

ELLIPTIGO[®]

Stand-Up Bike Manual

Welcome to the ElliptiGO® Family

Thank you for purchasing an ElliptiGO bicycle. We have spent countless hours developing this fitness device and believe it to be the best form of low-impact exercise available. We hope you enjoy many years of healthy exercise and fun while riding it.

As you will see throughout this owner's manual, we value your safety. We have designed your bike to be a safe, fun and effective workout system. However, it is not a toy. Your ElliptiGO bike is an advanced piece of fitness equipment designed to be used for exercise by responsible riders. For your safety, before your first ride you should read the entire owner's manual and pay particular attention to Chapters 2 and 3. This information is essential for understanding how to safely use and enjoy your machine.

For the most updated version of this manual, please visit www.elliptigo.com/submanual. In addition, we have safety and maintenance videos and information posted in the customer section of our website at www.elliptigo.com/support. If you have any questions or concerns please contact us at service@elliptigo.com.

Happy Riding,

Brent and Bryan
ElliptiGO Co-Founders

Important Notifications

DO NOT SKIP THIS SECTION!

Like all forms of cycling, riding an ElliptiGO® bike involves a real risk of serious injury, maiming and death. Each time you ride your ElliptiGO bike, you are assuming this risk. We cannot stress enough how important it is to wear a helmet and proper clothing, know and follow the rules of the road, ensure your bike is in good working order before and during your ride, and to use caution when riding. To help minimize your risk of injury when riding your bike it is critical that you read and understand the contents of this manual and become familiar with operating and maintaining your bike before you head out on the road.

No manual can address all of the potentially hazardous situations that could arise when riding a bike. As a result, we cannot provide guidance on how to be safe in every circumstance. There are many unpredictable and unavoidable risks that are inherent in the sport of cycling. By choosing to ride a bike, you are voluntarily exposing yourself to these risks and are responsible for that choice.

To highlight some of the most important safety concerns, this manual contains many “Warnings”, “Cautions” and “Alerts.” They are set out conspicuously in the manual.

Safety Warning

The following symbol: **▲WARNING!** (the safety designator together with the word WARNING!), calls attention to a potential hazard that, if not properly addressed or avoided, could cause serious injury or death.

Safety Caution

The following symbol: **▲CAUTION!** (the safety designator together with the word CAUTION!), calls attention to a potential hazard that, if not properly addressed or avoided, could cause property damage or an injury.

Damage Alert

The designation **ALERT!** calls attention to a situation which, if not properly addressed or avoided, could cause serious damage to your ElliptiGO bike and/or void your warranty.

As you will see, most of the Safety Warnings and Cautions contained in this manual relate to conditions that could cause the rider to lose control and fall. Every fall, regardless of the associated speed or cause, can result in serious injury or death for the rider and injury to bystanders and property. As a result, a warning that indicates the rider may lose control and fall if a situation is not properly addressed or avoided may not also state that the resulting fall can cause serious injury or death. You should understand that this fact is always implied by the possibility of falling.

Table of Contents

CHAPTER 1: ASSEMBLY INSTRUCTIONS

CHAPTER 2: PRODUCT FAMILIARIZATION

- General Overview
- Terminology and Component Overview
- Proper Handling & Carrying Procedure
- Kickstand Operation
- Quick Release Clamping Systems
- Steering Columns
- Brakes
- Gearing Systems
- Wheels, Tires and Tubes
- Chain Keepers
- Suspension Forks
- Toe Cages

CHAPTER 3: RIDING

- Basic Cycling Safety
- Adjusting the Fit
- Pre-Ride Safety Checklist
- Familiarization Ride
- Riding Techniques
- Signaling
- Off-Road Riding
- Climbing and Descending Hills
- Riding in Adverse Conditions
- Competitive and Group Riding
- Stationary Trainers

CHAPTER 4: SERVICE AND MAINTENANCE

- Servicing ElliptiGO Products
- Maintenance Chart
- What Happens if I Damage My ElliptiGO Cycle?
- How Long Will My Bike Last?
- Torque Requirements for Screws and Fasteners
- Satisfaction Guarantee and Limited Warranty

IMPORTANT:

This owner's manual contains information regarding your components and how to do basic maintenance and service on your ElliptiGO® bike. However, it is not intended to be a substitute for having your product serviced by a professional bicycle mechanic. **You should have your ElliptiGO bike maintained and serviced by a professional bicycle mechanic.**

CHAPTER 1: Assembly Instructions

We list the assembly instructions up front for your convenience, however, you should read the entire owners manual before riding your ElliptiGO® bicycle for the first time. These instructions apply to the ElliptiGO MSUB, RSUB and SUB models. Video instructions are available in the “Getting Started” section at www.elliptigo.com/support.

Step 1: Remove the Packaging Materials

Carefully open the box and remove the packing materials. Use wire cutters or sturdy scissors to cut the zip ties.

Make sure to remove the plastic derailleur cover from the derailleur. Please retain all packaging materials in case you need to ship it somewhere in the future.

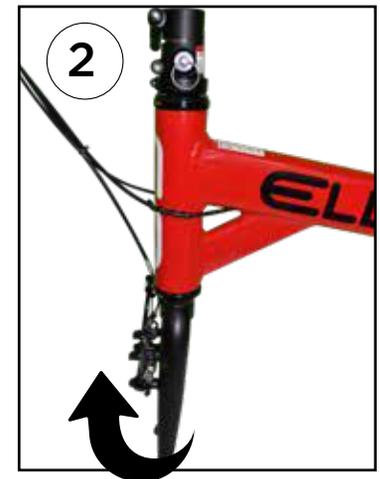
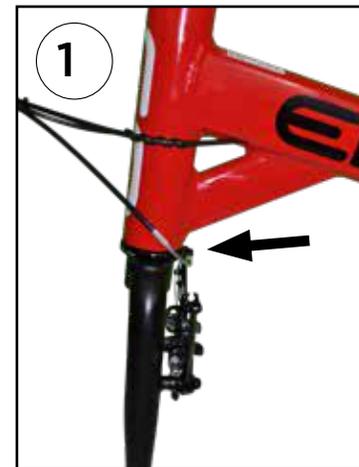
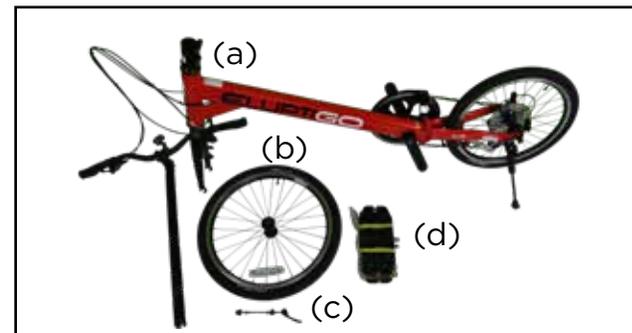
When complete, you should have the following:

- (a) Frame with steering column
- (b) Front wheel
- (c) Front wheel skewer
- (d) Pedal kit with 2 pedals and small parts bag

Step 2: Rotate the Fork

THIS STEP IS FOR SUB ONLY! IF YOU HAVE AN MSUB OR RSUB, SKIP TO STEP 3.

1. Locate the brake noodle and brake cable housing that are attached to the front brakes.
2. Rotate the fork in the direction of the brake noodle and cable so that they are completely free from the frame. ENSURE THAT THE BRAKE CABLE IS NOT WRAPPED AROUND THE FRAME.
3. When complete, the cables should look like those in photo 2 on the right.



Step 3: Install the Steering Column

To install the steering column, follow these steps:

1. Open the steering extender quick release.
2. Orient the steering extender so that the handlebars are facing forward.
3. Ensure that the control cables are in front of the steering column and not twisted around the steering extender.
4. Line up the safety groove on the side of the steering extender with the notch in the base and insert the steering extender into the base until it gently seats against the safety index pin.
5. Pull out the safety index pin with one hand and hold it while further inserting the steering extender into the base until the desired handlebar height is reached. Ensure that the “MAX EXTENSION” line on the steering extender is not visible above the base.

⚠ WARNING! ENSURE THAT THE “MAX EXTENSION” LINE ON THE STEERING EXTENDER IS BELOW THE TOP OF THE BASE! Riding while the “MAX EXTENSION” line is above the base could result in the steering extender breaking during operation or being pulled out of the base, causing a fall. Never use your bike if the “MAX EXTENSION” line is visible above the base.

6. Release the safety index pin and make fine movements on the steering extender until the pin aligns with the correct hole on the steering extender and springs completely back into place. Ensure that no red marks are visible on the pin.



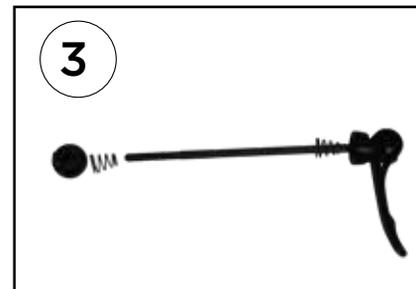
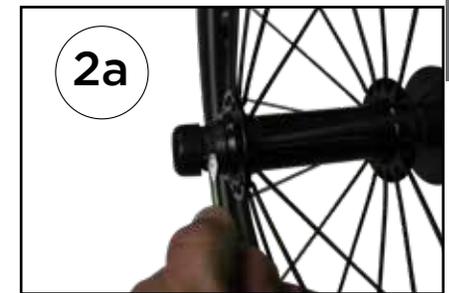
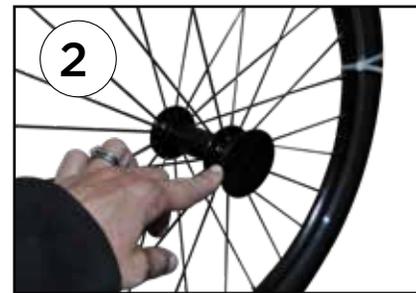
⚠️WARNING! THE SAFETY INDEX PIN SHOULD BE FULLY SEATED SO THAT NO RED MARKINGS ARE VISIBLE ONCE THE STEERING HEIGHT IS SET. Failure to fully seat the index pin could result in the steering column collapsing during operation. This would likely cause the rider to lose control and fall.

7. Secure the steering extender quick release lever by grasping the steering extender for leverage and using enough force to leave an impression on your hand. If you are not familiar with quick release clamping systems, see the Quick Release Clamping System section below for details on closing quick release levers.

⚠️WARNING! Securing the quick release properly is critically important. Failure to do so could result in the steering extender collapsing or being removed unexpectedly while riding, causing the rider to fall. Make sure to follow the instructions set out in the Quick Release Clamping Systems section when closing a quick release lever.

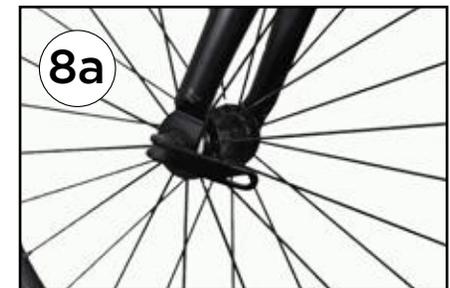
Step 4: Install the Front Wheel

1. Place the bike on the kickstand.
2. Remove the plastic coverings on both sides of the hub. **Note: you may need to use a small screwdriver or pair of pliers to remove the smaller covering.**
3. Unscrew the nut from the quick release lever and remove the first spring.
4. Find the directional arrow on the tire. Orient the wheel so the arrow is pointing away from you.



5. Ensuring one spring is still on the skewer, slide the skewer into the left hub opening and through the hub.
6. Slide the smaller end of the spring onto the skewer end and screw the nut two full rotations onto the skewer.
7. With the directional arrow on the tire pointing forward, insert the wheel into the fork. For MSUB and RSUB models, ensure that the brake rotor is aligned properly with the brake caliper. Once both ends of the quick release skewer are resting in the fork dropouts, press down on the head tube to ensure they seat properly into the dropouts. You may need to loosen the tension nut to provide enough clearance for the wheel to seat properly.
8. Tighten the tension nut and close the quick release lever so that there is appropriate clamping force as described in the Quick Release Clamping Systems section below. **DO NOT USE THE BRAKE ROTOR FOR LEVERAGE WHEN CLOSING THE QUICK RELEASE LEVER.** Leveraging against the brake rotor can cause it to bend and become inoperable.
9. For SUB models only, close the brake quick release. If you are not familiar with brake quick release systems, please see the detailed instructions in the Brakes section below.
10. Spin the wheel while looking and listening for a rubbing brake pad. If rubbing is present, open the quick release and re-seat the wheel by applying downward pressure to the frame and fork with one hand so the wheel properly seats into the fork. Once it is seated, use your other hand to close the quick release lever.
11. Spin the wheel again to check for rubbing. If rubbing is still present, repeat step 10 above and then give the brake lever several hard squeezes and then recheck

for rubbing. IF BRAKE RUBBING PERSISTS DO NOT RIDE, instead have your bike inspected by a professional bike mechanic or ElliptiGO technician.



SUB ONLY

12. Inflate your front and rear tires.
 - 12(a). Inflate SUB tires to 85 PSI.
 - 12(b). Inflate MSUB tires to 40 PSI.
 - 12(c). Inflate RSUB tires to 75 PSI.

Step 5: Install the Pedals

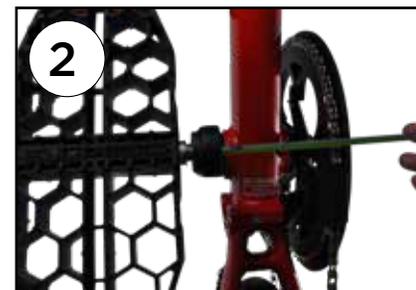
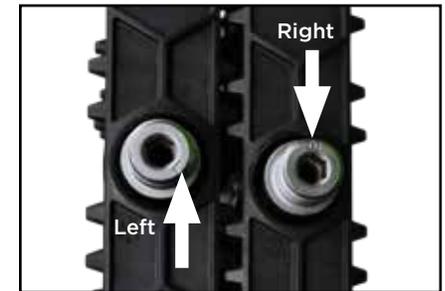
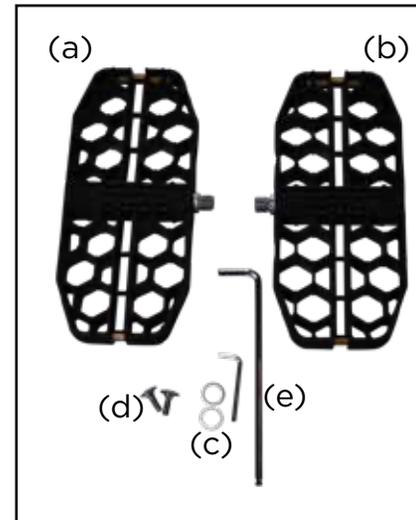
Locate the following parts from your pedal assembly kit:

- (a) Left pedal (marked with an “L” on the axle face)
- (b) Right pedal (marked with an “R” on the axle face)
- (c) Two (2) pedal washers
- (d) Left and right retention screws (marked with an “L” and “R”, respectively)
- (e) 4mm and 6mm Allen keys

1. Insert a pedal washer onto the left pedal axle.
2. Insert the left pedal axle into the left crank arm. Pass the 6mm Allen key through the crank arm and seat it into the axle. Tighten the pedal axle onto the crank arm by rotating the Allen key counter-clockwise until the axle is fully seated against the crank arm. Torque the axle to 34 Nm.

⚠WARNING! ENSURE THAT THE PEDAL AXLE IS FULLY SEATED AGAINST THE CRANK, TIGHTENED TO 34 Nm AND NOT CROSS-THREADED. Failure to fully seat the pedal axle and tighten it to 34 Nm could cause the axle to fail or unthread while riding. The axle failing or unthreading would likely cause the rider to lose control and fall.

3. Insert the left retention screw into the left pedal axle. Use the 4mm Allen key to tighten it by rotating it clockwise until it is fully-seated and torqued to 6 Nm.



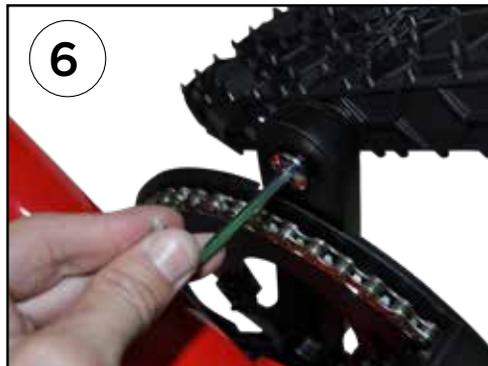
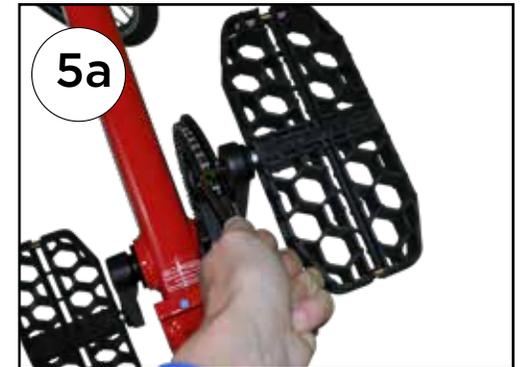
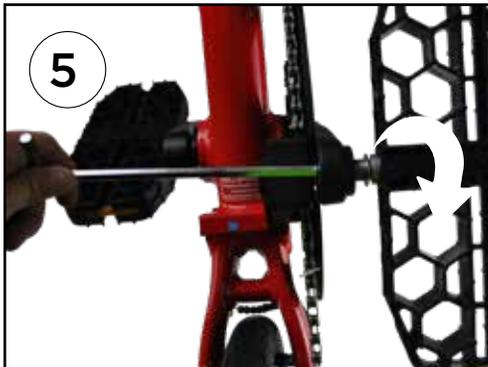
4. Insert a pedal washer onto the right pedal axle.
5. Insert the right pedal axle into the right crank arm. Pass the 6mm Allen key through the crank arm and seat it into the axle. Tighten the pedal axle onto the crank arm by rotating the Allen key clockwise until the axle is fully seated against the crank arm. Torque the axle to 34 Nm.

⚠ WARNING! ENSURE THAT THE PEDAL AXLE IS FULLY SEATED AGAINST THE CRANK, TIGHTENED TO 34 Nm AND NOT CROSS-THREADED. Failure to fully seat the pedal axle and tighten it to 34 Nm could cause the axle to fail or unthread while riding. The axle failing or unthreading would likely cause the rider to lose control and fall.

6. Insert the right retention screw into the right pedal axle. Use the 4mm Allen key to tighten it by rotating it counter-clockwise until it is fully-seated and torqued to 6 Nm.

Step 6: Read the Rest of the Owners Manual

Prior to taking your first ride, please read through the owners manual to become familiar with how your bike operates and how to ride it safely. Remember, always wear a helmet and be cautious out on the road. We want you to have many years of fun, safe enjoyment of your ElliptiGO bike, so please invest some time now to ensure your first ride is a great one. You'll be glad you did.



CHAPTER 2: Product Familiarization

General Overview

Your ElliptiGO® bicycle is a new kind of exercise device and performs differently from other machines you may have used in the past. If you treat it with respect, keep it maintained, and use it as intended, your ElliptiGO bike should provide you with many years of enjoyable outdoor exercise. **Before your first ride, you should read this manual in its entirety and get clarity on all aspects of the bike's performance, function, or design that you do not understand.** You should also consult your physician prior to beginning any exercise plan, including exercising on your ElliptiGO bike, to ensure that you are healthy enough for such exercise. You can reach our customer service department to get any questions answered by sending an email to: service@elliptigo.com.

Intended Use

All ElliptiGO bikes are intended to be used by adults for the purpose of enjoying outdoor exercise.

▲WARNING! ELLIPTIGO BICYCLES ARE NOT TOYS AND ARE NOT DESIGNED FOR USE BY CHILDREN. The ElliptiGO bike does not meet the safety requirements for use by children, nor is it configured for use by children. Because it lacks the safety features required for children's products, children can be seriously injured or killed while using the ElliptiGO bike. Consequently, DO NOT LET CHILDREN USE YOUR ELLIPTIGO BIKE. If you purchased your ElliptiGO product for a minor child, please contact ElliptiGO Inc. for a full refund immediately.

The SUB and RSUB models are intended to be used exclusively on paved surfaces. They are not designed for gravel, sand, or dirt surfaces and will have degraded stopping and maneuvering abilities in those conditions. As a result, riding on unpaved roads falls outside the intended use of your bike and could void your warranty.

The MSUB is intended to be used on paved surfaces, improved gravel and dirt roads as well as selected off-road terrain, including unimproved trails with mild technical riding through small obstacles like tree roots, very short drop-offs, rocks, ruts and loose sand. The MSUB **IS NOT DESIGNED FOR EXTREME RIDING**, which includes **ANY JUMPING**, downhill mountain biking, stunts or drop-offs in excess of 12 inches (30 cm). The use of an MSUB for any kind of extreme riding is dangerous, will likely result in injury, voids your warranty and could cause one or more of the components on the MSUB to fail.

Weight Restrictions

All ElliptiGO bikes have a gross weight limit for the rider and all accessories. This weight limit was relied upon for every aspect of the design, from the components we selected, to the materials we used for the frame to how we designed the frame itself. Riders and gear exceeding the weight limit can subject the bike to loads that exceed those to which we have tested our products. This could result in catastrophic failure of key components during regular riding, which could result in the rider suffering a fall. The weight limit for the SUB is 250 lbs (115 kg). The weight limits for the RSUB and MSUB are 300 lbs (135 kg).

Terminology & Component Overview for MSUB and RSUB

The picture below gives an overview of the components which make up your ElliptiGO MSUB and RSUB models. These names will be referred to throughout the owner's manual.

- 1 FRAME
- 2 PRELOAD COLLAR
- 3 STEERING EXTENDER
- 4 STEM
- 5 GRIP
- 6 HANDLEBAR
- 7 SHIFTER
- 8 BRAKE LEVERS
- 9 CONTROL CABLES
- 10 FRONT BRAKE
- 11 FRONT WHEEL QUICK RELEASE
- 12 FRONT WHEEL
- 13 TIRE
- 14 CHAINRING
- 15 CHAIN
- 16 REAR DERAILLEUR
- 17 CASSETTE
- 18 REAR WHEEL
- 19 REAR TIRE
- 20 REAR QUICK RELEASE
- 21 KICKSTAND (HIDDEN)
- 22 CRANK ARM
- 23 PEDAL
- 24 FRONT FORK



ELLIPTIGO® Bike Handling

Picture 1 to the right demonstrates the proper method for handling, lifting or carrying your ElliptiGO bike. The machine should be handled with one hand on the frame and the other hand on the steering column.

Picture 2 demonstrates an improper handling method which could result in bodily injury to the user.

⚠ CAUTION! The ElliptiGO bike should never be picked up by any of the moving mechanism components such as the rear wheel, crank arms, pedals, or chain. Doing so could cause your hand, wrist or arm to get pinched by the mechanism potentially causing a significant injury.



Kickstand Operation

Your ElliptiGO bike is equipped with a single-leg kickstand. To operate the kickstand, follow these steps:

1. Retracting the Kickstand - To retract the kickstand, stand on the side closest to the kickstand. Grab the steering column with one hand and lean the bike away from you so that the kickstand no longer touches the ground. Then sweep the kickstand backwards with your foot, ensuring that it fully seats into the riding position, approximately horizontal with the ground.

2. Extending the Kickstand - To extend the kickstand, stand on the side closest to the kickstand. Grab the steering column with one hand, lean the bike slightly away from you and kick the kickstand down and forward.



Quick Release Clamping Systems

Your ElliptiGO® bike comes equipped with quick release clamping systems on the front and rear wheels and the steering column. Quick releases are critical parts of your bike. Riding with an improperly adjusted quick release can be very dangerous. You must understand how to use the quick release systems correctly to be able to operate your bike safely.

Quick release clamping systems can generate a significant amount of clamping force when used correctly. This force is needed to keep your wheels attached to the frame and your steering column locked in place while riding. If a wheel detaches or your steering column collapses while riding, you will likely fall and suffer a serious injury.

Each quick release clamping system has three parts - a lever on one end, a nut on the other end, and a skewer in the middle. If properly adjusted, closing the lever generates a clamping force by pushing against the surface closest to the lever while simultaneously pulling against the surface nearest the nut. The lever has a cam-action system which can generate significantly more clamping force than using the lever or nut in a screw-like fashion. The ideal clamping force for a quick release system on a bicycle is more than a typical person can generate using the lever as a screw, so it is important that you use the cam-action lever to operate all quick release systems.

⚠ WARNING! An improperly adjusted quick release lever can allow the steering extender to unexpectedly collapse or be removed from the bike or enable a wheel to become

loose or detach from the bike. Any of these situations could cause the rider to lose control of the bike and suffer a serious injury or be killed. **IT IS CRITICAL THAT YOU UNDERSTAND HOW TO OPERATE THE QUICK RELEASE LEVERS AND THAT YOU CHECK THE SECURITY OF ALL QUICK RELEASE LEVERS BEFORE EVERY RIDE.**



Left: Location of quick release lever on front wheel.



Right: Location of quick release lever on steering column.



Adjusting the Quick Release Mechanism

The amount of clamping force for the quick release is controlled by the tension nut.

To increase the clamping force, turn the tension nut **clockwise** while holding cam lever fixed with the other hand.

To decrease clamping force, turn the tension nut **counter-clockwise** while holding cam lever fixed with the other hand.

A QUARTER TURN OF THE TENSION ADJUSTING NUT CAN MEAN THE DIFFERENCE BETWEEN A SAFE CLAMPING FORCE AND AN UNSAFE CLAMPING FORCE.

To check the clamping force, attempt to close the quick release lever. If you can close the quick release lever completely without using the fork, frame, or steering extender for leverage, and the lever closes without leaving a visible impression in your hand, then the quick release does not have enough clamping force. If, while using one hand on the fork, steering extender or frame for leverage, you cannot completely close the lever with the other hand, then the quick release has too much clamping force.

If there is too little clamping force, tighten the nut one-quarter turn and try clamping again. Repeat this until closing the lever requires grabbing the fork, frame or steering extender and leaves a mark in your hand. If there

is too much clamping force, loosen the nut one-quarter turn and try clamping again. Repeat this until closing the lever requires grabbing the fork, frame or steering extender and the lever leaves a clear mark in your hand.

On MSUB and RSUB models, DO NOT USE THE BRAKE ROTOR FOR LEVERAGE! This can bend the rotor and render the brake inoperable.



Steering Column

Your steering column consists of the following components:

1. The preload collar
2. The steering extender quick release
3. The safety index pin
4. The steering extender



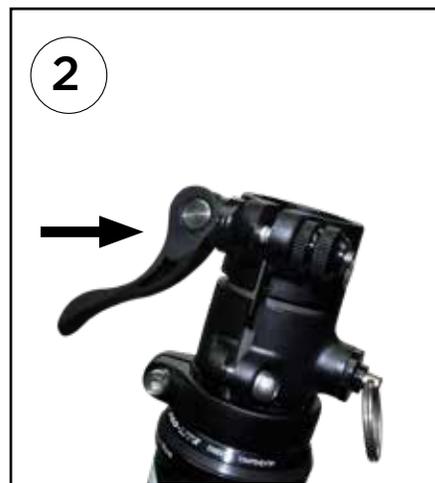
The Riding Position

When in the riding position, the steering extender is inserted to the correct depth in the base, the safety pin is fully inserted into the selected hole and the quick release lever is firmly closed. The correct depth is reached when the handlebar height is the most comfortable for the rider when riding and the “MAX EXTENSION” line is not visible above the base. This height is usually set so that the rider stands tall when riding with little to no weight on the hands or wrists.

To place the steering column into the riding position, follow these steps:

1. Place the bike on the kickstand.
2. Open the steering extender quick release.
3. Ensure that the control cables are in front of the steering column and not twisted around the steering extender.
4. Line up the safety groove on the side of the steering extender with the notch in the base and insert the steering extender into the base until it gently seats against the safety index pin.
5. Pull out the safety index pin with one hand and hold it while further inserting the steering extender into the base until the desired handlebar height is reached. Ensure that the “MAX EXTENSION” line on the steering extender is not visible above the base.

⚠ WARNING! ENSURE THAT THE “MAX EXTENSION” LINE ON THE STEERING EXTENDER IS BELOW THE TOP OF THE BASE! Riding while the “MAX EXTENSION” line is above the base could result in the steering extender breaking during operation or being pulled out of the base, causing a fall. Never use your bike if the “MAX EXTENSION” line is visible above the base.



6. Release the safety index pin and make fine movements on the steering extender until the pin aligns with the correct hole on the steering extender and springs completely back into place. Ensure that no red markings are visible on the pin.

⚠️WARNING! THE SAFETY INDEX PIN SHOULD BE FULLY SEATED SO THAT NO RED MARKINGS ARE VISIBLE ONCE THE STEERING HEIGHT IS SET. Failure to fully seat the index pin could result in the steering column collapsing during operation. This would likely cause the rider to lose control and fall.

7. Secure the steering extender quick release lever by grasping the steering extender for leverage and using enough force to leave an impression on your hand. See the Quick Release Clamping System section for details on closing quick release levers.

⚠️WARNING! Securing the quick release properly is critically important. Failure to do so could result in the steering extender collapsing or being removed unexpectedly while riding, causing the rider to fall. Make sure to follow the instructions set out in the Quick Release Clamping Systems section when closing a quick release lever.



The Storage Position

To place the steering column into the storage position, follow these steps:

1. Open the steering extender quick release.
2. Pull and hold out the safety index pin with one hand while removing the steering extender from the base collar with the other hand.
3. The extender, stem, and handlebar assembly can now be placed securely near the ElliptiGO® bike for storage.



Brakes

Your bike comes equipped with front and rear brakes actuated by hand levers attached to the handlebars. One lever actuates the front brake and the other actuates the rear brake.

The brakes on the SUB model are called linear-pull brakes. They are comprised of the following components illustrated in the top photo.

1. Left brake pad
2. Left caliper
3. Brake noodle
4. Quick release bracket cage
5. Brake cable boot
6. Brake cable
7. Right caliper
8. Right brake pad



The brakes on the MSUB and RSUB models are called disc brakes. They are comprised of the following components illustrated in the bottom photo:

1. Brake rotor
2. Brake caliper
3. Brake pads (Hidden)
4. Outboard brake pad actuator arm
5. Inboard brake pad stationary adjustment dial (Hidden)
6. Brake cable
7. Brake cable barrel adjuster
8. Brake caliper mounting screws



Opening and Closing the Brake Quick Release on SUB Models

The SUB brakes have quick release mechanisms that allow the corresponding wheel to be removed without deflating the tire. To open the brake quick release system, follow these steps:

1. Place the bike on the kickstand.
2. With one hand, squeeze the calipers together.
3. While holding the calipers, use the other hand to pull the brake noodle towards the hinge of the bracket (towards the left caliper). Use a finger of the hand squeezing the calipers to push the bracket cage down while simultaneously pulling up on the brake noodle so that the brake cable passes through the slot in the top of the quick release bracket.
4. Release the calipers so that they can spring open.

To close the brake quick release system, follow these steps:

5. Place the bike on the kickstand.
6. With one hand, squeeze the calipers together.
7. With the other hand, pull the brake noodle towards the hinge of the bracket and slide the cable through the slot in the bracket. Then release the brake noodle so that it slides through the large hole at the edge of the bracket.
8. Release the calipers and test the brakes by actuating the corresponding brake lever on the handlebars and ensuring they close properly.



▲WARNING! Ensure that the brake quick release system is properly closed and your brakes are functioning properly before riding your bike. If the brake quick release system is open or closed improperly, the brake will not function. Riding without operating brakes is extremely dangerous and drastically increases the likelihood that the rider will collide with another object and suffer serious injury.

Adjusting the Disc Brakes (MSUB and RSUB only)

You can adjust the disc brakes to create more or less distance between the brake rotor and brake pads. Rotate the barrel adjuster at the brake cable entry point to adjust the outboard brake pad and rotate the stationary adjusting dial to adjust the inboard brake pad. Note that pulling the brake lever only moves the outboard brake pad. The inboard brake pad remains in a fixed location when the brakes are actuated.



Barrel Adjuster



Stationary Adjusting Dial

The pads should be set as close to the rotor as possible without rubbing. To move the outboard brake pad closer to the brake rotor, turn the barrel adjuster clockwise. To move the inboard brake pad closer to the brake rotor, turn the stationary adjusting dial clockwise. To move a pad away from the rotor, rotate the barrel adjuster or stationary adjusting dial counterclockwise.

Braking Technique

The correct way to apply the brakes under normal stopping conditions is to gently actuate both levers so the rear brake engages first and the front brake second. Once both brakes are engaged, apply force to both levers simultaneously to bring the bike to a smooth, controlled stop.

However, there is more to it than this, especially in emergency braking situations. Braking force is at its peak just before a wheel “locks up” and starts to skid. Once a wheel locks up, the braking force is greatly reduced and, more importantly, the bike becomes extremely difficult to control. The important skill to learn to optimize braking effectiveness is how to get to the maximum braking force quickly without locking up a wheel. This is best done by smoothly and efficiently increasing the braking force until maximum braking force is reached, as opposed to pulling the brakes to the point of maximum braking force immediately, which will likely result in overshooting on one or both brakes, causing tire lock up and skidding.

▲WARNING! Always apply the brakes in a smooth controlled manner. Start braking with the rear brake first, but always use both brakes to control speed. Applying the brakes too quickly or with too much force can result in a wheel “locking up” and causing a fall.

Be aware that as you slow down, inertia will cause your body weight to shift forward. The quicker you slow down, the quicker your body weight will shift. This effect makes avoiding rear wheel lock-up even more challenging because one of the variables that determine when a wheel will lock-up is the amount of weight supported by that wheel. The lighter the weight, the less force required to lock-up the wheel. As a result, proper braking requires an adjustment for this shift in body weight as well as an active effort on your part to minimize this effect by consciously shifting your weight rearward during braking.

To accommodate for this shift in body weight, you should apply more braking force to the front wheel and less to the rear wheel as the rate of deceleration increases and your weight is disproportionately borne by the front wheel. This weight distribution inequality becomes even more pronounced when braking downhill. The declined slope encourages a greater shift in weight towards the front wheel during deceleration, increasing the likelihood of a rear wheel lock-up and requiring more braking force to be placed on the front wheel during an emergency stop.

Also, as discussed above, wet road conditions greatly reduce the stopping ability of a bicycle. Your brakes rely on friction between the brake pad and the braking surface

to slow rotation of the wheel. Wet pads or surfaces reduce the amount of friction that can be generated, especially at the initial stages of braking. Similarly, a wet road surface reduces the amount of traction for the tires. These are two of the primary reasons why we discourage riding during wet conditions. If you must ride when the roads are wet, then the best way to adjust for this loss in stopping power is to ride more slowly, to pay more attention to potential hazards around you, and to begin braking much earlier than you otherwise would.

The best way to become effective at braking, especially emergency braking, is to practice. Seek out a safe, controlled environment with a well maintained, dry, level paved surface and practice braking for 30 minutes. This small investment of time can result in much improved braking skills, which could mean the difference between life and death on the road. In addition, always inspect your brake pads and braking surfaces to make sure that they are clean and dry. The presence of dirt or other debris will reduce your stopping power and should be removed prior to riding.

Because your brakes work by creating friction, your brake pads and braking surfaces will heat up during braking. Pay particular attention to how you are braking on long descents, steep descents and during very hot days. If you do not allow the pads and surfaces to cool sufficiently, they can get hot enough to cause your inner tube to explode, the brake pads to start melting, or can burn your skin if you touch them. If you notice that your brakes are losing their effectiveness during a long descent, they are

likely overheating. Pull over and let your brakes cool down before resuming the descent.

Finally, brakes wear out by design. Regular use of your bike will require regular replacement of brake pads. Braking in wet conditions or on dirty surfaces will accelerate brake pad and brake surface wear and reduce the life of your brakes. Every time you inspect the bike, make sure your brake pads and braking surfaces are in good condition. For the SUB, if any part of the pad has been worn away to the indicator groove, then it needs to be replaced. For the RSUB and MSUB, the disc brake pads will need to be changed when the thickness of the brake pad and backing pad combined is less than 2.5mm. At that point, a small dot should appear on the pad to indicate that it needs to be replaced. Finally, if during an inspection a professional bicycle mechanic or ElliptiGO® technician indicates that you need new pads or braking surfaces, have them replaced. Have your professional bicycle mechanic select an appropriate replacement pad or braking surface, install it for you, and adjust the brakes so they function properly again.

Gearing System and Selection

Your ElliptiGO bike comes equipped with a gearing system that allows you to maintain a similar cadence on different terrain. This system includes gears, a “trigger shifter” control mechanism and a numbered gear selection indicator. The lower the gear, the easier it is to pedal and the shorter the distance traveled per rotation of the crank arms. Conversely, the higher the gear, the harder it is to pedal and the further the distance traveled per rotation of the crank arms.

The trigger shifter has two levers, a thick “thumb lever” towards the rear of the system and a thinner “finger lever” towards the front of the system. To shift into a lower gear push the thumb lever forward until it stops and then release it. To shift into a higher gear, pull the finger lever rearwards (towards you) until it stops and then release it. Shifting will only take place while pedaling. You should be able to hear the mechanism working as you shift, feel the change in the gearing and see the gear selection indicator line move from gear to gear.

⚠️ WARNING! Always ensure that the lever has been completely depressed before releasing. Failure to completely depress the lever can result in a shifting failure that can change the pedaling experience unexpectedly. This can cause the rider to lose control and suffer a fall. It is important during your familiarization ride to understand the pedaling experience in each gear and to get comfortable assessing which gear is appropriate for the different speeds at which you will be traveling during a ride.

It is important to shift properly to prolong the life of your drivetrain and reduce the chances of unexpected shifts and dropped chains. To shift properly, slow your cadence slightly to reduce the amount of torque on the drivetrain, then fully depress the appropriate lever, then re-establish your preferred pedaling cadence. Always shift one gear at a time. Trying to shift multiple gears at once or shifting while applying significant torque to the drivetrain can result in a failed shift or an unexpected pedaling experience which can cause a fall.

⚠️WARNING! Shifting improperly can cause the drivetrain to slacken unexpectedly or the chain to detach from a cog, startling the rider, which could result in the rider losing control and falling.

Even with proper shifting, your chain and cables will stretch over time, putting you drivetrain out of alignment. To re-align the drivetrain for proper shifting, follow the steps below:

Adjusting the Gearing System

1. Place your bike on the kickstand.
2. Ensure the cable is seated in the shifter barrel adjuster.
3. On the SUB and RSUB, ensure that the cable is fully seated in the rear derailleur barrel adjuster. On the MSUB, ensure that the cable is fully seated in the socket on the rear derailleur.
4. While leaning the bike on the kickstand to lift the rear wheel up, rotate the the pedal and shift from the smallest cog to the largest cog (highest gear to the lowest gear) and back.
5. Note if the shifting hesitated while shifting in either direction.
6. To correct slow downshifting (smallest cog to largest cog), turn the barrel adjuster counter-clockwise 1/2 turn and recheck the shifting.
7. To correct slow upshifting (largest cog to smallest cog), turn the barrel adjuster clockwise 1/2 turn and recheck the shifting.
8. Repeat steps 3 - 6 until the shifting is smooth in both directions.

⚠️WARNING! Stop riding if your drivetrain is not aligned correctly. Make sure to re-align it properly before resuming your ride.



Wheels, Tires and Tubes

Your ElliptiGO® bike comes equipped with spoked wheels, clincher-style tires and tubes with either Schrader or Presta valves. These comprise the system that actually connects the bike to the ground, so it is important that you understand how they function and how to care for them.

Wheels

Your wheels are a critical part of your bike. You should pay particularly close attention to the following parts of your wheels:

True

To perform safely on the road, your wheels must be “true.” A wheel is true when all of the spokes are tensioned such that there is no side to side wobble when the wheel is rotated about the hub. Truing a wheel requires special tools and skills and should always be done by a trained bicycle mechanic.

⚠️WARNING! A wheel that is not true can present a very dangerous situation because it interferes with the proper functioning of the brakes. It requires skill and proper tools to correctly true a wheel. As a result, we strongly recommend taking the ElliptiGO bike to a professional bicycle mechanic to have your wheel trued prior to riding. Riding on a wheel that is not true could cause you to lose control and suffer a fall.

Rim Surface

Your rim should have no visible signs of wear and be

free from damage, including cracks, ruts or chips. Because the SUB model uses rim brakes, the SUB rims have a wear indicator groove on them. It should be easy to locate the groove. The MSUB and RSUB rims will not have this groove. If you cannot locate the groove on your SUB model, your rim is worn out. DO NOT RIDE your bike. Instead contact service@elliptigo.com or take your bike to a certified bicycle mechanic.

⚠️WARNING! Never ride on a rim that is worn below the wear indicator groove, a rim that is bowed, or a cracked rim. Not only does a worn, bowed or cracked rim reduce stopping power, but it will eventually break, likely without warning. If your rim breaks it will almost certainly cause the tire to come loose and the rider to suffer serious injuries or death from a resulting fall.

Spokes

Each spoke plays a critical role in providing wheel strength, performance and alignment. Loose spokes and over-tightened spokes can both present dangers to the rider. Ensuring that your spokes are in proper tension requires special tools and skills and should always be done by a trained bicycle mechanic.

Quick release clamping systems

The wheels are attached to your bike by quick release clamping systems. It is critical to use these systems properly when attaching a wheel to your bike. Before attaching or removing a wheel, you should closely read the section above entitled Quick Release Clamping Systems.

⚠️WARNING! An improperly adjusted quick release can allow a wheel to become loose or detach from the bike. If a wheel detaches from the bike while you are riding it, you will lose control and suffer a serious injury or be killed. IT IS CRITICAL THAT YOU UNDERSTAND HOW TO OPERATE THE QUICK RELEASE LEVERS AND THAT YOU CHECK THE SECURITY OF EACH QUICK RELEASE SYSTEM EVERY TIME YOU RIDE THE BIKE.

Front Wheel Removal

To remove the front wheel, follow these steps:

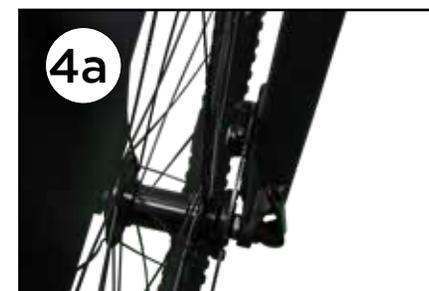
1. Place the bike on the kickstand.
2. For SUB models, open the brake quick release. See the Brakes section above for detailed instructions on opening your brake quick release system.
3. Open the quick release lever on the front wheel. Loosen the tension nut with one hand while holding the quick release lever fixed with the other hand. For details on operating the quick release, see the Quick Release Clamping System section above.
4. Remove the front wheel.



Front Wheel Installation

To install the front wheel follow these steps:

1. Place the bike on the kickstand.
2. Check the rotational direction arrow on the tire and ensure it is pointing forward.
3. Open the quick release lever on the front wheel.
4. Insert the wheel into the fork. For MSUB and RSUB models equipped with disc brakes, ensure that the brake rotor slides correctly into the calipers. Press down on the head tube to ensure the quick release skewer is properly seated in the fork dropouts. Adjust the tension nut to ensure there is enough clearance for the wheel to seat properly.
5. Tighten the tension nut and close the quick release lever so that there is appropriate clamping force as described in the Quick Release Clamping Systems section above.
6. For SUB models, close the brake quick release. See the Brakes section above for detailed instructions on closing your brake quick release system.
7. Spin the wheel while looking and listening for a rubbing brake pad. If rubbing is present, open the quick release and re-seat the wheel by applying downward pressure to the frame and fork with one hand so the wheel properly seats into the fork. Once it is seated, use your other hand to close the quick release lever.
8. Spin the wheel again to check for rubbing. If rubbing is still present, repeat step 7 and then give the brake lever several hard squeezes and then recheck for rubbing. IF BRAKE RUBBING PERSISTS DO NOT RIDE, instead have your bike inspected by a professional bike mechanic or ElliptiGO technician.

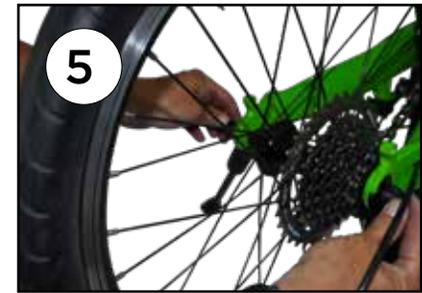
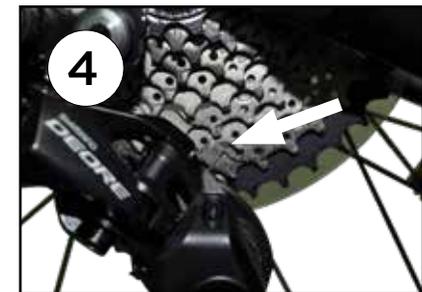


⚠ WARNING! If your rims or brake rotors are damaged, cracked or worn out, or brake rubbing persists, **DO NOT RIDE**. Instead, consult a bicycle mechanic or contact ElliptiGO® Customer Service.

Rear Wheel Removal

To remove the rear wheel, follow these steps:

1. Place the bike on the kickstand.
2. While standing on the right side of the bike, lean the bike towards the kickstand to lift the rear wheel off the ground slightly. Grab the pedal and rotate it forward while shifting into the highest gear (the smallest cog on the cassette).
3. For SUB models only, open the rear brake quick release. See the Brakes section above for detailed instructions on how to open your brake quick release system.
4. For MSUB models only, release the clutch on the rear derailleur by moving it forward.
5. Open the quick release lever on the rear wheel axle. Loosen the tension nut by turning it counterclockwise while holding the quick release lever still. Continuing loosening the tension nut until there is enough space for the wheel to detach from the bike.
6. Lean the bike gently on the kickstand to provide enough space between the wheel and the ground for the wheel to drop out of the frame. Push the rear wheel down and away from the frame. Lifting the bike higher off the ground may facilitate this process.
7. Remove the chain from the cassette so the wheel is completely free from the bike.



Rear Wheel Installation

To install the rear wheel, follow these steps:

1. Place the bike on the kickstand.
2. Ensure the chain is in the smallest cog on the cassette (the highest gear). For MSUB models only, ensure that the derailleur clutch is in the forward (released) position.
3. While pulling the derailleur rearward to create space, guide the ends of the quick release skewer into the corresponding dropouts on the frame. For MSUB and RSUB models, ensure that the brake rotor is inserted into the space between the brake pads.
4. Seat the wheel fully in the dropouts and ensure that it is centered in the frame.
5. Close the quick release lever. Follow the detailed instructions set forth in the Quick Release Clamping Systems section above.

⚠WARNING! Securing the rear wheel quick release properly is critically important. An improperly adjusted quick release can allow the rear wheel to become loose or detach from the bike. If the rear wheel detaches from the bike while you are riding it, you will lose control and suffer a serious injury or be killed. Make sure to follow the instructions set out in the Quick Release Clamping Systems section when closing a quick release lever. Make sure to check the security of your quick release levers before each ride.

6. For SUB models only, reattach the rear brakes. Follow the detailed instructions in the Brakes section above.
7. For MSUB models only, re-engage the derailleur clutch by moving it rearward into place.



⚠️ WARNING! Ensure that the brake quick release system is properly closed and your brakes are functioning properly before riding your bike. If the brake quick release system is open or closed improperly, the brake will not function. Riding without operating brakes is extremely dangerous and drastically increase the likelihood that the rider will collide with another object and suffer serious injury.

8. Check that the chain is routed properly and the derailleur is functioning correctly by leaning the bike against the kickstand to lift the rear wheel off of the ground and then grabbing the pedal with your hand and rotate it forward while slowly shifting through the gears.
9. If the drivetrain is not shifting smoothly, do not ride. Make sure to follow the drivetrain alignment procedures outlined above to re-align the drivetrain properly before taking a ride.

⚠️ WARNING! Riding on an misaligned drivetrain can cause unexpected shifting behavior or a dropped chain. If the bike shifts or the chain slackens unexpectedly, this can destabilize the rider and cause a fall.



Tires

Your bike comes equipped with unidirectional, clincher-style tires. These tires have a finite lifespan that depends on, among other things, rider weight, how well you maintain the tire pressure, the kind of riding that you do and the surfaces upon which you ride. As a result, there is no hard and fast rule regarding how long your tires will last.

It is important that you maintain the correct tire pressure in your tires. The maximum pressure is listed on the sidewall of the tires. We recommend riding at 90 - 95% of the maximum tire pressure. Use a floor pump with an air pressure gauge to inflate the tire to the correct pressure.

⚠️WARNING! Always check your tire pressure before riding. Underinflated or overinflated tires pose serious risks including loss of traction, blowouts, and buckling while cornering. Any of these situations could cause the rider to lose control and suffer a fall.

⚠️WARNING! Never inflate a tire beyond the maximum pressure - this can cause the tire to explode off of the rim and injure you or a bystander.

Before you ride, do a thorough visual inspection of the front and rear tires. Make sure there are no tears, cracks, or impregnated debris in the sidewall or along the tire tread. Ensure that the tread is not worn out and that the bead wire at the bottom of each sidewall is securely seated inside the rim. Look for bulging along the sidewall or tire tread. If you see any tears, cracks, bulging, or excessive wear, DO NOT RIDE THE BIKE. Instead, take your bike to a shop to have a new tire installed.

⚠️WARNING! Always check both tires before riding. Damaged or excessively worn tires increase the likelihood of experiencing a blowout, unseating of a tire, or sustaining a flat during a ride. Any of these situations could cause the rider to lose control and suffer a fall.

Finally, make sure that your tire is attached in the correct orientation. On the sidewall, locate the unidirectional symbol consisting of an arrow and the word “Drive” or “Rotation.” When the wheel is rotated so that the arrow is at the highest point during the rotation, the arrow should be pointing in the forward direction of travel. If, when the arrow is at the top of the wheel, it is pointing towards the rear of the bike, either the tire or the wheel is on backwards. Ensure you correct the issue so that the arrow is in the correct orientation before riding.

When you are ready for a new set of tires, take your ElliptiGO bike to a professional bike mechanic and have them install your tires with the same size of clincher tire.



Tubes

There are two kinds of valves used on inner tubes in the bike industry. Schrader valves are found on MSUB and RSUB models and are the same valves you'll find on automobile tires. Presta valves are found on SUB models. Each valve type requires a different pump head for inflation. To inflate Schrader tubes, you need a pump head configured for a Schrader valve. To inflate Presta valves, you can use a pump head configured for use with a Presta valve, or you can use a Presta-valve adapter with a pump head configured for a Schrader valve.

To inflate Presta tubes, follow these steps:

1. Gently loosen the captive nut at the top of the Presta valve by turning it counterclockwise several turns until it reaches the end of the center thread. DO NOT remove the locking nut - stop turning it once it reaches the end of the center thread.
2. Push down briefly on the nut to ensure that the Presta valve is not stuck in the locked position. A small amount of air should escape.
3. If you are using a pump head configured for a Presta valve, proceed to the next step. If you are using a pump head configured for a Schrader valve, screw the larger end of your Presta-valve adapter onto the metal valve stem.
4. Place the pump head over the valve and secure it.
5. Inflate to the proper pressure. We recommend inflating SUB and RSUB tires to 5% - 10% under the max pressure printed on the tire sidewall and MSUB tires to 40 PSI.

For Schrader valves, just follow steps 4 and 5 from the procedure above.



A Presta-valve



A Presta valve adapter



A Schrader valve

Chain Keeper

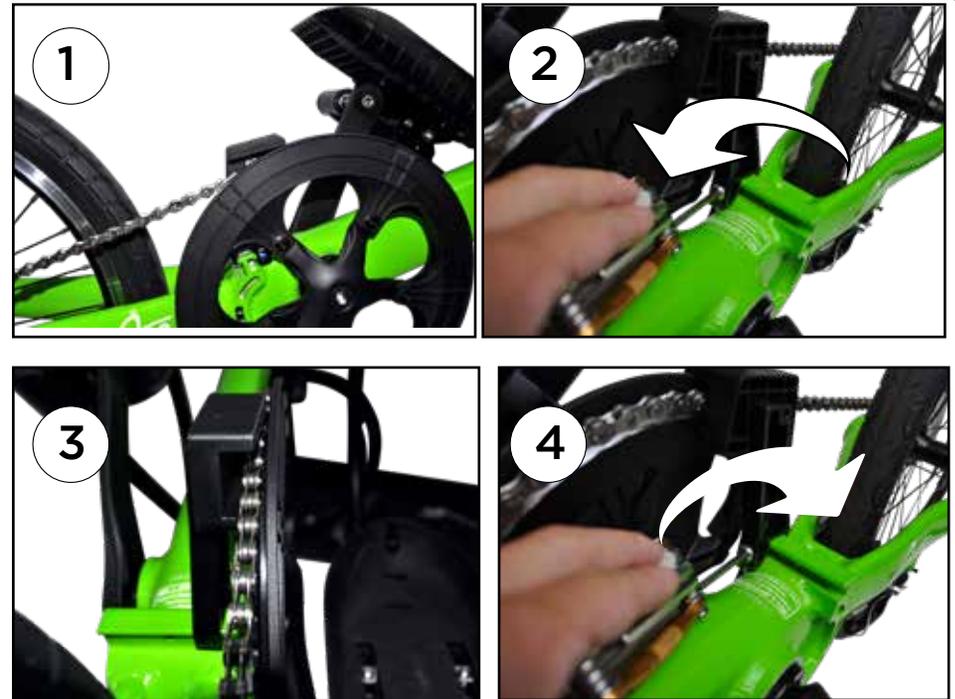
The SUB model comes equipped with a chain keeper located to the inside of the chainring. The purpose of the chain keeper is to reduce the likelihood that the chain will become detached from the chainring while riding. While it is impossible to ensure that a chain will never detach from the chainring, a properly adjusted chain keeper should prevent most potential chain detachments from taking place. The chain keeper is properly adjusted when there is between 1 and 2 mm of space between the lowest face of the chain keeper and the inside edge of the chainring.

Adjusting the Chain Keeper

To adjust the chain keeper, follow these steps:

1. If the chain keeper is contacting the chain or chainring, cycle the drivetrain by hand to identify the point in the stroke where the chain keeper contacts the chain or chainring. Once you have located the point where contact is being made, keep the cranks in that position for the remainder of these steps.
2. Insert a 4mm Allen wrench into the chain keeper fixing bolt and turn it counter-clockwise to loosen the bolt.
3. Move the chain keeper away from the chainring until there is a gap of at least 1mm but no more than 2mm between the inside edge of the lowest face of the chain keeper and the inside edge of the chainring.
4. Using the 4mm Allen wrench, tighten the fixing bolt to 6-8 Nm.
5. Re-check the gap between the lowest face of the chain keeper and the chainring to ensure it is between 1 and 2mm wide.

⚠WARNING! A properly adjusted chain keeper is a critical safety feature. It is your responsibility to ensure that it remains set at the appropriate distance from the chainring. Failure to do so could result in a chain detaching from the sprocket unexpectedly during a ride. This could cause you to lose control of the bike and suffer a fall.



Suspension Fork Adjustments

MSUB models come equipped with a suspension fork. This allows the bike to maintain better traction over uneven terrain. Without a suspension fork, the front wheel would be more likely to bounce off of obstacles or rough surfaces instead of roll over them. This would make steering more difficult and also result in a loss of speed, momentum and stability. Your suspension fork is designed for use on a wide range of terrain from groomed or paved surfaces, to ones with obstacles. The fork has three kinds of adjustments so you can create the right amount of suspension for the terrain upon which you are riding.



Air Spring Pressure

The MSUB fork spring resistance rate is controlled by air pressure. The rider's weight determines the amount of air pressure the fork needs. The air pressure required for a given rider's weight is printed on a sticker attached to the left fork stanchion.

To check the air pressure in the air shock, you will need a shock pump. This is a pump specifically designed for air shocks on bicycles and can be purchased from a local dealer or from ElliptiGO directly. Once you are ready to check the air pressure, remove the silver cover labelled "AIR" on the top of the left fork stanchion. Next, screw on a shock pump until the gauge shows a connection with the air fitting. Read the gauge to see the amount of air pressure in the fork. Use the shock pump to adjust the air pressure. When finished, be sure to replace the silver cover.

Like your tires, your fork will lose air pressure over time. Be sure to check it before you ride so your fork will work properly.

Compression Damping

The compression damping setting determines how quickly the fork will compress when riding. You can adjust the amount of compression damping by turning the blue dial located on top of the right fork stanchion.

Turning the dial counter-clockwise will quicken the compression, increase travel, and give the fork a softer feel. Turning the dial clockwise will slow the compression, reduce travel, and give the fork a stiffer

feel. Generally, you will want less compression damping on rougher terrain and more compression damping on smoother terrain.

Rebound Damping

The rebound damping setting determines how quickly the fork will return to its fully extended position after being compressed. The small red dial located under the right fork leg controls the rate of rebound. There is a sticker near the dial with a “+” and “-” on it. Turning the dial towards the “-“ will quicken the return. Turning the dial towards the “+” will slow the return. To find the right setting for you, we recommend turning the dial fully towards the “-“ and seeing how it feels. Then turn the dial towards the “+” in small increments until it feels right.

Toe Cages

The purpose of a toe cage is to provide additional retention, registration and security for your foot, specifically during high-speed riding or riding on uneven surfaces. If you intend to do any aggressive or high-speed riding or intend to ride on uneven surfaces like railroad tracks, speed bumps or trails, we highly recommend installing toe cages on your bike. Toe cages are an accessory that can be purchased from your local dealer or through www.elliptigo.com.

⚠️WARNING! Riding aggressively, at high-speed or on uneven surfaces can be dangerous. You should always be cautious and avoid hitting anything on the road that could result in your foot coming off of the pedal platform. Your foot coming off of the pedal platform could lead to you losing control of the bike and suffering a fall.



CHAPTER 3: Riding

Basic Cycling Safety

Before riding your ElliptiGO bike, you should become familiar with the basics of cycling safety. The following includes many of the fundamental aspects of cycling safety; however, it is not an exhaustive list.

For a more thorough education on cycling safety we recommend that you contact a certified bicycling instructor and enroll in a bicycle safety course. Here are some of the basic principles you should adhere to:

Wear a Helmet, Protective Equipment and Appropriate Clothing

Always wear a Department of Transportation (DOT) approved helmet when riding your

ElliptiGO bike. Make sure to follow the helmet manufacturer's instructions regarding proper fitting and how to maintain your helmet so it can provide the most protection for your head during a fall.

▲WARNING! When riding your bike, your head will be higher off the ground than it would be on a regular bicycle and you could suffer even more damage to your head as a result of a collision or fall than you might if you fell off a conventional bicycle. As a result, wearing a helmet is even more critical when riding your ElliptiGO bike. Failure to do so could result in serious injury or death.

In addition to an approved helmet, we recommend that you wear closed-toed running or walking shoes

with short shoelaces tied in a double knot, cycling gloves, protective glasses with plastic shatterproof lenses, and brightly colored clothing.

Before riding, always check your clothing to make sure there is nothing dangling that could become caught in the moving mechanisms of the ElliptiGO bike. Pay particular attention to shoelaces, wide-bottomed pants, and long dresses as these could get caught in the drivetrain mechanism or around the rear wheel. If something dangling from your body gets caught in the cranks, chain or rear wheel, you will likely lose control of the bike and fall, resulting in serious injury or death.

▲WARNING! Loose clothing or other dangling objects can get caught in the moving parts of the ElliptiGO bike and cause the rider to lose control and suffer a fall.

Ensure that you have any other required safety equipment mandated by your state or municipality. It is your responsibility to comply with the law where you are riding.

Select a Safe Route and Riding Conditions

Choose a cycling route and time of travel that avoids high traffic areas and dangerous streets. Choose routes that have few cars, well maintained streets, and wide bike lanes. If possible, always ride during good conditions and never at night or in inclement weather.



▲WARNING! Riding at night or during inclement weather significantly increases your chances of suffering a collision or fall that causes significant injury or death.

▲WARNING! Wet weather adversely impacts visibility, traction, braking and maneuvering for the ElliptiGO bike rider as well as other cyclists and motorists. Emergency stopping distances increase significantly. Always ride more slowly in wet conditions and begin slowing down far earlier than would be necessary under dry conditions. Never take sharp corners at high speed or attempt to corner while braking in wet conditions.

▲WARNING! Do not rely on reflectors to provide adequate lighting during periods of low visibility, especially dense fog. Reflectors cannot substitute for appropriate lights. DO NOT REMOVE THE INSTALLED REFLECTORS FROM YOUR BIKE. Removing them lowers the chances you will be seen during periods of low visibility, reducing your level of safety. Inspect your reflectors often to ensure that they are clean, straight, and undamaged. Have your reflectors repaired or replaced if they are damaged or misaligned.

If you choose to ride during periods of low visibility, you should take many precautions, including:

1. Wearing very bright clothing with integrated reflective materials and several other highly-visible items such as an approved

bicycle safety vest, lights on your body, helmet and ElliptiGO bike, and reflective stickers or straps on your helmet and clothing. Ensure that these reflective surfaces are free from obstruction by objects you are carrying and your other clothing.

2. Using head and tail lights (either battery or generator powered) that are bright enough to enhance your ability to see and be seen and meet all legal requirements for your jurisdiction.
3. Riding slowly and through well-lit areas with less traffic and designated bike lanes or paths. When riding, choose a manner and path that maximizes the chances that a motorist, cyclist or pedestrian will see you while minimizing the chances that you will collide with them. Also, ride at a speed that affords plenty of time to react to, and avoid, unexpected obstacles.
4. Never making aggressive or unpredictable maneuvers that could catch a motorist or cyclist off guard.

Understand and Obey the Law

In most jurisdictions, cyclists are subject to the same traffic laws as motorists. Always stop at stop signs and red lights and use correct hand signals.

Many jurisdictions have additional laws and regulations that only pertain to cyclists. In particular, observe regulations about bicycle paths, trails and



routes, use of a bicycle on a sidewalk, proper front and rear lighting, helmets, seating, signaling, reflectors, licenses and any special bicycle traffic laws in your jurisdiction. As with every other aspect of the administrative state, it is your responsibility to know the law and obey it. Our failure to provide you with a component or specific safety device required by the law in your jurisdiction does not relieve you of the requirement to install that component or safety device on your ElliptiGO® bike.

Ride Defensively

Even though you can see other motorists, cyclists and pedestrians, always assume that they cannot or do not see you and take precautions accordingly. Anticipate obstacles and dangerous conditions by looking ahead and paying attention to the environment around you. Always be ready to avoid vehicles entering the bike lane, children and animals darting into the roadway, poor road conditions (including potholes, rocks, sharp edges at the road shoulder, and loose gravel), separations in the asphalt or concrete, grates, glass and other sharp objects, pedestrians and the unexpected opening of parked car doors.

Ride at a controlled speed, especially when descending hills or in adverse weather conditions. The higher the speed, the less time you will have to react to dangerous conditions, so always choose a speed that is appropriate for your environment.

Use extreme caution when overtaking other cyclists, approaching blind intersections, and when merging

with vehicular traffic. Slow down and look both ways whenever crossing an intersection.

Share the Road – stay to the side of the road and avoid interfering with the progress of motorists and faster cyclists.

Maintain a sharp focus on your surroundings. Never wear headphones, talk on a cell phone, or become distracted by electronic devices such as odometers, heart rate monitors, watches, and the like. These distractions can delay your reactions to dangerous conditions and increase your risk of suffering serious injury or death.

Avoid weaving through traffic and making unexpected maneuvers, especially when in the presence of cars or other cyclists.

Never hold onto another moving vehicle, including another cyclist, when riding your ElliptiGO bike. This behavior can be extremely dangerous and result in the rider losing control of the bike and suffering a fall.

Never ride your bike while under the influence of alcohol or any other substance that impairs judgment, cognition, motor function or balance. This increases the risks of colliding with another object or losing control of the bike and suffering a fall, either of which could cause serious injury or death.

Never carry anything that could impede your vision or adversely impact your ability to control your bike.



Take Responsibility for Your Safety

As discussed above, you are responsible for the safe handling and maneuvering of your ElliptiGO bike. Make sure to follow the instructions in this owner's manual. Get to know the mechanical workings of your bike and always do a pre-ride safety check to ensure everything is in good working order. Make sure that all quick releases and safety mechanisms are properly engaged. Pay particular attention to the condition of your tires and brakes as a failure by one of them can be particularly dangerous. Test out the shifting mechanism before riding to ensure the derailleur is properly adjusted and the chain has an appropriate amount of tension on it. Double check the security of the steering column, ensure that it is not set above the "Max Extension" line, that the safety pin is inserted and the quick release lever is closed properly.

Always wear a DOT approved cycling helmet that meets the latest certification standards and is appropriate for road cycling. Always follow the helmet manufacturer's instructions for fit, use and care of your helmet. Many serious bicycle-related injuries include head injuries which might have been avoided if the rider had worn an appropriate helmet. Before riding your bike, consult with your physician so he or she can determine if you are healthy enough to do so.

⚠️ WARNING! Riding without a DOT-approved helmet greatly increases your chances of suffering serious injury or death during a crash or fall.

⚠️ WARNING! Riding with damaged, poorly maintained, or improperly engaged components or a misaligned drivetrain can result in an unexpected failure of a critical element of the ElliptiGO bike. The failure of a critical element of the bike is likely to result in the rider falling and suffering a serious injury or death.

Pre-Ride Safety Checklist

Before riding, always visually and physically inspect your ElliptiGO® bike to ensure that it is in good riding condition.

You should inspect the bike using the following checklist prior to each ride:

1. Thoroughly examine the front and rear tires on both sides for signs of damage (this will require you to spin the tire periodically to observe the part that was contacting the ground) and to ensure sufficient tread is present. Use a tire gauge to ensure that each tire is inflated to the proper pressure. Adjust the tire pressure if necessary.

2. Inspect the front wheel quick release system to make sure that the hub is securely seated on the fork and that the quick release has been closed properly with the appropriate amount of force. The mechanism should emboss the fork-ends when closed to the locked position. See the section on the Quick Release Clamping Systems for details on how to ensure the quick release is securely fastened.

⚠️WARNING! An improperly secured quick release lever on the front wheel can allow the wheel to disengage from the fork. This condition is exceptionally hazardous and will cause the rider to suffer a fall that will almost certainly result in serious injury or death. BEFORE RIDING ALWAYS ENSURE THE FRONT WHEEL QUICK RELEASE IS PROPERLY SECURED.

3. With the kickstand retracted, raise the front end of the bike off of the ground several inches and

then drop it. Watch and listen for unusual movements or noises as the bike strikes the ground. If you hear an unusual noise, continue this test until you can locate the problem. Do not ride the ElliptiGO bike until the problem is resolved. When in doubt, take the bike to a professional bicycle mechanic for service or contact our service department at service@elliptigo.com.

4. Inspect the wheels to ensure that they are true. Spin each wheel and watch it as it rotates to make sure it spins straight, without any side-to-side wobble. Also, make sure that the wheel or brake rotor does not rub intermittently against one or both brake pads. Any side to side wobble or intermittent rubbing suggests that the wheel is out of true. Do not ride a bike with a wheel that is out of true. Instead, have the issue corrected by a certified bicycle mechanic.

⚠️WARNING! A wheel that is not true can present a very dangerous situation because it interferes with the proper functioning of the brakes. It requires expertise and proper tools to correctly true a wheel. Always have a professional bicycle mechanic true your wheels. Riding on a wheel that is not true could cause you to lose control and suffer a fall.

5. Make sure that the rims are not damaged or worn out, that the tops of the rims are securely engaging the tire at the rim bead, and that there is no bowing, indentations or other damage to the rims. For SUB models, ensure the rim braking surfaces are clean and feel the rim on both sides to make sure the wear indicator groove is still pronounced.

▲WARNING! Riding on damaged rims, worn out rims or rims that do not secure the tire is extremely dangerous. Rims in these conditions can catastrophically fail without notice, causing the rider to fall and be seriously injured or killed. CHECK YOUR RIMS BEFORE RIDING!

6. Inspect the spokes on the front and rear wheels to ensure that none are missing, that they are all tight, and that they are all properly aligned.

7. On SUB models, inspect the front and rear brake pads to ensure they are in good condition and securely attached. On MSUB and RSUB models, inspect the front and rear brake rotors to make sure they are in good condition and show no signs of warping or unusual wear. Then inspect the inboard and outboard brake pads to ensure they are in good condition.

8. Actuate the front and rear brake levers while watching the brakes to make sure that both are functioning properly. The brakes should engage the braking surface within the first inch of pulling on the levers and you should be able to apply full braking power before the levers contact the grips. On the MSUB and RSUB models, ensure that the pads are actuating properly and that they fully contact that brake rotor. On the SUB model, check that each brake noodle is seated into the brake quick release system and the brake cable is seated into the top end of the noodle and is free from pinches or sharp turns.

If your brakes are not working properly, do not ride your bike. Instead, take it to a professional bicycle mechanic to have the brakes adjusted.

▲WARNING! Improper brake alignment and functioning can result in the rider losing control of the bike and suffering a fall, which can result in significant injury or death. Always make sure your brakes are working properly before riding.

9. Thoroughly inspect the steering column to ensure that it is secure, the safety pin is fully-seated into the proper corresponding hole, and the quick release levers are securely fastened. Check that the handlebars are aligned properly with the front wheel. See Adjustable Steering Height for details on how to properly adjust steering column components. See Quick Release Clamping Systems for details on how to ensure the quick release is securely fastened.

▲WARNING! Failure to properly secure the steering column could result in the unexpected collapsing of the steering column during riding. This would likely cause the rider to lose control and suffer serious injury or death from a resulting fall.

10. Test the grips. They should be in good condition and securely fastened so that they cannot be rotated. Improperly secured grips can detach from the handlebars during riding and cause the rider to lose control and fall.

11. Ensure that each end of the handlebar is capped with a smooth surface. A handlebar end can have sharp edges that, if exposed, can cut a rider or exacerbate injuries sustained during a fall.

12. For MSUB models, ensure that the front suspension fork is functioning properly. While holding the front brake tight, push down on the handlebars and observe the fork compressing. Inspect the fork for any cracks, leakage of oil or signs of unusual wear.

13. Ensure that drivetrain is functioning properly. Lean the bike onto the kickstand to lift up the rear wheel. Rotate the right pedal with one hand while shifting through all of the gears with the other hand. Ensure shifting is smooth in both directions. If the shifting is not smooth, review the Gear System Adjustment process in Chapter II.

▲WARNING! It is critical that your drivetrain is adjusted properly prior to riding. A misaligned drivetrain can allow the chain to slacken or detach from the cogs unexpectedly when riding. If this happens, it could cause the rider to lose balance and suffer a fall.

14. Visually inspect each pedal to ensure there are no visible signs of cracking or other damage. Pull on each pedal to make sure it is securely fastened to the pedal axle and there is no excess play in the bearings. Make sure you inspect all sides of each pedal. If a pedal has visible signs of damage, DO NOT RIDE the bike. Instead, contact ElliptiGO service at service@elliptigo.com.

15. Visually inspect the frame for signs of damage.

16. Ensure that the chain has the appropriate amount of tension and the chain, chainring and cassette gears are clean and lubricated. On the MSUB only, ensure that the derailleur clutch is engaged by flipping the light gray lever on the derailleur towards the rear of the bike.

17. Check that the rear wheel is properly seated in the frame dropouts and the quick release lever is secured.

▲WARNING! An improperly secured quick release lever on the rear wheel can allow the rear wheel to come loose while riding. This condition is exceptionally hazardous and can cause the rider to suffer a fall that will almost certainly result in serious injury or death. BEFORE RIDING ALWAYS ENSURE THE REAR WHEEL IS PROPERLY SECURED.

18. If you have mounted toe cages on your pedals, ensure that they are properly adjusted for the shoes you are wearing.

19. Ensure that you have a set of spare parts including at least one replacement tube, tools, and pump and they are securely fastened to you or your bike.

20. Finally, do a thorough once over of the entire machine, including checking each screw, bolt, fastener, and quick release system to make sure nothing is loose, damaged or appears like it will not function properly. To make sure that the many fasteners on your bike are correctly tightened, refer to the section on Torque Requirements for Screws and Fasteners below.

▲WARNING! It is very important that your screws, fasteners and quick release levers are properly tightened. Not applying enough force increases the chance that they will become loose and fail to perform their function properly, increasing the risk of a failure. Over tightening them can damage the fastener, elevating the risk of a failure. The failure of a fastener or improper tensioning on a quick release may lead to a component failure that causes the rider to lose control and suffer a fall.

Ensuring that your screws and fasteners are tightened correctly requires the skillful use of a torque wrench and we strongly recommend having a professional bicycle mechanic tighten them. If you would prefer to tighten the screws and fasteners yourself, you must use a calibrated torque wrench and ensure you reach the correct torque as specified the section on Torque Requirements for Screws and Fasteners below.

From time to time, it is possible that you will need to adjust screws or fasteners during a ride. In these rare situations, you must exercise the utmost of care and we recommend having a professional bike mechanic check the fasteners you adjusted as soon as you can.

Adjusting the Steering Height and Brake Reach

Before riding your ElliptiGO bike, it is important that it is set up to fit you correctly. Your bike has an adjustable steering column and the brake reach can be adjusted.

Adjusting the Steering Height

The correct steering height is really a matter of preference

and will vary for every rider. We recommend setting the height of the handlebars where they enable you to ride in a comfortable, upright position with your torso directly above your legs and with little to no weight on your hands or wrists. Although everyone's proportions are different, this usually means that taller people ride with a higher steering height and shorter people use a lower steering height. To adjust the steering height, follow the detailed instructions set forth in the Steering Columns section above.

Adjusting the Brake Reach

The brake reach is the distance from the handlebar grip to the brake lever. This distance can be adjusted to accommodate a wide range of hand and finger sizes. The lever should be positioned so that it sits just behind the first joint of your index finger. If this is not the position the lever is in, have a professional bicycle mechanic or certified ElliptiGO technician adjust the brake reach.

▲WARNING! Because the braking force is created by pulling on the brake levers, have the reach set up correctly is critical for safe riding. Moreover, the shorter the reach is set, the more important to ensure that the brake levers are adjusted correctly. If the brake levers do not have enough space to fully actuate the brakes, you will not be able to employ full braking power. This will likely increase your stopping distance and make it more likely that you will be unable to avoid a dangerous obstacle or condition on the road, potentially resulting in serious injury or death. If you choose to have your brake reach adjusted, ensure the adjustment is done by a professional bicycle mechanic or certified ElliptiGO technician.

Familiarization Ride

Before heading out on a “real ride,” you should become familiar with riding your bike in a controlled environment until you can handle the bike well enough to ride safely in an uncontrolled environment. If you have not already adjusted the bike to fit you correctly, follow the instructions in the Adjusting the Fit section above. Once your bike is properly adjusted, follow these instructions to familiarize yourself with how it functions.

Find a Good Location

Bring the machine to a controlled, dry, paved location free of obstacles and traffic that is large enough to maneuver safely. A closed-off or empty parking lot that is at least 100 yards by 40 yards (about the size of a football field) could be a good spot.

Put on Your Helmet, Appropriate Clothing, and Protective Gear

Every year thousands of cyclists suffer head and neck injuries as a result of collisions or falls. Some of these head injuries could have been reduced in severity or avoided entirely if the riders had been wearing a Department of Transportation-approved helmet properly at the time of the fall or collision. Every helmet is different and each helmet comes with a set of instructions addressing how to properly fit and adjust it, as well as how to care for it. Follow these instructions to properly adjust your helmet before you begin riding your ElliptiGO® bike.

▲WARNING! When riding your ElliptiGO bike, your head will be much higher off the ground than it would be on a

regular bicycle. As a result, you could suffer even more damage to your head as a result of a collision or fall than you might if you were riding a conventional bicycle. Do not become another statistic; always wear a properly fitting helmet when riding your bike. Failure to do so could result in significant injury or death.

In addition, make sure that you are wearing brightly colored and well-fitting clothes, eye protection, and closed-toe shoes. Check to make sure nothing is dangling from your body or is so loose that it could contact any of the machine’s moving parts. In particular, make sure that your shoestrings are not too long to get caught in the moving mechanisms, especially the rear wheel, chain, sprockets, and drive arms. Never ride your bike wearing open-toed shoes, flip flops, sandals or while barefoot.

Inspect the ElliptiGO Bike and Get Familiar with the Brakes

Execute the pre-ride inspection according to the checklist above. Then, with the ElliptiGO situated securely on the kickstand, practice squeezing the brakes. Ensure that they have the correct brake reach and are functioning properly.

Start Your First Practice Ride

Once you are familiar with operating the brakes, have your helmet on, and have the appropriate clothes and other safety gear. To get started, move the bike off of the kickstand. Place one foot on the ground and the other one on the corresponding pedal. Generate forward momentum by pushing off the



ground with your ground-based foot and then stand up onto your pedal-based foot, balancing the bike as you roll forward. Once you have your balance, place your ground-based foot onto the other pedal. Pedal in a circle and gradually increase your cadence as you get comfortable.

Be very mindful of your height when riding. Your head will be 12-18 inches higher than your standing height. There are many low-hanging objects like tree branches, signs, underpasses, and the like that could strike you on your ride if you are not paying attention.

⚠️ WARNING! During mounting and riding always ensure that each foot is resting squarely on the the pedal. If your foot is not placed correctly on the pedal, it can slip off the pedal, contact the frame, or get caught in the bike’s moving parts, any of which could cause you to lose control and suffer a fall.

⚠️ WARNING! YOUR HEAD IS VERY HIGH OFF THE GROUND WHEN RIDING AND COULD HIT STATIONARY OBJECTS. Always look out for objects like tree branches, signs, underpasses, etc. that are usually higher than pedestrians or cycling traffic, but may be low enough to strike you on your ElliptiGO bike. Hitting an object with your head while riding will likely cause you to lose control and fall, resulting in serious injury or death.

Test the Brakes

Your bike has independent front and rear brakes actuated by levers attached to the handlebars. One

brake lever operates the front brake and the other operates the rear brake. To test the brakes, start riding the bike slowly and stop pedaling. Prepare to stop by standing upright in a balanced position. Gently apply braking pressure to the rear brake first, then to the front brake. Always apply the brakes in a smooth controlled manner until you come to a complete stop. As you approach a complete stop, make sure to place your foot on the ground so you don’t fall over.

⚠️ WARNING! Always apply the brakes in a smooth controlled manner. Start braking with the rear brake first, but always use both brakes to control speed. Applying the brakes too quickly or with too much force can result in a wheel “locking up” and the rider losing control and suffering a fall.

⚠️ WARNING! Always ensure both hands are securely positioned on the hand grips before braking. Braking with only one hand on the hand grips can cause the rider to lose control and suffer a fall.

Get Familiar with Your Bike

Ride your ElliptiGO bike for at least 20 minutes in this safe environment, ensuring that you make several starts and stops and right and left turns. Practice shifting through the gears and getting a feel for what gear is appropriate for you at different speeds. If something doesn’t feel right or something happens that makes you unsure about any aspect of your machine or the riding experience, stop riding and contact ElliptiGO customer service at



service@elliptigo.com to resolve the issue before attempting a subsequent ride.

Riding Techniques

Before any ride, we highly recommend executing the Pre-Ride Checklist. **Do not ride your bike without a helmet and properly-fitting and appropriate clothing, including closed-toe shoes. Ensure that all of the components are working properly, the drivetrain is adjusted, and all screws, fasteners and quick release levers are properly closed.**

Your ElliptiGO® bike is an advanced piece of fitness equipment. It is designed to be used by adults for exercise. It is not a toy. The SUB and RSUB models are designed to be ridden on paved surfaces only. The MSUB model is designed for reasonable off-road riding, in keeping with the intent of getting exercise. No ElliptiGO bicycle is designed for trick, stunt or extreme riding. Engaging in these kinds of behaviors could result in significant injury or death.

ALERT! Using your ElliptiGO bike improperly could seriously damage it and void your warranty.

⚠️WARNING! ElliptiGO bikes are designed for adults to use for exercise. Trick, stunt or extreme riding could cause you to lose control or break one or more components, which will likely result in a fall that could cause serious injury or death. DO NOT ENGAGE IN TRICK, STUNT OR EXTREME RIDING.

As a rule, you should always have two hands on the handlebars unless you are signaling. Unlike a conventional bicycle, ElliptiGO bikes cannot be ridden “with no hands.”

NEVER ATTEMPT TO BRAKE WITHOUT HAVING BOTH HANDS SECURELY POSITIONED ON THE HAND GRIPS. Braking with only one hand securely positioned on the hand grips can cause the rider to lose control of the bike and suffer a fall.

⚠️WARNING! Always ensure both hands are securely positioned on the hand grips before braking. Braking with only one hand on the hand grips can cause the rider to lose control and suffer a fall.

Also, be very mindful of your height when riding. Your head will be 12-18 inches higher than your standing height, and there are many low-hanging objects like tree branches, signs, underpasses, and the like that could strike you on your ride if you are not paying attention.

⚠️WARNING! YOUR HEAD IS VERY HIGH OFF THE GROUND WHEN RIDING AND COULD HIT STATIONARY OBJECTS. Always be looking out for objects like tree branches, signs, underpasses, etc. that are usually higher than pedestrians or cycling traffic, but may be low enough to strike you on your bike. Hitting an object with your head while riding will likely cause you to lose control and fall, resulting in serious injury or death.

When riding on the road, always pay attention to the road surface and approach obstacles like speed bumps, cobblestones, potholes, and train tracks with caution. To cross these obstacles, stop pedaling and place your feet in the 3 and 9 o'clock positions. Distribute your weight evenly and use your knees to absorb the shock. These obstacles can cause a fall if they are not approached correctly.



▲WARNING! Always approach road obstacles with caution. Failing to properly cross or avoid these obstacles can jar you and your bike, resulting in a fall.

Signaling

When riding, you may find it necessary to signal traffic before making a turn. Signaling while riding your bike requires skill and using your core muscles for balance. You will need to develop your core muscles and practice signaling before mastering this skill. Avoid riding on public roads where you will need to signal until you have mastered the technique of signaling while riding.

When learning to signal we recommend practicing in a safe, open, flat and paved area that is separated from traffic, like a large parking lot. Get up to normal riding speed and then coast with the pedals in the 3 o'clock and 9 o'clock positions (so they are even with the ground). If you are signaling with your left hand, put your left foot in the forward position. If you are signaling with your right hand, put your right foot in the forward position. Conduct your signal while paying particular attention to the road ahead of you to confirm your path is free from obstacles and debris. Check over your shoulder to ensure that it is safe to turn. Place your signaling hand back onto the handlebars before beginning your turn. Start your turn. When turning, quickly alternate between checking traffic to make sure it is safe to turn and checking the road to make sure your path is free from debris and obstacles. Once you have completed your turn, resume riding normally.

Off-Road Riding

The MSUB model is the only ElliptiGO bike designed to be

ridden off-road. Like all ElliptiGO bikes, the purpose of the MSUB is to provide exercise for adult riders. Even though it is capable of being ridden off-road, it should never be used for trick, stunt or extreme riding.

▲WARNING! ElliptiGO bikes are designed for adults to use for exercise. Trick, stunt or extreme riding could cause you to lose control or break one or more components, which will likely result in a fall that could cause serious injury or death. DO NOT ENGAGE IN TRICK, STUNT OR EXTREME RIDING.

Riding on trails and other unpaved surfaces is very different from riding on roads and paved bike paths. Each has its advantages and disadvantages, but it is important to note that even if you are a skilled road rider, you will likely need to develop additional skills to ride safely off-road. Treat learning to ride off-road like you would any other new sport (such as skiing, snowboarding, surfing, or SUP). That means you should start off slow and easy and expect to gradually progress to more challenging terrain as your skills improve. If you start off on technical terrain with lots of obstacles and sharp turns, you are likely to fall and get hurt. The purpose of the MSUB is to provide fun and safe exercise, so as a general rule, you should select terrain that is slightly below your capability to reduce your likelihood of injury.

▲WARNING! Failing to develop the skills necessary to ride safely off road or attempting to ride on terrain that is above your capability will likely result in falls that could cause significant injury or death.

To develop your skills, start by finding a well maintained dirt road or trail that is free from obstacles and lightly used. A fire road or sightseeing path authorized for use by cyclists is often a good choice. Spend ample time riding in this environment so you can get used to starting, stopping and maneuvering on dirt. Practice shifting, braking, changing your body position and quickly dismounting the bike. Learn the nuances of your suspension fork and use this environment to test out the fork's different settings. As with skiing, surfing or snowboarding, we suggest taking a lesson from a trained mountain biking professional so you can more fully appreciate the skills necessary to safely ride off road and get all of your questions answered that are specific to the trails you intend to ride in your area.

Do not attempt any challenging off road terrain until you have trained your body to handle the peculiarities of off-road riding and have developed the skills required to safely ride off-road. Once you are ready to hit the trails, remember that riding off-road safely can require more preparation than riding on the road. Depending on where you ride, you could be miles from the nearest road or town and it could be days before anyone else will pass by your way. In the event of a component failure or flat tire, you may need to have the skills, tools and spare parts required to rescue yourself. Do not underestimate the likelihood of a problem happening during your ride. Always let someone else know where you are going, how long you plan to be gone, and when they should expect to hear from you after your ride. Always carry a cell phone, ID, cash and a credit card with you in case of an emergency. If you will be riding alone and have any kind of medical condition that first responders should be aware of, we recommend wearing a medical alert bracelet detailing your particular condition.

When choosing your routes, remember that the MSUB is intended for use by adults for exercise. Avoid jumps, drop-offs, high-speed descents, technical descents, and any extreme obstacles. The MSUB was not designed for these kinds of obstacles. Moreover, they greatly increase your likelihood of falling and getting hurt and they generally lack any exercise value. Consequently, their risks far outweigh their benefits and you should not ride on trails that include these kinds of obstacles.

⚠️ WARNING! The MSUB was not designed for jumping, doing stunts, downhill, freeriding, or any other form of extreme riding. These activities are very dangerous and could result in breaking the components or frame of your MSUB, which would likely result in a fall that could cause significant injury or death.

Finally, off-road areas have their own set of rules regarding rights of way, trail access, speed limits, and times when riding is permitted. You should familiarize yourself with the specifics of the trails where you intend to ride. In general, you should always stay on designated trails, yield to pedestrians and animals (especially horses), ride as gently as you can to reduce trail damage and obviously don't leave any trash or debris behind. Take care of your bike and your trails and you'll have many years of fun riding!

Climbing and Descending Hills

Be cautious when climbing and descending hills. Prior to reaching a hill to climb, prepare to shift into a lower gear. The steepness of the hill will determine which gear is the correct one to select. Once you have reached the hill, shift into the correct gear and apply power using the same riding technique that you use on level ground. Use the



gearing to keep the same comfortable cadence you enjoy when riding on level ground to the extent that is possible.

As you crest the hill, shift up to accommodate your increase in speed while trying to keep the same cadence throughout.

When descending a hill, always make sure that you are traveling at a safe rate of speed. The preferred way to descend a hill is to “coast.” To coast, simply stop pedaling. Use the brakes gently and frequently to control your speed. If you choose to pedal during a descent, make sure that you select the correct gear position (usually a “higher” gear) before starting to pedal. Pedaling while in an incorrect gear can cause your bike to become unstable, so always ensure you are in the correct gear for the speed you are traveling before pedaling. When in doubt, slow down to a more comfortable speed and shift into a higher gear before pedaling.

Riding in Adverse Conditions

Riding in Wet Conditions

Riding in wet conditions subjects you to a significantly increased risk of serious injury or death as a result of a collision with a motor vehicle, cyclist, or stationary object or a fall. We recommend not riding ElliptiGO® bikes outside when the roads are wet, even if it isn't raining. This is because the contact between your tire and the road will cause moisture from the roads (and air) to be transferred onto your braking surfaces and significantly reduce the performance of your brakes and increase your stopping distance. In addition, the decreased friction between your tires and the road or trail surface will reduce your ability to

maneuver your bike and increase the chance that you will lose control while turning or stopping. This could result in a fall causing you serious injury or death. Finally, other cars and cyclists will experience similar effects, making it less likely that they will be able to see you and avoid colliding with you during an emergency.

⚠️ WARNING! Water on the road and in the air will reduce your ability to control and maneuver your bike. It also reduces the ability of motorists and other cyclists to control their vehicles. As a result, collisions and falls occur much more frequently in wet conditions. We strongly suggest not riding your bike when the roadways or trails are wet. If you must ride when it is wet out, always use extreme caution and allow for extra stopping distance and additional room to maneuver.

If you must ride when it is wet out, always use extreme caution. Wear very bright and visible clothing, and use front and rear lights. Consider attaching lights or highly visible colors to your helmet. Travel at a slower speed and choose less traveled trails or roads with wide bike lanes or bike paths where possible. In situations that require braking, start applying the brakes very early so you can gauge how much stopping power you have given the reduction you will experience in braking performance. Take turns slowly and cautiously. Watch out for rocks, tree roots, leaves and painted features on the roads. These can become exceptionally slick when wet, so try to avoid them if possible.

Again, we strongly recommend not riding when it is wet.



Riding at Night and During Periods of Low Visibility

▲WARNING! Riding at night and during periods of low visibility significantly increases the likelihood of collisions and falls that can cause serious injury or death. Even with proper lighting, cyclists are difficult to see and are more likely to be struck by vehicles during periods of low visibility than during the day. In addition, dangerous road and trail conditions are more difficult to spot and therefore, it is more likely that you will strike them. We strongly suggest not riding ElliptiGO bikes outside during periods of low visibility. If you must ride, always use lighting that complies with the laws in your area and ride with extreme caution.

Riding at night and during periods of low visibility significantly increases your risk of serious injury or death as a result of a collision with a motor vehicle, cyclist, or stationary object. We strongly recommend not riding bikes at night or during periods of low visibility. Even with proper lighting and highly-visible clothing, cyclists are difficult to see. In addition, dangerous road conditions are much more difficult to spot in time to avoid them at night and during other periods of reduced visibility which drastically increases the likelihood you will suffer a fall because of them. Although your bike is equipped with reflectors, they are not a substitute for the proper front and rear lighting systems. Always ensure you have proper lighting before choosing to ride at night.

▲WARNING! Reflectors are not substitutes for adequate front and rear lighting systems. Never ride at night or during periods of low visibility without front and rear lights that meet the requirements of your local laws.

Because cyclists are difficult for drivers, pedestrians and other cyclists to see, riding without lights in these conditions is reckless and significantly increases the likelihood of collisions and falls that can cause serious injury or death.

▲WARNING! Do not remove the attached front and rear reflectors. They provide a valuable resource in alerting drivers and other cyclists that you are on the road and your direction of travel. Removing them will reduce your visibility when riding at all times, but especially during night and during periods of low light. This, in turn, will increase the chances that you will be struck by another vehicle while riding and be seriously injured or killed.

If you must ride at night or during other periods of reduced visibility, always use extreme caution. Always ride defensively, and make sure that drivers and other cyclists can easily predict any changes of speed or direction. Avoid abrupt stops or quick departures from your line of travel. Choose your path wisely, avoiding unlit or poorly lit roads, dangerous trails, and opt for well-lit, low-traffic roads with wide bike lanes or easy trails with few obstacles whenever possible.

Research the laws pertaining to night riding in your area and make sure that you comply with them, including having front and rear lights. Make sure that your lights provide enough visibility for you to see and be seen easily. Wear light colored clothing and shoes that incorporate reflective materials into them; these can be purchased at most bicycle and running stores. Add lighted and/or reflective accessories to your body, especially on your arms and legs and helmet. When lit or seen by reflective



materials, the motion of your legs will help attract attention and demonstrate that you are a moving object on the roadway that needs to be avoided. Take advantage of your body size to become as visible as possible on the road. The easier you make it to be seen, the less likely it is that you will be hit by a vehicle because the driver does not see you. Before riding, check to make sure that the faces of your reflectors are free from dirt and other obstructions, that the reflectors are securely attached to their mounts, and that the mounts are securely attached to your bike. If a reflector is damaged, replace it immediately. Also, make sure that your lights are working properly and bring a spare set of batteries. Check to ensure that your clothing or other objects will not obstruct your reflectors or lights.

Again, if you do not absolutely have to ride at night, don't - the risks likely outweigh the benefits.

Competitive and Group Riding

Riding in groups or organized events, whether competitive or recreational, brings additional risks that must be addressed but cannot be eliminated. By choosing to ride in groups, in events, or in competitions, you are voluntarily assuming an increased risk of serious injury or death. As a result, it is imperative that you exercise additional caution.

ELLIPTIGO bikes are designed to be used for exercise. We strongly encourage you to ride alone or with one other person and to always avoid large groups of cyclists. Before you ride in an event with other cyclists, make sure that you have the experience and skill necessary to take on the added challenges of riding close to other cyclists. Choose

your event wisely and get to know the course ahead of time to make sure there will be ample room for you to maneuver away from packs of cyclists.

During competitive and recreational events, we strongly recommend against “drafting” behind other cyclists. **Never crouch down or change your body position to reduce your drag** while riding an ELLIPTIGO bike. This behavior will reduce your stability and increase the likelihood that you will crash or fall and suffer serious injury or be killed.

When descending, stay in an upright and well-balanced position at all times. We strongly recommend coasting downhill and using the brakes to maintain a safe speed. Even using these techniques, it is possible to reach speeds in excess of 40 mph. Traveling at that rate of speed drastically increases the likelihood of serious injury or death during a fall.

If you intend to ride aggressively or in competitive events, we strongly recommend adding toe cages to your bike for added safety.

⚠️ WARNING! Even though you may have seen photographs or video footage of people riding ELLIPTIGO® bikes at high speeds, this does not indicate that this behavior is safe. Riding at high speeds is dangerous and can result in serious injury or death. Keep in mind that any high-speed maneuvers you may have seen were likely performed by professionals with extensive experience riding stand-up bikes. It is your responsibility to ride safely and within your abilities. Regardless of whether the



riders in these photos or videos were using protective gear, always wear a helmet and protective clothing. Remember that helmets and safety equipment can only reduce the amount of damage you suffer from a fall or crash – nothing can completely prevent injuries or death in every situation. As you increase your speed, the chances that your safety equipment will prevent serious injury or death should you crash or fall are reduced.

caused by riding the stand-up bike in an unapproved stationary trainer will introduce a crack into the frame that will cause the frame to fail when riding on the road.

Depending on your model, ElliptiGO may offer a trainer solution that is compatible with your frame. For more information on approved trainers, please contact ElliptiGO at service@elliptigo.com.

It is imperative that your bike be in top working condition before doing any ride that includes a steep descent. Do a thorough inspection of all of the elements of the bike, especially the wheels, tires, brakes and fasteners. Pay specific attention to the alignment of the drivetrain. Do not ride an ElliptiGO bike that has any damaged parts or components. We recommend having your bike carefully inspected by a trained ElliptiGO service expert or bicycle mechanic who is familiar with how the ElliptiGO bike and its components operate prior to a group ride.

⚠️ WARNING! DO NOT RIDE THE STAND-UP BIKE IN A UNAPPROVED STATIONARY TRAINER. Doing so voids your warranty and could cause significant damage to the frame which may result in your frame failing during a ride.

Stationary Trainers

Stationary trainers (also known as wind trainers or indoor trainers) are bike accessories that enable you to exercise on a bike without actually moving. There are a number of different stationary trainer manufacturers and your ElliptiGO bike may fit on many different models of trainers.

The SUB, MSUB and RSUB models are not designed to be used in a conventional stationary trainer and should not be used in one. Riding your stand-up bike in a stationary trainer that is not approved for it voids your warranty and could irreparably damage your frame. It is possible that damage



Chapter 4: Service and Maintenance

Servicing Your Bike

As with any piece of sophisticated equipment, your ElliptiGO bike will require periodic servicing and maintenance in addition to consistent inspections. All servicing beyond the routine maintenance steps discussed below should be performed by a professional bicycle mechanic or ElliptiGO-certified technician. To discourage you from attempting to service your ElliptiGO bike on your own, this manual does not provide any servicing procedures beyond routine maintenance.

Your maintenance and servicing requirements will depend on a number of factors, including your weight, the frequency, style and duration of your rides, the climate where you ride, and the condition of the surfaces upon which you ride. Regardless of how diligent you are with your inspections and careful you are when riding, your ElliptiGO bike components will fatigue with each ride and eventually they will wear out. Each component has a different lifespan and tolerance for abuse. Many can fail catastrophically without warning if subjected to the stresses of riding after they have reached the end of their life. Even a component that is covered by a warranty can fail before the expiration of its warranty depending on how it is affected by the factors listed above. Consequently, it is your responsibility to spot the signs of fatigue that can indicate when a component is reaching the end of its useful life and to have that component replaced by a professional bicycle mechanic or ElliptiGO-certified technician.

▲WARNING! Your bike is subjected to high stresses during operation. Different materials and components may react to wear or stress fatigue in different ways. If the design life of a component has been exceeded, it may suddenly fail and cause the rider to fall. Any form of crack, scratches or change of coloring in highly stressed areas could indicate that the life of the component has been reached and the component should be replaced.

We designed your ElliptiGO bike so that all of the components work in concert to provide a safe and enjoyable riding experience. As a result, when you replace a safety-critical component, always use a genuine replacement part. If you replace an original component with a different component, the change can have a ripple effect through the entire system and potentially put additional stress on other components. This additional stress could cause the new component or the existing components to wear out more quickly or, depending on the nature of the new component, could result in a catastrophic failure of a component during normal use.

While servicing of the ElliptiGO bike should be done by a professional bicycle mechanic, you should perform the following routine maintenance and inspections before and after every ride.

Routine Maintenance and Inspections

1. Before every ride execute the Pre-Ride Safety Checklist in Chapter 3 above. This is a critical process for ensuring your bike is in good working order and it is the best way to prevent an injury caused by a worn out or improperly operating component.

2. After every ride:

- a. Wipe the bike down, inspecting it for damage and loose cables or components. Pay particular attention to the tires, rims and brakes, examining the tires for wear, the rims for cracking or bowing and the brakes for proper adjustment and alignment. For the SUB, ensure sufficient brake pad depth. For the MSUB and RSUB, inspect the brake pads to ensure sufficient life is left and check the rotor for any warping or signs of excessive wear.
- b. Take time to thoroughly inspect the pedals to make sure there is no visible damage to them.
- c. Test the headset and steering column to make sure they are tightened properly. Straddle the bike and pull on the front brake lever to lock the front wheel. With the front wheel held by the front brake, push forward on the handlebars so that the rear wheel lifts off the ground, then drop the wheel back down, feeling for movement through the steering column and headset. If there is movement, check the tightness of the steering column quick release systems. If they are appropriately tight, then the headset may be loose. Take your bike to a professional bike mechanic to have him or her examine the headset.

- d. Do a thorough inspection of the spokes on both wheels. They should all feel equally tight. If any one feels looser than the others, take your ElliptiGO bike to a professional bicycle mechanic to have the spokes tightened and the wheel trued.
- e. For MSUBs, check the suspension fork for any signs of leaking fluid, cracks, or excessive wear. Ensure that the lockout mechanism and brake dampening adjustment knob are both functioning properly.
- f. If you encountered any moisture during the ride, such as puddles, rain or wet roads, ensure that the bike is completely dry before you put it away and lubricate the chain with oil.
- g. Double check the your drivetrain to make sure the chain has the correct amount of tension and the derailleur is properly adjusted.

If during your pre- or post-ride inspections you see any frayed, scratched, torn, damaged or discolored component, cable, housing, or part, take your ElliptiGO cycle to a professional bicycle mechanic or ElliptiGO-certified technician to have it inspected and the part replaced.

⚠️ WARNING! Always have a professional bicycle mechanic or ElliptiGO-certified technician service your bike. Failure to properly service your bike can result in the improper functioning of one or more components during a ride, causing the rider to suffer a fall. Improper servicing can also result in damage to your bike and could void your warranty.

Maintenance Chart

The appropriate maintenance intervals for your ElliptiGO® bicycle depend on many variables, including your weight, riding style, riding terrain and riding environment. The recommendations below are based on a 175-pound rider riding about 75 miles per week (300 miles per month) on relatively flat, non-technical surfaces in a mild climate. This chart assumes that the pre-ride and post-ride inspections and wipe-down described in the Owner's Manual are being done consistently. Those activities are critical for identifying parts that are wearing more quickly than expected or have been damaged during riding. Proper maintenance is an important part of a safe cycling experience, so we highly recommend performing regular maintenance on your ElliptiGO bike.

	Every Ride	Every Week	30 Days	6 Months	12 Months	18 Months	24 Months
Inflate Tires	x						
Inflate Fork (MSUB Only)	x						
Lube Chain		x					
Professional Tune-Up			x		x		x
Replace Brake Pads				x	x	x	x
Replace Brake Rotor on MSUB/RSUB				x	x	x	x
Replace Shifter and Brake Cable				x	x	x	x
Replace Cable Housing					x		x
Replace Tires					x		x
Replace Chainring and Cassette						x	
Replace Chain				x	x	x	x
Replace Rear Derailleur Jockey Wheels							x

What Happens if I Damage My Bike?

If you damage your bike by colliding with another object or sustaining a fall, first ensure that you do not require medical attention. If you do, get medical help immediately.

Even if you are unhurt, DO NOT RESUME RIDING your bike. Instead, take it to a professional bike mechanic or to an ElliptiGO® Certified Technician. Do not resume riding the bike until a professional has thoroughly checked out the entire system and taken it for a test ride.

How Long Will My Bike Last?

The short answer is: we don't know exactly how long your ElliptiGO bike will last, but we do know that it will not last forever.

As discussed above, the lifespan of any given component on your bike varies with a range of factors, including rider weight, frequency of riding, duration of rides, riding surface, intensity of riding, style of riding, climatic conditions when riding and in storage, and diligence with maintenance and servicing.

Because it is impossible to predict exactly how long any given component will remain serviceable, it is important for you to be able to spot the signs of component aging so you can avoid experiencing a catastrophic failure of a component that is beyond its useful service life. What is equally important for you to know is that some components can show no signs of stress or damage before giving out, so it is critical to have a professional bicycle mechanic or ElliptiGO-certified technician inspect your bike

periodically to ensure everything is in good working order.

We recommend having your bike inspected by a professional after the initial break-in period, which for most riders will be after the first 10 hours of riding or 30 days, whichever comes first. During this initial period, pay particular attention to shifter cable stretch that can cause the drivetrain to become misaligned.

Following this initial inspection, you should have your bike inspected after every 50 hours of riding if you are an average weight rider (175 pounds) using the bike for exercise on well-maintained paved roads and average around 12-15 mph when riding. That's about every 10 weeks if you ride an hour a day, five days a week. If you are a heavier rider, frequently engage in aggressive climbing and descending, or ride off-road or on poorly maintained roads, you should have your ElliptiGO bike checked more frequently. Again, you should inspect the bike before and after every ride, the 50 hour rule of thumb is for periodic inspections by a professional.

These professional inspections can be critical for identifying failing parts early so you can avoid the extreme hazards that accompany a catastrophic failure of a component during use. A professional technician will be very familiar with the operation of almost all of the components on your bike and be able to spot damage or accelerated aging more easily than someone who is untrained in bicycle mechanics. This is why they can identify problems early-on and then advise you regarding the best way to handle them.

At the end of the day, like most things in life, your safety and experience with the ElliptiGO bike are in your hands. When used properly, your ElliptiGO bike will provide you with many years of enjoyable outdoor low-impact exercise. If you pay attention to the bike and its components, keep them clean and in good working condition, inspect them before and after each ride, and have your bike inspected frequently by a professional, you should be able to derive the full value from the machine. If you neglect to maintain the bike, rarely inspect the components, fail to keep the bike clean and the drivetrain adjusted and lubricated, or pay no attention to signs of damage or excessive wear, you will likely experience problems with your bike and could experience a catastrophic failure of a component while riding.

Torque Requirements For Screws And Fasteners

Item	Fastener Location / Description	Fastener Size	Tool Required	Qty	Torque (N-m)
1	Grips to Handlebars	M4x0.70	3mm Allen	2	2-3
2	Gear Shifter to Handlebars (SUB and RSUB)	M6x1.0	5mm Allen	1	5-7
3	Gear Shifter to Handlebars (MSUB)	M5x0.8	4mm Allen	1	3-5
4	Brake Levers to Handlebars	M5x0.8	4mm Allen	2	4-5
5	Stem to Handlebars	M5x0.8	4mm Allen	4	4-5
6	Steering Extender Star Nut	M6x1.0	5mm Allen	1	6-8
7	Stem to Steering Extender (SUB)	M6x1.0	5mm Allen	2	8-10
8	Stem to Steering Extender (MSUB and RSUB)	M5x0.8	4mm Allen	2	5-6
9	Steering Column Base to Fork Steering Tube	M6x1.0	5mm Allen	2	6-8
10	Kickstand to Frame	M6x1.0	4mm Allen	2	6-8
11	Rear Brakes to Frame (SUB)	M6x1.0	5mm Allen	2	5-7
12	Rear Brakes to Frame (MSUB and RSUB)	M6x1.0	5mm Allen	2	6-8
13	Front Brakes to Fork (SUB)	M6x1.0	5mm Allen	2	5-7
14	Front Brakes to Fork (SUB)	M6x1.0	5mm Allen	2	6-8
15	Brake Pads to Brake Arms	M6x1.0	5mm Allen	4	6-8
16	Brake Cable to Brake Arms (Cable Anchor Bolt)	M6x1.0	5mm Allen	2	6-8
17	Bottom Bracket to Frame	1.375" -24	BB Tool	2	50-70
18	RH/LH Crank to Bottom Bracket	M15x1	8mm Allen	2	47-54
19	Chainring /Chain guard to RH Crank	M8x0.75	5mm Allen	5	8-10
20	Chain Keeper Bracket to Frame	M6x1.0	4mm Allen	1	6-8
21	Chain Keeper to Chain Keeper Bracket	M5x.8.0	3mm Allen	1	4-5
22	Pedal to Crank Arm	9/16"-20 RH	6mm Allen	2	34
23	Pedal Axle Retention Screw	M6x1.0	4mm Allen	2	6
24	Cassette Lock Ring	-	Shimano Lock Ring Tool	1	30-50
25	Shifter Cable Inner Cable Fixing Bolt	M6x1.0	5mm Allen	1	6-8
26	Deraileur Hanger to Frame	M4x0.70	3mm Allen	2	2-3
27	Deraileur to Hanger	M10x1.0	5mm Allen	1	8-10

Satisfaction Guarantee

We guarantee that you will love your ElliptiGO® bicycle. If you purchased your bike directly from ElliptiGO Inc., you can return it for any reason within 30 days of purchase for a full refund, less return shipping charges, if any. It is your responsibility to retain all original packing materials so they can be used in the event of a product return. Any item that is damaged or is missing parts for reasons not due to our error may receive a partial refund. Just contact us at service@elliptigo.com to arrange the return.

If you purchased from an authorized dealer, that dealer's return policy will apply instead.

Limited Warranty

The warranty covers your ElliptiGO bicycle against defects in material or workmanship for the periods stated below:

- Five years: Frame
- Two years: Fork, Pedals, Crank Arms, and Steering Column
- One year: All Other Components, Paint and Decals

The warranty period begins upon purchase. This is the only warranty for your ElliptiGO bike and it is limited to the initial purchaser (it expires upon resale or transfer of the product to another party). The warranty applies only to products purchased from ElliptiGO Inc. directly or from an authorized dealer. **Any implied warranty of merchantability or fitness for a particular purpose is limited to the duration of these written warranties.** Some States do not allow limitations on how long an implied warranty lasts, so the above limitation may not apply to you.

This warranty is being provided by ElliptiGO, Inc., 722 Genevieve St., Solana Beach, California. During the term of this warranty, if you experience a defect in your ElliptiGO bicycle, we will either repair or replace the defective part. The warranty repairs should be completed in a reasonable amount of time, not to exceed 30 days. This warranty does not cover any costs for return shipping, labor installation, transportation or any other expenses incurred because of the defective part.

Limits to Coverage

This warranty does not cover damage to your bicycle resulting from:

- Normal wear and tear
- Improper use (see Owner's Manual for a detailed discussion of proper and improper use of the ElliptiGO)
- Improper assembly of a component or the bike itself performed by someone other than an authorized representative of ElliptiGO
- Improper servicing of a part by someone not authorized by ElliptiGO
- Failure to perform routine maintenance
- Damaged caused by using parts other than the original parts or replacement parts purchased from ElliptiGO
- Collisions, crashes, or physical abuse to the bike
- Neglect or use of the ElliptiGO bike when in a state of disrepair

Note that tires, tubes, brake pads, spokes and other wear parts will need to be replaced periodically as they wear out. We warranty that they will be free from defects in manufacturing and workmanship, but not from failures caused by usage.

Voiding Your Warranty

You void your warranty by:

- Misusing the bike (see your Owner's Manual for a detailed discussion of proper and improper uses of the ElliptiGO® bike)
- Exceeding the rider weight limit (250 pounds on SUB models; 300 pounds on MSUB and RSUB models)
- Modifying the ElliptiGO bike frame
- Modifying the ElliptiGO bike components

Claims

To make a claim through this warranty, please contact service@elliptigo.com.

Subject to the laws of the governing jurisdiction, ElliptiGO shall not be responsible for any incidental or consequential damages arising from this offer of warranty or that result directly or indirectly from the use of ElliptiGO products. Some States do not allow the exclusion or limitation of incidental or consequential damages, so the above

limitation or exclusion may not apply to you. Your rights under this warranty are limited to the reparation or replacement of your product. The decision to repair or replace resides solely with ElliptiGO.

This warranty gives you specific legal rights and you may also have other rights which vary from State to State. Any limitations expressed in this warranty do not affect your statutory rights under the law of the relevant jurisdiction. If a court of competent jurisdiction determines that one or more specific provisions contained in this limited warranty cannot be applied, the inapplicability of that provision shall not affect the enforceability of any other provision contained herein and all other provisions shall remain in full effect for the term of the warranty.

Notes

Notes

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