

T-Bar Touring Handle Assembly Instructions

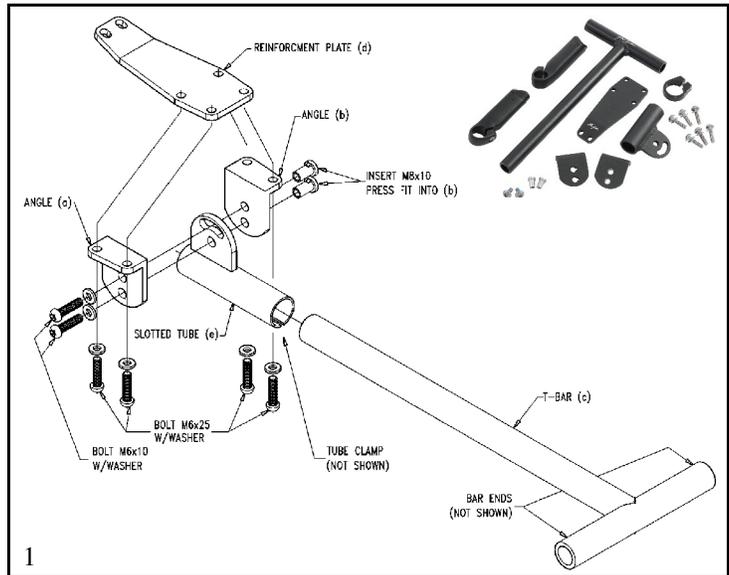
The T-bar Touring Handle improves riding comfort and control by reducing pressure at the front of the saddle. Elegantly simple, lightweight and strong, it allows both angle and length adjustment. This lets you set your T-bar to the ideal position for your riding style.

The T-Bar Touring Handle Includes the following parts:

- Reinforcement plate
- Angles (2)
- Threaded inserts and M6x10 bolts with washers for the angles (2)
- Slotted tube
- T-bar
- "Seatpost" clamp for the slotted tube
- Bar ends
- Six M5 x 25 mm bolts for attachment to the saddle.

To assemble your T-bar:

1. Check to make sure you have all the parts (Photo 1). Take the front handle off, and take the front two bolts off the seatpost. These 6 original bolts are replaced by the ones that come with the T-bar.
2. Assemble the saddle handle, reinforcement plate, angles, and 4 front bolts (Photo 2). The saddle handle goes *under* the reinforcement plate, against the saddle frame. It's in the photo, but don't add the slotted tube just yet.
3. Push the bolts through the assembly. The angles should form a parallel slot. If not, they are probably backwards. The angle with the slotted keyhole for the insert should be on the left, if the unicycle is upright and facing forwards.
4. Screw the 4 front saddle bolts loosely into the saddle frame. If the saddle cover gets in the way, take the rear bumper off and loosen the drawstring, and use the bolts protruding through the assembly to push the saddle cover out of the way of the holes. Avoid pressing down overly hard on the bolts as this can push the saddle inserts out of their sockets in the saddle.
5. With the front bolts still loose, install the two bolts closest to the seatpost. The reinforcement plate goes *on top* of the seatpost. If the bolts don't seem to line up, loosen the front bolts as much as possible, to allow adjustment.
6. Tighten all saddle bolts to firm hand pressure.
7. Push the plate of the slotted tube between the angles, and install the threaded inserts and bolts to hold it in place (Photo 3). Face the seatpost clamp (the side of the tube with the slot) to the front.
8. Slide the T-bar into the slotted tube and tighten with the clamp. If using a brake (brake optional and not included), slide the brake onto the T-bar tube before pushing it into the slotted tube.
9. Install the bar-ends and adjust the brake position if necessary (Photo 4).
10. Once everything is assembled, adjust the angle and length to personal preference. The T-bar has wide extension adjustability without any modification. However, positioning it in the shortest extended position may require cutting the T-bar shorter. On the next page we include tips for adjusting the T-bar to your ideal position.



Tips and Suggestions



Handle position

The optimal handle position depends on personal preference and the type of riding you do. On your first rides, bring a hex key and experiment with different positions until you find what works best. Here are a few tips:

- Riding and braking with the T-bar in an extended position can feel unstable at first. If this is the case, try installing it close to the saddle and gradually move it further forward as you get used to it.
- Many road riders find that extending the handle further forwards provides the most comfort and aerodynamic efficiency. However, for muni or for bumpier roads, try keeping it closer to the saddle. This gives you increased control and lets you pull up harder on the handle while keeping hold of the brake. To move the T-bar as close as possible to the saddle, flip the slotted tube so the "seatpost" clamp faces to the rear, and cut the T-bar shorter as necessary.
- The central position of the brake lever allows single or multiple finger braking with either or both hands, with the use of a KH Spooner brake paddle (shown previous page on the brake lever). The width of the "T" is designed for an average hand size. If your hands get overly tired when braking, or you have trouble reaching the brake, try moving the bar-ends closer together and/or adjust the angle of the bar-ends closer to the brake lever. You may wish to cut the "T" narrower to fit.
- If you ride with the T-bar in a low position very close to the saddle, you may need to cut the width of the "T" narrower so that the bar-ends do not bump your knees.
- Check the tightness of all bolts after the first ride and after every few rides.

Warning:

- The T-bar handle is strong but can still be damaged in a fall. Inspect closely after sudden impacts and replace if damaged or broken.
- All modifications by the user are not covered by warranty
- As always, use common sense and ride within your limits!

Warranty:

Kris Holm products are warranted to the original owner against manufacturing defects for one (1) year following the original purchase. For more details, visit <http://www.krisholm.com/khu/warranty>