Instructions for NORDIXC 125RC1

SHOPS: It is your responsibility to make sure the customer receives the Instructions with the skis.
CUSTOMERS: Please read the instructions carefully **before** using the product.

BALANCE & STABILITY: We suggest you read the enclosed pamphlet, **How to Roller and Snow Ski with Quiet Balance** and view the instructional Video, **Becoming a Better Skier, before** roller skiing. Practice the balance and stability exercises in the book so you have an idea how balanced and stable you are. If you discover you have poor balance, it's a good idea to practice the balance exercises for a few weeks before roller skiing.

SAFETY: Like most sports roller skiing can be dangerous. If possible, seek instruction from a qualified person. Start slowly and carefully, practice on flat terrain and away from any traffic hazards. Begin with simple tasks such as double poling. Always inspect your skis before every outing. **Replace all worn or damaged parts.** Wear protective gear: Helmet, gloves, knee pads, etc. Concentrate on where you are going and be aware of hazards such as stones, pebbles, cracks and pot holes in the pavement. Do not go down steep hills. Use common sense and ski safely.

TIRE PRESSURE: Tire pressure should be checked every time you ski. Tubes and tires will fail prematurely if you ski with low pressure. Try and maintain a pressure between 90 PSI and 80 PSI (6.2 to 5.8 BAR)

NORDIXC 125 RC1: The 125 RC is primarily designed for striding or traditional classic skiing and double poling, but can be used for short skating intervals. Skating places all of the weight on one rear wheel at an angle, instead of two wheels in a vertical position. Skating increases the stress on the wheel and the ski. The platform works very much like a ski boot and ski binding. **IMPORTANT!** Do not flex the platform too much as it can damage both the e platform and proper skiing technique does not use excessive lift. (See page 3)

ADJUSTING THE FOOT SUPPORT: The Nordixc are designed to be used with running, tennis, or walking shoes or compact lightweight hiking shoes. Start by first pushing the toe stabilizer as far forward as possible. To adjust, lift the **rear** of the toe stabilizer so the pegs that fit into the holes in the platform are free and move the unit forward. **(See photo below)** Push your foot back firmly until your leg hits the padding on the upper cuff. Next move the toe stabilizer back so it supports the sides of your shoes. Make sure the pegs snap into the holes in the platform. For comfort we recommend thick and long athletic socks. For maximum control the foot must fit snugly in the foot support. The achilles should be touching the upper cuff. If you find that with upper strap system fully tightened, the leg is not touching the cuff, you need to add material around your leg, such as padding material inside your sock. The width of the Foot Support should be adjusted so your shoe is snug. (See page 2 for details on how to adjust the width of the foot support.)

RECOMMENDED PROCEDURE FOR TIGHTENING STRAPS: Before getting into the foot support, make sure the shoes are firmly, but comfortably laced. After the foot is in position, tighten the bottom ratchet strap. Next do the top velcro strap. As noted earlier, if the back of the leg is not firmly against the upper cuff, you will need to put padding around your ankle. Then fasten the velcro toe strap.

SPEED CONTROL DEVICE, ATR: The ATR has a neutral and four resistance positions. The Speed control device can be engaged when skiing classical technique, double poling and going down hill, but we do not recommend skating with the ATR engaged. Engage the ATR into one of the four resistance positions by pulling the lever. **When storing the skis make sure the ATR is in Neutral.** Lubricate the scalloped portion of the speed control arm that the lever engages and the outside of the bearings with STAR X-Dry fluorocarbon lubricant or STAR grease.

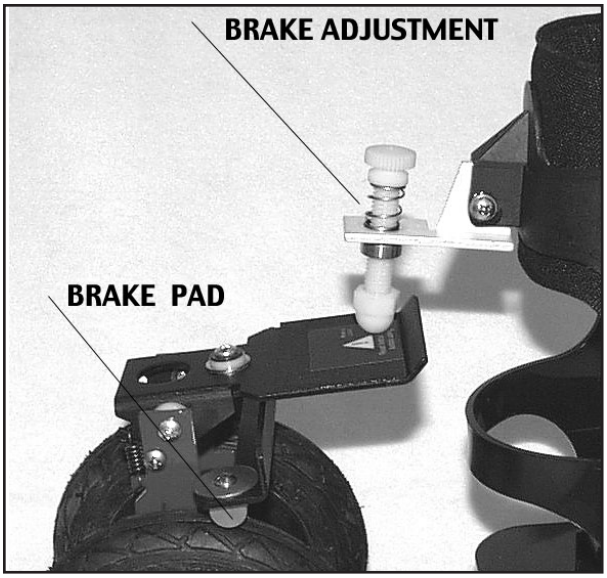
FOR PAVED AND HARD PACKED DIRT ROADS: The Nordixc Aero can be used on paved roads and hard packed dirt roads. Many dirt bicycle paths such as the firm paths that have been constructed on former railroad beds are ideal for the Aero. The Aero will not negotiate sandy or very loose gravel dirt roads.

Note: Maximum recommended weight for Nordixc 125 RC is 200 pounds.

To move the toe stabilizer lift at rear as shown in the photo and slide forward or backward. The unit is spring loaded so the rear can be lifted. When the toe stabilizer is in the proper position make sure the pegs on the stabilizer are in the holes of the platform.

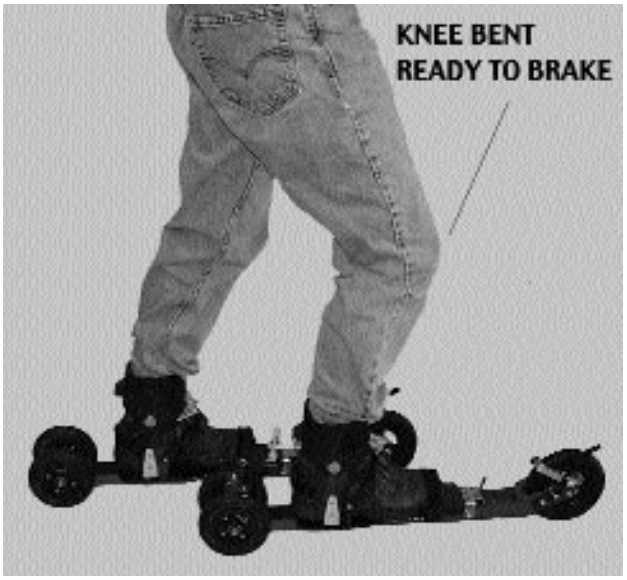
Back of leg, achilles portion, should be up tight against the upper cuff of the foot support when foot is in normal vertical position. If there is too much space between the leg and the back of the cuff the brake cannot be properly actuated.

NORDIXC 125RC1

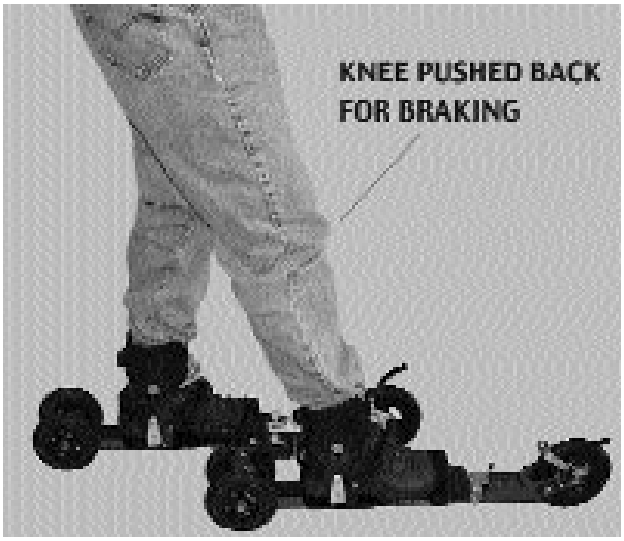


Brakes: Brake adjustment can be made with the plastic Thumb Screw, see photo. Adjust the brake so the brake pad is not dragging against the wheel when skiing normally. To brake place the brake foot about 12" to 18 ", in front of the other foot and push your knee back as shown in the pictures below. This motion causes the cuff to pivot and the brake adjustment arm engages the brake platform and the skis come to a smooth stop.

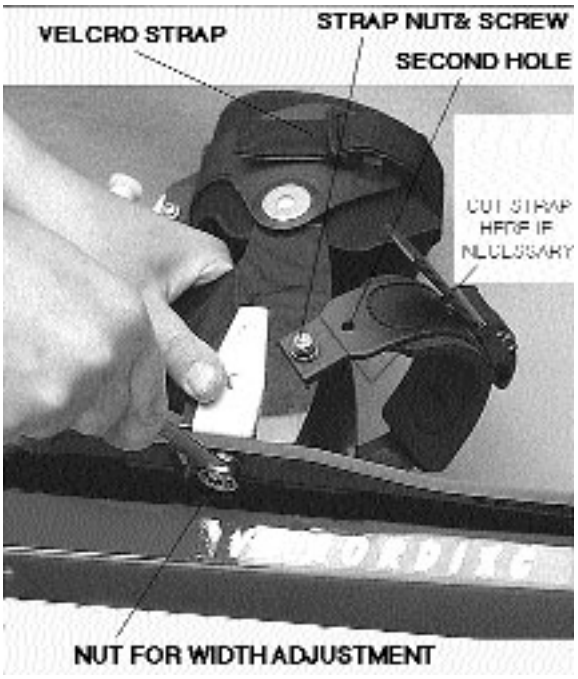
Caution! The brake is effective only when the tire is dry. If you are skiing in the wet braking action is highly reduced. However, the ATR is not affected by water.



Preparing to Brake: Position for getting ready to brake. The braking foot should be about 18 inches, 0.4 meters, ahead of the other foot with the knee pushed slightly forward. This is called a Telemark position which is a very stable body position for braking.

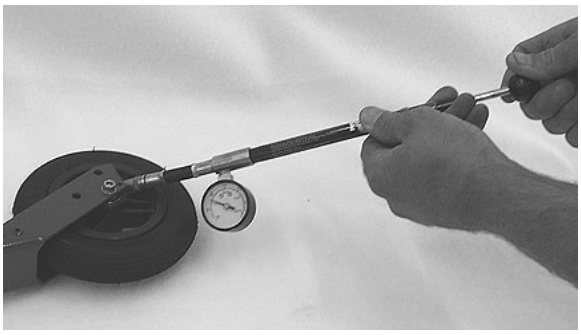


Braking position. The knee is pushed back which causes the cuff to rotate and the brake arm pushes against the brake platform. This is a very simple motion that provides secure stops after one has practiced the motion. For proper braking, the upper cuff must be tight around the leg.



Width Adjustment: For good control when skiing, the width of the foot support should be adjusted so the bottom of the foot support is snug against the shoe. To adjust loosen the nut using a 11mm or 7 / 16" wrench, reposition and tighten. **Make sure you adjust from both sides so the foot support is centrally located on the platform.**

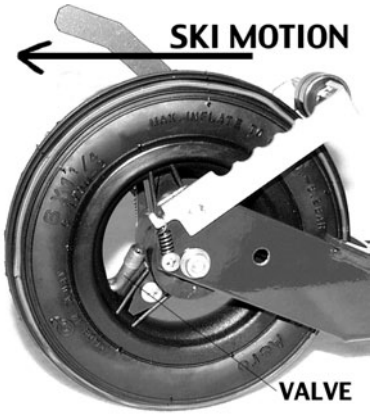
Bottom Strap Adjustment: If you have small feet and the strap is too long remove the strap using a Phillips screw driver and a 9 mm wrench. Cut the strap about 3 / 8 ", 10 mm, from the next hole in the strap and reposition the strap with the nut, screw and washers. (See picture above.)



INFLATING TIRES: The tires are designed for a maximum pressure of 90 PSI. We recommend the use of a Mountain Bike Suspension pump for a Schraeder valve, see photo.. It is important to have an accurate gauge on the pump. Modified **Fox** suspension pumps with a bleeder valve are available from Jenex at a **very competitive price.** Foot type bicycle pumps generally do not have the proper screw type fitting. We recommend that inflation pressure for the wheels be between 80 and 90 PSI. **Check tire pressure every time you ski.**

Caution! Before inflating the front clutch wheel engage the Speed Reducer to the tightest position. This will prevent the wheel from rotating and the wheel forks trapping the pump. If the wheel rotates, you cannot rotate it back because of the one way clutch.

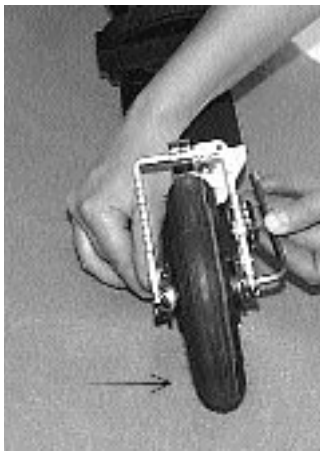
REPLACING WHEELS: To replace the wheels you need a 10mm open or closed end wrench and a 5 mm Allen hex key with a long enough handle to generate sufficient force. To replace a wheel remove the, nut, bolt and washers and install the new wheel.

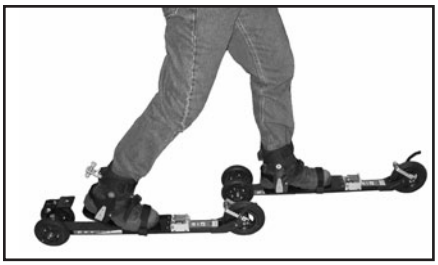


For the front clutch wheel make sure that the valve stem is pointing backward as shown in the figure. **If the valve stem is not pointing backwards it could get caught in the fork, causing the wheel to suddenly stop.** Install the bolt, washers and nut. Make sure the bolt and nut are **very** tight**,** approximately 120 inch pounds. The clutch locking mechanism in the front wheel is dependent on high tension in the bolt. If the bolt and nut are not tight enough, the wheel will slip. The rear wheels should be reasonably tight, about 50 inch pounds.

TRACKING: The chassis is designed so that you can slightly alter the tracking of the ski. One hole on the front wheel fork, the side where the nut is mounted, is slightly obround. If the ski pulls to one side, loosen the nut about 2 turns and while pushing the wheel against the table top in the opposite direction of where the ski wants to "pull" retighten the nut. The serrated washer under the nut on the front fork will keep the wheel from shifting back to the center of the hole.

If, because of biomechanical problems, the ski still pulls to one side alignment can be further altered by adjusting the foot platform. Move the foot support adjustment nuts in the opposite direction of where the ski "pulls".





Proper technique. Lean your body forward and "reach out" with the forward leg to increase stride length. In order to get grip on snow, you want the **ball** of the foot to press down on the the trailing "pushing ski" and learning it on roller skis is easy. The result is less heel lift on the trailing ski as you are not "toeing off", but pressing your weight, down on the ski via the **ball** of the foot.

Improper technique. Forward leg straight, in line with hip and pushing back with the trailing leg without pressing the ball of the foot down on the ski. This causes excessive heel lift and on snow you will slip. You want the **ball** of the foot to push against the ski as in the proper technique picture.

VERY IMPORTANT!

When striding, also called diagonal skiing, it is very important to press down on the ball of the foot as you lift your heel, do not lift from the toe. Most novice users push the trailing leg back without "reaching out" with the forward leg and do not press the ball of the foot down on the trailing "pushing" ski. The result on snow is a lack of grip and on the Nordixc the result can be a broken platform.

In flat areas it is much better to "double pole" than to use diagonal technique. You'll also get a better workout double poling in flat sections. Double poling is one of the most efficient methods of skiing and develops very good upper body strength. (See video for double poling.)