



Zephyr 'B' Manual

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 .

Support is available Mon to Fri from 10am to 5pm on 01702 684444 If there is no answer, leave a message and we will call you back.

Sales: 01702 435566 — Support: 01702 684444 — E-mail: support@wooshbikes.co.uk

Thank you for buying a Woosh Zephyr B electric bike.

Please read this manual completely before putting your bike together and riding it. As well as instructions on assembly and maintenance it also contains essential information that may affect your consumer rights.

The Woosh Ethos

Our aim is to supply decent quality electric bikes but at very affordable prices.

This inevitably means importing from China, selling direct rather than through dealers and working on much lower profit margins than many of our competitors. It also means working hard with our suppliers to constantly improve quality and ensure that each bike is checked before leaving us - not something all mail order electric bike companies do.

There is however only so much we can offer within our price range.

We would for example like our bikes finished to German standards, with every nut and bolt fully tightened, immaculate paintwork and superb quality plastic on things like handlebars and battery cases. But this alas would also push the prices up to those of German bikes - starting at £1800 - which clearly we don't wish to do.

That said, we are always happy with sensible comments for future improvements, so please do email me with feedback, good or bad.

I look forward to hearing from you.

Hatti Lee

hatti@wooshbikes.co.uk

Expectations: please read this before riding

Pedalling: E-bikes are designed to be primarily pedalled, with use of the throttle occasionally i.e. to rest for a short period. Using the throttle constantly will run the battery down far more quickly.

Speed: Our bikes are designed for sensible use in accordance with UK law. The motor will power you **up to 15.5 mph** and no faster, though you can still pedal harder to achieve greater speeds.

Models: Some of our bikes are more suited for recreational use rather than commuting. If you need a bike for commuting, check with us to see which models would be suitable.

Care: Electric bikes need more regular maintenance than standard bikes. Spokes and other mechanical fixings need tightening every 2 to 3 weeks and tyres need regular pumping. We also advise trying to ride your bike as often as possible.

Not riding your bike for several months may cause the motor to seize up and if you do not use the bike for several weeks and forget to charge the battery during this time you could cause damage to it.

Identical bikes: No two bikes are identical, even if they are the same model and purchased at the same time. One may be a little quicker or one motor may be quieter than another. This is normal. Please make allowances.

Hill climbing: If you are heavy, have steep hills or both, you may have difficulty getting uphill, and in extreme cases the bike may not get you up at all. The motor is limited by law to 250 watts and there is only so much it can propel up an incline. If you weight over 17 stone and have a steep hill you will have to pedal very hard and may have to get off and push the bike for part of the incline.

Distance and performance The distance you can cover on a single charge will vary significantly from person to person and bike to bike. It is affected by weight, how much effort is put in, hills, headwinds, city traffic etc with constant starts and stops at traffic lights. The bike may cut out on steep hills and the battery **will** cut out when exposed to extreme cold.

Paint quality: please see overleaf

Costs: we ask you to contribute towards costs when returning the bike or a part for repair and additional costs apply if you take your bike abroad (see later).

If you are not happy with any of the above, please do not ride your bike. Call us to arrange return and a refund.

Returning a bike — please read before riding.

If you have purchased at a store, or have tried a bike at a store and then had one sent to you, you are not a mail order customer. We will only refund you for the bike if it has a serious fault within the first 28 days. We will not refund you if you simply change your mind after a few days.

Mail order purchasers: A bike will be refunded if returned within 14 days if unsuitable or 28 days if faulty. The bike **MUST** be packed in an identical way to that in which it arrived to avoid damage during return transit. We will email or post you instructions on how to do this as it is not straight forward. After 28 days, if faulty the bike will not be refunded but repaired and returned back to you.

Sending your bike back: you can send your bike back by using your own courier or you can call us and we will collect it.

Costs: returning a bike for a refund

Return by you of a bike unriden within 14 days: refund less £35

Collection by us of a bike unriden within 14 days: refund less £60

Return of a bike unsuitable and ridden within 14 days: refund less £145

Collection of a bike unsuitable and ridden within 14 days: refund less £160

Return of a bike faulty within 28 days ridden or not: full refund*

Costs: returning a bike with battery or just a battery for servicing

1st 28 days: free collection and return, free parts, free labour*

Months 2—12:

If you return at your cost, we return free, free parts, free labour*

If we collect, £25, we then return free, free parts, free labour*

Month 13 onwards:

If you return at your cost, we return for £25, parts at cost, labour £35 p h

If we collect and return, £49, parts at cost, labour £35 p h

Bikes with batteries or just batteries cost the same to collect and return. This is because batteries on their own require a special courier and this costs more.

*Repairs needed due to accidents or negligence will be charged for.

***Costs will be deducted from a refund for damage in return transit caused by poor or inadequate packaging and missing items such as keys.**

Paint quality:

An electric bike has around 120 more parts than a standard bike and these are added after the bike has been assembled and the frame sprayed.

It is inevitable that however well trained, factory workers have a difficult job trying to avoid scratching the paint under these circumstances. You may see minor scratches and pin hole dents. If you are not happy we suggest you pack the bike up and return it for a refund as we will not be able to provide a perfect paint finish. Otherwise please call us and we shall arrange to send some touch up paint if available.

The Woosh Electric Bike 12 month Warranty

This warranty covers:

Manufacturing defects causing electrical failure within the first year

Manufacturing defects causing major mechanical failure (frame and handlebars) within the first year

Manufacturing defects causing minor mechanical failure (pedals, spokes etc.) within the first 28 days.

Damage and cosmetic damage (deep gouges, chips, dents and scratches) caused through poor transit to you.

This warranty does not cover:

Accidental damage caused through collision with an object or person or as a result of dropping the bike or the bike falling over.

Negligence: damage caused as a result of failure to carry out initial and regular safety checks, or failure to maintain the bike or its parts in accordance with the manual, the recommended rider weight being exceeded, or allowing weights heavier than 5Kgs being placed on the rear rack, or allowing people to ride on the rear rack, excessive or constant use of the throttle, riding under the influence of drink or drugs, riding in dusty/sandy environments,

riding on very poorly maintained roads, off road, through deep puddles or fords, in snow, or with a trailer, riding carelessly or stunt riding.

Consumable parts after the first 28 days: these include tyres, inner tubes, batteries for lights if applicable, brake pads, bottom brackets, cranks, spokes and pedals.

Minor faults on arrival: loose fixings (nuts, bolts, screws,), loose spokes, loose cables deemed resolvable with minimal intervention,

Minor cosmetic damage - hairline scratches or barely visible chips, marks or dents.

The warranty period applies to riding within the UK only, is strictly for 12 months and cannot be extended under any circumstances, even if you have ridden the bike very little.

This warranty expressly excludes consequential loss, injury or hardship as a result of electrical or mechanical breakdown, accident or collision or as the result of a faulty part. Our liability is limited strictly to repair or replacement of the bike or of the part.

This warranty is transferable to a second hand purchaser but our Ts and Cs will apply and their weight should not exceed the limits for the bike.

Warning:

Electric bikes are a little heavier than regular bikes as they have the added weight of a motor and a battery. Two people are required when moving the carton, and two people are needed to safely lift the bike from the carton. Woosh Bikes Ltd will not be liable for personal injury caused through mishandling.

Your Woosh electric cycle will come mostly assembled, but to make shipping easier, some parts of the cycle may require a small amount of assembly to be completed before use. This manual assumes you are reasonably competent with and have your own toolkit (though a very basic one is supplied).

Disclaimer:

You are responsible for the correct assembly and on-going maintenance of your cycle. Woosh Bikes Ltd. accepts no responsibility for any incidents that may arise as a result of bikes which have been poorly assembled/maintained by the end user. **All** steps in this booklet must be completed to ensure trouble-free and safe operation.

IMPORTANT MAINTENANCE:

Most importantly, you must keep your bike clean, dirt and grit will cause excessive wear, and will also significantly shorten the life of many of the bike's components if not kept in check. To prevent grit and dirt getting into the bottom bracket, you should ensure it is sufficiently greased. You should also lubricate the chain and gear components every month or two or when the chain is dry to the touch. If using your bike in the rain, the bike AND chain should be dried at the end of your journey and the chain suitably lubricated.

You must check your bike regularly and ensure all fixings are suitably tight and have not worked loose. This is critical, if bolts are allowed to work loose, this could result in serious safety issues.

You should check and tighten spokes, saddle, wheel nuts, handlebars, cranks and pedals, rear carrier fixings etc.

You should also regularly check the performance of your brakes and also check the brake block/disc pads and adjust as necessary. If you cannot carry out this maintenance, you should have your nearest bike shop maintain your bike for you. We have articles on our website with details of the most common procedures.

If you have any bolts that work loose repeatedly despite tightening them regularly, you should use a medium viscosity oil tolerant thread-lock (usually Blue in colour) to prevent this. Loctite and BondIt are two brands for such products.

Failure to carry out essential maintenance on a regular basis could cause a cycle malfunction and result in safety issues for which Woosh Bikes Ltd. will not be held responsible.

Transit damage

If your bike appears to have suffered damage during transit to you—for example a chain or mudguard are broken, a wheel is damaged or there are very deep dents or scratches to the paintwork, please call us within one working day of receiving the bike. Failure to do so may prevent us from claiming compensation from our insurers and thus from making good to you.

Road Testing:

We occasionally do a short-road-test on some of our bikes (300—400 metres) before packing. If your tyres show any use, it is because of this. Please be assured that we never sell second hand bikes as new.

Using your Woosh electric bike abroad

Please note that whilst you are allowed to use your throttle in the UK, its use is illegal in Europe. We highly recommend that you use the red switch to deactivate it when riding abroad.

Breakdowns abroad: for obvious reasons, we are only able to cover the costs of servicing within the UK. Recovery of a bike within the UK, repairing it and returning it back costs us £45, some of which is borne by customers sometimes and some by us sometimes. See the previous page for details. If your bike breaks down abroad within the first 28 days of purchase and you wish us to retrieve it, repair it and return it, we will cover the first £45 of our costs but no more. If you wish us to send parts to a local electric bike shop or to you we will cover the first £45 of labour charges and the cost of sending the parts but no more. If your bike has been purchased more than 28 days previously we will cover the first £15 and no more. Fewer than 2% of our bikes are

actually returned for servicing under warranty so a breakdown is unlikely but you should be aware of this.

Insurance and break down cover:

Whether from us or any other supplier, electric bikes get stolen and break down. If you are going to be very highly dependant upon your bike because you are a commuter or have a health problem which would prevent you from riding the bike without power, we warmly recommend you take out roadside rescue. This is available from Cycleguard from £18 per year, and they also offer insurance.

Visit their website: www.cycleguard.co.uk or call them on 0844 826 2297

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 that when you finish the assembly of the bike, you 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):

- Checking that the brakes are set correctly and work properly.
- All nuts, bolts, major fixings, spokes and cranks etc. are correctly tightened.
- Both wheels are properly trued
- Headset/stem properly adjusted
- Cranks are tight
- Bottom bracket properly adjusted

Pedals, saddle and handlebars are correctly fitted and properly secured.

These checks should be repeated after the first month and regularly thereafter to ensure your safety.

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 do them, 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.

The type of motor used on this model may become noisier over time, if this is the case, you will need to periodically send your wheel in to be serviced. The cost of servicing the wheel is £30. This servicing is not covered by the warranty.

Unpacking:

Two people are required to unpack the bike.

Stand the carton upright as shown.

Remove the shipping straps, cut the tape seals and then remove all of the polystyrene packaging.

Keep the carton/bike in the upright position, and then lift the bike out of the carton and place it on a sturdy surface. **DO NOT** destroy the carton as it will be required if the bike needs to be returned for any reason in the future.



Once you have the bike out of the box, remove all of the remaining packaging and detach the pedals, light and charger box from the frame. This model comes almost fully assembled meaning that there is very little to do to complete the assembly of the bike. Firstly, slide the handlebars into the frame but don't fully tighten them or worry about positioning just yet, this step is just to ensure that the handlebars are out of the way and don't scratch the frame while completing the other steps.

Now unfold the bike and engage the clamp. There are two parts to the clamp, the clamp itself and the additional locking piece—the photos below shows how the clamp is used. The left picture show the clamp in the open position, you can fold the bike when the clamp is in this position. The second photo shows the clamp when closed and locked in place, the black locking piece should be down to secure the clamp in the closed position.



You may find that the cables from the handlebar components are detached when you receive the bike. If this is the case, line up the arrows on the connectors and re-attach them to their corresponding coloured connector.

Handlebars:

Next, set the handlebar stem at the desired height and then **tighten the Allen bolt indicated in the left of the two picture below** to secure the stem in position. Ensure that the handlebars line up correctly with the front wheel. The clamp on the top side of the assembly is used to adjust the height/rotation of the handlebars - with the clamp up/open, raise/rotate the handlebars to the desired position and then simply lock in place by closing the clamp, see below for a more detailed explanation of the available adjustments.



Once the stem has been secured, you can now fine tune the positioning of the handlebars. The handlebars can be adjusted in two ways. They bar itself can be rotated within the clamp, and the whole assembly can be rotated upwards/towards the rider. You should adjust the **height** first. Once you have rotated the stem to the desired height, it will then be necessary to rotate the bar to the correct position. When you are happy with the position of the handlebars, close the clamp, there should be some resistance when closing the clamp, if there isn't much resistance, it must be adjusted before you attempt to ride the bike.

If the clamp isn't offering much resistance when closing, you **must** tighten the Allen bolt on the underside of the clamp as shown below. If you are not able to make these kinds of adjustments yourself, you should have your local bike shop prepare your bike for you. They will obviously charge you for this service.



Warning:

It is critical 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 shop and have them prepare it for you at your own cost.

Seat-post/saddle:

The seat-post simply slides into position and then the clamp is used to secure it. 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.



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 and also possibly the pedals as well. 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 are marked 'L' (left) and 'R' (right) which indicates the side of the bike the pedal is for. To determine which pedal is for which side, see the pictures below showing where this marking is found.

Fit each pedal into position and finger-tighten, then use the supplied 15mm spanner to fully secure the pedals in place.



Charging/locking the battery:

The battery may not leave us fully charged. **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 underside of the frame as shown below. **Ensure that the charger is switched OFF before attaching the charger to the bike.** You should keep the battery topped up and not let it go completely flat to ensure it stays in the best condition for as long as possible.

Once the charger has been attached and switched on at the mains, the light on the charger will go **RED** to indicate that it is charging the battery, when charging is complete, this light will go **GREEN**.



If you wish to remove the battery from the bike to charge it in another location such as indoors or at the office, insert the key into the hole on the underside of the frame as indicated below and unlock the battery. Next you will need to open the clamp and at least partially fold the bike to allow enough room for the battery to be slid out from the frame. Lift out the small handle and then slide the battery out. If you have any difficulty sliding the battery out, check that battery is properly unlocked, there is a brass bolt that when locked protrudes through the frame from the right-side of the battery (see next page), this must be fully retracted for the battery to be able to be removed. If it is not fully retracted, you may need to turn the key a little more until it is fully retracted.



A full charge from flat can take up to 8 hours.

Charging/locking the battery cont.

The picture below shows the bolt protruding from inside the frame, when the bolt is in this position, the battery cannot be removed. This bolt can be seen by opening the clamp on the right side of the bike.



Battery care:

The Zephyr B comes with a modern light-weight lithium polymer battery.

Some care is needed to ensure your battery performs at its best and lasts as long as possible. All batteries age over time, meaning that the range will gradually decrease as the battery gets older, so to ensure you get the most from your battery, follow the instructions below.

Charge the battery once or twice per week as needed, it is better to keep the battery topped up than to allow it to run completely flat.

DO NOT charge the battery in extremely cold conditions. The battery can be easily removed from the bike and charged indoors if it's more convenient. Remember to allow the battery to warm up to room temperature before charging.

If the battery is not in regular use i.e. over the winter, you should charge the battery for around 10 to 15 minutes every two to three weeks. This will slow the aging process and will help the battery to last longer. When the bike is to be put back into service, fully charge the battery to prepare it regular use.

General battery care:

Do not attempt to open the outer casing of the battery.

Do not attempt to repair the battery.

Do not immerse the battery in water.

Keep the battery away from children.

Do not drop, pierce or otherwise damage the battery.

Ensure the battery is not exposed to temperatures above 55 degrees Celsius or extreme humidity.

Do not use the bike in an environment where temperatures are below minus 5 degrees Celsius.

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 experienced and 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 you charge for this service. Woosh Bikes will not reimburse you for these costs.

Before riding your bike, check the tyre pressures. The tyres should be inflated to approximately 50psi.

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.

You must also ensure that your brakes are working correctly before you ride the bike. If you are unsure how to adjust your brakes yourself, there are guides on our website to help you with this. If you prefer, you can have your local bike shop adjust them for you. The brakes are the same as you would have on a regular non-electric bike and so any bike shop should be able to adjust them for you. You would obviously have to pay them for this service.

The support articles on our website can be accessed at www.wooshbikes.co.uk/?support

Riding the bike

To begin using the bike, press (and hold) the 'Mode' button to switch on the 'King-Meter'. The bike is now effectively on, and if you ride it in this state, the motor will provide assistance when pedalling and you will also be able to use the throttle if you wish. To vary the amount of assistance provided by the motor, use the up/down buttons to cycle through the 5 assistance levels, with 1 offering the least assistance and 5 offering the most assistance.



There are several other features available on the King-Meter and these are covered later in the manual. The information provided so far is just enough to get you up and running as quickly as possible.

Important note about the maximum speed. You may not reach the maximum speed on throttle alone.

You can increase the maximum speed on throttle by setting the assistance level to high but to achieve the maximum legal speed of 15mph, you need to be using pedal assist. Your maximum speed will be then be limited by your highest cadence.

The motor will only assist you up to 15mph. Though of course you can use your own strength/power to pedal beyond 15mph if you wish, but the motor will not help you beyond the 15mph limit. This limit is in accordance with current UK law.

Throttle control: The throttle is located on the right side of the handlebars as shown below. When the throttle is pulled fully, the motor will provide the most assistance. The throttle feature is enabled/disabled by the red button as indicated below. The red button does not affect pedal-assist which is always available if the King-Meter is switched on.



Riding the bike cont.

Your bike features 7 speed Shimano index shifting gears which are changed using the thumb selector on the right side of the handlebars. When the thumb stick is fully extended, the bike is in first gear (the easiest to pedal). To move up through the gears press the black (+) button as shown.

To move back down the gears, simply push the thumb selector again, one gear at a time.

Most of the time, you will likely use the bike in it's highest gear once you are in motion, but to get the best performance out of your bike on hills, you should change down to a suitable gear **before** you start your ascent.



It is possible to adjust the stiffness of the suspension on the front forks, use the lever next to the gear shifter on the handlebars (you may need to attach this when you receive the bike as it is some times not fitted to aid with the packing of the bike/handlebars). When mounting this component, ensure that you leave enough space between the suspension lever and the gear shifter.

Moving the lever anti-clockwise towards the 'H' make the suspension harder/stiffer, and towards the 'S' will make the suspension softer.



IMPORTANT:

LOOK AFTER SPOKES, TYRES AND KEYS!!

The vibrations on an electric bike can cause the fixings and also the spokes to become loose more quickly than on a standard bike. You must maintain them (or have a local bike shop maintain them for you if it's something you cannot do yourself). If you do not regularly maintain your bike, you may damage the bike and also there are likely to be safety issues for which Woosh Bikes will not be held liable.

Please read the following:

Your spokes will have been checked before despatch, but if you have a look, you will find some less tight than others. This variation ensures the wheel is straight (or 'trued'). If all the spokes were equally tight, or all very tight, the wheel would not be straight. So it is normal that some spokes are tighter than others.

In future, check your spokes regularly, every two or three weeks if you ride daily, or once every couple of months if you only ride occasionally. We normally supply a spoke tool (small round numbered metallic device) which comes in the same box as the battery charger.

How to check? Lightly 'ping' each spoke like a harp string with your index finger. If it feels very loose insert the spoke key onto the nipple of the spoke in question, using the notch numbered 13. The nipple is the metal connector at the base of the spoke where it joins the wheel rim. Give it a quarter turn or so. Don't over-tighten the nipple as the spoke may then be too rigid and could snap during riding.

You can give your wheel a quick visual check by spinning it and making sure the brake pads are equal distances from the wheel when it spins and that it seems to spin straight and not wobble from side to side. Get someone to help hold the bike if necessary. If the wheel is not true, then the wheel rim will likely rub on the brake pads at various points as it rotates, use the spoke key to tighten or loosen the spokes at the point where it rubs to bring the wheel back in to line. You may want to have this done at your local bike shop if you are not experienced.

Also check and inflate your tyres to the correct PSI regularly, the pressure range of the tyres is printed on the side wall of the tyre. For heavier riders, you would generally inflate the tyre towards the upper range, for lighter riders, less. Around 45-50 psi is typical.

These maintenance steps aren't always needed quite as often on a standard bike but they are for an electric bike.

If you are not able to perform these checks yourself, you should have your local bike shop do them for you at your cost.

Lastly, separate your keys and keep them in a safe place. We do not keep, and are unable to provide spares.

Fitting/Operating the lights:

The front light is already fitted, to operate the this light, simply press the button on the top of the light to cycle through the modes which are: On, Flashing and Off.

If your light doesn't work initially, it is likely that the insulating material fitted at the factory to stop the battery going flat is still in place. Simply pull the external tag to remove it, or if necessary, access the battery compartment and remove the small plastic insulator that sits between the battery and terminal of the light.



The rear light is supplied but will need to be fitted. It attaches to the seat-post as shown.



The button to operate the rear light is on the back side of the unit. Press the button to switch the light on/off and to cycle through the various modes.

Adjusting the brakes:

The Zephyr B comes with disc brakes both front and rear. These are checked and set up before the bike is dispatched but you must check that the brakes are working properly before you ride the bike.

There are guides on our website to help you adjust your brakes, but if you aren't able to manage this yourself, you should take it to your local bike shop and have them adjust them for you. Obviously you would have to pay for this service.

The various support articles can be found on our website at www.wooshbikes.co.uk/?support

Discs brakes do require a certain amount of bedding in, so be aware of this when you ride the bike for the first few miles.

Essential maintenance:

The Zephyr B is a low maintenance bike, however it is essential that you carry out some maintenance regularly to ensure that your bike is both safe and going to last for years to come.

You must check your spokes as outlined earlier.

You must regularly check and tighten as necessary ALL nuts/bolts/fixings.

You must ensure that the handlebars are tight, if the handlebars are not checked and they work loose, they may move suddenly and unexpectedly which could be very dangerous.

You must check that the saddle clamp is sufficiently tight and also that the saddle itself is properly secured to the post. The bolt for this is located under the seat.

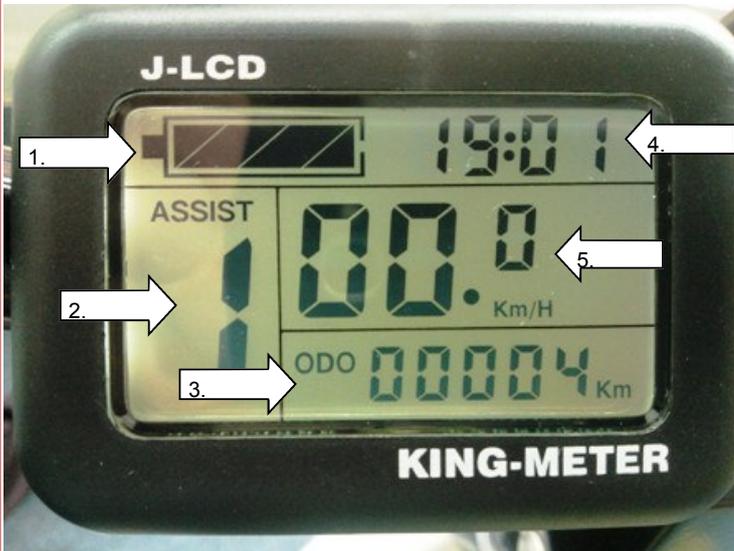
You must monitor the cranks, if they work loose or there is movement in the bottom bracket, do not continue to ride the bike until the issue has been resolved.

Failure to carry out essential maintenance on your bike on a regular basis could result in an injury, for which Woosh Bikes Ltd will not be held liable.

Please ensure this is done to ensure your safety.

King-Meter—Advanced

The King-Meter has many advanced features and modes, these include back-lit display (for night riding), indicator options for max speed, average speed and current speed, a digital clock and a battery power indicator.



1. Battery Level Indicator
2. Assistance Level (Pedal Assist)
3. Odometer
4. Digital Clock
5. Speed Indicator

Warning:

The King-Meter comes pre-configured specifically for your bike. Incorrect settings could cause damage to the bike components and also result in a bike that is not UK road legal. Any modifications made to the controller configuration will void your warranty with immediate effect.

Turning King-Meter On/Off

To turn on the King-Meter press and hold the middle (Mode) button. Press and hold the same button to turn off the module and disable all electric features of the bike.

Turning Backlight On/Off

To turn on the display backlight, press and hold the “Mode & Up” button, press and hold the same two buttons to turn it off.

Varying Pedal Assist Level

To alter the level of assistance provided simply press the Up/Down arrows to cycle through the 5 levels of assistance. Level 1 offers the least assistance while level 5 offers the greatest assistance.

Speed Display Mode

There are three different modes for the speed display, these are current speed, average speed and maximum speed. To switch between these modes, press and hold the “Up” button for approx. 1 second to cycle through the modes.

Walking Mode

The bike also supports a walking mode which is basically a very slow mode allowing you to walk next to the bike at approx. 6Km/h. This is activated by pressing and holding the “Down” button. As soon as the button is released, the bike will stop.

Riding Distance/Total Distance

To change the display between riding distance and total distance, press the Mode button. The current mode is indicated by “Trip” for “Current Trip Distance” and by “Odo” for “Total Distance”.

Control Module Battery

The “control module” itself has a battery which retains the settings within the module. This battery should last for around 2 years. The battery is a standard type and is readily available. If you need a battery in the future, contact us and we can supply one to you or alternatively you can buy from outlets such as Maplins. Make sure you replace the battery with the correct type to avoid causing damage to your module. If you are not sure how to change the battery, contact us for assistance.



Woosh Support:

Be sure to check the FAQ section on our website before calling as the answers to the most common queries are there and you may find that the solution to your problem is already online. If you *do* need to get in touch, our contact details are below.

It can sometimes be useful to see the issue you have, so if possible, email a couple of photos illustrating the problem and we'll normally get back to you within an hour or two (on weekdays).

Support staff are not available at the weekends, though if you send an email, it will normally be read on the following Monday morning.

If you need support on a bike purchased from our Cambridge outlet, please note that you should call our Southend office on the number below.

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 a brief message and contact no. and someone will call you back asap).

Support staff are available 10am to 5pm Monday to Friday.