



# OWNERS MANUAL

Model: **LIBERTé**



## IMPORTANT!

PLEASE REMEMBER THAT IT IS IMPORTANT TO KEEP THE CARTON YOUR BIKE ARRIVED IN , COURIERS CANNOT COLLECT YOUR BIKE WITHOUT A CARTON SHOULD YOU HAVE NEED TO RETURN IT TO US.

## Checklist

- 1.** Your complete SWIFTY e-bike
- 2.** Saddle & seatpost
- 3.** Box containing:
  - Battery charger and power lead.
  - pedals, front wheel skewer.
  - tool kit in bag
- 4.** 2 Keys: these are attached to handlebars
- 5.** This manual



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### ***Need assistance?***

Please call our  
Technical help line:  
(weekdays 9am-5pm)

**01702 208187**

(standard call rate charge applies)

Firstly may we congratulate you on purchasing your new electric power assisted e.bike.

Please take time to read your manual. We have tried to write it in a way that is simple and easy to follow, whilst explaining how your bike works and how it is maintained. At any point if you feel you need help we have a technical helpline for support.

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## **Welcome to SWIFTY power assisted cycling**

Essentially your new electric bike works exactly the same as a standard bike, peddling to propel the bike forward using the gears to suit the terrain and the speed you want to go....only now you have an electric power assistance at your fingertips to take the strain out of those tough uphill struggles and making cycling a much more pleasant experience.

### **Simply explained this is how your electric bike works.**

1. Switch the battery to ON, with the switch on the side left-hand side of the battery.
2. Switch the power on by pressing the 'POWER' button on your controller on the handlebars.
3. As you begin to pedal a sensor will read the level of effort needed to turn the wheels of your bike.
4. After one complete turn of the pedal the electric motor kicks in making pedaling much easier.
5. There are 3 setting on your controller on the handlebar, allowing you to set the level of assistance you require. For example: Riding up a hill you'll probably use 'level 3', mode.
6. Change the level of assistance you need, any time and as often as you wish.
7. The motor works to assist pedalling, stop pedalling and the motor stops too.
8. Applying the brakes cuts the motor
9. You can also choose to switch the assist OFF and ON on the controller at any point in your journey. This helps to save battery power if its not needed.

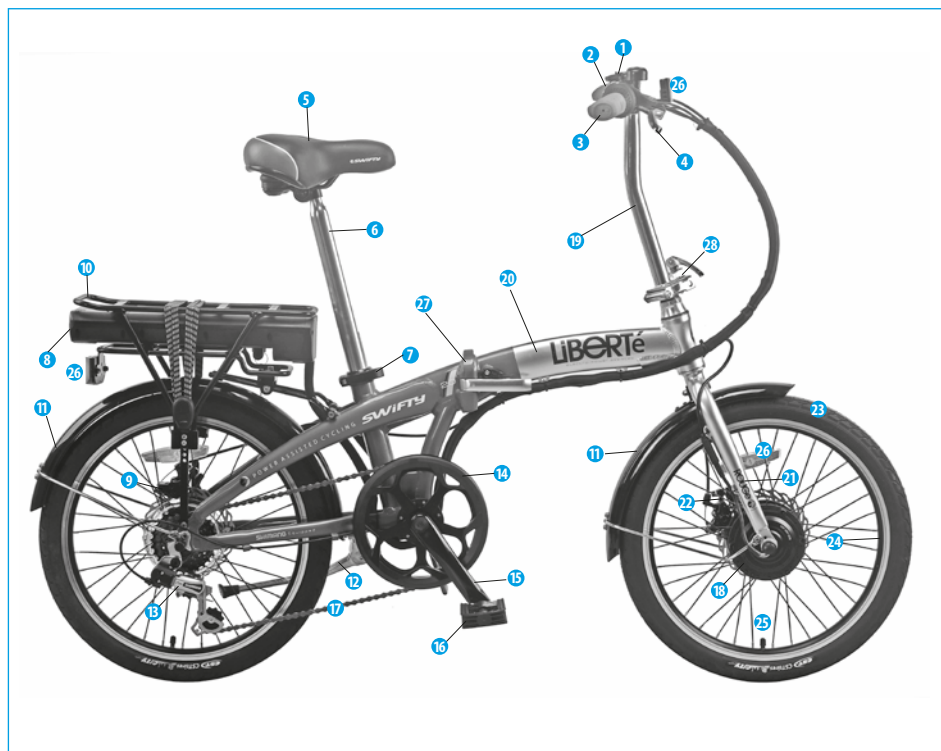
The more you use the assist, the more power it uses, each rider is different so figures can vary considerably with different rider weight and the terrain you ride. Generally with normal use, you should be able to obtain around 20 miles, before you need to re-charge your battery.

We Recommend that you get used to your new e.bike and the level of assist you place on it, you'll soon be able to work out how long a journey you can make and safely return under assist. You can of course ride as you would a normal bike if the charge runs out.

**The A-weighted emission sound pressure level at the Rider's ears is less than 70dB (A).**

## Schematic of your new bike

*We realise that not everyone is an ardent cyclist and for some of you this might be your first real step back into cycling so we have added a diagram of your bike below to give you a little better understanding of the parts on your bike, and where they can be found.*

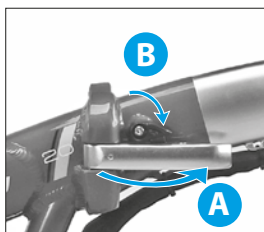


- |                |                            |               |                     |                                       |
|----------------|----------------------------|---------------|---------------------|---------------------------------------|
| 1 Controller   | 7 Quick release Seat clamp | 13 Derailleur | 19 Handlebar Stem   | 25 Innertube Valve                    |
| 2 Gear changer | 8 Battery                  | 14 Chainguard | 20 Bike Frame       | 26 Reflector                          |
| 3 Grip         | 9 Rear Disc-Brake          | 15 Crank Arm  | 21 Front Fork       | 27 Folding Mechanism (Frame)          |
| 4 Brake Lever  | 10 Rear Carrier            | 16 Pedal      | 22 Front Disc-Brake | 28 Folding Mechanism (Handlebar Stem) |
| 5 Saddle       | 11 Mudguard                | 17 Chain      | 23 Tyre             |                                       |
| 6 Seatpost     | 12 Kickstand (folded up)   | 18 Motor      | 24 Wheel Rim        |                                       |

**Handy Tip:** *It's a good idea to rest your bike on the bike stand which is attached to the rear chainstay, this makes it much easier and leave your hands free to make adjustments to other parts.*



Unpacking the Carton



Quick Release frame mechanism



Stamped Crank ends 'L' and 'R'

## Unpacking your new bike

Your bike comes 85% assembled in the Carton, you only need to Fit the pedals, unfold the Frame the handlebar assembly and insert the saddle assembly.

1. Before you begin to unpack your e.bike we recommend you get another person to assist you as it s much easier with 2 persons to lift out of the box.
2. Remove all the packing materials used to protect the bike and dispose of it later in a responsible manner.
3. Once you have unpacked the bike it is a good idea to check to make sure there has not been any damage in transit. ( If you find anything missing or damaged, contact the Technical helpline below).

Having unpacked your bike follow the simple steps of fitting the pedals, handlebar and saddle assemblies by following the instructions on the next page.

## Setting up your e.bike

### Unfold the Bike Frame

Unfold the frame until the 2 parts of the frame are inline, close lever **A** pushing towards the frame, this should feel quite tight, then push the safety locking clip **B** down so that it slots into the hole in the top edge of the lever preventing the lever from accidental opening during use.

To unlock and fold the frame simply reverse these steps.

### Fitting the Pedals

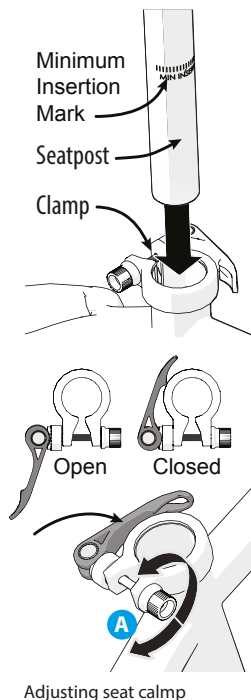
Match the left pedal to the left crank, and the right pedal to the right crank.

Left Pedal - Tightens **Anti-clockwise**

Right Pedal - Tightens **Clockwise**

Tighten the pedal as far as possible with your fingers. Use the tool provided to tighten them firmly

**NOTE:** Should you ever need to replace the pedals remember the right pedal tightens clockwise and the left pedal anti-clockwise.



Adjusting seat clamp



Fold up the Stem and lock in place with the quick-release clamp

## Fitting the Saddle

The Saddle and Seatpost are already fitted together.

1. Slide the seatpost into the seatbube and close the tension lever on the quick release clamp to lock your seat in place.
2. Adjust the saddle height to suit you by releasing the clamp and tightening when at the correct height, ( see below)



1. Turn crank to place it in it's lowest position.
2. Place heel on pedal with foot parallel to the ground.
3. Position saddle so that toes of other foot can touch the ground. Saddle should also be parallel to the ground.
4. Tighten seat post bolt.

Recommended torque is 150 in/lbs

4. If the clamp does not tighten enough to hold the saddle in position simply lift the tension lever to release and turn a quarter turn of the adjustment nut **A** clockwise and close the tension lever. Repeat as necessary.

**NOTE:** The Seat post must be inserted at least to the minimum insertion mark stamped on the lower part of the seat post. If no minimum insertion mark can be found, make sure at least 3 inches of the post is inside the bicycle frame tube.

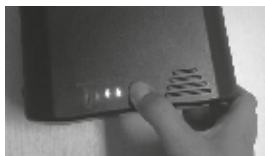
## Locking the Handlebar/Stem

The handlebars and stem come folded down and strapped to the side of your bike, cut the ties and lift the handlebar assembly into upright position, Lock in position using the quick release mechanism adjusting in the same manner as the quick release on the seatpost. Before riding always check that the quick release clamp is tight.

## Brakes on the Handlebar

As you sit on your bike and take hold of the handlebar it is important to know that the right-hand brake lever controls the **FRONT** brake and the left-hand lever the **REAR** brake.

**NOTE:** Disc Brakes are powerful brakes and can stop the bicycle very quickly. We recommend you become familiar with their stopping power by initially applying at lower speeds to avoid any accidents.



Check battery for charge



Switch battery ON



Press the power button



Applying the brakes activates the brake sensor which cuts the power to the motor.

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(standard call rate charge applies)

## Pre-Ride Checks

### IMPORTANT NOTE:

The total permissible weight of the Rider + Luggage is **125Kg**

### Complete these checks before every ride

1. Check to make sure all nuts/fastenings are tight
2. Check that your tyres are inflated sufficiently (see tyre wall )
3. Check that the brakes are working correctly. (These are set by the factory and should not require adjusting).
4. Check your battery for charge ( see controller)  
(Note: Your new SWIFTY battery is supplied with a partial charge)

## Getting Started

1. Switch the battery on with the switch on the left-hand side of your battery **A**
2. Press POWER button on the Controller on your handlebars **B**
3. 'MODE' is set on '1' - This is a default setting.  
**THAT'S IT.....**You're ready to go.
4. To start , simply begin to pedal. Once the crank is turning you will feel the motor kick-in and the electric system begin to assist you.
5. You have 3 levels of assist and its a good idea to try all levels to give you a feel of the effect this has on your riding.
6. Remember, stopping pedalling or braking cuts the motor assist, so you can always feel safely in total control.

Applying the brakes activates the brake sensor which cuts the power to the motor.



## Understanding your controller

Your Module Controller has several functions and is relatively simple and easy to operate, we have listed the buttons and their various functions.

Battery Power indicator

MODE level indicator

MODE level control buttons

Light Sensor  
Auto - controls brightness of LED lights

ON/OFF button



Press to switch ON/OFF



Press to increase assist level 1-3.



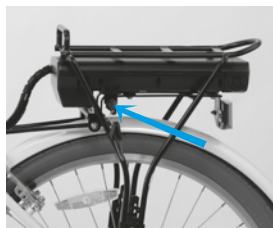
Press to reduce assist level 3-1.



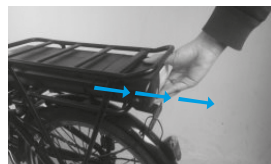
Holding down this button activates the 'WALK MODE' which engages the motor from a standing start upto 5 mph which is a great way to set of from traffic lights, or when walking with your bike.

### handlebar control unit

1. ON/OFF button - Switch on after you have switched battery switch to 'ON'
2. Lever buttons - 1- 3, easy selection levels of assistance
3. Battery Indicator lights - These are red and go down as you use the power.
4. As you ride up a hill the power indicator drops down showing increased resistance levels, but once back to level ground the indicator lights will return to a more accurate position of available power levels.
5. This bike has a 6km walking mode function, which allows you to push your bike effortlessly over steep ridges or hills. You can activate this function by holding down the minus button for 3 seconds.



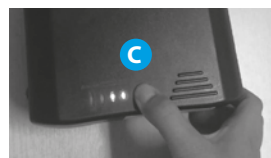
Battery lock



Once unlocked the battery can be withdrawn. It is a tight fit so will require a slight tug.



Battery power ON/OFF switch



Press this button to show battery charge level, the battery needs to be switched 'ON' to do this.



The Battery charging point can be located on the rear of the battery as shown so can be charged when ON or OFF the bike.

## Understanding your battery

### 1. Security

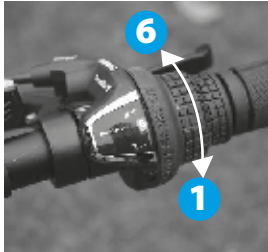
1. You are supplied with 2 keys to secure your battery to your bike. It is advisable to separate the keys as they **CANNOT BE REPLACED IF LOST.**
2. The key secures your battery to the bike and by unlocking, the battery can be removed by sliding towards you, sideways out from the frame.
3. To replace simply reverse the procedure.

### 2. Battery operation

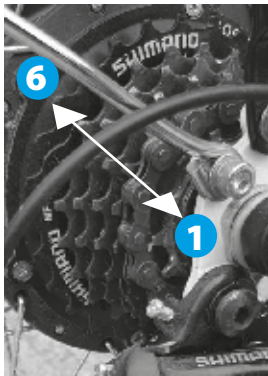
- A** Switching ON/OFF is by way of a switch on the rear left-hand side, remember to switch OFF when not in use as this may drain the battery.
- B** To check the power level of the battery simply press the Indicator Button and check the light display. **C** **Please Note:** This can only be done with the power switched on.
- D** To charge your battery connect the charger with the lead supplied by removing the rubber cover and inserting the pin connector, plug into the main and then switch on the power.

### 3. Battery Charger

1. **NOTE:** Only charge your battery with the Charger supplied with your SWIFTY bike.  
The charger is set to 220/240V. Never use 110v setting.
2. Avoid dropping the Charger as this may damage the sensitive electronics within the casing.
3. You can leave the battery charging, it will stop charging by itself when it has reached full charge, but it is not recommended to leave charging for any considerable time over what is required.



Gripshift Gear changer



Rear Cogs



Rear Derailleur

## Understanding the Gears

The Gears work exactly as a normal bike and are independent of the electric motor.

The Revoshift gear changer is fitted to the right side of the handlebars. It consists of a large gripped ring which you turn away from you (forwards) to select the higher gears (6) and towards (backwards) to select the lower gears (1).

You have a series of 6 gears to choose from depending on the suitability for either speed or terrain.

The gears are pre-set in the factory so should not need adjusting.

However, over a period of use the cables will stretch and may need adjustment which is probably done at your 3 month service. Your local bike shop or specialist e.bike shop will offer this service at a very reasonable price.

You can of course adjust and maintain your bike yourself, if so, please follow the adjustment instructions.

## Charging your Battery

Your Lithium Battery arrives partially charged.

Your Battery can be charged on or off your bike.



Battery charging connection point

1. Plug your charger into the mains, the LED light will illuminate GREEN
2. Connect the charger to the battery using the lead provided, the LED light on the charger will change to RED. This indicates it is charging.
3. Once Fully charged the LED light on the charger switches back to GREEN indicating the battery is fully charged, and then goes off.

### Basic rules to follow when charging your battery

1. Do not cover charger with any material of substance that may restrict airflow to the charger. The charger needs to 'Breathe' to keep cool.
2. Charging your battery each time you use it no matter how far the trip, will prolong the life of the battery.
3. DO NOT leave the battery discharged for long periods.
4. Never open the charger or change settings on charger.



Battery Charger

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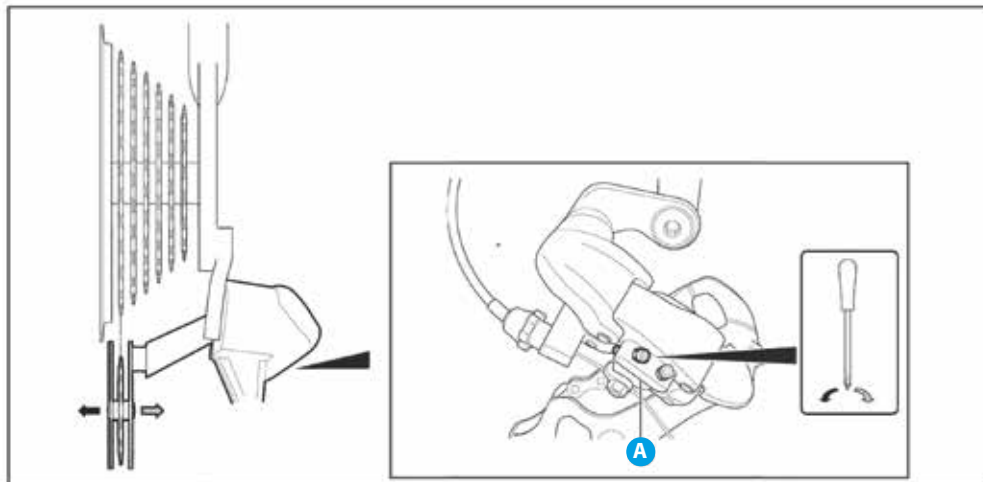
**01702 208187**

(standard call rate charge applies)

To fully charge your battery  
takes approx. 2-3 hours

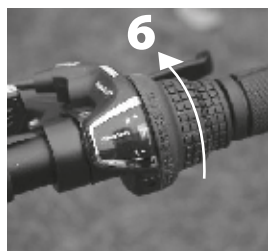
## Adjusting the Rear Derailleur

### Step1



#### PLEASE NOTE:

The LOWEST gear is always the largest.



#### 1a. Select the lowest Gear.

Whilst raising the rear of the bike and rotating the pedals by hand, use your right hand to twist the shifter to select the lowest gear ( number 6 on the indicator).

#### 1b. Set the position of the Lower Limit Screw.

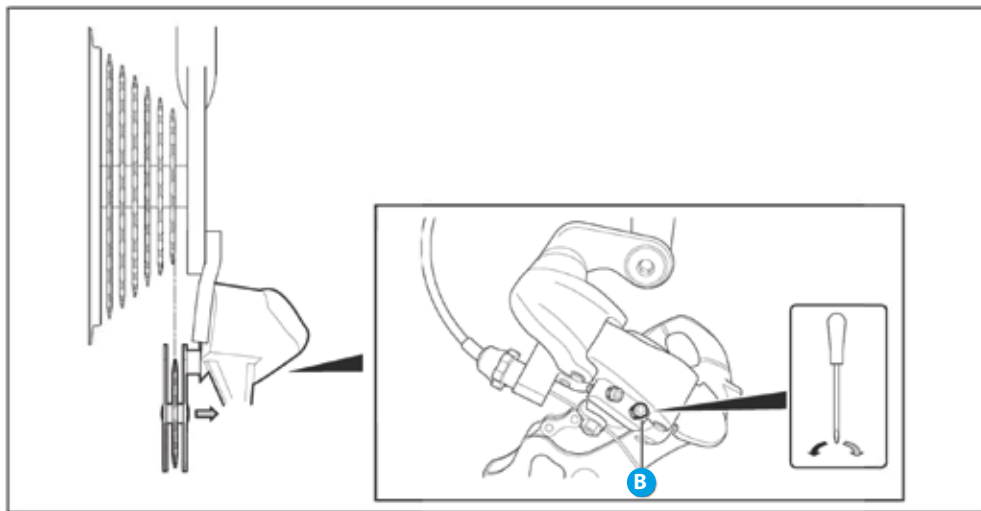
The Lower Limit Screw **A** controls the position of the rear derailleur when the lowest gear is selected. Using a suitable screwdriver, turn the lower limit screw **A** until the small gears of the derailleur are vertically aligned below the lowest gear.

When viewed from the back of the bike, turn the lower limit screw,

**Clockwise** to move the derailleurs to the **right** and  
**Anti-clockwise** to turn the derailleurs to the **left**.

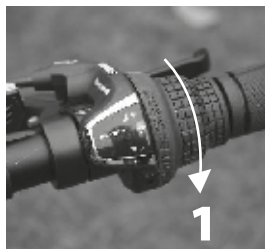
## Adjusting the Rear Derailleur

### Step2



#### PLEASE NOTE:

The HIGHEST gear is always the smallest.



### 2a. Select the Highest Gear.

Whilst raising the rear of the bike and rotating the pedals by hand, use your right hand to twist the shifter to select the highest gear ( number 1 on the indicator).

### 1b. Set the position of the Lower Limit Screw.

The Lower Limit Screw **B** controls the position of the rear derailleur when the highest gear is selected. Using a suitable screwdriver, turn the lower limit screw **B** until the small gears of the derailleur are vertically aligned below the highest gear.

When viewed from the back of the bike, turn the lower limit screw,

**Clockwise** to move the derailleurs to the **left** and  
**Anti-clockwise** to turn the derailleurs to the **right**.

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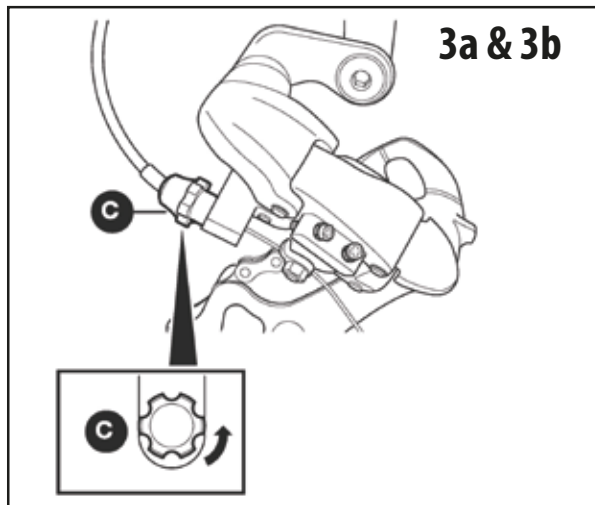
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## Adjusting the Rear Derailleur

### Step3



Rear Derailleur



### 3a. Check the Gear Change

Whilst raising the rear of the bike and rotating the pedals by hand, use your right hand to twist the shifter to change from the highest (smallest) to Lowest ( largest) gear one at a time. The gears should change quickly without any grinding noises.

If they do not operated correctly, carry out step 3b

### 3b. Check the Cable Tension

Gears change correctly between Lowest to Highest but not between lowest to highest gears, the cable tension should be increased.

Rotate the barrel adjuster **C** a quarter turn anti-clockwise

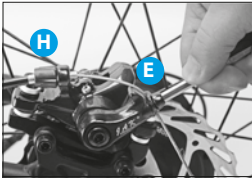
Check the Gear change by repeating step 3a.

Continue to check the gear change, increasing by a quarter turn at a time until the gears operate correctly.

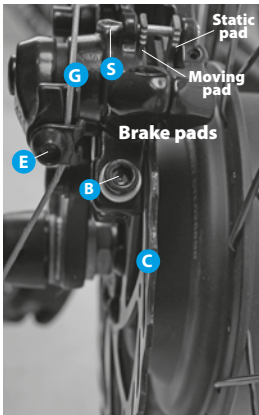
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**Disc Brakes** have gained popularity due to their better braking performance and especially in bad weather or muddy conditions where they perform much better than traditional rim brakes.



(fig.2) When pulling the cable through for re-tightening make sure NOT to raise the Caliper Arm as this will reduce effective braking



(fig.3) When replacing wheels with Disc Brakes take care to make sure that Rotor fits cleanly between the two brake pads and is aligned properly

## Adjusting the Mechanical Disc Brakes

### 1. Checking the Brake Rotor

To check the Rotor either place your bike upside down or place in a bike stand so that you can turn your wheel freely. Spin the wheel whilst looking down the thin edge of the rotor disk to see any lateral movement. Slight bends in the disc **C** can be straightened with a rotor tool or an adjustable spanner by gently bending back into shape. Any major distortion would be best corrected by replacing the disc.

### 2. Tightening the brake cable.

Begin by turning the barrel adjuster **H** fully in (clockwise), then loosen the cable pinch bolt **E**, pull the cable taught and re-tighten the pinch bolt taking care not to lift the caliper lever.

### 3. Aligning the Caliper correctly.

Loosen the two caliper bolts allowing the Caliper body to float, then turn the Inner Pad Adjuster **P** all the way in (clockwise) then back off a 1/4 turn. Pull and hold the brake lever tight which then aligns the caliper body to the Rotor Disc. Tighten the Caliper mounting bolts **B** and back off the Inner pad adjuster **P** another 1/4 turn or further until the pads are not catching.

### 4. Brake lever travel

Pull the lever a few times checking that the brake fully contacting with the brake lever is around half the travel distance. Too short and it will be difficult to apply the brake sufficiently to long the brake engages and the lever may hit the grip before full braking is achieved, meaning you won't stop. This can be adjusted by turning the inner Pad Adjuster. **P**

**WARNING! Avoid contact with the Brake disc after heavy use as can generate considerable heat to the rotor.**

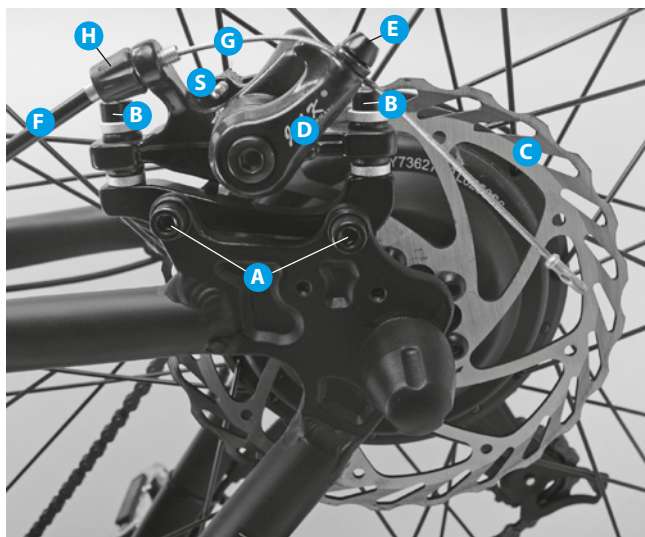


**Main Disc components**

- A** Caliper to Frame bolts
- B** Caliper Mount bolts
- C** Rotor - Breaking Disc
- D** Caliper Arm
- E** Cable pinch bolt
- F** Break Cable outer
- G** Inner Break cable
- H** Barrel Adjuster
- P** PAD Adjustment bolt
- S** Split-pin holding the Break pads

**PLEASE NOTE: H**

The Barrel Adjuster on the brake cable should not be used to close the gap on the brake pads as this will also effect the travel of the brake lever. The Barrel Adjuster should be used to tighten the taughtness of the brake cable.



Mechanical Break disk on rear wheel

**5. final check**

Spin the wheel and check the pads are not rubbing, if not, check the Caliper mount bolts **B** and cable pinch bolt **E** are fully tightened. If the pads appear parallel but the pads are still rubbing loosen one of the mount bolts and move the body of the caliper out slightly, then repeat with the other mount bolt in order to keep the caliper body parallel to the rotor, re-tightening the mount bolts.

**5. Brake Pad wear**

Your brake pad wear will depend on the amount of riding, the terrain and the weather conditions, so it is important to check pad wear regularly. You can turn the inner pad adjuster clockwise to close the pad to disc gap but you will need to re-centre the caliper body position by repeating stage 3.



## Inspecting & Maintaining the Wheels

It is essential that you regularly inspect and maintain your wheels, especially if your bike feels unstable or vibrates while riding.

### Inspecting the trueness of the wheels

Over time wheels may begin to run out of true. This is when the wheel buckles from side to side. To check this, lift the bike up and spin the wheel. If the wheel wobbles, it is out of true and will need repairing.

This requires qualified bike technicians to who have the specialist tools to correct.

### Inspecting the wheel bearings

Over the life of your bike the wheel bearing may become worn and require servicing. To check, hold the bike securely, grab the front or rear wheel at the tyre and vigorously move from side to side, if the wheel moves at the wheel hub (centre of wheel) then the bearing are probably worn and need replacing. This requires a qualified bike mechanic to repair.

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Your wheels use schrader valve innertubes, you can use a standard bicycle pump to inflate your tyres. Firstly unscrew the dust cap to see the valve inside, this allows air to be added or removed. After you inflate to the required pressure simply remove the pump, the valve self seals. Release pressure by pressing the centre pin of the valve. Replace the dust cap to keep the valve clean.



Schrader Valve  
with Cap.

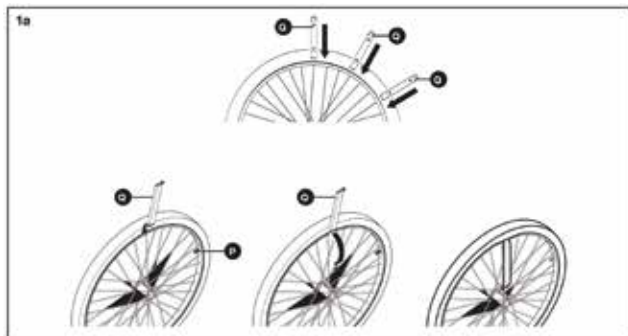
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## **Changing/replacing the tyre/ innertube**



Remove the wheel from the bike, fully deflate the tyre. Using your thumb depress the tyre opposite to the innertube valve. Insert a tyre lever between the wheel rim and the tyre wall. **CAUTION!** be careful not to trap the innertube between the tyre lever and wheel. Pull the hooked end of the tyre lever up and down sliding the hook under a spoke to hold in place, repeat with the other 2 levers at suitable points around the rim as shown.

Once the tyre is removed from one side of the wheel rim carefully remove the innertube starting at the valve.

Before replacing the innertube check the inner surfaces tyre and rim for any signs of damage or foreign matter i.e. thorns or small stones. Check the rim tape making sure it is covering the spoke nipples.

Partially inflating the new innertube using a bike pump. Carefully feed the innertube into the tyre starting at the valve fitting through the hole in the wheel rim. Using your thumb push the tyre back into the rim a small section at a time until too tight to fit by hand, using the tyre levers to fit the last section.

As you inflate to full pressure, check by lightly bouncing the wheel around the tyre, to ensure the innertube is not trapped at any point between tyre and rim.



## **Safety on the Roads**

When you join the road system you must obey the Traffic Laws like the rest of the vehicles travelling along that road.

Always exercise maximum caution on busy roads especially around large vehicles as you are not always seen.

Be aware that in wet conditions your brakes stopping power ( and those of other road users) is greatly reduced.

When riding at night make sure your bike conforms to the lighting laws as cyclists are often hard to spot for drivers and pedestrian, especially in the winter months where hours of daylight are reduced. Your trip out may be in daylight...your trip back may not.

Extra caution should be taken when braking in wet weather, where one should allow for increased braking distances.

Keeping your e.bike well maintained, wearing the right clothing, and following some common sense rules will reward you with many hours of fun and enjoyment for many years to come....

....Happy Cycling.

## Simple Troubleshooting

In reality there are not many things that can go wrong with an electric bicycle so generally speaking any problems you may have, should be easy to resolve.

Problem :	Make these checks :
Power indicator on the Controller does not light up	Has the battery been switched on? Does the battery have a charge?
Power indicator on the Controller lights up but the motor doesn't start.	Check that all the cables are connected. Check that the sensor and sensor disc are not damaged
The Battery is showing no charge	check that your battery is switched on before you press the charge indicator button.
My charger is not charging the battery	Check the fuse in the charger plug. Check that the cables are connected properly.

If you make the checks outlined above and your electric bike is still not working then please call our technical helpline for assistance.



Should you ever need to remove or replace your pedals it is important to know that left-hand pedal screws in ANTI-CLOCKWISE and the right-hand pedal screws in CLOCKWISE. Pedals are normally stamped on the ends of the axle of the pedal as in the photo, L and R.

## Warranty

Subject to the following, Amazon EU SARL warrants that the goods will correspond with their specification at the time of purchase and will be free from defects in material and workmanship.

Amazon EU SARL offers a 2 year warranty on the frame from any problems relating to manufacturer workmanship or arising from material defects including breakages or cracking caused whilst riding ( other than rider misuse).

Amazon EU SARL offers 12 months warranty on the battery and motor for any problems relating to manufacturers workmanship or arising from material defects.

The warranty does not cover misuse or failure to follow the manufacturer's operational instructions correctly.

All other components are guaranteed for 1 year for problems related to manufacturer workmanship or arising from material defects with the exception of consumable components for example brake blocks, pads, grips, tyres and tubes.

Amazon EU SARL offers this warranty to the original purchaser of the product. This warranty is not transferable to a third party.

### ***Need assistance?***

Please call our  
Technical help line:  
(weekdays 9am-5pm)

**01702 208187**

(standard call rate charge applies)

#### PLEASE NOTE:

Any figures quoted regarding battery performance or distances which can be obtained per single charge are based on standard test conditions. Diverse terrain and rider weight will of course produce varying results from those stated.

[illegible]

## IMPORTANT!

PLEASE REMEMBER THAT IT IS IMPORTANT TO KEEP THE CARTON YOUR BIKE ARRIVED IN , COURIERS CANNOT COLLECT YOUR BIKE WITHOUT A CARTON SHOULD YOU HAVE NEED TO RETURN IT TO US.

**Please Note:**

This bike is built to comply with the required standards.

EPAC according to EN 15194  
and EN 14764.



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**Amazon EU SARL**

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## WARNING!

We would draw your attention the effects of the intensive use of this bike and recommend periodic inspections of the frame, fork, suspension joints (if any), and composite components (if any).

As with all mechanical components, EPAC is subject to wear and high stresses. Different materials and components may react to wear or stress fatigue in different ways. If the design life of a component has been exceeded, it may suddenly fail, possibly causing injuries to the rider. Any Form of Crack, or change of colouring in high stressed areas indicate that the life of the component has been reached and it should be replaced.

Also in the event of impact damage you must have the bike checked over by a qualified Bike Mechanic as damage cannot always be visible.

### A helpful List of recommended tightening levels of some of the main bike fastenings.

Part	Torque (Nm)
Front Wheel Nuts	22-25 Nm
Rear Wheel Nuts	25-29 Nm
Handlebar Clamp Nuts	16-18 Nm
Stem Bolt	17-19 Nm
Seat Clamp Bolt or Nuts	16-18 Nm
Seat Post Clamp Allen bolt	8-10 Nm
Brake Cable Pinch Bolt	6-8 Nm
Crank Bolt or Nut	45 Nm
Pedals	40 Nm
Quick Release	Tight Enough to secure (150-200N)
V-Brake Brake Blocks	8-10 Nm

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## General

1. Wipe your bike over with a dry cloth, or neutral detergent.
2. Use lubrication oil for metal parts. i.e. chain, axles.
3. Wipe down Plastics and paint coated parts with quality cloth.
4. Increase the frequency of lubricating oil at wet or humid areas ( Recommend 30SAE lubricating oil)



The Motor should not be lubricated

### PLEASE NOTE:

If you do not feel that you can complete the maintenance of your bike, please take it to your local bicycle workshop where they will be able to assist you.

## Routine Maintenance

### Before and after each ride

Check to ensure it is safe to use and operating properly.

1. Check all fixtures and fitting are tight.
2. Check tyres are inflated correctly between 25-35psi.
3. Check that your brakes are operating correctly.
4. Check your gears work correctly.
5. Remember if your journey means you will arrive back in the evening that you have working lights.
6. Check your bike is clean.

### Every Month

You should make these checks once a month or after any long rides

#### 1. Check the bike is clean and suitably lubricated

Thoroughly clean and de-grease your bike. Ensure the Chain, Gears, Rear derailleur are adequately lubricated using a suitable lubricant.

( Recommend 30SAE lubricating oil)

Clean off any excess lubricant as this attracts dirt and may prevent the bike from operating correctly.

#### 2. Check the all parts of the bike are securely fitted

Its essential for your safety that all securing nuts and bolts are fully tightened. Pat particular attention to Pedals, wheel nuts, seat post and saddle, and the stem bolts.

Whilst holding the bike with one hand vigorously shake the crank arms and wheels to check for any sideways movement which would indicate worn bearings. (This would require qualified bike technician help.)

## IMPORTANT!

PLEASE REMEMBER THAT IT IS IMPORTANT TO USE APPROPRIATE SPARES, i.e. TYRES, INNERTUBES, BRAKE PADS, WHICH ARE SUITABLE FOR YOUR BIKE.

A CYCLE SPECIALIST WILL BE ABLE TO ADVISE YOU TO ENSURE YOU FIT ONLY SUITABLE PARTS.

THIS ALSO APPLIES TO ANY ACCESSORIES YOU MAY WISH TO ADD TO YOUR BIKE.

FITTING COMPONENTS UNSUITABLE FOR YOUR BIKE MAY VOID YOUR WARRANTY.

### Every Month (cont.)

#### 3. Check that the tyres are in good condition

Check the outside of each tyre for signs of damage, cuts, deformations, excessive wear or bald spots. If your tyres show any of these signs of damage, it must be replaced immediately. Do not attempt to ride the bike with damaged tyres.

#### 4. Check the wheel spokes are tight

Check the tightness of the spokes. This can be done by gently squeezing two spokes together at the same time. If you notice any movement, the spokes may need tightening. Repairing wheels and tightening spokes requires specialist tools and best undertaken by a qualified bike mechanic. Contact your local bike Dealer.

### Every 3 Months

#### 5. 3 Month Inspection

We recommend after 3 months you complete a full service on your bike to keep it in excellent working order. The cables will stretch requiring adjustment to brakes and gear cables. The simplest way is to take into your local bike shop where a qualified bike mechanic will give your bike a quick checkover and make the necessary adjustments. Giving you peace of mind.

When stored and not in use remove the battery and store in a cool, dry place, charging periodically as the battery will discharge over time of non use. Failure to do this will result in the battery falling into a dormant state rendering the battery unrepairable.

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(standard call rate charge applies)



## Safety on your bike

This bike is designed for general use and not designed to be used off-road or for sporting activity. Incorrect use could potentially cause serious injury.

Getting used to your new electric bike is always a wise step to take.

It therefore makes common sense, for your first few rides, to choose somewhere away from major roads with traffic, people and obstacle whilst you become familiar with the controls and gain confidence in how your electro- assist works.

It is now compulsory to always wear a Helmet when riding a bike but there are also other items of protection you might consider ....not forgetting your eyes.

Most serious cycling accidents involve head injuries, some which may have been avoided had the rider worn a correct helmet.

Check your helmet meets the correct classification standards appropriate for the riding you're doing. ( Check with your local Cycle specialist)

Please make sure you wear clothing and footwear appropriate for riding, loose clothing and loose shoe laces can cause accidents if caught in moving parts on your bike.

Remember this is the UK, and the weather is changable, either wear or pack waterproof clothing.

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