

# RACERUNNER ASSEMBLY MANUAL

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# Unpack Your Box

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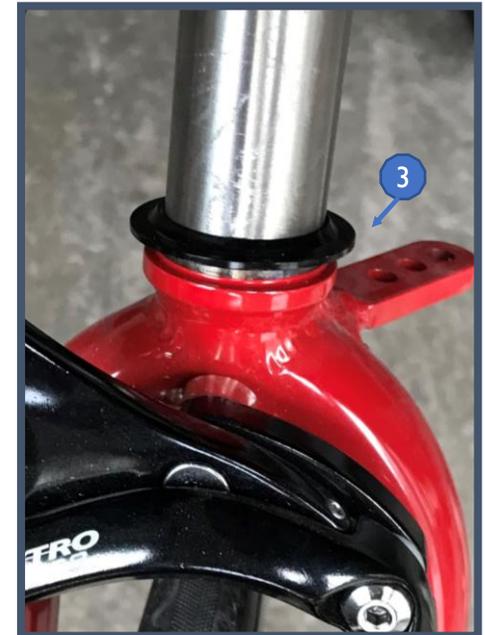
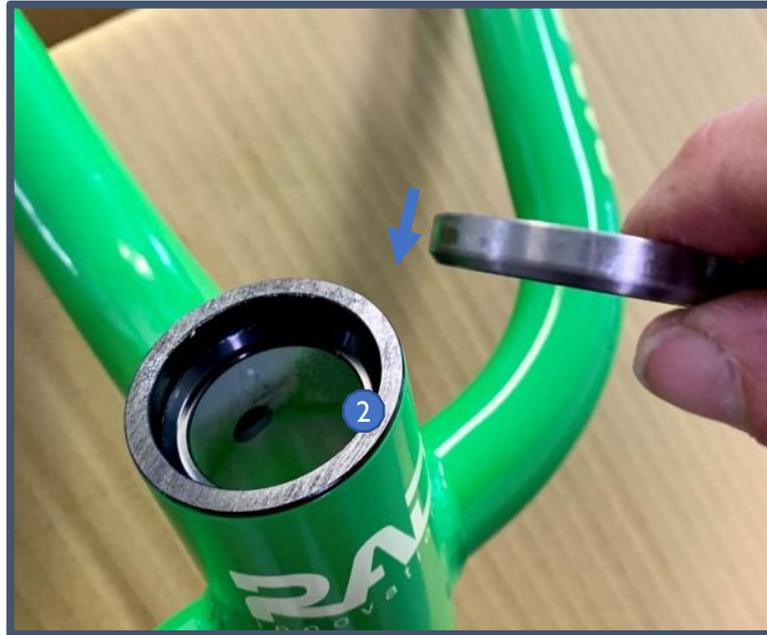
Unpack your box and lay out your parts. You should have the following tools:

1. Hand tool with 4, 5, 6mm Allen wrenches (1)
2. 1/4" Allen wrench (2) (for rear wheels only)
3. 10mm open wrench (not included)
4. Bike pump with Presta valve (not included)

*\*Please note that you may need a longer 5mm Allen wrench (not included) for the Large in order to tighten the handlebar on the stem riser.*



# Fork Assembly

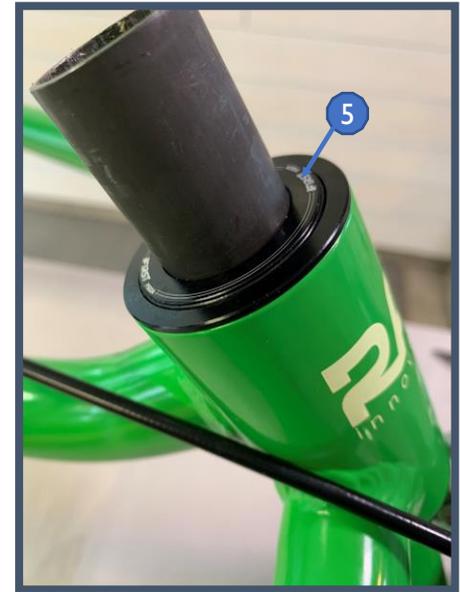
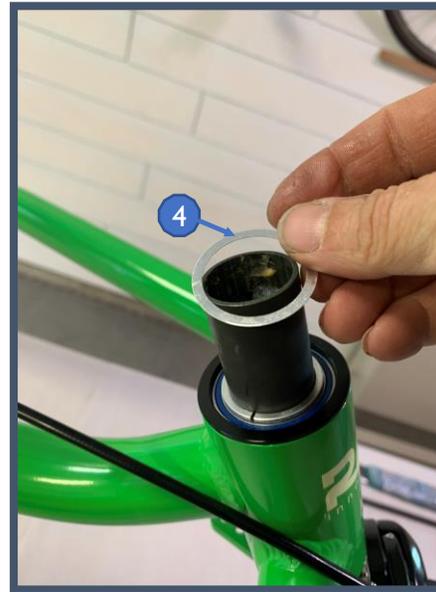
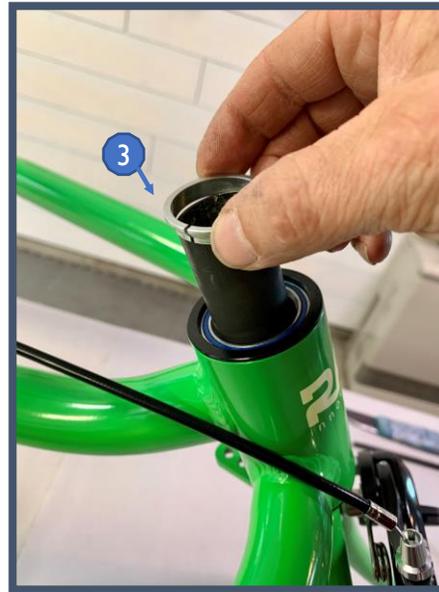
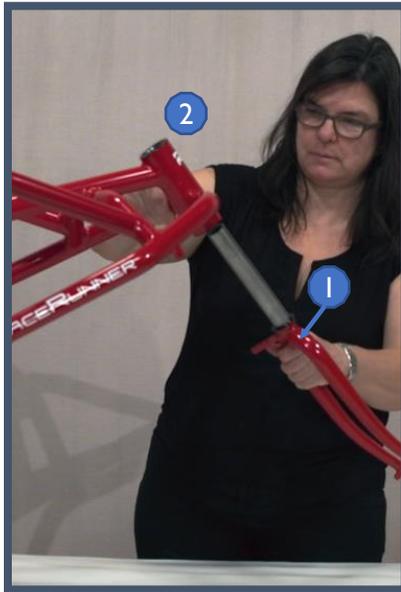


1. Begin by placing one bearing (1) into the top of the fork-insert (2) and another bearing at the bottom.

*\*Ensure that the tapered side of the bearing is facing inwards towards the tube as shown in the photo. This means that on the bottom bearing, the tapered side should be pointing up.*

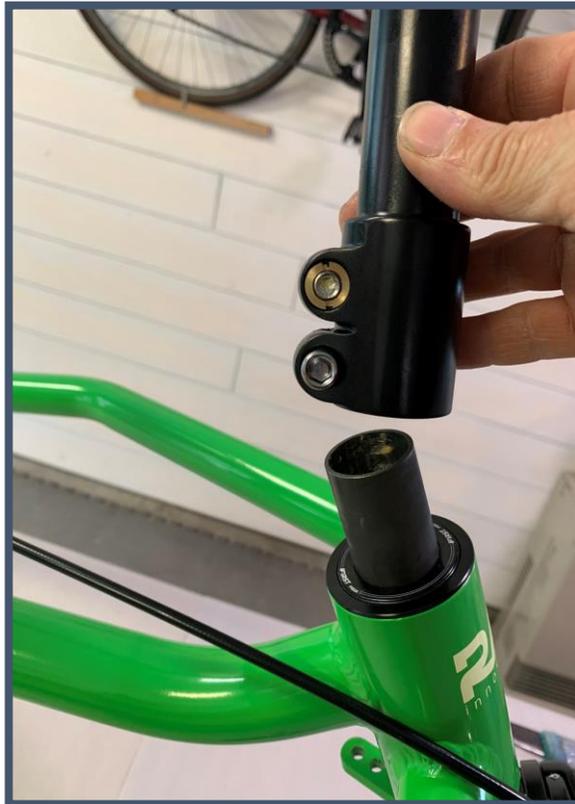
3. Before inserting the fork into the fork insert, place the black ring (3) onto the bottom of the fork, with the tapered small side facing up.

# Fork Assembly



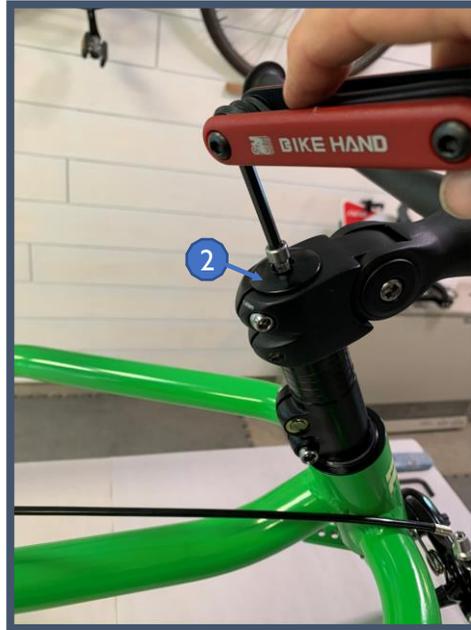
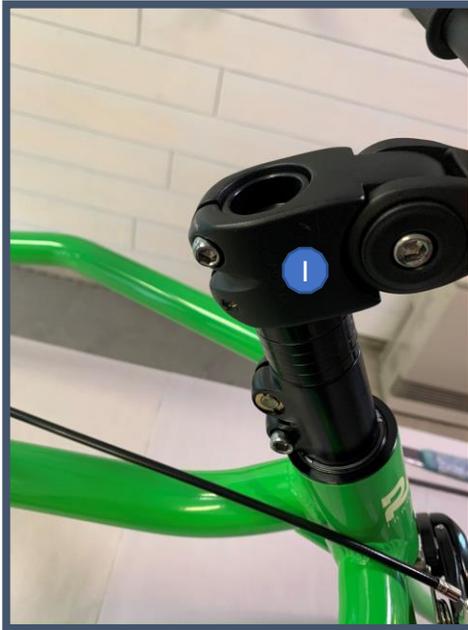
1. Insert the fork (1) into the frame (2).
2. Slip on the compression ring (3). It is a silver, tapered ring with a slit. Ensure that you insert the ring with the tapered side facing down.
3. Insert the washer (4) after the compression ring.
4. Insert the end cap (5) after the washer with the letters facing up.

*\*All the pieces should sit flush against the fork as seen in the fourth picture. If that's not the case, check that you had inserted the compression ring correctly and that you had pressed down firmly on the end cap.*



1. Place the stem riser (1) onto the top of the fork.
2. Take the stem riser cap off (along with the long bolt) and set it aside for the next step.
3. Tighten the two bolts (2) using a 6mm Allen wrench.

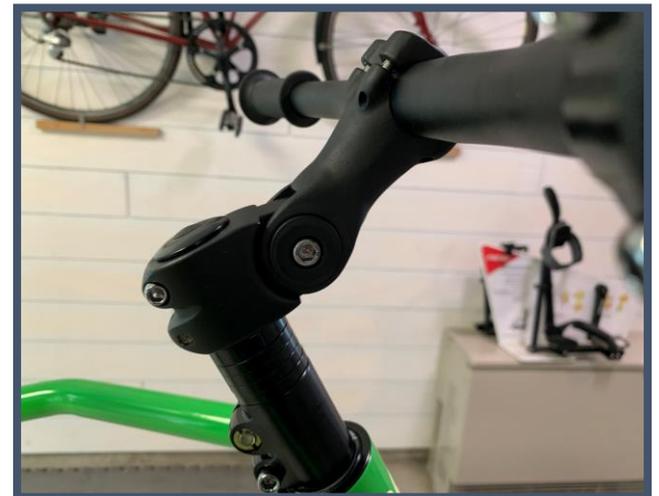
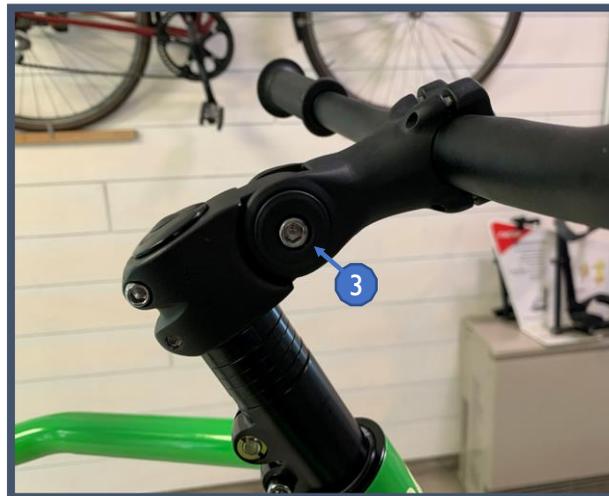
# Handlebar

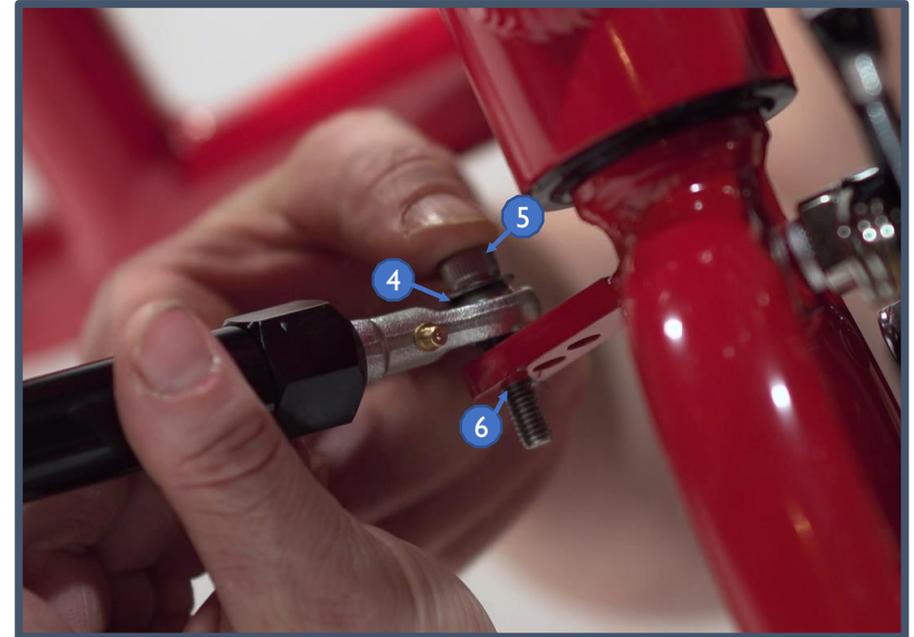


1. Place the handlebar and stem (1) over the stem riser that you have just installed.
2. Place the stem cap (2) on the stem.
3. Place the bolt through the cap and tighten.

*\*On the large, there may be a bolt inside the stem riser that you will need to tighten using a long 5mm Allen wrench.*

To adjust the handlebar angle, loosen the 5mm bolt (3), change the angle, and retighten.

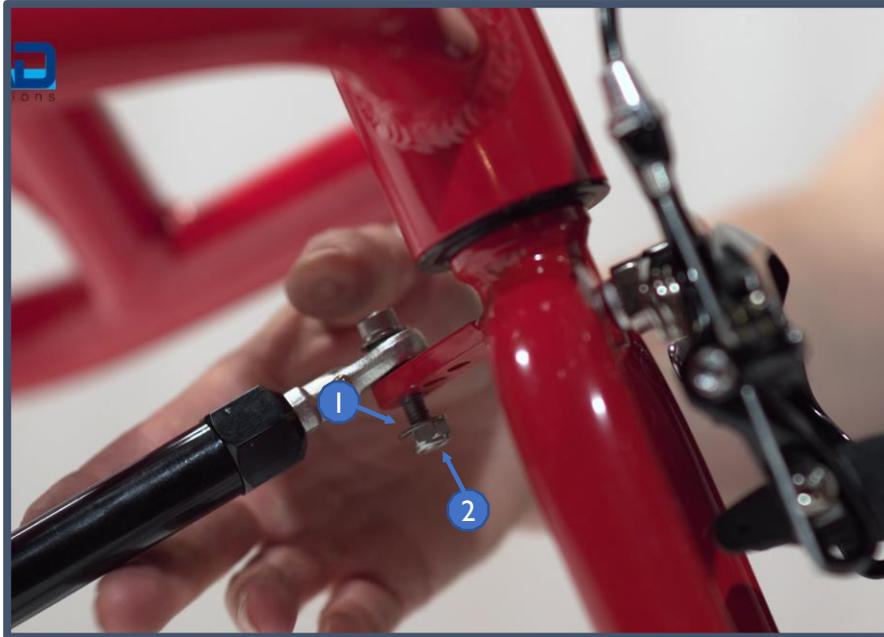




The completed damper (1) is shown above, with the compression side on the left (2) and the fork/stationary side on the right (3).

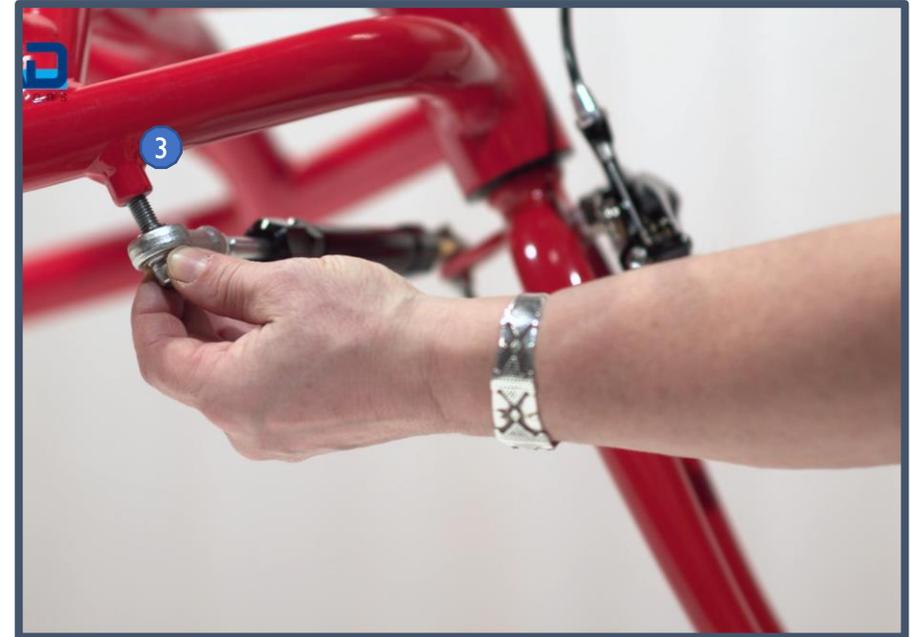
*\*Before starting, ensure that the frame is on a flat surface so that the prongs of the fork are level.*

1. Begin by attaching the fork side of the damper to the fork.
2. Place a washer (4) on the bolt and place the bolt (5) into the stationary end of the damper. Each end has a different size bolt, so if the bolt is not going in, try the other one.
3. Insert the bolt into the farthest of the three holes (6) from the fork. The other holes are used for different damper settings.



4. Add another washer\* (1) and a 10mm nut (2) on the other side. Tighten gently.

*\*Some models may not include a washer here. Check the bag your damper came in to see whether you need to place a washer or not.*



5. Insert the 8mm bolt into the compression side of the steering damper. Thread into the damper mount (3) on the frame

*\*You should be able to screw the bolt into the frame using just your fingers, tightening with the 6mm Allen wrench only at the end. If the bolt is not entering smoothly, try moving the fork from side to side to find the thread.*



*\*The damper regulates the alignment of the front wheel. A shorter damper will tilt the wheel right. A longer damper will tilt the wheel left.*

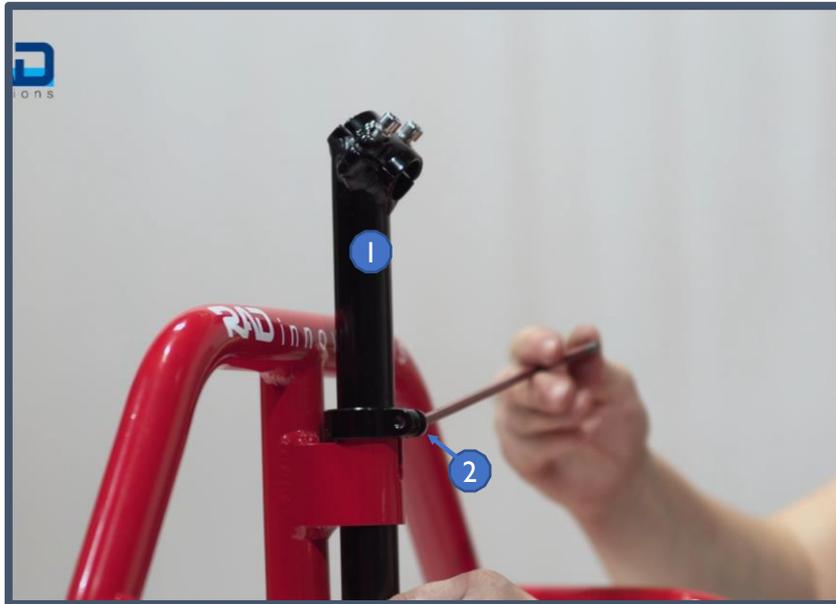
There are 3 holes on the fork side of the damper (1). You can insert the bolt in the different holes to make large adjustments.



You can also make fine adjustments by loosening or tightening the damper itself.

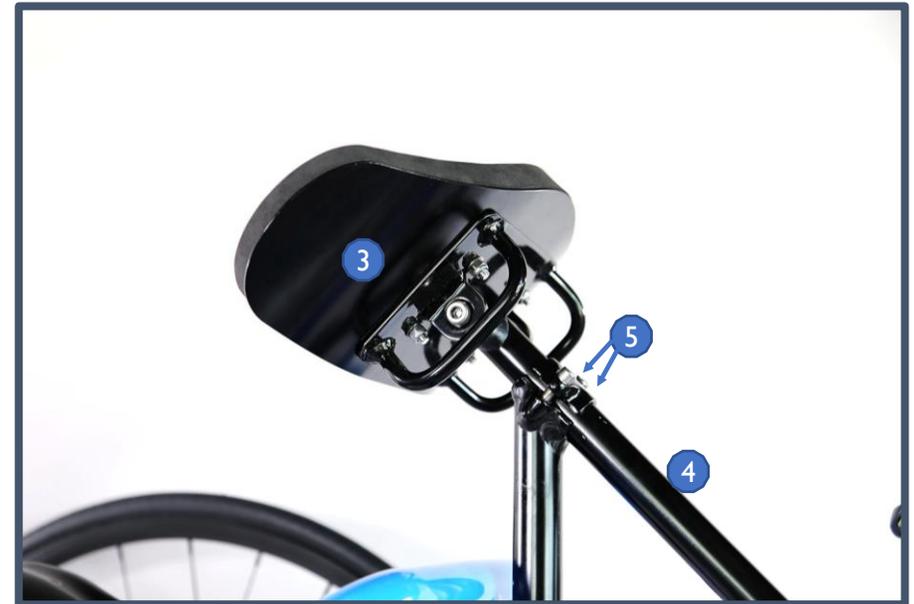
1. Begin by loosening the nut (2).
2. Tighten the damper end to shorten (3).
3. Loosen the damper end to lengthen.

# Chest Post and Chest Plate



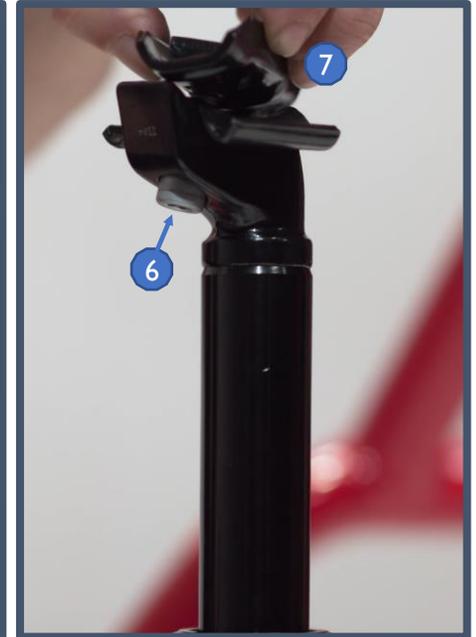
1. Insert the chest plate stem (1) into the upright bracket (2) in the center of the frame. Tighten with a 5mm Allen wrench.

*\*In some cases, the stem (1) may be too long for the user. If that is the case for you, you can take it to a bike store to have it cut.*



2. Insert the chest plate (3) into the chest plate stem (4) and tighten with 6mm Allen wrench (5).

*\*You can adjust the chest plate height by loosening the bolts at (2) and (5), shifting the post, and tightening again.*



1. Insert the seat link (1) into the frame (2) to the desired length.
2. Tighten the two bolts (3) with a 5mm Allen wrench.

*\*If, after fitting the runner, the seat link is too long, you can cut the link yourself or at a local bike shop (recommended).*

3. Insert the seat post (4) into the seat link (5) to the desired length.
4. Tighten with a 5mm Allen wrench.
5. Using a 6mm Allen wrench, loosen the seat post clamp (6) and open it by turning it (7) to run parallel to the bottom clamp.

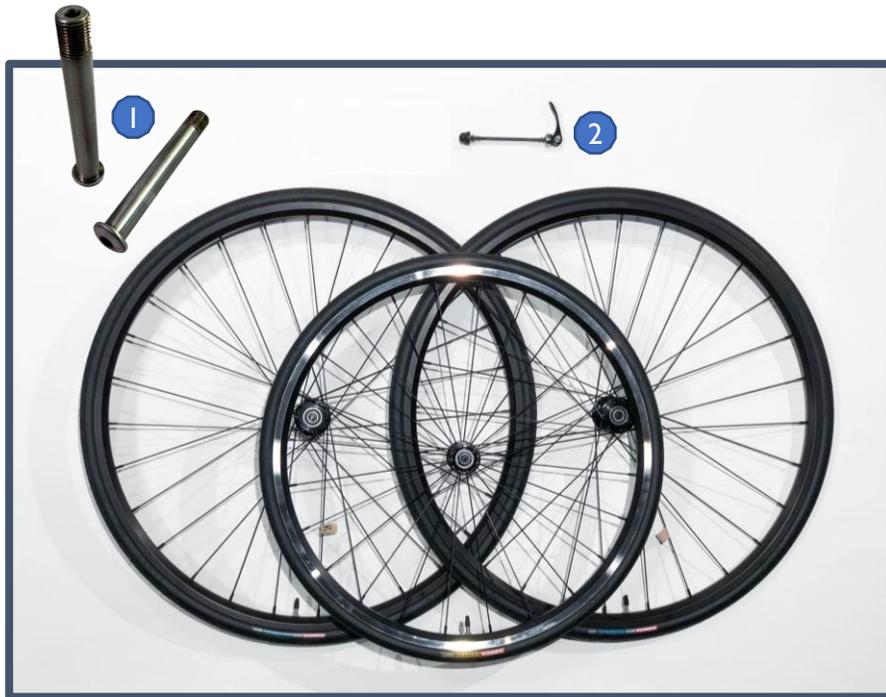
# Seat Post and Saddle



1. To attach the saddle to the seat post, begin by loosening the bolt with a 6mm Allen wrench(1).
2. Twist the top seat post clamp (2) to open the clamp.
3. Attach the saddle and twist the top seat post clamp 90° to lock the saddle in place (3).
4. Tighten the bolt (4).

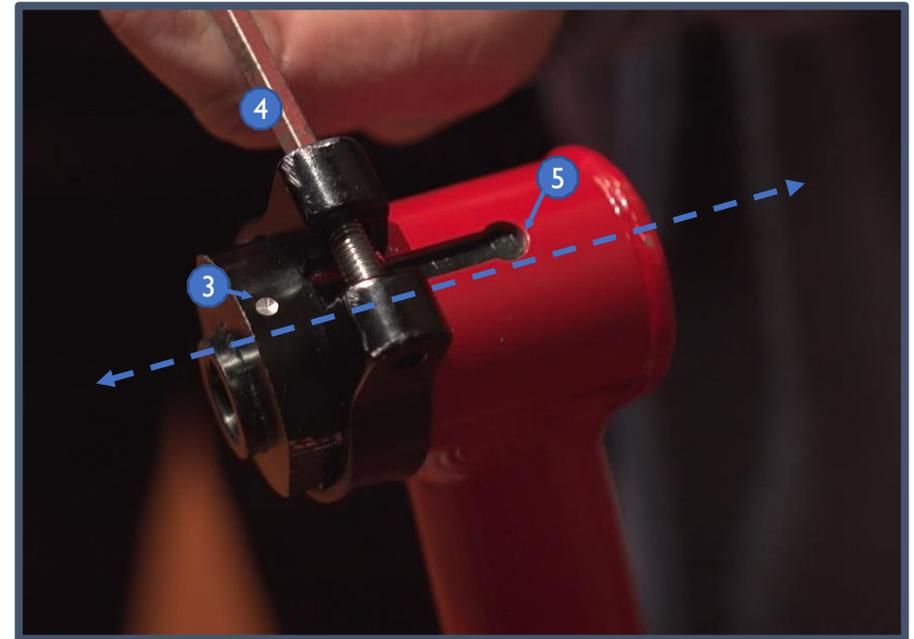
*\*The saddle should point slightly downwards for an ideal running stance.*

# Wheels - Preparation



Pictured above:

- 2 rear axles (1) and a quick release (2)
- Three wheels – the smallest wheel goes in the front, the two larger wheels to the rear (labeled left and right)

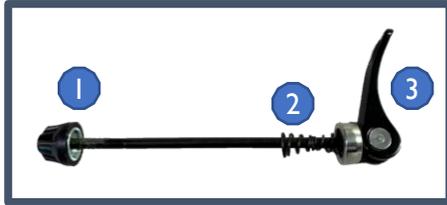


Before assembling the wheels, turn your RaceRunner upside down and check the alignment of the axles.

The dot on the axle insert (3) needs to align with the axle shell (4). If not, loosen the bracket with a 5mm Allen wrench (5) and align the axle insert with the axle shell by turning the axle insert\*.

*\*It may feel a little tight at first.*

# Front Wheel



Open ↑

Close ↓



Quick release  
shown above

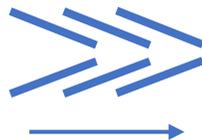
- (1) nut
- (2) spring
- (3) lever

1. Unscrew the black nut from the quick release.
2. Remove the nut and one spring.
3. Insert the quick release into the wheel's hub (4).
4. Place the spring back on the quick release, skinny end towards the wheel and thick end towards the nut.
5. Lightly screw the nut back on.



1. Insert the wheel into the dropouts of the fork (1), ensuring that the wheel sits squarely in the fork.

*\*Treads on the tires are angled like an arrow. Ensure that the “arrows” are pointing forward, toward the front of the bike.*



- \*Before tightening, pull the lever open so that it is in line with the axle.*
2. Tighten (2) until you start to feel tension in the lever.
  3. Push the lever up towards the wheel (3). Press it tightly, enough that it leaves an imprint on your palm.

# All-Terrain Wheelset

*\*You can skip the steps below if you are using the standard wheelset.*

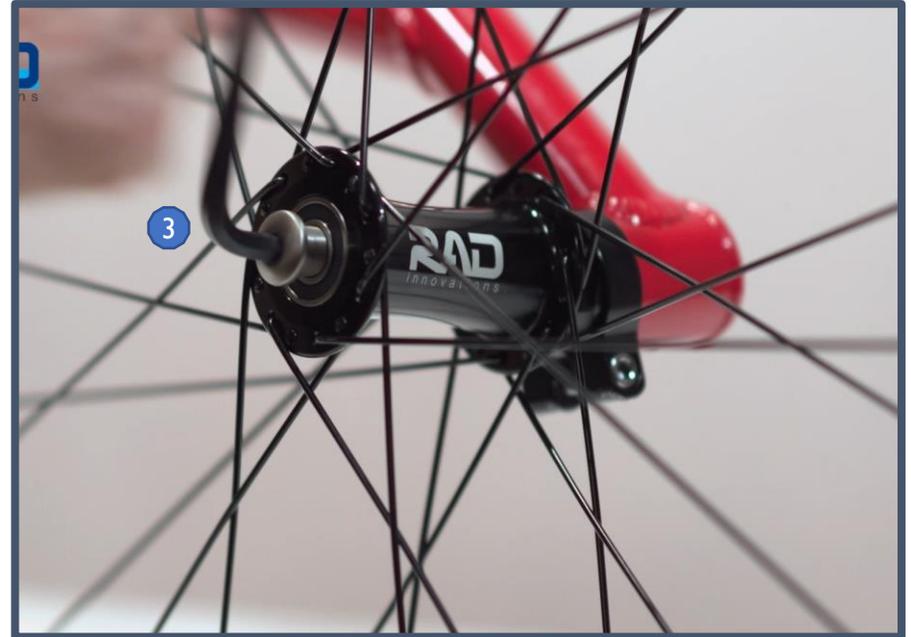
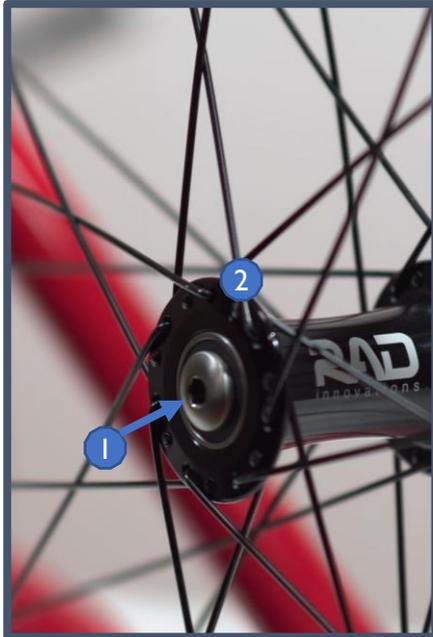
## Front Wheel

1. You may need to loosen the brake pads to insert the front wheel. To do so, see page 21.

## Rear Wheel

1. Your package should contain a bag with the rear axles and two adapters (1) for the all-terrain wheelset.
2. Before moving on to the rear wheel assembly, insert one adapter into the hub of each of the rear wheels (2).





*\*Right wheel pictured above. The wheels are labelled left or right. Labels are from the perspective of the runner facing forward.*

1. Insert the rear axle (1) into the hub of the wheel.
2. Line up the axle with rear axle insert (2) and thread in.



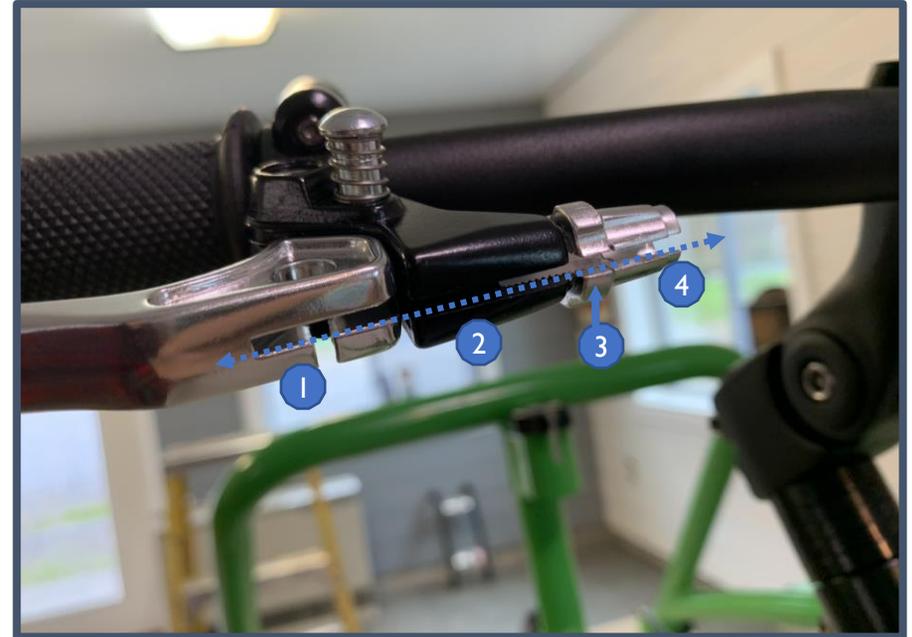
*\*Left wheel pictured above. Ensure that the tire treads are facing forward.*

3. Tighten with a 1/4" Allen wrench (3). Repeat the process on the other side.

*\*The axles should be easily inserted. Do not force the axle into the frame, but gently wiggle the wheel and guide the axle in if it feels tight.*



The front brake is already assembled to the fork when you receive your RAD RaceRunner.



The silver brake lever (1), the black brake lever body (2), the lock nut (3) and the adjustment screw (4) should all have slit openings. Ensure that the slits are aligned.



1. Turn to the bottom of the silver brake lever. Insert the end of the cable (1) into the silver brake lever.
2. Carefully place the cable (2) into the slits, pulling away the cable housing (3) gently as needed to expose the cable inside.



3. Push the metal end of the cable housing (3) into the adjustment screw. Tighten the adjustment screw (4) and the lock nut (5).
4. The completed brake lever assembly should look like the picture above.

*\*YouTube tutorials can be helpful with this step, since the RAD RaceRunner uses off-the-shelf brake levers.*



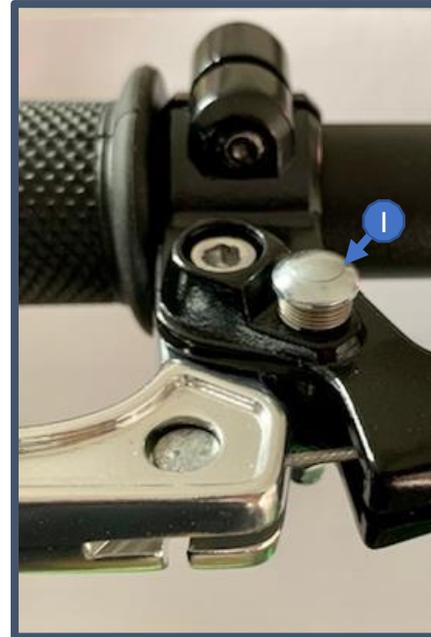
Ensure that the brake pads are only hitting the metal rim and not the rubber.

1. To adjust the brake pads, loosen the nut (1) and shift the pads.



2. Loosen the nut (2).
3. Push the brake pads onto the rim (3).
4. Pull brake cable (4) and tighten the nut.

# Front Parking Brake

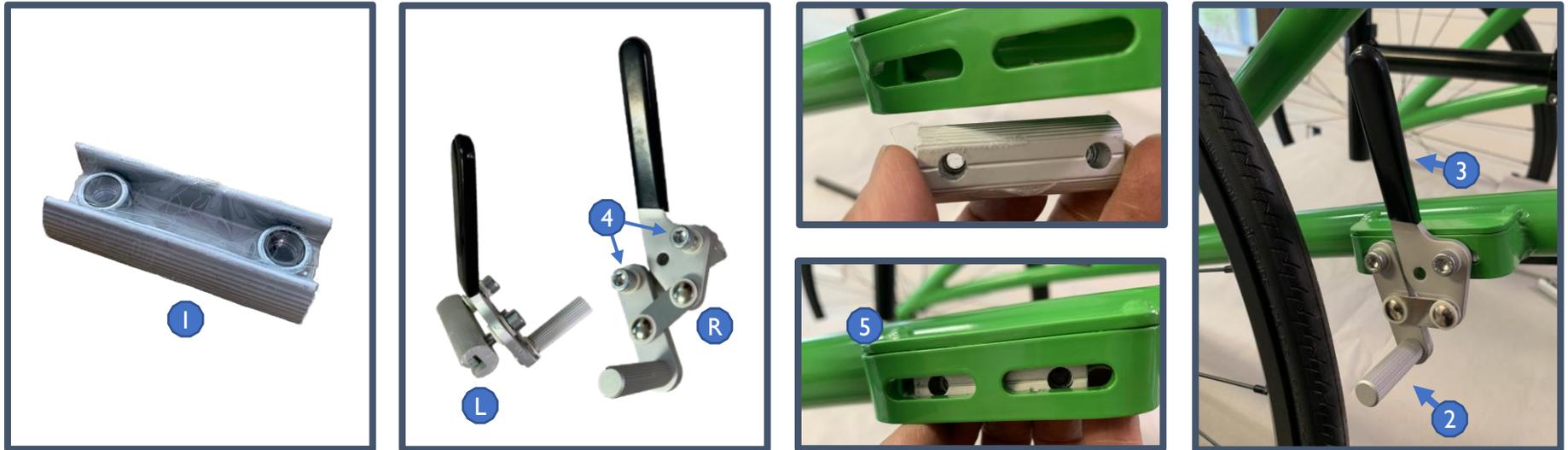


*To engage:*

While squeezing the brake lever, hold down the parking brake button (1). Let go of the brake lever, and then release the button.

*To disengage:*

Squeeze the brake lever and let go. The button should be released (2).



*\*The parking brake bracket and 2 nuts are taped together (1). Do not remove the tape!*

*\*There are two parking brakes, left and right. To ensure that you are using the correct brake, check that the brake rod (2) is facing the back of the bike, towards the wheel, and the lever (3) facing the front.*

1. Unscrew the bolts (4) connected to the brake rod and lever.
2. Remove the bracket (1). *\*Be careful! The white washers can get lost easily.*
3. Place the bracket inside the brake mount (5) on the frame. Thread the brakes into the bracket.
4. To engage parking brake, push the black brake handle forward.

*\*Check that the brake rod (2) pushes firmly against the tire (fully inflated). If it does not, loosen the bolts and slide the brake assembly back.*



Congratulations! You have finished assembling the RAD RaceRunner. Before you take it for a spin, check the position of the front wheel and steering damper. You want the RaceRunner to roll straight with the wheels aligned. If not, check your wheel alignment, or refer to page 10 to adjust the damper.

**If you have any questions, don't hesitate  
to contact us at**

**802-382-0093**

**or at**

**<https://www.rad-innovations.com/>**