EVOLUTION OF BALANCE

Unicycle Assembly Instructions

KH20 / KH24 / KH27.5/ KH29 / KH36

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Congratulations on purchasing a Kris Holm unicycle!

Your new unicycle has been designed to become a natural, unrestrictive extension of you as you ride. It is the culmination of decades of years experience riding some of the World's most difficult terrain. No matter where you are in your unicycle journey, it is my hope that it will serve you well in your endeavors.

Assembling your unicycle

Your unicycle comes partially assembled and should only take a few minutes to put together.

Your kit contains the components shown in the illustration to the right (KH27.5 model shown). You will require the following tools to assemble this unicycle:

- ✔15mm pedal wrench
- ✔5mm, 6mm & 10 mm Hex ⬣ (Allen) keys
- ✔Grease
- ✔Tire pump

1. Saddle
2. Saddle Handle
3. Brake Lever
4. Rear Bumper
5. Seatpost
6. Seatpost Clamp
7. Frame (Seatpost Tube)
8. Frame (Crown)
9. Frame (Fork Blade)
10. Tire
11. Rim
12. Pedal
13. Disc Caliper
14. Disc Brake Mount
15. Disc Brake Rotor
16. Crank
17. Crank Axle Bolt
18. Crank Pinch Bolt
19. Hub
20. Spoke
21. Valve

1. Place the seatpost clamp 6 on the frame 7. The slots on the clamp and the frame should line up and face the rear of the unicycle.
2. Insert the seatpost 5 into the frame 7 and tighten the seatpost clamp 6 with medium-firm hand pressure. Tighten both bolts evenly.
3. Smear the pedal holes in the cranks 16 with a small amount of grease. Fit the pedals 12 on the correct cranks by matching the **L**eft/**R**ight letter on the the pedal. Tighten firmly.
4. Tighten the axle bolts 17 and crank pinch bolts 18 and re-check after the first ride.
5. Fit the wheel assembly in the frame by seating the hub bearings in the bearing housings (bottom of the frame – not shown). Make sure you have the right-hand crank on the right side of the unicycle. Fit the second half of the bearing housings on the bottom of the frame and tighten the bolts with slight hand pressure. To test whether the bearing housing bolts are too tight, give the wheel a spin. The wheel should spin freely. Overly tight bearing housings will damage the bearings.
6. Use the valve 21 to check that the tire 10 is pumped up to the appropriate pressure. Tire pressure depends on personal preference. In general, tire pressures for freestyle or road riding should be very firm, while tire pressures for Muni and trials are somewhat lower. Experiment with this until you find a tire pressure(s) that you like.
7. Set your saddle 1 to the right height. Proper seat height depends on personal preference and the type of riding. If you cannot get your saddle low enough, you need to shorten the seatpost. This can be done with a pipe cutter or hacksaw. Shorten the seatpost so that the bottom of the post is touching the bottom of the seatpost tube when your saddle is at the minimum desired height.
8. Adjust your saddle angle using the bolt through the top of the saddle (Fusion One) or by adjusting the position of the seatpost in the slots in the seatpost plate (curved saddles). Saddle angle is a matter of personal preference. You will need to experiment to find the most comfortable angle. Many riders prefer the saddle angled upwards in the front.

Maintenance Tips

Kris Holm unicycles and components will last for many years if maintained properly. Here are some tips to help keep your unicycle running smoothly.

Before the First Ride

After initial assembly, check that all bolts are tight. Give the wheel a spin and check that the disc brake caliper is not rubbing on the disc rotor. If needed, loosen the bolts holding the caliper and re-center on the rotor.

After the First 1 - 2 Rides

Following the first couple rides, check that your rim is true and that the spokes are tight. Obtain a spoke wrench and learn how to true (straighten) your wheel or bring your wheel into a bikeshop for regular maintenance. This will significantly improve the life of your wheel. After the initial adjustment and after any significant impact, check your wheel regularly to make sure it stays true.

During Every Ride

Be aware of any creaking noises or "loose" feelings in your unicycle. If you feel any, check the following:

Pedals: If your pedals are loose, check that the cranks are installed on the correct side (e.g. check **L**eft/ **R**ight letter on the cranks). Riding with the cranks on the wrong side will cause the pedals to loosen.

Axle end-bolts or Crank pinch bolts: Loose bolts can damage hub/crank assembly.

Bearing housings: Overly loose bearing housings will result in frame movement on the bearings. Overly tight bearing housings will cause creaking and premature wear on the bearings.

Saddle: Bolts holding the seatpost to the saddle are subject to loosening over time.

Spokes: Loose or unevenly tensioned spokes reduce wheel strength and cause a wheel to go out of true. The more out of true a wheel is, the harder it is to fix. Don't wait until you hear spoke creak or discover your tire is rubbing on the frame to decide it is time to true the wheel!

After Every Ride

Keep your unicycle clean. Mud and salt are bad for bearings and can cause bolts to seize.

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

Unicycling can be hazardous and can result in injuries. Use common sense, ride within your abilities, and wear safety gear. Disk brake rotors become very hot with use – avoid contact! Tuck in laces and avoid wearing loose clothing that could catch in brakes, pedals or other parts of the unicycle. Kris Holm Unicycles cannot accept responsibility for any personal injury that you might sustain or that you might cause to another person as a result of the use, breakage or improper assembly of Kris Holm Unicycles equipment.