



**USER
MANUAL**



QUICK START GUIDE

1. Read through the Owner Manual.

- Return attached Warranty Card.

2. Inflate your V3 and “Tap it out”.

- Remove SofTop by rolling the o-ring down onto the tube and then peel the SofTop up over the handlebars and set it aside.
- Use a tire pump, inflator, or air compressor, with a gauge if possible.
- Inflate to approximately 60 psi to “seat” the seal properly:
 - * “Tap” the bounce pad firmly on the ground at about a 45 degree angle to put a side load on it.
 - * If the seal is not properly seated you will hear air blasting out the breather holes.
 - * Rotate the pogo stick 90 degrees and repeat the tapping process.
 - * Continue rotating and tapping until no air exits the breather holes. Add more pressure if necessary to finish the tapping out process.
 - * Use a rag to wipe away any excess oil from around the breather holes. This is normal. Check website to watch a short video, if needed.

3. Set your pressure

- Adjust the pressure to the proper bouncing pressure. The best starting psi for a beginning rider is typically 1/4 of their body weight.
- Once a rider can comfortably maintain control at a lower pressure, they can add pressure to create a stiffer spring and a higher bounce.
- ALWAYS replace the SofTop before bouncing.

5. Protect yourself - Helmet, pads and shoes. Always wear a helmet!!

6. Find a smooth, dry, open area to bounce. Avoid dirt, sand, grass and dusty areas and areas that generate - and especially wet or slippery surfaces.

7. Bounce.

8. Post flight. Keep your shaft free from dings and scratches, and store stick in a vertical position. If you can't figure something out, call us!! **1.866.VURTEGO**



Welcome to the World of High Performance Pogo

The **Vurtego V3** is our latest pogo stick model and is the finest high-performance pogo stick we have ever made. It is crafted from exceptionally strong space-age materials that are manufactured to exacting specifications and tolerances right here in the USA. It was designed with extreme sport athletes in mind and will outperform all other pogo sticks on the market. If properly cared for, it will provide you a lifetime of enjoyment. Treat it with as much respect as you would your other high performance sports equipment.

The first thing you will notice about your new pogo stick is that there is no shaft sticking out of the bottom. Pogo sticks in the past have typically used a metal spring for propulsion, which forces the shaft to protrude from the bottom of the stick. In order to achieve light-weight, adjustability, and high performance, Vurtego has re-invented the pogo stick by incorporating a powerful air spring. Simply put, it works by compressing air rather than steel. This is a tremendous advantage over other pogo sticks because it is very light and fully adjustable. Your pogo comes completely assembled, but before using it you must inflate it with air. There is no spring in your V3 until you inflate it. This is easily done with a tire pump, or an air compressor. Once you inflate your V3, it will become obvious where the shaft has been hiding, and it will extend out of the stick a good bit farther than you might expect. Riders of all ages, sizes, and athletic abilities can use the V3 simply by adjusting the air pressure to the desired level for their intended use. We'll address air pressure as it relates to rider weight and skill level in a later section.

SIZE MATTERS

The V3 comes in three sizes because people come in different sizes. Making sure that your pogo stick fits you properly is important. Proper fit will provide a safer, more comfortable ride and allow you to get optimum performance from your pogo. **Proper sizing is based only on a rider's height, not weight.** It can easily accommodate riders of up to 300 pounds. Generally speaking, the **large** is for people 5'11" and taller. The **medium** will fit riders from 5'4" to 6' and the **small** is for riders from 4'10" to 5'5". The parts are interchangeable from one size to another, and even from one model to another. Try not to fall for the old adage that "Bigger is Better". You will be able to jump higher and will experience better performance with a pogo stick that fits you properly, than you will with one that is too large for you.

SAFETY

Like any other adrenaline pumping sport, high performance pogo sticking has an element of risk involved. Even when taking pogoing to extremes on the Vurtego V3, injuries can be avoided if proper safety guidelines are followed. As with other sports, common sense should be your guide before, during, and after a pogo session. The V3 is capable of launching a rider to heights over seven feet in the air, so you

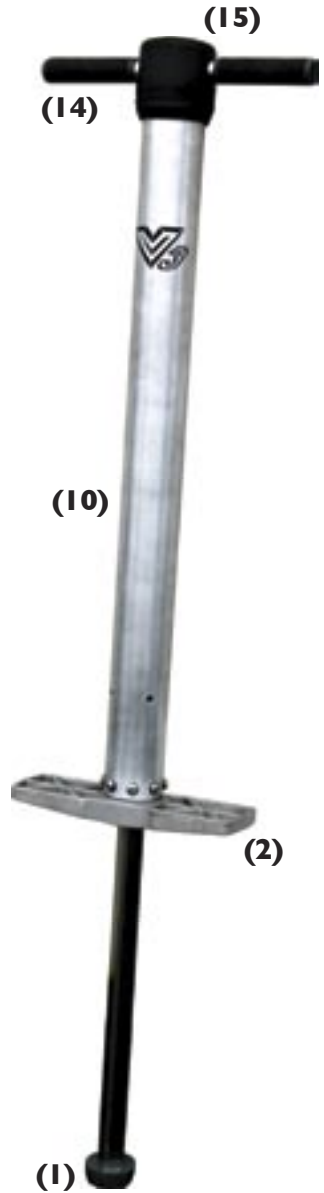
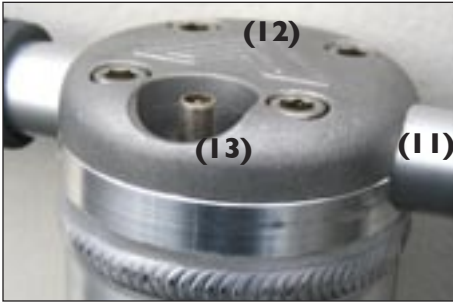
should consider the reality of landing from that height, on or off of your V3! That's why we say you should wear proper protective gear during your pogo session. At a minimum this would include a helmet, gloves, and sturdy shoes. It is strongly suggested that elbow pads and knee pads be worn as well. Needless to say, the harder one rides, or the more one pushes the limits, the greater the risk. The V3 will do almost anything it is asked to do, and will exceed the capabilities of all but the best riders. Push as hard as you want, but know your limitations. Here are some safety tips to consider:

1. Inspect your V3 before each use to make sure that all of the bolts are snug and that everything is in proper working condition. Make sure that the SofTop is in place prior to use.
2. Wear your safety gear whenever you jump. As mentioned earlier, minimum safety gear would include a sturdy, snug-fitting helmet, gloves, and athletic type shoes. We highly recommend elbow pads and kneepads, and a mouth guard, especially when you are learning or doing radical maneuvers.
3. A protective sleeve for your pogo stick is also highly recommended. It will protect it from damage caused by extreme use and it also provides a little cushioning for the rider when in contact with the pogo stick. Covers are available from Vurtego for a reasonable cost.
4. Never bounce on a wet or slippery surface. Dry concrete, asphalt, or hard-packed dirt are the preferred surfaces for safe pogoing. Even the best bounce pads won't grip on ice or wet concrete!
5. Make sure there is plenty of vertical clearance in your jump area. Head-plants into a ceiling, patio cover, electric wires, or a tree branch just aren't cool.
6. Don't jump off of something that is higher than you can jump up onto. Typically seven or eight feet is about the max for something to launch off of. The V3 will handle the load, but will you?
7. **NEVER** remove any of the bottom cylinder bolts unless all of the air pressure within the cylinder has been released!

TERMINOLOGY

So that we will all be on the same page as we go through the maintenance section of this pamphlet, let's first talk about the various parts of your Vurtego pogo. Starting at the bottom is the **bounce pad (1)**. It is made of an advanced urethane compound that provides cushioning, extra bounce, and super grip. The bounce pad is attached to the stainless steel **slider shaft (2)** with a socket head bolt and lock washer. The slider shaft passes up through the slider shaft **bushing (3)**, which is inserted into the **pedal bracket (4)**. Atop the pedal bracket is the **shock absorber spacer (5)**, which holds the **shock absorber donut (6)** in place. Welded onto the upper end of the slider shaft is the **piston platform (7)** to which the **piston (8)** is bolted. The compression ring on the piston is referred to as the **piston seal (9)**. The main body of the Vurtego is known as the cylinder or **tube (10)**. The piston and pedal bracket are inserted into the cylinder tube and the pedal bracket is attached to the cylinder tube using eight, button-socket-head screws. The **handlebar (11)** is attached to the cylinder via the **top cap (12)**

with four socket head cap bolts. The **fill valve (13)** is screwed into the cylinder top and is used to inflate and deflate your pogo. **Hand grips (14)** are slid onto the ends of the handlebar and can be replaced with bicycle grips, if desired, or any other grip that you choose. The very important **SofTop (15)** completes the package and is held in place by a rubber o-ring.



USING YOUR VURTEGO POGO (AIR-O-DYNAMICS)

The first thing you will notice when you unpack your Vurtego is that the slider shaft is not extending out of the body of the pogo stick. That it is because it must be inflated with air prior to use. After you have read this instruction manual, it is time to “fill ’er up” and get bouncing. You will need a good tire pump or a small air compressor to do the job. The fill valve is exactly the same as a car tire fill valve, so the attachments will be the same. It may take a while to figure out the best pressure to use, so here are some rules of thumb:

- 1.** First of all, you will need to find the fill valve. It’s in the top of the stick, underneath the SofTop. Remove the SofTop by rolling the o-ring down off of the SofTop onto the cylinder, and then pulling the SofTop up off of the top of the pogo stick.
- 2.** Proper air pressure is dependent upon the weight and skill level of the rider. A good place to start is to inflate your V3 pogo to a pressure that is equal to your body weight divided by four. In other words, if you weigh 160#, try 40 psi to start.
- 3.** Experienced riders and those craving more altitude will find that a pressure a little less than one-third body weight works well. So if you weigh 160#, 50 psi should do the trick.
- 4.** Experiment with different air pressures and soon you will find the pressure that suits you best.
- 5.** Backing off a bit on the pressure provides the smoothest ride and the V3 becomes a fantastic exercise device. A few minutes of steady jumping will get your heart rate pounding better than just about any other type of exercise.
- 6.** Make sure that you replace the SofTop once you have determined the proper pressure.

As soon as you start putting air into your pogo stick you will notice that the slider shaft begins to extend. Sometimes, after storage or shipment, it may take a few psi to get the shaft to move. The shaft may jump out a few inches if this happens. It’s a good idea, once it reaches the bottom of its stroke, to stop inflating and work the slider shaft up and down a few times to spread the lubricant on the insides of the cylinder. After doing this, continue to add air and the air pressure will begin to increase. The more air pressure you put in, the stiffer the air spring becomes.

Believe it or not, the slider shaft should not move at all when your entire body weight is on the pedals. However, it should move once you start to apply a jumping load on the pedals. Inflating the pogo to a pressure somewhat above the point where it doesn’t move when stepped on is a good place for beginners to start.

Now that your pogo stick is inflated, it becomes obvious why we say this is no ordinary pogo stick. Rather than a stroke length of 6”, which is typical for pogo sticks, your V3 has a stroke length of 14 to 18 inches! If you have not pogoed before, you may find your Vurtego a bit difficult to use at first. Even experienced pogoers will

take a little time to get used to the extra stroke length. Stand on the pedals so that they are centered under the arch of your feet and not the balls of your feet. Keep the pogo stick close to your body with your weight over the top of the stick. Step up onto the pedals and start jumping, rather than jumping up onto the pedals.

Don't get discouraged! Even the pros had to start with the first bounce. If you only get one or two bounces on the first try, go for three on the next. Try changing the pressure up or down a bit to see how it feels. Before long you will have the right pressure dialed in and you will be putting together consistent strings of bounces. Start with low jumps until you build your confidence level. Stay away from "big air" and tricks for a while until you start feeling more confident in your skills.

Make sure you have a large, clear area for practicing. Keep obstacles, people and pets out of the way. As you get better you will need a smaller area and will look forward to having a few obstacles to work around and on. Make sure your practice area is level, dry and has no loose sand or gravel on it. Indoors is fine as long as you have plenty of headroom and a very solid surface to bounce on.

Some beginners find it a little easier to step onto the pogo stick from a curb or step. This is okay as long as you bounce away from the curb when you start. You are not attached to it and can let go at any time! If you feel that you are not going to land a jump, just let go and land on your feet. You are wearing sturdy shoes, aren't you?

If your friends have pogo sticks as well, don't bounce at the same time unless there is plenty of distance between you. Until your skill level allows you to control the direction of every bounce, it is not a good idea to bounce in close proximity to other bouncers.

MAINTENANCE

Your V3 doesn't require a lot of maintenance, but the maintenance that does need is critical for maximum longevity and performance. We've made the V3 so that the top of the cylinder cannot be removed. It is welded to the cylinder and no longer requires a seal, safety valves or cylinder bolts. The only way you can get inside the V3 is by removing the bottom bolts. If you feel it's time to open it up for maintenance, **MAKE SURE that the air pressure has been released prior to removing any of the bottom cylinder bolts!** Your pogo should never be taken apart when it is pressurized! You don't want a pedal bracket launching itself out of a pressurized pogo stick! There are built in safety features to prevent this from happening, but there is no reason why you should rely on them, when releasing the pressure yourself is so easy to do.

1. Every part on the Vurtego V3 is easily replaced and should be replaced when worn or damaged. Bounce pads, handlebars, grips, and pedals are most prone to damage.
2. The cylinder tube is an extruded aerospace aluminum alloy that is not easily

damaged. Care should be taken to prevent the cylinder from becoming dented. Scratches and small dings are merely cosmetic and will not affect the performance of your V3. However, deep dents can cause the piston to stick or not seal properly and will require replacement of the cylinder.

3. A clean dry or damp rag is all that is needed to keep your pogo stick shining.
4. Check the cylinder bolts for tightness before each use and snug them up if necessary. Also make sure that the bounce pad bolt is tight. A loose bounce pad bolt can easily be damaged and can cause damage to the slider shaft as well.
5. Keep the slider shaft smooth. Nicks and scratches in the shaft will cause premature wear of the bushing. If the shaft gets damaged, use a file and sandpaper to smooth it up as soon as possible.
6. Keep the slider shaft clean by wiping it down with a rag. Lubrication of the shaft is not necessary. The shaft will naturally become oily as your V3 is used and oil gets past the piston seal.
7. Proper lubrication is critical for maximum performance of your V3. The lubricant used inside Vurtego pogo sticks is 1000 cst pure silicon oil. Other lubricants such as STP Oil Treatment and baby oil can be used if you'd like to experiment. We feel that silicone oil is best. In any case, the less lubricant you use to do the job, the better off you will be. Excess lubricant will just blow out of the breather holes and cause your pogo to get oily.
8. As your pogo undergoes extensive use, the performance will begin to deteriorate and you will notice that it is taking more effort to jump than when it was new. There are a couple of reasons for this. First, the piston seal does a great job as an air seal, but it is also very good at scraping the lubricant off of the inside of the cylinder. Second, when the piston operates, it not only compresses air, but it creates a vacuum below it as well. That's why pogoing in dusty or sandy areas should be avoided if possible. Sand and dust inside your V3 will also damage the inside walls of the cylinder and eventually cause the pogo stick to leak. Over a period of time a lack of lubricant and an accumulation of dust will cause the performance to deteriorate to the point that the cylinder will need to be taken apart, cleaned and re-lubricated. This is not difficult, but it must be done properly by following these steps after releasing the air pressure in your stick:

OIL CHANGE

- a) Using a 3/16" hex wrench, remove the eight bolts at the bottom of the cylinder. While sitting in a chair, put your feet on the pedals and pull the handlebars toward you to remove the cylinder from the pedal bracket. Keep pulling to remove the piston and shock absorber donut from the cylinder. This may require some effort as the shock absorber donut is a tight fit in the cylinder.
- b) Use a clean rag to wipe the piston and piston seal, cleaning off all of the dust and lubricant. Remove the seal from the piston for a more thorough cleaning, or to replace it, if it is worn out or damaged. Clean the seal groove in the piston and lightly lubricate the seal before reinstalling it in the piston groove.
- c) Use a wooden dowel (a broom handle works just fine) to push a clean rag into the cylinder, making sure to remove all of the dirty lubricant from the inside of the cylinder. Repeat this step until a clean rag comes out clean after being pushed to

the top of the cylinder.

d) Remove the o-rings from the pedal bracket, wipe them clean with a rag, then apply a very light coating of lubricant to the o-rings. This will facilitate inserting the pedal bracket into the cylinder during re-assembly. Clean the o-ring grooves with a rag and then reinstall the lightly lubricated o-rings.

e) Carefully insert the piston into the bottom of the cylinder making sure that the piston seal is not damaged in the process. It may require a little coaxing. Rotating the slider shaft while inserting the piston may help, especially when the seal is going past the bolt holes and breather holes. Once the piston passes above the breather holes, pressure will begin to build in the cylinder. Release a little air from the fill valve.

f) Push the pedal bracket into the cylinder. Once again, this will require some effort to insert the shock absorber donut into its proper position in the cylinder. Line up the bolt holes, making sure that the handlebars and pedals are aligned, then insert and finger-tighten the eight bolts to **make sure they are not cross-threaded**, then use the 3/16" hex wrench to tighten the bolts. They should be snug, but not over-tightened.

g) Using a valve core tool, remove the core from the fill valve. Holding the pogo vertically, make sure that the slider shaft is fully extended. Inject about 5cc of lubricant into the cylinder thru the fill valve. Let your pogo sit vertically for about five minutes so that the lubricant flows around the piston seal. Work the piston up and down a few times to spread the lubricant, then replace the valve core.

h) Inflate your pogo to riding pressure, get into your safety gear and take it for a flight!

The above process would best be described as an oil change in automotive terms. There is another, easier process that would be called "adding oil". This can be done when a full oil change doesn't seem necessary.

ADDING OIL

a) Release the air pressure from the cylinder.

b) Remove the core from the fill valve using a valve core tool available at any auto parts store. The Vurtego Lube Kit includes a valve core tool.

c) Use a syringe filled with silicon oil. While holding the pogo stick upright and with the slider shaft extended, insert the needle thru the valve core and put 4 to 5 cc of oil into the cylinder.

d) Replace the valve core and tighten with the core tool. Fill the pogo stick to about 10 psi.

e) Let the pogo stick lean upright against a wall at a slight angle so that the oil will settle to one side of the piston. After about five minutes, rotate the stick 180° and let it lean for another five minutes. This should distribute the oil around the piston and onto the piston seal.

f) With 10 psi in the pogo, step on the pedals a few times to push the slider shaft up into the pogo and back down again. This will help lube the walls of the cylinder.

g) Inflate your pogo to riding pressure, get into your safety gear and take it for a flight!

PARTS REPLACEMENT

Replacing worn or damaged parts on your Vurtego is quite simple, but requires the use of hex wrenches. There are two sizes of socket-head bolts on your stick. You will need 1/4" and 3/16" hex wrenches to cover all the bases.

Bounce Pad Replacement

To remove and replace the bounce pad, simply unscrew the attachment bolt in the bottom of the bounce pad using a 1/4" hex wrench. If the socket head is filled with dirt, use a small screwdriver to dig the dirt out. Remove the bolt and lock washer from the old bounce pad and insert them into a new one. Slip the new bounce pad on the end of the slider shaft and tighten the bolt.

Handlebar Replacement

Using a 1/4" hex wrench, loosen and remove the two bolts farthest from the fill valve first, then loosen and remove the two bolts on each side of the fill valve. Lift off the top cap and remove the handlebar. Put a new handlebar in place and replace the cap so that the air valve protrudes into the hole in the cap. Insert the four bolts and tighten them finger tight. Center the handlebar and then snugly tighten the two bolts on each side of the fill valve. The two bolts across the cap from the ones already tightened should then be tightened and will force the top cap to clamp down on the handlebar. Make sure that the handlebar is tight and does not rotate.

Pedal Replacement

The pedals on your V3 are cast aluminum and are very difficult to break. However, they are in a vulnerable location and can get pretty banged up over a period of time and with enough abuse may eventually break. If you wish to replace damaged pedals, first deflate your pogo stick. Remove the bounce pad as explained above. Using a 3/16" hex wrench, remove the eight bolts at the bottom of the cylinder. While sitting in a chair and holding the handlebars, put your feet on the pedals and push the pedal bracket out of the cylinder. Slide the pedal bracket all of the way off of the slider shaft. Slide the new pedal bracket and bushing onto the slider shaft and then up into place within the cylinder. A little lubricant on the o-rings will really help facilitate this process. Align the pedals and handlebars, align the bolt holes, insert and tighten the eight cylinder bolts. Replace the bounce pad.

Slider Shaft Bushing Replacement

Over a period of time the bushing may wear to the point that the slider shaft wobbles in the bushing and you will want to replace it. First, remove the bounce pad and follow the instructions above for replacing the pedals. Once the pedal bracket is removed from the slider shaft, you will see that the bushing is held in place by the small plastic tabs on the top of the bushing. Push these tabs towards each other until they are clear of the pedal bracket and then push down to push the bushing out of the pedal bracket. Sometimes this is quite difficult to do and you will find that pliers will make it easier to squeeze the tabs together enough so that the bush-

ing will release from the pedal bracket. Once the worn bushing is removed, clean up the bushing hole in the pedal bracket and insert a new bushing, making sure that the tabs are located properly so that they will snap into place. Push the new bushing in place making sure that the tabs snap into place firmly. You may need to tap the bushing with a block of wood to seat it properly. Slide the pedal bracket into place on the slider shaft. This may be a very tight fit and require a good bit of force to get the pedal bracket past the end of the slider shaft. Push the pedal bracket up the slider shaft far enough that the bounce pad can be installed. After installing the bounce pad, re-install the pedal bracket as instructed in the previous section. If the slider shaft is hard to move once everything is back together, you may need to apply some lubricant to the shaft to free it up. With a little use the new bushing will loosen up and the shaft will slide freely.

Piston / Piston Seal Replacement

Remove the pedal assembly as explained in step a) of the OIL CHANGE section above. Once the piston is removed from the cylinder, the seal can be removed from the piston. It is a snug fit and will take a little effort to remove it. Wiping the lubricant off first will help. Try to stretch the seal by hand (it is like a very stiff rubber band) to remove it, but if you are not successful, a small flat screwdriver can be used, if care is taken not to damage the piston. After the seal is removed, clean up the seal groove in the piston with a clean rag. Lightly lubricate the new seal and then stretch it over the top of the piston and pop it into the piston groove. It should seat itself snugly in the piston groove. If you are replacing the piston, grasp it with a rag and turn it counter-clockwise to unscrew it from the piston platform. Install the new piston by screwing it into the piston platform. Snug it up as tight as you can BY HAND. Do not use any tools. Place a lightly lubricated piston seal into the piston seal groove, then follow the remaining steps as outlined in the OIL CHANGE section above to reassemble the gogo stick.

PROTECT
your head

INSPECT
your stick

INFLATE
and bounce



For more information please visit:

www.vurtego.com

or call toll free 866.VURTEGO



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