

woosh



Rio FB User Guide

Please read this manual.

It contains important information regarding your safety, the correct use of the bike and how to avoid expensive repair fees in the future .

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The Rio Fat Boy from Woosh

The Rio Fat Boy is a strong sturdy bike with a good range which can be used for commuting. It has a 13Ah battery which means that distances of 45+ miles can be achieved on a single charge in ideal conditions. If you rely heavily on the throttle and do not put much effort in yourself, then the battery will run down more quickly and the distance able to be travelled on a single charge will be reduced accordingly.

The RioFB should be used on roads and cycle paths only, it is not suitable for off-road use and should not be used in competition events. It must not be used for jumping, stunting or aerobatic activities and should not be ridden through deep puddles or fords. Incorrect use of your bike could result in injury and will void your warranty.

You must be a minimum of 14 years of age to ride an electric cycle in the UK

The maximum rider weight is approx. 108kg/17 stone.

Before you ride your bike, and for your ongoing safety, familiarise yourself with the “user manual” and the “maintenance manual”. There are many components on the Rio Fat Boy, and it is critical that they are checked regularly and maintained where necessary. Details of how to maintain the various aspects of your bike are included in the “maintenance manual”.

If you have any issues which are not covered by the manuals, it is likely that you would need to enlist the help of a professional. Most people don't have a complete set of tools for maintaining a bike, so things like adjustments to the bottom bracket will need to be done by your local bike dealer. You should enlist the help of your local dealer whenever something needs adjusting that you are not able to do yourself. Your safety is paramount, so you must ensure that the bike is maintained in the correct manner, if in doubt, consult your nearest bike dealer.

Important Safety Notice — please read

Your bike has had a full electrical check before despatch.

It has also had a general mechanical check, but you need to ensure yourself that when you complete the assembly of your bike, that you also check the whole bike over before riding it.

You should be prepared to do this yourself, or if you are not sufficiently experienced, ask a local bike shop to do this for you. A typical fee for this would be around £35

A full inspection should include (but is not limited to):

- Ensure that the brakes are set correctly and work properly.
- All nuts, bolts, major fixings, spokes and cranks etc. are tight and/or suitably adjusted.
- Both wheels are properly trued.
- Headset/stem properly is secure and properly adjusted.
- Cranks are tight.
- Bottom bracket properly adjusted.
- Pedals, saddle and handlebars are correctly fitted and properly secured.

See the maintenance manual for how to adjust and maintain the various components of the bike.

Please note that failure to carry out these checks properly could result in serious injury for which Woosh Bikes Ltd will not be held liable.

If you have any doubts about your own ability to perform the necessary checks, we strongly recommend you visit your local bike shop and pay their fee. If you are unable to take your bike to a local bike shop there will almost certainly be a mobile bike technician in your area who will come to your home or office and do this for you.

Visit www.cycletechuk.com for a full national listing.

You will need the following tools to finish the assembly of your bike:

4mm allen key—fitting the handlebars

5mm allen key—adjusting height of seat-post

15mm spanner—fitting the pedals

You will need additional tools if you are going to maintain the bike yourself. It's cheaper to purchase a few tools and follow the guides in the maintenance manual than it is to pay a bike shop to maintain your bike several times per year.

Kick-stand:

We have had a few instances recently where the kick-stand of this particular model has been damaged in transit, and so for this reason the kick-stand is now removed from the bike before the bike is packed/ dispatched. You should find the kick-stand strapped to the top tube, and with it, you should find the two bolts and washers needed to fit it.

Offer up the mounting bracket of the kick-stand behind the mounting plate on the bike.



With the bracket correctly aligned, finger tighten the two bolts loosely in place, then use a 4mm Allen key to fully tighten the bolts and properly secure the kick-stand.



Unpacking:

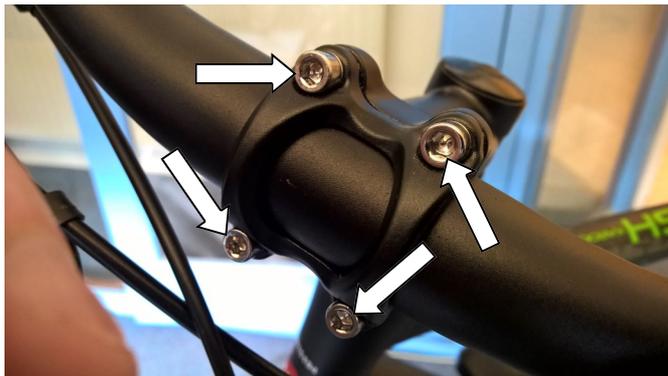
Ideally two people are required to unpack the bike.

Keep the carton upright as shown, then remove the shipping straps, and cut any tape seals and open the carton. Before lifting the bike out of the box, remove any/all loose packaging and then **lift the bike holding the rear wheel and the crossbar**. **Do NOT lift it by the front wheel** (which is strapped to the bike) as you may scratch the frame. Lean the bike against a wall or other sturdy surface. **Do NOT destroy the carton** as it will be needed if the bike has to be returned for any reason in the future. You will find an additional box in the main carton, this contains your pedals and charger, spoke tool, lights etc. See the maintenance manual for how to use the spoke tool.



Note: Be careful not to cut or nick any of the cables when removing the packing materials. There are hydraulic and electrical cables that could easily be damaged if sufficient care isn't taken.

Once you have the bike out of the box, detach the wheel and remove all of the remaining packaging. The Rio FB comes mostly assembled, and so requires just a few steps to complete the basic assembly of the bike. Fit the handlebars first so that they are out of the way and will not scratch the frame whilst the rest of the bike is assembled. The handlebars will also serve to help steady the bike if you flip it upside down to fit the front wheel. To fit the handlebars, first undo the four bolts securing the clamp using a 4mm Allen key (see photo below-left), fit the bars into position and then re-fit the clamp. Once you have the front wheel on, you will likely need to fine tune the position/angle of the bars within the clamp, but fitting them first, keeps them out of the way and avoids them dangling and potentially scratching the frame.



Note: Do NOT pull the brake levers until after the front wheel has been fitted. If you do (and the pad spacer shown on the next page has already been removed), you will then need to use a flat-bladed screw-driver to prise the brake pads apart before you'll be able to fit the wheel.

Warning:

It is extremely important to ensure that the handlebars are properly secured. If they were to rotate or otherwise move unexpectedly during use, it could result in an accident and/or serious injury. If you have any doubts regarding the correct configuration of this part (or any other part of the bike), you should take your bike along to your nearest bike dealer and have them prepare it for you (at your cost).

Handlebars cont.

It is possible to bring the handlebars upwards and towards the rider or to have them lower and further from the rider. To make this adjustment, loosen the bolt shown below-left, then adjust the position to suit. Tighten the bolt to secure them in position. Once done, you will likely need to loosen the clamp and rotate the bar itself until the brake levers etc. are at the proper angle. Again, ensure the four clamp bolts are properly tightened after any adjustments have been made.



Fitting the front wheel:

First, remove the pad-spacer (usually yellow in colour) from between the front brake pads.



You can fit the wheel in one of two ways, you can either flip the bike upside down and lower the wheel into position, or you can lower the forks on to the axle. As you fit the wheel, ensure that the rotor is on the correct side (the left) and that as the wheel is fitted, the rotor is correctly positioned between the callipers. Do not attempt to force the wheel, if there is resistance, then you may need to pay more attention to the rotor in relation to the callipers as you fit the wheel. Once the wheel is fully seated, tighten the nuts either side to secure the it in place.



Seat-post/saddle:

To adjust the height of the saddle, simply open the clamp and then position the seat-post at the desired height and then close the clamp to lock it into position. It may be necessary to tighten the thumb screw on the opposite side of the clamp to ensure that when the clamp is closed the seat-post is properly secured. Adjust the thumb-screw as needed, there should be a reasonable amount of resistance in the clamp when it's being closed.

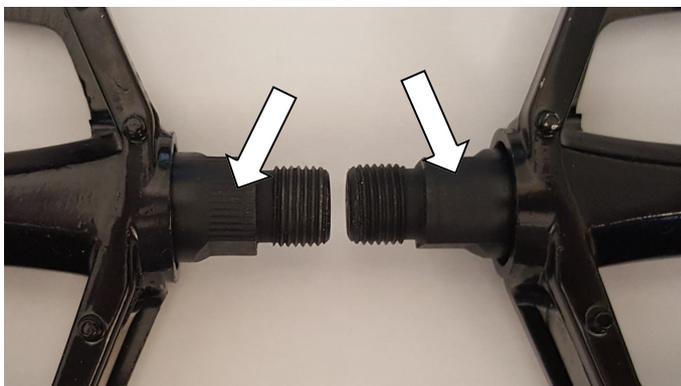
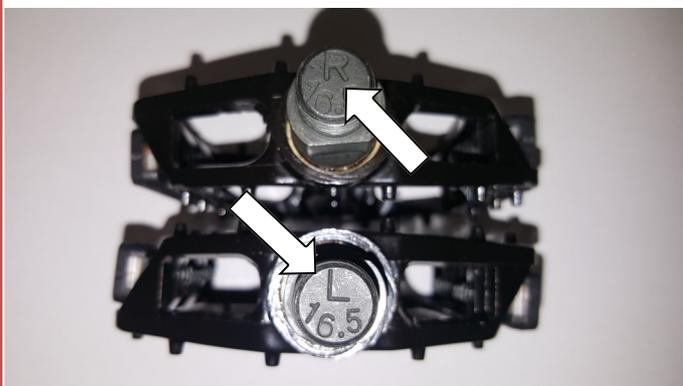


Pedals:

Important—the pedals fit a specific side of the bike. If you attempt to fit the pedals to the wrong side, you will damage the threads on the cranks. Also, if you *force* the pedals on to the wrong side of the bike, it is very likely that they will come loose suddenly and unexpectedly.

The pedals can be identified in several ways: L or R is clearly visible on the pedal itself—see below-left. There are also grooves present on left pedal, that are not present on the right—see above right.

Note: the left pedal tightens counter-clockwise.



Finger tighten the pedals as much as you can, then tighten the rest of the way with a 15mm spanner.

Charging/locking the battery:

The battery will likely be only partially charged when you receive the bike. **You should fully charge the battery before using your bike.** The battery can be charged on the bike or it can be removed and charged separately. The socket used to charge the battery is located on the right side near the top—see photo below-left. Simply lift the weather-proof cover and insert the charger into the socket, then switch the charger on at the mains. The charger has a light on it which is RED while charging, which then turns GREEN when charging is complete. A full charge from flat can take up to 10 hours.

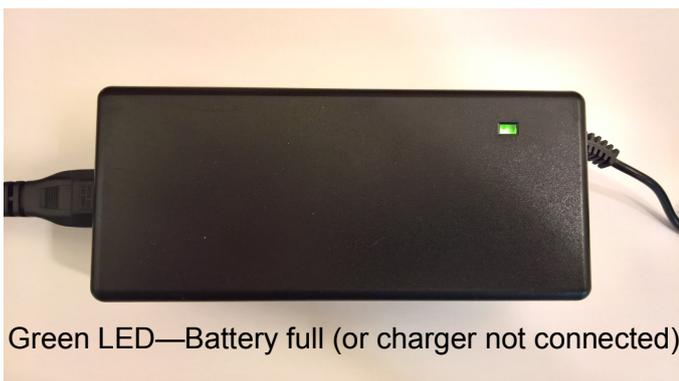


The battery lock is located on the opposite side to the charger socket (see photo above-right) and needs to be turned fully anti-clockwise to unlock the battery. When unlocked, the battery is simply slid upwards towards the front of the bike a little and then it can be lifted clear of the bike. Reverse the procedure to put the battery back on the bike, do not forget to lock the battery.

On the top of the battery is a meter (see photo below-left), this is used to give a rough indication of the battery status, to activate the meter, press the button in the middle. The more lights that are lit, the more capacity remains in the battery. **The red light on the left of this meter is always RED, it is just to indicate that if this is the only light left, you should charge it immediately, this light does not ever go GREEN.**



Remember to separate your keys, Woosh Bikes is not able to supply replacements if you lose them.



Green LED—Battery full (or charger not connected)



Red LED—Battery charging

Important:

Although our bikes are checked prior to despatch, you must fully inspect your bike again yourself before riding it, and satisfy yourself that it is correctly assembled and safe to ride. If you are not absolutely sure about any aspects of your bike, you should take it to your nearest bike shop to have it checked before riding it. Obviously the bike shop will charge you for this service. Woosh Bikes do not reimburse you for these costs.

Before riding your bike, perform the checks and set up your bike as outlined in the maintenance manual.

Check that all fixings and major components are tightened sufficiently. Check that all nuts, bolts, rear carrier fixings, handlebars and seat-post/saddle are also sufficiently tightened.

The tyres should be inflated to approx. 20-30 psi.

You must also ensure that your brakes are working correctly before you set off. If you are unsure how to adjust your brakes yourself, refer to the maintenance manual that came with your bike for instructions. If you prefer, you can have your local bike shop adjust them for you. The brakes are the same as you would find on a regular bike and so most bike shops should be able to adjust them for you. You would have to pay them for this service.

See the preparation/maintenance manual for details on how to adjust/maintain your bike and its components.

Riding the bike\Getting started

To begin using the bike, press the '+' button on the control panel (see below-right), the bike is now effectively on, and if you ride it in this state, the motor will provide assistance when pedalling. To vary the amount of assistance provided by the motor when pedalling, use the '+' and '-' buttons to move up/down through the assistance levels. The bike will always default to level one when you first power up the bike.

To switch off the display when your journey is complete, press AND hold the '+' button for 4 seconds.



Selecting PAS level '0' will turn off the pedal-assist feature, but the display will remain on and will continue to show the current speed, trip info etc.

The motor will only assist you up to 25KM/H (15MPH) Though of course you are free to pedal as fast as you like (beyond 25KM/H if you wish), but the motor will not help you beyond the 25KM/H limit. This limit is in accordance with current UK law.

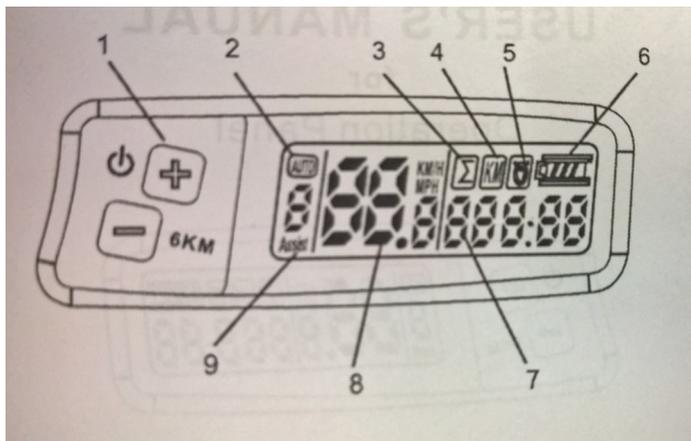
The RioFB has a “**Start-Aid**” function which is activated by pressing AND holding the '-' button for two seconds—see below-left This will start the bike moving without pedalling up to a maximum speed of just under 4mph, basically enough to get you started at junctions etc. The thumb-throttle located on the left side can be used to maintain your speed only, pedal first, and then to continue without pedalling, press on the thumb-throttle and then stop pedalling.



The RioFB features 8 speed gears with an index shifter. To change gear, simply press (with your thumb) the lever shown in the photo below—this will select the lower gears. To select higher gears, press the lever that rests under your trigger finger. When changing gear, change one gear at a time, and wait until said gear is properly engaged before changing to the next.

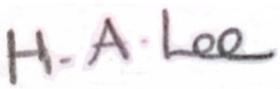


Control Panel—Advanced Features



1. + / - Buttons
2. Automatic Mode Indicator
3. Total Distance
4. Single Trip Distance
5. Single Trip Time
6. Remaining Battery Capacity
7. Kilometre/Mile
8. Current Speed
9. Assistance Level

1. **On/Off Function**—Press the ‘+’ button to turn on the bike. Press and hold the ‘+’ for approx. four seconds to turn the electrics off.
2. **Backlight**—With the panel already switched on, press and hold the ‘+’ button for two seconds to turn on/off the backlight.
3. **Assistance Level**—Adjust the level of pedal-assistance using the ‘+’ and ‘-’ buttons
4. **Start-Aid Function**—Press and hold the ‘-’ button to activate the Start-Aid function, this will start the bike moving without pedalling up to a maximum speed of just under 4mph.
5. **Clear Single Trip Time and Distance**— Press and hold both buttons together for three seconds.
6. **Display Modes**—To switch between “Total Distance”, “Single Trip Time” and “Single Trip Distance”, press (but do not hold) both buttons to cycle through the modes.

Woosh Bikes	DECLARATION OF CONFORMITY		CE
Product name	Commercial name(s)		
Electrically power as- sisted cycle	Woosh Sirocco Woosh Sirocco CDL Woosh Big Bear Woosh Krieger Woosh Zephyr B Woosh Petite Woosh Sant Ana Woosh Sant Ana CD/CDL	Woosh Sundowner Woosh Big Bear LS Woosh Gale Woosh Zephyr CDN Woosh Gallego Woosh Karoo Woosh Rio/Rio FB	
	Manufacturer, address		
	Made in China for Woosh Bikes Ltd 42-46 Queens Road, Southend-on-Sea, Essex, SS1 1NL, UK		
The product (system) identified above is in conformity with the listed European Directive(s). The following table identifies the applied standards and the conformity assessment procedure.			
EMC DIRECTIVE 2004/108/EC OJ DEC. 2004 L 390/24		TWO or THREE-WHEEL MOTOR VEHICLES DIRECTIVE 2002/24/EC	MACHINE DIRECTIVE 2006/42 EC OJ MAY 2006 L 157/24
Applicable <input checked="" type="checkbox"/> Non Applicable <input type="checkbox"/>		OJ May 2002 L 124/1 Applicable <input type="checkbox"/> Non Applicable <input checked="" type="checkbox"/>	Applicable <input checked="" type="checkbox"/> Non Applicable <input type="checkbox"/>
<u>- Applied Standards</u> <ul style="list-style-type: none"> • EN 15194 • EN61000-4-2 • EN 55022 		<u>- Applied Standards</u> <ul style="list-style-type: none"> • EN 15194 	<u>- Applied Standards</u> <ul style="list-style-type: none"> • <u>EN 15194</u>
Date 01/01/2013	Signature 	Authorised representative Director—Woosh Bikes Ltd	

Woosh Support:

Support staff are not available at the weekends, emails received over the weekend will be replied to on the following Monday morning (or next business day if it's a bank holiday).

Support articles and FAQ's: www.wooshbikes.co.uk/?support

Email: support@wooshbikes.co.uk

Telephone: [01702 684444](tel:01702684444)

If there is no answer, leave your name and a brief message and we will call you back.