



## **Woosh Rambletta**

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](mailto:support@wooshbikes.co.uk)**

**Tel. 01702 684444 — E-mail: [support@wooshbikes.co.uk](mailto:support@wooshbikes.co.uk)**

**Thank you for buying a Woosh Rambletta.**

**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

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 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](http://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 £25 plus return postage. This servicing is not covered by the warranty.

If you need to remove the motor wheel for any reason, you must re-grease the cavity where the cable enters the wheel, this is to prevent moisture from getting into the motor. Doing this this will extend the life of the motor and will avoid potentially expensive servicing costs. See the rear of this manual for details on this procedure.

### 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 and also the accessory box, mud guards, and battery (if it's not already fitted on the bike). Then lift the bike out of the carton, and immediately down to the floor. **DO NOT destroy the carton** as it may be needed if the bike has to be returned for any reason in the future.



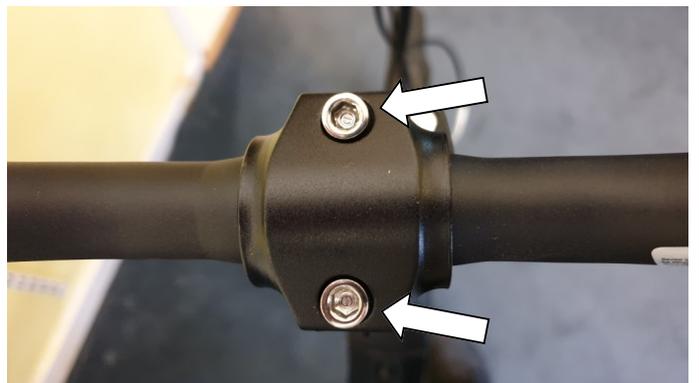
## Handlebars:

When the bike is unboxed, the stem will be in the folded position on the right-side of the bike. The handlebar itself will be secured on the left side, you will need to slide the handlebars into the stem, close the clamp and then fold the handlebars into an upright position. Raise the clamp and push it fully home to lock the clamp in position, you should feel/hear a definite click when the mechanism locks in place.



To fold the handlebars, lift the small lever shown above-right to release the clamp mechanism, and pull the clamp downwards and away from the stem.

There is some adjustment in the height of the handlebars, release the clamp shown below-left, set the handlebars to the desired height, and close the clamp to secure them in place. The amount you can raise the handlebars is limited by the length of the cables. Avoid raising them to a position where they are stressing/stretching the cables.



## 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.

### Charging/locking the battery:

The battery will not leave us fully charged. **You should fully charge the battery before using your bike.** The socket used to charge the battery can be accessed at the top-left of the downtube, see below. Lift the rubber cover to access the charging socket. 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**.

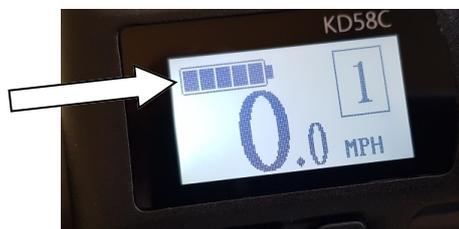


The battery can be charged on or off the bike. To take the battery off the bike, insert the key in to the lock at the top-right of the downtube, and turn it **fully clockwise**. This will release the battery and it will pop up a little, enough for you to then lift the battery clear of the bike. When putting the battery back on the bike, place the bottom of the battery in position first and when correctly located, then press the top into place, it is sprung and so will need to a fairly hard press for it to then automatically lock in position. Next, turn the key fully **counter-clockwise**, which will then allow you to remove the key from the lock. **The key needs to be in the fully clock-wise position when fitting the battery back on to the bike.**



There is a status LED located on the top side of the battery, pressing the adjacent button will illuminate the LED and the colour then gives a rough idea of the battery state, red — battery low, green — ok.

To get a better idea of the battery status, use the meter on the display. The more segments showing the fuller the battery.



### Seat-post/saddle:

To adjust the height of the saddle, undo the clamp, position the post at the desired height and then close the clamp to secure the post in position.

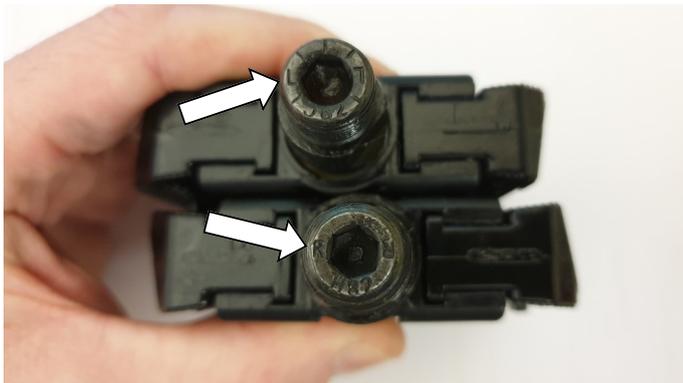


### Pedals:

**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. 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 below-right.

**Note: the left pedal tightens counter-clockwise.**



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

### To fold the bike:

There are two areas of the bike that can be folded. The handlebars can be folded down wards so that they rest at the right side of the front wheel, and the bike also folds in half.

**To fold the handlebars:** lift the locking mechanism upwards (see below-left), and then open the clamp (see below-right).



With the clamp fully open, the handlebars can be folded down by the front wheel. When the bike is to be put back into service, return the handlebars to the normal upright position, and then close the clamp to secure them in place. Ensure that the clamp clicks as it closes fully, this indicates that the locking mechanism has engaged, but still check/pull on the clamp to ensure it has properly locked. It can be stiff to disengage the locking mechanism, to make this easier push the clamp towards the tube when unlocking.

**To fold the bike:** Locate the clamp at the middle of the bike on the right side. Slide the locking mechanism forward towards the front of the bike, and then pull/open the clamp away from the frame.



With the clamp disengaged, the bike can be folded. This can be quite cumbersome the first few times, but the more you do it, the easier it becomes. You may need to adjust the position of the cranks so that the pedals don't interfere when you fold the bike. If you leave the left pedal unfolded and the crank in roughly the 4 o'clock position (as shown above-right), it will help with stability when the bike is folded. Alternatively, lean the bike against a solid surface.

**The handlebar stem** should not rattle or feel loose, if it does, or if over time it starts to feel slightly loose, you will need to make a small adjustment. Open the clamp, and loosen the allen bolt indicated below-left, with a 2.5mm allen key. Next, using a small flat-bladed screwdriver, turn the bolt indicated below-right clockwise to tighten. Turn just a quarter-turn at a time until the desired outcome is achieved. **Don't forget to re-tighten the allen bolt.**



**The clamp used for folding the bike** can sometimes need adjustment. It shouldn't be allowed to work loose, but equally some times, it can be too tight and difficult to undo. To make adjustments to the clamp, open it up, and then use a 3mm allen key to turn the bolt indicated below. Turn it clockwise to make the clamp easier to lock/unlock, turn it anti-clockwise to make it lock more firmly. **Only make very small adjustments to this bolt, and ensure that the lock properly engages. It is better that it is slightly difficult to undo, than to have it too loose.**



## **Battery care:**

The Rambletta 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, so to ensure you get the most from your battery, follow the instructions below.

Try not to allow the battery to run down completely. DO NOT charge the battery in extremely cold conditions. If the battery is not in regular use i.e. over the winter, you should charge the battery to around two thirds full, and then charge the battery for around 5-10 minutes every few 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/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. Obviously the bike shop will you charge for this service. Woosh Bikes will not reimburse you for these costs.

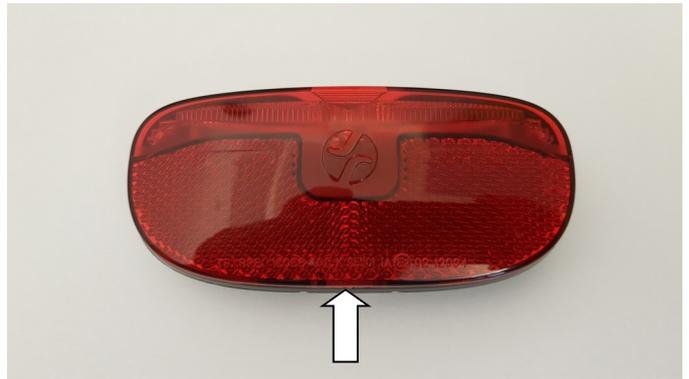
Before riding your bike, check the tyre pressures. The tyres should be inflated to around 45psi (no more than 65psi)

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 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. You would need to pay them for this service.

## 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 turn the bike ON and OFF, press AND HOLD the middle button for a second or so.

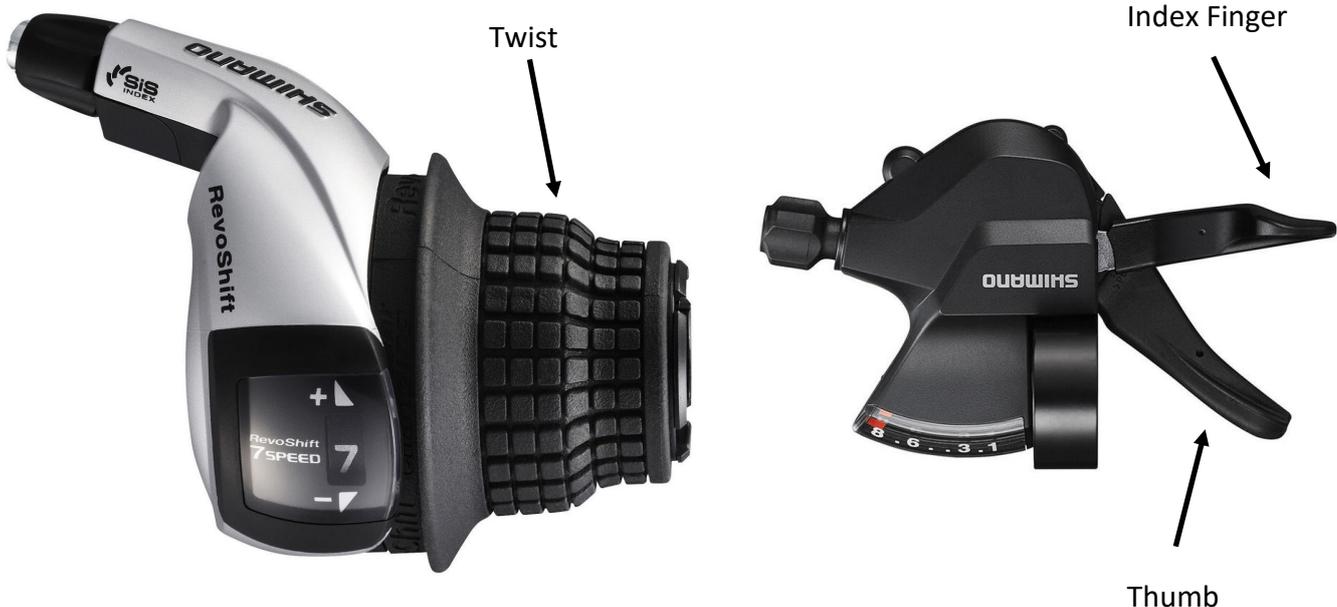


With the display now illuminated, the bike is now on and will provide assistance when ridden. Use the plus (+) and minus (-) buttons to increase or decrease the amount of assistance given. The assistance levels range from 1-5, with level 1 giving the least assistance, and level 5 giving the most. There are several other modes and features of the display that are covered in more detail towards the rear of this manual, but the information given at this stage is just enough to get quickly up and running.

The bike will only assist you up to 15mph/25kph. Though of course you can use your own strength/power to pedal beyond 15mph if you wish.

**This bike features “start-assist”, meaning that when the minus (-) button is held, the bike will start moving and will then hold steady at around 3.5 to 4mph.** If you struggle with initially getting moving, this feature will help get you started more easily. Once in motion, pedal the bike as you normally would and release the button.

Your bike features eight gears. Depending on which variant you have, you will either twist the grip to change the gears, or if you have the rapid-fire shifter, you will use your index finger to go up the gears, and your thumb to go down the gears.



## Riding the bike cont...

The Rambletta features a thumb-throttle on the left side of the handlebars. This can be used to propel the bike without the continuous need to pedal, though of course the bike should primarily be used with pedal-assist. The battery will run down more quickly when the thumb-throttle is used.



The button underneath is used to enable/disable the twist-grip, the button has two positions, 'in' to enable it, 'out' to disable it.

You cannot use the thumb-throttle to get the bike moving from a standing start, the bike must be pedalled a short distance first, to enable the throttle function.

After activation, press the thumb-throttle according to how fast you wish to go. The thumb-throttle will disengage and spring back to it's rest-position when released.

**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 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 psi on this model. For heavier riders, you may want to inflate them a little higher, but don't go beyond the maximum of 65psi

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.

### **Adjusting the brakes:**

The Rambletta comes with a disc brake at the front, and cabled 'V'-brakes at the 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. Obviously you would have to pay for this service.

Discs brakes do sometimes 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 Rambletta 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 is done to ensure your safety.**

## Display—Advanced features

To turn the bike/display On or Off, press and hold the middle button.

In its default mode when the display is first switched on, it shows the current level of assistance at the top-right of the screen, the battery status along the top-left, and the current speed—as per the picture below.



To adjust the assistance level, use the (+) to increase the assistance and (-) to reduce the assistance. There are 5 levels of assistance (1 to 5)

### The display is also capable of showing the following:

**Trip**—distance travelled on the current journey (will continue to record distance across multiple trips unless reset, see below).

**ODO**—total distance travelled since the bike was new.

**Ridtime**—the length of time since the bike/LCD has been switched on.

**AVG**—the average speed of the current trip.

**MAX**—the maximum speed achieved during the current journey.

To switch between these modes, tap the middle button to cycle through them. After a few seconds of showing the selected info, the display will revert back to the default screen showing the current speed and assistance level.



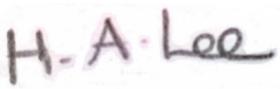
To enter the advanced settings, **press and hold** both the plus and minus buttons for a second or so

Option 1 - is used to reset the trip back to zero.

Option 2 - is used to select whether to display the speed in Miles or Kilometres.

**Making changes to options 3, 4 or 5 without first obtaining authorisation from Woosh will void your warranty with immediate effect.**

To move through the items on the list, use (+) to move down the list and (-) to move up the list. Press the middle button to select the chosen option, then use (+) or (-) to change the setting. Press and hold the middle button to save changes and/or to return to normal operation.

<b>Woosh Bikes</b>	<b>DECLARATION OF CONFORMITY</b>		<b>CE</b>
<b>Product name</b>	<b>Commercial name(s)</b>		
Electrically power as- sisted cycle	Woosh Sirocco Woosh Rio Woosh Big Bear/LS Woosh Krieger Woosh Petite Woosh Sant Ana 3 Woosh Sant Ana CD	Woosh Faro Woosh Camino Woosh Gale Rambla Rambletta	
	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.			
<b>EMC DIRECTIVE</b> <b>2004/108/EC</b> OJ DEC. 2004 L 390/24		<b>TWO or THREE-WHEEL MOTOR</b> <b>VEHICLES DIRECTIVE</b> <b>2002/24/EC</b>	<b>MACHINE DIRECTIVE</b> <b>2006/42 EC</b> 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"> <li>• EN 15194</li> <li>• EN61000-4-2</li> <li>• EN 55022</li> </ul>		<u>- Applied Standards</u> <ul style="list-style-type: none"> <li>• EN 15194</li> </ul>	<u>- Applied Standards</u> <ul style="list-style-type: none"> <li>• <u>EN 15194</u></li> </ul>
Date 01/01/2019	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 next working day.

Support articles and FAQ's: [www.wooshbikes.co.uk/?support](http://www.wooshbikes.co.uk/?support)

Email: [support@wooshbikes.co.uk](mailto:support@wooshbikes.co.uk)