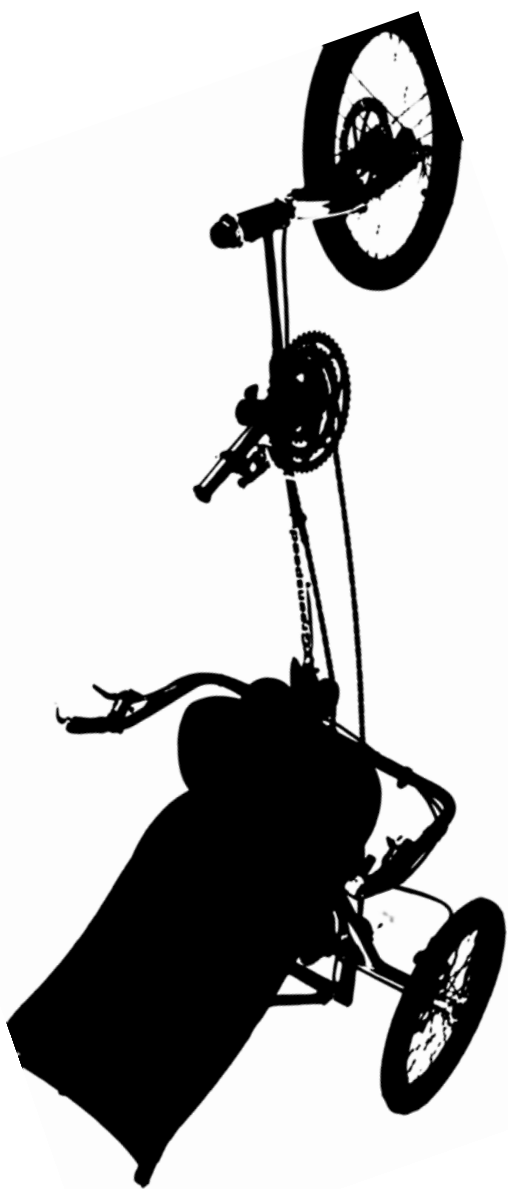


**Anura**  
by **Greenspeed**



**manual**

# Anura





Congratulations on your purchase of a Greenspeed Anura 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, 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 Anura.

## 2 design assembly

- 3 tools
- 3 frame assembly
- 4 fit the wheels
- 6 fit the chain
- 7 fit the seat
- 7 fit the pedals
- 8 adjust the leg length
- 8 adjust the chain length
- 9 set the steering
- 10 attach the front brake
- 10 final check

## riding

- 11 steering
- 11 braking
- 12 using the gears
- 13 accessories
- 14 maintenance
- 14 resources

# Anura

## design

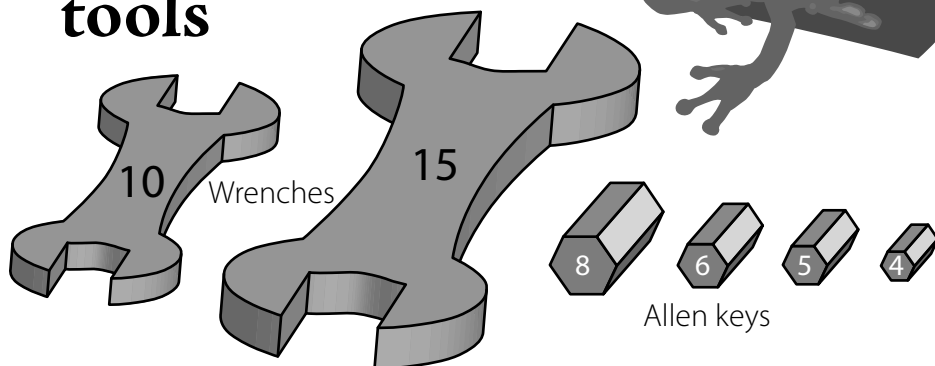
The Anura is designed to be enjoyable to ride. The high seat with one wheel at the front & two rear, make it easy to mount & dismount. The high seat also gives a good view in traffic. The ergonomic placement of the handlebars, and the attention paid to the steering geometry means that it is effortless to steer.

The three wheel disc brakes give very powerful braking. The combination of the Schlumpf speed drive & eight speed bar shifter allows two speed shifting while stationary or under way and easy shifting while riding.

The differential gives a balanced drive to both rear wheels which enables it to turn easily in both directions, and track in a straight line up steep hills. Finally, at the end of your trip, the trike will go through a standard doorway and park vertically, taking up little space.

\*A boss welded through the square section rear axle brace provides an attachment point for attaching a trailer or another FROG with special hitches available from your GS Dealer.

# tools



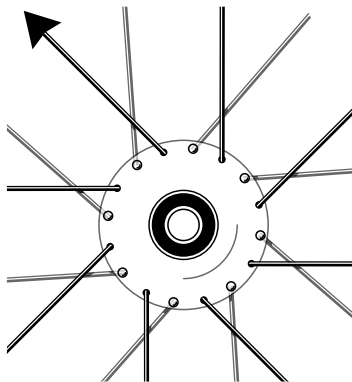
If you have received your trike in a box, begin by carefully emptying it. Once all the packing has been removed the fun starts. First MATE the front part (with the forks & cranks) to the rear part (with the differential & rear axles). Take care not to disturb the shims inside the rear section when sliding the front section into the rear. Slide it about  $\frac{1}{2}$  way in & tighten the two ALLEN screws to hold it in place during assembly.



## fit the wheels

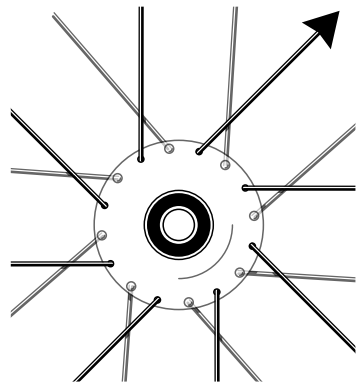
Note that the wheels are handed with the right hand wheel spoked differently to the left wheel, to give longer spoke life – see diagram & label on the right wheel. The right hand side of the trike is the right hand side with you seated on the trike, facing forwards.

Outside spoke points to the left



Left hand wheel

Outside spoke points to the right



Right hand wheel

Hold the wheel so that the plain side of the hub is facing you. Then look at the top outside spoke.

Fig 2





Remove the axle screw from the end of the axle, slide the wheel on, engage the pins or Allen screw heads in the holes in the disc mounting plate, and then put the axle screw back in and tighten it.

NOTE:- It may be necessary to try different positions in fitting the pins into the disc plate, to get them to mate properly and go all the way in.

## front wheel



Now fit the skewer to the axle of the front wheel if it is not already fitted. Unscrew the nut & slide it through the axle from the opposite side to the disc, then screw the nut on until the end of the nut is flush with the end of the skewer.



Then fit the front wheel by carefully sliding the disc into the brake caliper, and the axle into the dropouts. Tighten the skewer nut finger tight with the quick release lever straight out.



Then turn the lever back to lock the front wheel in place. This should feel firm. If the lever is not locked firmly, release it and tighten the nut some more until it locks firmly into place. Inflate the tyres to say 70 psi.

## fit the chain

Start by feeding the chain through the front of the top chain guide tube. As it comes out the rear, guide it under the pulley and over the keeper. Then go over the rear cogs and down through the rear derailleur. Guide the other end over the front chain ring & through the lower chain tube.

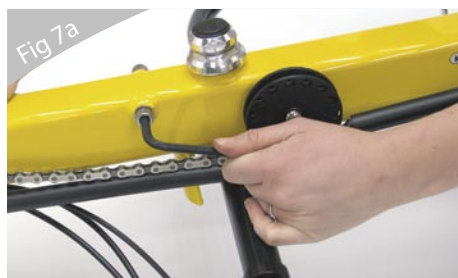


Then join the chain together with the two split links. Make sure the chain is not twisted. The chain will be loose to start with, but we will fix that after the leg length is adjusted.



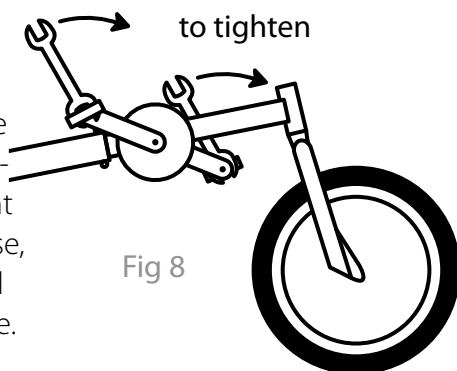
## fit the seat

Next fit the seat by attaching it to the frame with an Allen screw from each side, do them just snug for now, we will tighten them later. Use the lower holes in the tag. Then fit the rear seat stays with the Allen screws & nuts. Adjust the seat angle to your taste by loosening and then tightening the clamps on the seat stays. Then tighten the frame screws.



## fit the pedals

Fit the pedals by lightly greasing the threads and screwing them in. Fit the shifting plates under the pedals if desired. The right hand pedal has a right hand thread which tightens clockwise, and the left hand one has a left hand thread which tightens anti-clockwise. Please make sure that they are tight.



## adjust the leg length

Sit on the trike to check your leg length. With both your legs and the pedals fully extended your heel should just touch the pedals. If this is NOT the case, loosen the clamping screws on the rear frame & move the front frame in or out until this is the case. Make sure to check under the frame's front section to make sure that you have not exceeded the max point.

NOTE: – Once you ride the trike you may want to adjust this position some more until it feels right for you.

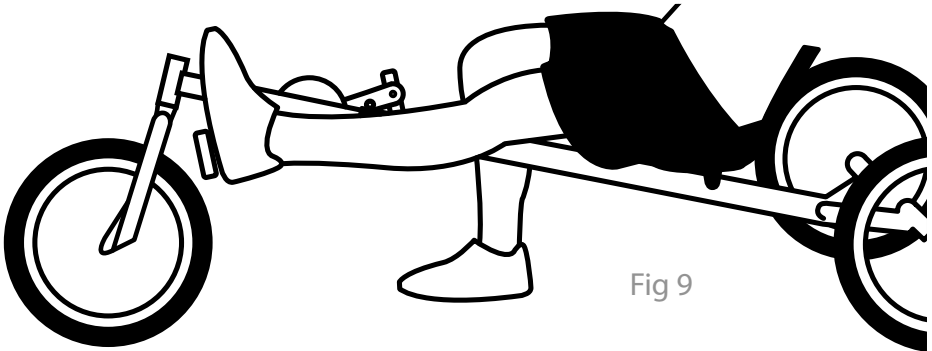


Fig 9

## adjust the chain length

The chain should only be adjusted once the front frame has been set for the right leg length. Move the chain to the smallest sprocket & see if the rear derailleur cage matches the position here in fig . If the cage is too low you need more chain, and if it is too tight you need to take some chain out. If you do not have a chain tool, you may need to see your dealer.

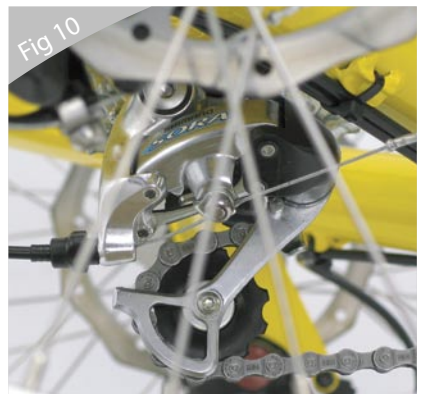
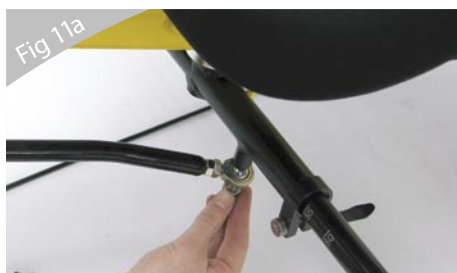


Fig 10

## set the steering

Loosen the clamp on the handlebars and adjust them to a comfortable position. NOTE they need to be done up fairly tight to prevent unnecessary movement. Some movement under duress is acceptable in case of an accident, but they should NOT be used for leverage in getting on or off, or in pedalling.

Then fit the steering rod on to the handlebars and to the front forks with an Allen screw through the rod end at each end. The thicker section with the bend goes to the rear of the trike, and the bend points in towards the frame, so that the rod is closer to the frame.



Loosen the clamp on the rod & adjust the length of the rod until the front wheel points straight ahead with the handlebars at right angles to the main tube.



## attach the front brake

Start by twisting the barrel screw and locking ring around so the slots line up. Squeeze the brake lever to open it up and place the head of the cable into the lever cradle. Place the black outer cable into the barrel screw and close the slot by twisting the barrel screw and locking of the locking ring, hand tight only.



If you have cable issues with the cable fixed to the frame, you can cut that tie and instead attach it to the steering rod. Place two zip ties onto the steering rod as shown.

## final check

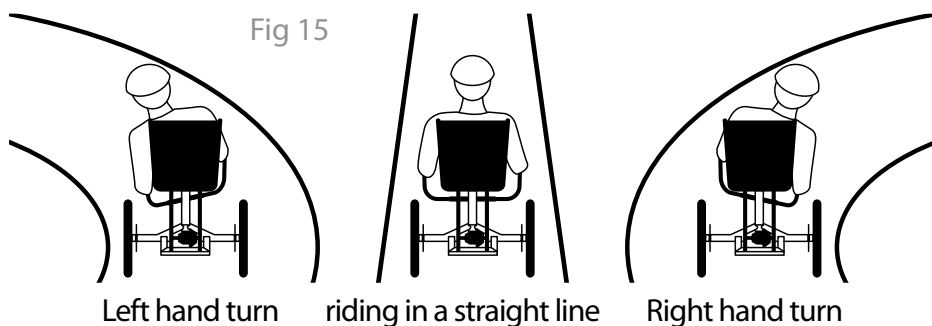
Check all screws & nuts to make sure they are tight.  
Check the brakes & steering to make sure they work OK

## steering

With its higher seat & narrower width than our "tadpole" (two front. one rear wheel) tricycles, the ANURA is not as stable, and care should be taken in cornering so as not to tip it over.

We recommend that you experiment in riding it in an empty car park to see how quickly you can turn without tipping it right over. Please wear gloves for safety while doing this.

Leaning into the turns will enable you to turn quicker without tipping. Note that once one of the rear wheels lifts off the road, the drive (pedalling) will be lost until two wheels contact the road again.



## braking

The three wheel disc brakes fitted are very powerful so they should be used carefully. The right hand lever operates the two rear brakes, and the left hand lever operates the front brake.

For gentle braking, like slowing for a corner, either lever may be used, as this will allow the other hand to be used for signalling. For most braking it is best to get into the habit of using both hands, as both are required for emergency braking. Please be careful braking in a turn, especially going downhill, as the trike is more likely to tip under those conditions. Once you have stopped, both levers are fitted with locking buttons. Just squeeze the lever and press the button to stop the trike from rolling away.

## using the gears

The purpose of trike gears is to match the rider's efforts to the conditions, making it easier and more enjoyable to ride. The low gears make it easier to pedal uphill without having to push too hard, and the higher gears enable you to go faster downhill and with the wind, without having to pedal too fast. The gear lever on the top of the right hand handlebar (left UK/Australia if using a mirror) operates the rear derailleur which changes the chain on the eight rear sprockets (cogs). Pulling it back will move the chain to the large cogs, giving you a lower gear & making the trike easier to push. Pushing the lever forward moves the chain to the smaller cogs, so you can go faster. However the chain will only change cogs while you are moving, so it is a good idea to move the lever back before you stop, and while you are still pedalling, so you will have a low gear when you next start off again.

The Trike is also fitted with a SCHLUMPF SPEED DRIVE. This is a TWO SPEED front drive which can be changed at rest, or in motion. It is changed by kicking the side of the crank with the heel, with the foot on the pedal, even if you use clipless pedals. In the normal position with the left crank in, it is in direct drive or low gear. With the right hand crank in, it is in high gear which is 65% overdrive. Make sure the left hand crank is in before starting off, and then if when riding you find yourself having to pedal too fast even with the right hand gear lever all the way forward and the chain on the smallest cog, then pause pedalling and kick the right hand crank in. This will have the effect of going up the equivalent of 3 gears on the lever, so you may need to then go back on the gear lever to find the best



gear for the conditions. When in high gear with Speed Drive you find it too hard to pedal, even with the gear lever right back, kick the left hand crank to change the Speed Drive to low.

It is good practice to change down as you come to a hill, so that you are not struggling, because once you stop you will be unable to change the rear gears. NEVER try to change the rear gears when the trike is rolling backwards, as this may damage the derailleur!

## accessories

Accessories can expand the usefulness of your trike and therefore you horizons. We have developed and tested a range of products that we believe will make your trike a more practical vehicle.

