



Camino



Please read this manual.

It contains important information regarding your safety, and the correct use of the bike.

Support is available Mon to Fri from 10am to 5pm

support@wooshbikes.co.uk

Thank you for buying a Woosh Camino.

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 to take on board any feedback you may have which we can use 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

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 £40

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.

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 an injury to yourself or others, 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 might well 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.

Unpacking:

Two people are required to unpack the bike. The carton should be kept upright at all times.

Remove the shipping straps, cut the tape seals and then remove any/all loose packaging, then lift the bike out of the carton, and immediately down to the floor. **DO NOT destroy/dispose of the carton** as it may be needed if the bike has to be returned for any reason in the future. Remove the remaining packing materials from the bike, be careful not to scratch the frame or nick/cut any cables.

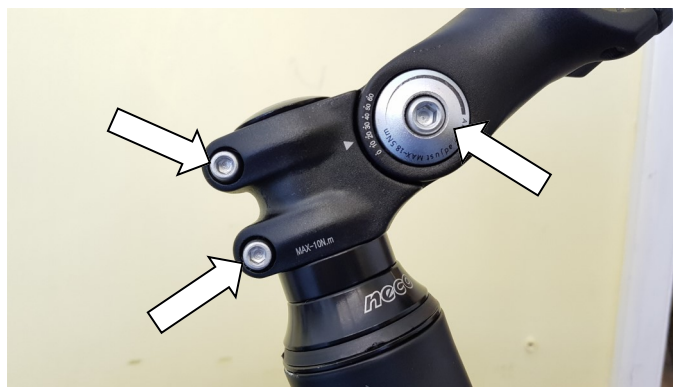


Fitting the handlebars:

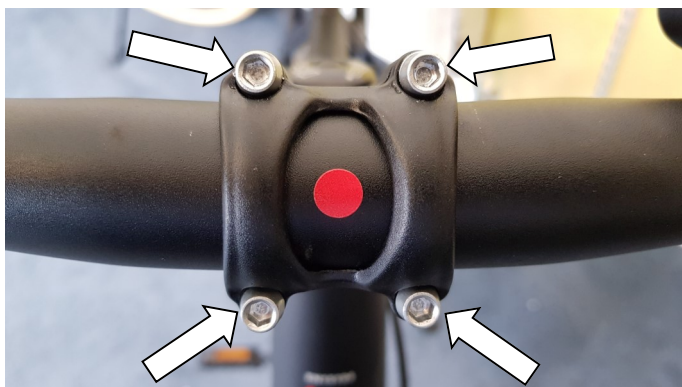
The handlebars initially come strapped to the frame, but once the packing materials have been removed, they'll be hanging down. To avoid the frame or handlebars getting scratched, fit the handlebars in place straight away. First, rotate the stem extension so that the stem is in the correct position i.e. facing forwards.



Once the stem is facing the correct way, remove the rubber cover and tighten the stem-bolt with a 5mm Allen key, and then tighten the two bolts (indicated below-right) with a 4mm Allen key, and then proceed with fitting the bar into the clamp.



Undo the four bolts and remove the clamp, place the handlebars centrally within the clamp, ensure that none of the cables are twisted, then fit the clamp back in place to secure the bars in position. Also tighten the bolt used for the angle adjustment (see above-right) You can fine-tune the position of the handlebars once the rest of the assembly is complete, but for now, they are out of the way and won't scratch the frame while the bike is prepped.

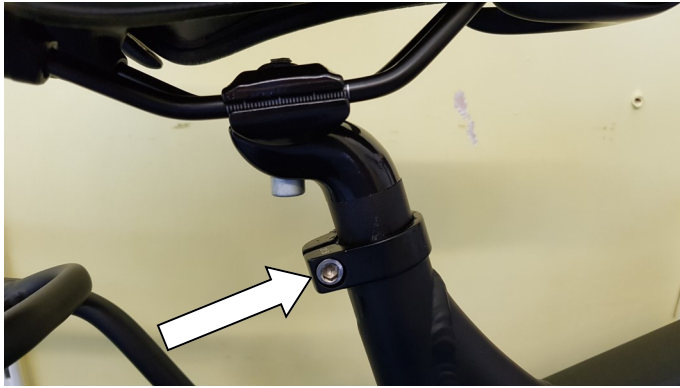


Warning:

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 cost.

Seat-post/saddle:

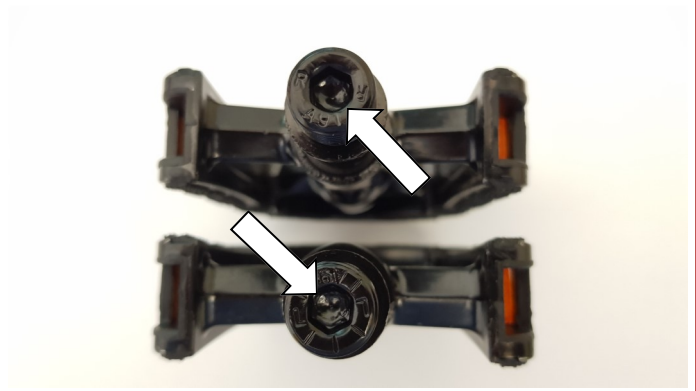
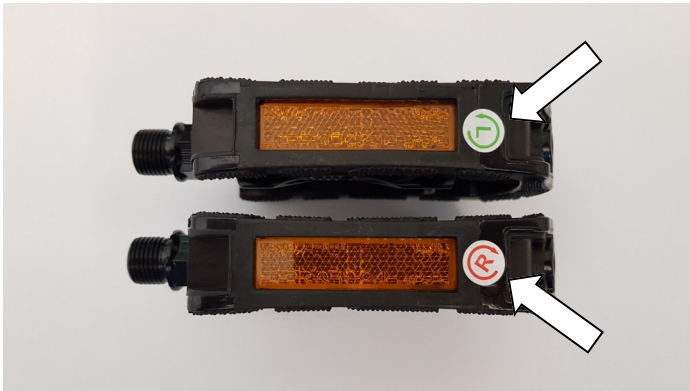
To adjust the height of the saddle, loosen the bolt using a 5mm Allen key, position the post at the desired height and then re-tighten the bolt to secure the post in position.



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. The pedals are labelled with 'L' or 'R' for left and right. If the sticker is missing, 'L' or 'R' is also stamped into the end of the threaded part of the pedal.

Note: the left pedal tightens counter-clockwise.



Finger tighten the pedals far as possible, then tighten the rest of the way with a 15mm spanner.

Charging/removing the battery:

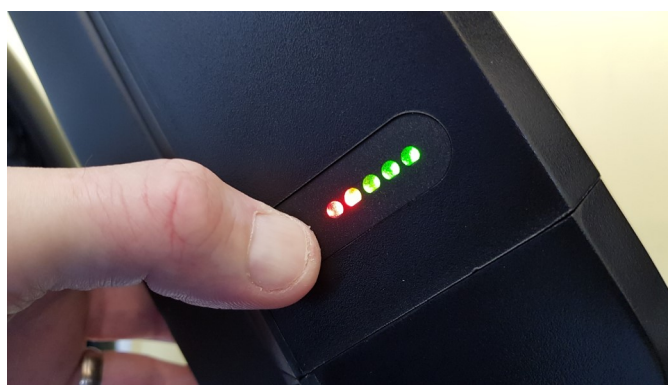
The battery will not be fully charged when you receive the bike. **You should fully charge the battery before using your bike.** The battery can be charged on the bike or it can be removed and charged separately. The socket used to charge the battery is located on lower-right side of the battery, see below. Lift the rubber cover to access the charging socket. Once the charger has been attached and then switched on at the mains, the light on the charger be **RED** to indicate that the battery is charging, when charging is complete, this light will go **GREEN**.



To take the battery off the bike, locate the lock which is at the top-left, and then use the supplied key. **Turn the sprung-loaded key anti-clock-wise and hold it in this position**, then slide the top of the battery sideways off the left side of the bike, and then lift the battery off the cradle. When the battery is to be put back on the bike, place the base of the battery in position first, and then if you have it in the correct position, the top should just snap into place and lock automatically without you having to use the key. Be sure to check that the battery is fully secured in place before riding the bike.



To get a rough idea of the remaining charge in the battery, press the button located at the lower-right side of the battery, the more segments that illuminate, the more remaining capacity there is. All segments illuminated would indicate a full or near full battery.



A full charge from flat can take up to around 8—10 hours depending on the capacity of your battery.

Battery care:

The Camino comes with a modern light-weight lithium 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. To ensure that you get the most from your battery, follow the instructions below.

Charge the battery as and when required, but try not to run it completely flat. If the bike is not going to be used for an extended period, such as over the winter, run the battery down to around two thirds full, but every few weeks, charge it for around 10 minutes or so.

DO NOT charge the battery in extremely cold conditions.

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—Battery Safety:

You should have received a separate leaflet regarding your battery. If you did not receive this, call us immediately on 01702 435566 and we will arrange for one to be sent out to you.

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/or 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—at your cost.

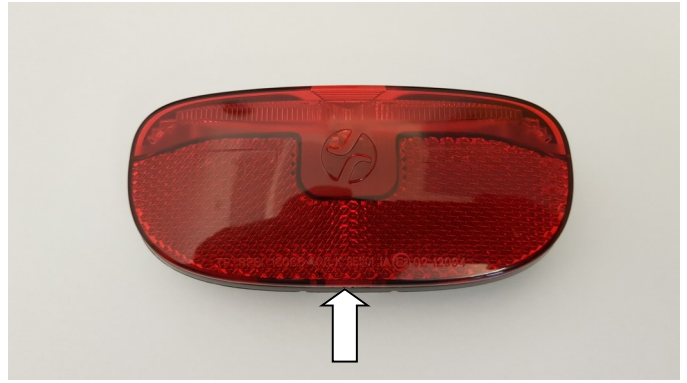
Before riding your bike, check the tyre pressures. The maximum tyre pressure is shown on the sidewall of the tyre, but around 55psi would be considered normal, but perhaps a little more or less depending on your weight.

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

You must also ensure that your brakes are working correctly before you ride the bike. If you need to adjust your brakes, refer to the “maintenance manual” that came with the bike. If you prefer, you can have your local bike shop adjust them for you. The brakes are very similar to those you would find on a regular non-electric bike and so any bike shop should be able to adjust them for you.

Operating/maintaining the front & rear lamps:

The rear lamp uses 2x AA batteries. The on/off button is located on the top face. To change the batteries, there is a lug on the lower-rear of the light, this needs to be pulled down and away from the bike.



The front lamp uses 2x AA batteries. The on/off button is located on the top face of the lamp. To change the batteries, press down on the small clip at the base of the lamp, and lift the lens/reflector clear. The batteries should be oriented as shown below-right.



Riding the bike

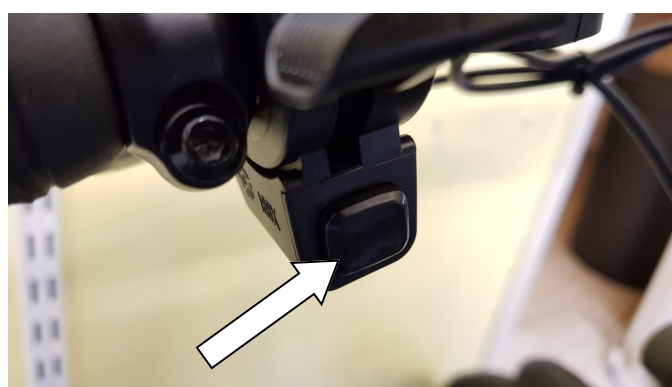
To begin using the bike, press (and hold) the top 'Mode' button to switch on the display. The bike is now effectively on, and if you ride it in this state, the motor will provide assistance when pedalling and you will also be able to use the thumb-throttle if you wish—see notes below. To vary the amount of assistance provided from the motor when pedalling, use the plus(+), minus(-) buttons to choose from the 5 assistance levels. The current level of assistance is indicated by the meter on the right side of the display. In the example below, the assistance is set to the maximum level, and the battery is full as indicated on the left side of the display.



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

The motor will only assist you up to 15mph, not assist you beyond the 15mph limit. This limit is in accordance with current UK law.

The Camino features a thumb-throttle located on the left side of the handlebars as shown below. When the lever is fully depressed, the motor will provide the most assistance. The thumb-throttle is enabled/disabled using the button as indicated below. The throttle on/off button does not affect pedal-assistance which is always available. The thumb-throttle does not deliver much power at all until it is between 30-50% depressed.



The thumb-throttle cannot be used to start the bike from a standstill, you have to have pedalled first for the throttle to become active. The bike does however feature "start-assist" which is activated by holding the minus (-) button on the display.

You should ideally ensure that the thumb-throttle is disabled when mounting/dismounting the bike (or make sure the display is switched off), this is to avoid the situation where you might activate the thumb-throttle unintentionally and have the bike lurch forward unexpectedly as a result.

Riding the bike cont.

Your bike features an 8 speed Shimano rapid-fire shifter located on the right side of the handlebars.

To move up through the gears, PULL the upper lever/trigger with your index finger. To move down the gears, PRESS the lower lever on the underside with your thumb.

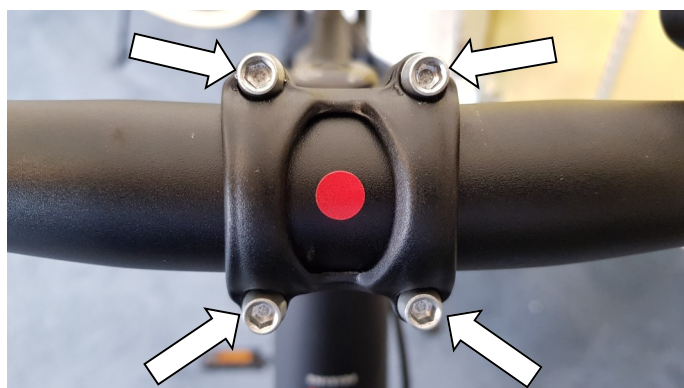


Handlebar adjustment and fine-tuning:

It may be necessary to adjust the handlebars to find the most comfortable position, the handlebars can be adjusted in several ways.

The bar itself can be rotated within the clamp, simply loosen the four bolts and then rotate the bars so that the brake levers etc. are in the most comfortable position see below-left.

You can also vary the height and the distance of the handlebars from the rider, the handlebars can be positioned higher and nearer/towards the rider, or further away and lower. To do this, loosen the bolt on the right-side, see below-right, position the handlebar where it is most comfortable and then tighten the bolt to secure the bars at the desired angle.



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 cost.

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. If you are skilled enough to be able to adjust the tension of your spokes yourself, we can supply a spoke tool for £7 inc postage.

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 part 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. If you're not sure how to do this, then have your local bike shop make these adjustments for you.

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 your tyre pressures often (before each ride ideally), and inflate as required. The pressure range of the tyres is printed on the side wall of the tyre, though we recommend inflating them to around 45-50psi. For heavier riders, you may want to inflate them a little higher, but don't go beyond 60psi.

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 spares, and cannot provide duplicate keys at a later date.

Adjusting the brakes:

The Camino comes with hydraulic 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.

See the maintenance manual for help on how to 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, at your cost. Hydraulic brakes should be maintained by an experienced technician.

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:

See the "Maintenance Manual" for the full details of how to look after your bike.

The Camino 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 could move suddenly and unexpectedly.

You must check that the saddle clamp is sufficiently tight and also that the saddle itself is properly secured to the post. The bolt securing the seat to the post is on the underside of the saddle.

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 regular maintenance is carried out to ensure your safety.

Control Module—Advanced

The display has many advanced features and modes, these include back-lit display (for night riding), indicator options for max speed, average speed and current speed and a battery power indicator. It also features a walking mode which is used when you want to wheel/push the bike, this is basically a very low speed mode which is activated by pressing and holding the minus (-) button, this can also be used as a start-aid.



Warning:

The display 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 increase performance/top-speed will void your warranty.

Turning Control Module On/Off

To turn on the control module press and hold the top (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 “Up” button. Press and hold the same button 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

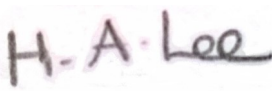
There are three different modes for the speed display, these are current speed, average speed and maximum speed. To switch between these modes, press and hold the “Up and Mode” buttons for approx. 1 second to cycle through the modes.

Walking Mode/Start– Aid

The bike also supports a walking mode which is basically a very slow mode allowing you to walk next to the bike at approx. 6m/h. This is activated by pressing and holding the “Down” button. As soon as the button is released, the bike will stop. This can also be used to start off, if you find it difficult from a stand-still.

Display Mode

To switch between Odo (overall distance travelled) and Trip mode (current trip distance travelled), press the “Mode” button. **To reset the trip computer press and hold both the top and bottom buttons.**

Woosh Bikes	DECLARATION OF CONFORMITY		CE
Product name	Commercial name(s)		
Electrically power assisted cycle	Woosh Sirocco Woosh Sundowner Woosh Rio Woosh Big Bear LS Woosh Big Bear Woosh Gale Woosh Krieger Woosh Zephyr 2017 Ed. Woosh Zephyr B Woosh Gallego Woosh Petite Woosh Bermuda Woosh Sant Ana/2 Woosh Bali Woosh Sant Ana CD/CDL Woosh Camino		
	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 OJ May 2002 L 124/1	MACHINE DIRECTIVE 2006/42 EC OJ MAY 2006 L 157/24	
Applicable <input checked="" type="checkbox"/> Non Applicable <input type="checkbox"/>	Applicable <input type="checkbox"/> Non Applicable <input checked="" type="checkbox"/>	Applicable <input checked="" type="checkbox"/> Non Applicable <input type="checkbox"/>	
<u>- Applied Standards</u> • EN 15194 • EN61000-4-2 • EN 55022	<u>- Applied Standards</u> • EN 15194	<u>- Applied Standards</u> • <u>EN 15194</u>	
Date 01/01/2013	Signature 	Authorised representative Director—Woosh Bikes Ltd	

Woosh Support:

If you need to get in touch, our contact details are below.

It can sometimes be useful to see the issue you have, so if possible, send us a brief email with a couple of photos illustrating the problem and we'll get back to you as soon as we can (usually the same day).

Support staff are not available at the weekends, so any emails sent over the weekend will normally be responded to on the following Monday.

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

Email: support@wooshbikes.co.uk

Support by telephone:

We cannot usually offer support by phone as the technicians are in the workshop most of the time. However, between jobs, emails are checked and responded to many times throughout the day. If you find that you need technical support, generally the quickest way to get support is to send an email with details of your bike model and the problem you are having. If you cannot send an email, you can call us with the details of your issues on the sales line 01702 684444, someone will then take the details from you and arrange for someone to call you back. During busy periods, you may not receive a call back until late afternoon.