed highly recommend the use of 'clipless' pedal systems, as they provide a safer attachment to your trike and help to reduce leg fatigue. Remember you are on a trike now, so you can crank the tension up on those adjusters, as you only have to dismount at the end of your journey instead of at every set of traffic lights.

negotiating doorways

Fitting your trike through tight spaces, doorways etc, can be made easier if you push/ride your trike through diagonally. The diagram (Fig 21) shows how this reduces the width of your trike.

This little trick can really open up the number of places you can ride your trike.

Also your trike is likely to fit under more things than a bike can, just watch out for your flag!



regularly folding your trike

Regular folding should only require removal of the seat and folding of the main frame. The seat is best removed by loosening the cap screw, pulling up on the rear of the seat until it releases. Hint you may need to place a foot on the main frame and pull on the alternate sides of the seat until it comes free.

Remove the cap screw the rest of the way and the seat is off. Screw the cap screw straight back into the seat. This way you will know where to find it again.

Undo the quick release on the frame reversing the steps in Fig 2. Once released, press down on the frame, grab the rear wheel and fold forwards. Hint if the frame is reluctant to fold you may need to press down on the hinge with your foot.

Important. If you are unfamiliar with a quick release mechanism, PLEASE get a Greenspeed Dealer or bike mechanic show you the finer points of safe use. The quick release on the frame is slightly different to a wheel quick release in that it requires a 10mm wrench to add tightness to it should the adjustment loosen off with time/wear. Please keep it tight enough that you can release/tighten with moderate hand effort.

tyre repair

We try and place the labels on the tyres in line with the valve to make finding where the puncture came from a little easier. By finding what either caused the puncture, or the puncture itself, place the tube on top of the tyre with the valve in line with label. You then look across and either find the hole in the tube or what caused it. Front wheels are the easiest as they don't need to be removed. To save kneeling on the ground, tip the trike on its' side to put the wheel at an easier height to work on (see above). You can either replace the tube or patch it depending on your preference.

tools to have while riding

We recommend carrying at least the following tools when riding.

1. Full set of allen keys to suit your trike.

Definitely a 6mm as it does nearly all the main bolts on a folding trike.

2. A Puncture kit / Spare tube.

3. A Pump

Check with your dealer for products they recommend specific to your area. If you aren't confident changing tyres or making other adjustments, most dealers also run courses at different levels to help you get more confident in road-side repair and maintenance.

trouble shooting

Q. Why don't my drum brakes work as well as they used to?

A. Your brake cables may need replacing. If not, try removing the wheel and checking the condition of the brake shoes. If they are glazed give them a light sand to remove it. Also remove any rust if present in drum.

Your drum brakes should actually improve over time as the shoes wear in so most performance issues can be related back to the cables. For any other drum braking trouble shooting see the tech section of the website.

Q. My drum brake hub is rubbing on the backing plate.

A. First check that your spacer is in on the correct way with the tapered 'ridge' side facing outwards, and that the backing plate is sitting right up against the head of the axle bolt. If the Hub still rubs you may have a damaged backing plate and you should see your dealer.

Q. Why are my tires wearing out so fast?

A. Your wheel track could be out (page 14) or your tyre pressure may be excessively low. High corner speed and brake lockups also cause rapid tyre wear. We have found tourists wear their tyres least, as commuters can be the opposite, depending on their route to work and their confidence to push the limits of tire adhesion.

Q. Where do I put the flag?

A. A small diameter tube is located at the top of the seat tubes near the tail light mount inside the seat cover.

Q. Why can't I get first gear?

A. See page 6 Cable Adjustment section.

maintenance

Your dealer is the best person to suggest a maintenance schedule specific to your area and the style of riding you do.

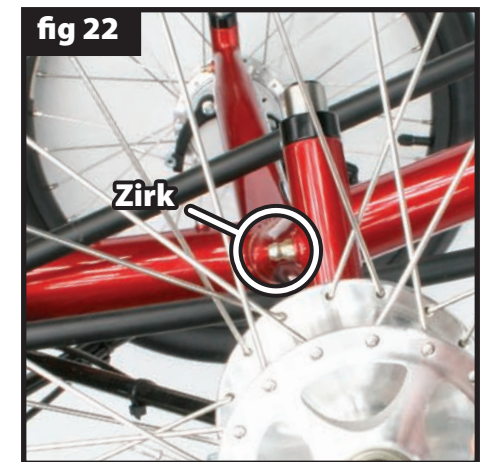
Below we've covered the bare minimum for you. Any one proficient in bicycle mechanics who is used to looking after their own bikes will be comfortable looking after a trike as well, as only the steering is different.

chain

The chain should be kept lubricated with a chain lube that suits your particular climate/conditions (Greenspeed recommends Prolink, www.progoldmfr.com); your local bike shop should know the ideal lube for your particular requirements. If the chain ever becomes dry and squeaks, it is crying out for lube, and will make the trike harder to push!

steering

If the kingpins are fitted with grease zirks (fig 22), they should be greased about once a year. At the same time you lubricate the kingpins, turn your trike upside down and add a few drops of oil to the handle bar pivot. Front hubs, have sealed bearings that don't require lubrication. If you have any problems with the hubs, please contact your dealer. The steering ball joints are nylon bushed, and don't require lubrication.



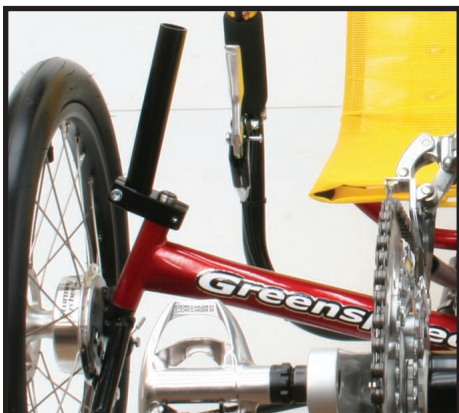
tyre pressure

Try experimenting with pressures, lower tyre pressure will give a more comfortable ride and higher speed on rough roads, but higher tyre pressure will make it roll easier on smooth roads. There is usually a good compromise at between 70-80psi. Check your tyre pressure before each ride and you will find that your trike will be easier to push.

what's next?

accessories

Accessories can expand the usefulness of your trike and therefore your horizons. We've listed some of the more popular ones below but do check out the website for the full range. You can also see our list of recommended products from other manufacturers, we have fully tested these products and believe they are the best on the market for both their designed purpose and suitability to our trikes.



Accessory Post



Pannier Rack



Light Mounts



Front Mudguards

warranty

Click onto www.greenspeedrecumbents.com and fill out a warranty form.

community

Join us on our Greenspeed facebook. All the latest new and photos direct from the factory and shows are presented there before getting polished up for the website.

Find a recumbent riders group, or cycling group in your area. Your dealer is likely the best place to start but also check out 'bentrider Online and the Recumbent Journal.

Take a BIG ride! There are hundreds of fully supported rides that will carry all your gear for you and offer many great services and entertainment along the way. It is a great way to meet people doing what you love.

Come tell us your stories and share them with everyone on the Greenspeed website. We love to hear how you are using your trike and how it has enhanced your life.

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