



# Instruction Manual

## Read This First!

F800

**Unpacked your Flybar 800? Good. Can't wait to jump on?**

**Not so fast.** Before using your Flybar 800, please take a minute to read through these instructions carefully.

## Safety

### Wear a helmet.

Choose one that's been approved by the American National Standards Institute (ANSI), and make sure you adjust it correctly.



### Check for hazards.

Never jump without first making sure that the surface is safe—solid, flat, clean, well lit, and dry. The best bet: concrete. Stick to outdoor areas that are free of hazards and give you plenty of room to maneuver while providing enough head height.



### Bend your knees.

If and when you find you do have to bail, even from low elevations, be sure to land with your knees slightly bent to help absorb some of the impact.



### Stay within your abilities.

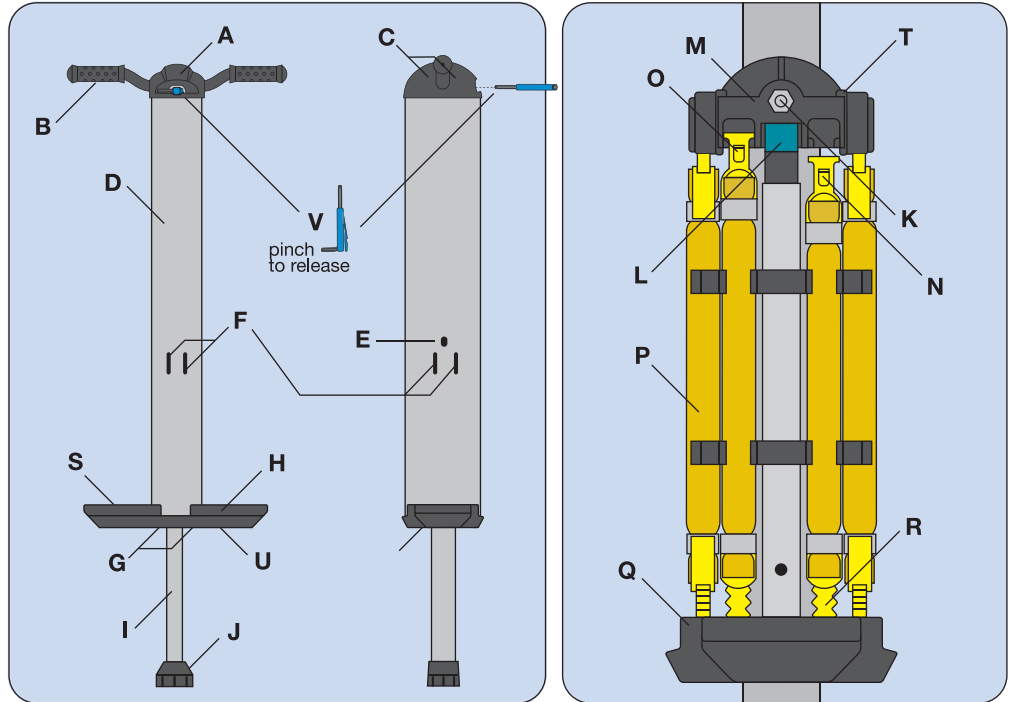
With experience and skill, you'll be able to react to pretty much any situation reflexively. But skill develops slowly, so take your time.



# Assembly

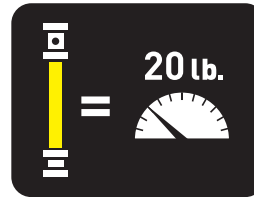
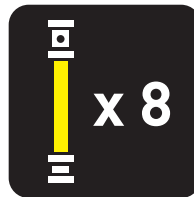
## Know your Flybar.

- A. Top Cap
- B. Handlebars & Grips
- C. Upper Bolts
- D. Outer Shell
- E. Piston Adjustment Access Hole
- F. Hanger Access Slots
- G. Lower Bolts
- H. Step Plate
- I. Piston
- J. Tip
- K. Locking Pin
- L. Shock Pad
- M. Upper Mount
- N. Disengaged Upper Hanger
- O. Engaged Upper Hanger
- P. Thruster
- Q. Lower Mount
- R. Anchor
- S. Grip Tape
- T. Upper Bearing
- U. Skid Plate
- V. Flybar Tool



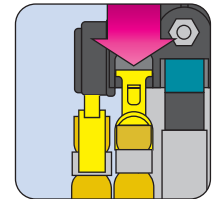
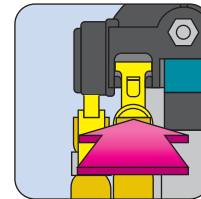
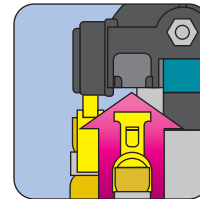
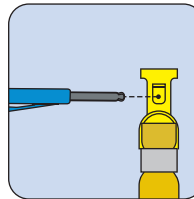
## Thrusters determine the force of your bounce.

Each thruster is hooked (or “engaged”) onto the upper mount. Engage one thruster per twenty pounds of weight. Always engage at least four thrusters. Ideal setting should allow you to nearly bottom out while jumping with your full strength.



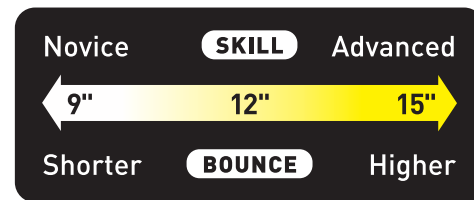
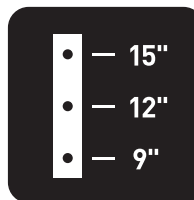
## Engaging your thrusters.

Insert the ball end of the Flybar tool into the upper hanger slot. The tool functions as a hook. Using this end of the tool, lift the hanger up and over the cradle sill in the upper mount. Then lower the hanger into the cradle, and withdraw the tool.



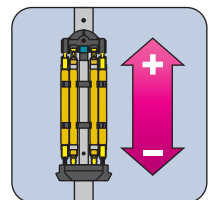
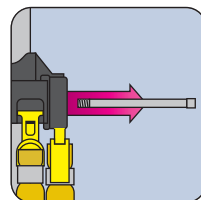
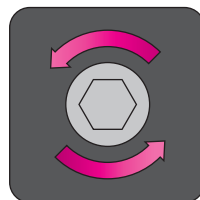
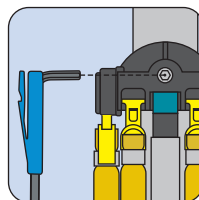
## Which Piston Length is Right for You?

Piston length can be set in three positions, from nine to fifteen inches. The longer you set the piston, the higher you'll bounce. Most people can achieve a peak bounce height that's twice the piston length. Novices should use a shorter piston length for greater control.



## Unlock the piston for adjustment.

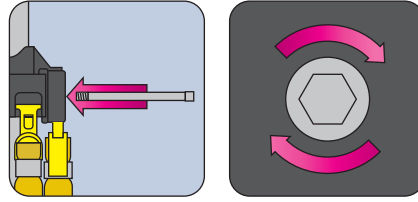
Lay the Flybar down so there is no weight acting on the piston. Insert the tip of the Flybar tool into hex socket on the locking pin. Unscrew and remove the locking pin by rotating it counter-clockwise. Locate the desired piston setting by sight or by feel.



# Assembly (Continued)

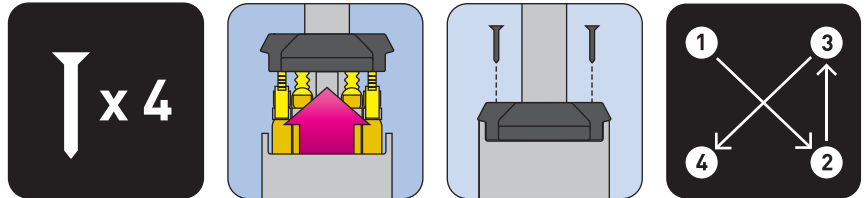
## Lock the piston at the located setting.

Using the tool, push the locking pin gently into the hole until you feel the locking pin make contact with the lock nut on the opposite side of the upper mount. Once it's screwed in fully, remove the tool and you're ready to go.



## Attach the outer shell.

Turn Flybar shell and step assembly upside down so foam cap and handle bars are resting on floor. Remove "O" rings from four bolts & washers before tightening. Using the Flybar tool, reinsert bolts & washers through step assembly, into outer shell and tighten. Do not force the bolts.



# Maintenance

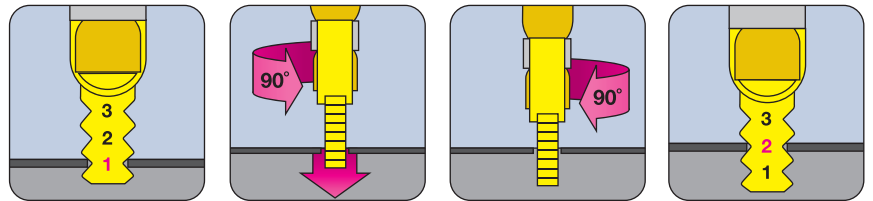
## When to reposition a thruster

If engaged, a thruster will naturally lose a little elasticity over time and stretch out. Reposition aging thrusters to ensure they still deliver optimal performance. If the hanger, when disengaged, brushes up against the bottom of the upper mount, it's time to reposition.



## How to reposition a thruster

Each thruster is attached to a plastic anchor with three notches. The lowest notch engages the thruster with the footpeg assembly. Disengage the anchor by rotating it 90 degrees. Push it down to the next-lowest notch and rotate it back 90 degrees into place. If you can't lock the thruster back into place using finger strength, pliers may be necessary.



## Bearings

The Flybar 800 uses sliding plastic bearings designed to last for several years. To prolong bearing life, keep the piston clean of sand and grit. If your piston begins to wobble seriously from side to side, you may need to replace them. Order a replacement kit.

## Footpeg Assembly

The bottom plate of each foot peg is replaceable. If the plate is cracked, or has worn to the point where its screwheads are exposed, it needs to be replaced. Order a replacement kit from your dealer or from flybar.com.

## Shock Pads

The shock pads are the rubber cushions that sit on top of the support columns in the Flybar 800 core. If this pad becomes visibly damaged it should be replaced. Order a replacement kit from your dealer or from flybar.com.

## Rubber Tip

The Flybar 800's rubber tip is designed for heavy-duty use, but if it cracks or becomes excessively worn, it's time to toss it. Order a replacement kit from your dealer or from flybar.com; instructions will be enclosed.

## Lubricants

We recommend using only silicon-based lubricants. Oil-based and grease-based lubricants can carry grit up into the mechanism, which tends to wear out the bearings.

## Storing Your Flybar 800

If you're planning to store your Flybar 800 for a significant period of time, disengage all the thrusters (they'll last longer) and store it in a cool, dry place where it's unlikely to experience extreme temperatures.

# The Basics

1. Jump on.

**2. Stand correctly.**

3. Master balance.

4. Respect the risks.

5. Plot your moves.

6. Go for it.

**A** Stand upright with knees bent, centering your weight over the piston.

**B** Hold the handlebars in close to your body.

**C** As you improve, try leaning your chest over the handlebars for even better alignment.

## Troubleshooting

PROBLEM	SOLUTION
You're bottoming out too easily	Engage additional thrusters and/or increase the piston length.
You can't thrust the foot pegs more than halfway down the piston, even during your best jumps. (Ask a friend to check how much of the piston is still showing; no more than a few inches should be visible.)	Disengage some thrusters
You hear a rattling or tapping sound from inside the core	Check the thrusters to see if they have stretched out (their hangers may be rattling in their cradles) and need to be repositioned.
The piston seems to be sticking or grinding	Remove tip from piston, disengage all thrusters, and slide piston up and out of the core. Then shake your Flybar 800 to dislodge any foreign objects that may have been stuck in the piston's path.

## Preflight Check

● Check that your handlebars are tight

● Check that the footpeg grip tape is dry and free of grit

● Check that the number of thrusters engaged is set correctly for your body weight

● Check that the four screws that connect the can are completely tightened

● Check that the piston is set appropriately and that the piston adjustment pin is completely engaged

● Check the tip to make sure it's completely tightened to the piston and free of cracks, etc.

 F800

Flybar 800

Check Approved

Clear for Take-off

**Keep it safe & Enjoy the View!**

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Made in Taiwan