You now own one of the most distinctive eBikes in the world!

We are super stoked that you are joining us on this adventure to Take a Ride on the Wildsyde!

At Wildsyde®, we are avid outdoor enthusiasts, who like to take an easy cruise around town sometimes instead of grinding up the backside of a mountain. These vintage electric bikes are tried, tested and designed with adventure at its core and practicality at its forefront.

Why drive to work when you can bike instead?

At Wildsyde we strive to create new, innovative, and stylish commuting options. Whether heading to work, the brewery, your favorite restaurant, your friend's house, or the gym, our vintage ebikes can get you there in a timely and stylish manner. Perhaps you are interested in a beach cruise, a city cruise, a cruise through the countryside or, even better yet, wine countryside. Wherever your travels and adventures take you, we want to be a part of your journey along the way.

At Wildsyde, we are embarking on an expedition that opens our minds to the simpler things in life. Allowing us to laugh, smile, and forget the everyday standards in order to design and blaze a new trail. We choose to be unique, we choose to be bold, we ride hard, ride fast and ride with a purpose. We want you to join us in this adventure to create a lasting and renewable future for all.
BICYCLE OWNER’S MANUAL

IMPORTANT
This manual contains important safety, performance, and service information. Read it before you take the first ride on your new electric bicycle and keep it for reference.

Additional safety, performance, and service information for specific components such as batteries or pedals on your bicycle, or for accessories such as helmets or lights that you purchase, may also be available. Make sure you received all the manufacturers’ literature included with your bicycle or accessories. In case of a conflict between the instructions in this manual and information provided by a component manufacturer, always follow the component manufacturer’s instructions. If you have any questions or do not understand something, take responsibility for your safety and consult with your dealer or the bicycle’s manufacturer.

NOTE
This manual is not intended as a comprehensive use, service, repair or maintenance manual. Please see your dealer or call the manufacturer for all service, repairs, or maintenance. Your dealer may also be able to refer you to classes, clinics, or books on bicycle use, service, repair or maintenance.
### TABLE OF CONTENTS

#### SECTION 1 :: BEFORE YOU RIDE
- **A. Bike Fit** 6
- **B. Safety First** 6
- **C. Mechanical & Electric Safety Check** 6-7
- **D. Battery** 7-8

#### SECTION 2 :: SAFETY
- **A. The Basics** 8-9
- **B. Riding Safety** 9-10
- **C. Off-Road Safety** 10
- **D. Wet Weather Riding** 10
- **E. Night Riding** 11
- **F. Changing Components or Adding Accessories** 12

#### SECTION 3 :: MAINTENANCE INFORMATION
- **A. Wheels** 12
  - 1. Removing & Installing Wheels with Disc Brakes 13
  - 2. Removing a Front Wheel 13
  - 3. Installing a Front Wheel 13
  - 4. Removing a Rear Wheel 14
  - 5. Installing a Rear Wheel 14
- **B. Seat Post Quick Release** 14-15
- **C. Brakes** 15-16
- **D. Gears** 16-17
- **E. Pedals** 17
- **F. Tires & Tubes** 17-18

#### SECTION 4 :: BIKE DISPLAY
- **A. Functions** 19
- **B. Display** 19
- **C. Button Definition** 19
- **D. Set Up & Operation** 19-21

#### SECTION 5 :: SERVICE INTERVALS
19-23
CHAPTER 1 :: BEFORE YOU RIDE

NOTE :: Important safety instructions enclosed. Please read Manual in its entirety before your first ride. At the very least, read and make sure that you understand each point in this section and refer to the cited sections on any issue which you don’t completely understand. Please note that not all bicycles have all of the features described in this Manual. Ask your dealer to point out the features of your bicycle. Have your bicycle professionally assembled by a competent bike store or mobile technician.

A. BIKE FIT

1. Is your bike the right size? If your bicycle is too large or too small for you, you may lose control and fall.
2. Is the seat at the right height?
3. Are seat and seat post securely clamped? A correctly tightened seat will allow no seat movement in any direction.
4. Are the stem and handlebars at the right height for you?
5. Can you comfortably operate the brakes? If not, you may be able to adjust their angle and reach. See Section 3C.
6. Do you fully understand how to operate your new bicycle? If not, before your first ride, have your dealer explain any functions or features which you do not understand.

B. SAFETY FIRST

1. Always wear an approved helmet when riding your bike and follow the helmet manufacturer’s instructions for fit, use & care.
2. Do you have all the other required and recommended safety equipment? See Chapter 2. It’s your responsibility to familiarize yourself with the local laws of the areas where you ride and to comply with all applicable laws.
3. Do you know how to correctly secure your front and rear wheels? Check Section 3A to make sure. Riding with an improperly secured wheel can cause the wheel to wobble or disengage from the bicycle, causing serious injury or death.

C. MECHANICAL & ELECTRIC SAFETY CHECK

Routinely check the condition of your electric bicycle before every ride. If you need to make an adjustment at home or in the field, we urge you to exercise care, and to have the fasteners you worked on checked by your dealer as soon as possible.

WARNING :: Correct tightening force on fasteners – nuts, bolts, screws– on your bicycle is important. Too little force, and the fastener may not hold securely. Too much force, and the fastener can strip threads, stretch, deform, or break. Either way, incorrect tightening force can result in component failure, which can cause you to lose control and fall. Anything sound, feel or look loose? Do a visual and tactile inspection of the whole bike. Any
loose parts or accessories? If so, secure them. If you're not sure, ask someone with experience to check.

**Tires & Wheels:** Make sure tires are correctly inflated (Section 3F). Check by putting one hand on the saddle, one on the intersection of the handlebars and stem, then bouncing your weight on the bike while looking at tire deflection. Compare what you see with how it looks when you know the tires are correctly inflated and adjust if necessary. Tires in good shape? Spin each wheel slowly and look for cuts in the tread and sidewall. Replace damaged tires before riding the bike. Wheels true? Spin each wheel and check for wheel wobble (side to side movement). If there’s any movement, even slightly, take the bike to a qualified bike shop to have wheels trued.

**Brakes:** Check the brakes for proper operation (Section 3C). Squeeze the brake levers. Are all control cables seated and securely engaged? Can you apply full braking force at the levers without having them touch the handlebar? If equipped with throttle and motor-cut off brake sensors, squeeze the levers again and twist the throttle at the same time, the motor should not engage. If it does, the brake sensors are not working correctly. Do not ride the bike until the brakes are properly adjusted by a professional bicycle mechanic.

**Wheel Retention System:** Make sure the front and rear wheels are correctly secured. (Section 3A)

**Seat Post:** If your seat post has an over-center, quick-release fastener for easy height adjustment, check that it is properly adjusted and in the locked position. (Section 3B).

**Handlebar And Saddle Alignment:** Make sure the saddle and handlebar stem are parallel to the bike's center line and clamped tight enough so that you can't twist them out of alignment.

**Throttle:** Your bike is equipped with a throttle for smooth starts and when you don't want to pedal. To operate, gently push down on the thumb lever on the right side of the handlebars and the throttle will take over; you can kick back, relax, and let the bike do the work.

**D. BATTERY**

**Battery Check:** Your bike comes with a set of keys to unlock the tank and gain access to the battery. Your battery is located on the frame either behind the tank cover or behind the seat down tube. Plug the charging cable into the charging point either underneath the tank (E-Cruiser) or on the side of the battery casing (E-Classic), and connect to AC, for a good 6-8 hours, until the light on the charger turns green. You can also take your battery inside and charge if you wish.

On the E-Cruiser, simply unlock the battery tank, unplug the two cables on the end of the battery, undo the velcro straps and pull it
out. On the E-Classic, insert key, move all the way left to unlock/unlatch and lift by the handle to remove, (please note: it may be necessary to raise the seat to remove the battery).

**Battery Break In:** To maximize your power, acceleration and battery life, prepare to ride until the battery discharges to 20% (1 bar) on your first ride then repeat the charge/discharge process for the next 3 rides.

**Lithium-ion Polymer Batteries:** The battery’s range depends on several factors, mainly, weight, terrain, weather and to some extent, temperature. We calculated that the range is roughly 20wh (watt hours) per mile/1.6km. To roughly calculate your range, multiply your battery voltage by the Amp hours to get total watt hours, then divide wh by 20 equals approximate range in miles.

**WARNING ::** Never alter the battery or charger. Never place the battery near a fire or leave it in direct sunlight for prolonged periods of time. Never immerse underwater or use corrosive substances near it.

**CAUTION ::** If you are planning on not using your Wildside for an extensive amount of time, charge your battery to approx 2/3rd of its full capacity and store it in a cool, dry place. It is recommended to give it a partial charge (2-3 hours) every 2-3 months, to prolong its life. Improper use of the battery will damage cells, void warranty, and may cause a fire or explosion.

### SECTION 2 :: SAFETY

#### A. THE BASICS

**WARNING ::** The area in which you ride may require specific safety devices. It is your responsibility to familiarize yourself with the laws of the area where you ride and to comply with all applicable laws, including properly equipping yourself and your bike as the law requires. Observe all local bicycle laws and regulations. Observe regulations about bicycle lighting, licensing of bicycles and riding responsibility to know and obey the laws.

1. Always wear a cycling helmet which meets the latest certification standards. Always follow the helmet manufacturer's instructions for fit, use and care of your helmet. Most serious bicycle injuries involve head injuries which might have been avoided if the rider had worn an appropriate helmet.

2. Always do the Mechanical Safety Check (Section 1C) before you get on a bike.

3. Be thoroughly familiar with the controls of your bicycle: brakes (Section 3C); pedals (Section 3E); gears (Section 3D).
4. Always wear:

- **Shoes that will stay on your feet and grip the pedals.** (Barefoot & sandals NOT recommended). Keep shoe laces away from moving parts.
- **Bright, visible clothing that is not so loose that it can be tangled in the bicycle or snagged by objects roadside or on trail.**
- **Protective eyewear (to protect against airborne dirt, dust and bugs) tinted when the sun is bright, clear when it’s not.**

5. Don’t jump or take any drops with your electric bike, it can put huge and unpredictable stress on the electric bicycle and its components. Riders who insist on performing jumps with their bikes risk serious damage to electric bicycles and themselves.

6. Ride at a speed appropriate for conditions. Higher speed means higher risk.

**B. RIDING SAFETY**

1. Obey all Rules of the Road and all local traffic laws and never exceed 20mph | 32km/h while using the battery under load.
2. You are sharing the road or the path with others — motorists, pedestrians and other cyclists. Respect their rights.
3. Ride defensively. Always assume that others do not see you.
4. Look ahead and be ready to avoid:

- **Vehicles slowing or turning, entering the road or your lane ahead of you, or coming up behind you.**
- **Parked car doors opening.**
- **Pedestrians stepping out of a car.**
- **Children or pets playing near the road.**
- **Potholes, sewer grating, railroad tracks, expansion joints, road or sidewalk construction, debris and other obstructions that can cause you to swerve into traffic, catch your wheel or cause you to have an accident.**
- **The many other hazards and distractions which can occur on a bicycle ride.**

5. Ride in designated bike lanes, on designated bike paths or as close to the edge of the road as possible, in the direction of traffic flow or as directed by local governing laws.
6. Stop at stop signs and traffic lights; slow down and look both ways at street intersections. Remember that a bicycle always loses in a collision with a motor vehicle, so be prepared to yield even if you have the right of way.
7. Use approved hand signals for turning and stopping.
8. Never ride with headphones. They mask traffic sounds and emergency vehicle sirens, distract you from concentrating on what’s going on around you, and their wires can tangle in the moving parts of the bicycle, causing you to lose control.
9. Never carry a passenger, unless it is a small child wearing an approved helmet and secured in a correctly mounted child carrier or a child-carrying trailer.
10. Never carry anything which obstructs your vision or your complete control of the bicycle or which could become entangled in the moving parts of the bicycle.

11. Never hitch a ride by holding on to another vehicle.

12. Don’t do stunts, wheelies or jumps. If you intend to do stunts, wheelies or jumps, think carefully about your skills before deciding to take the large risks that go with this kind of riding.

13. Don’t weave through traffic or make any moves that may surprise people with whom you are sharing the road.

C. OFF-ROAD SAFETY

Wildsyde does not recommend off-road use but here are some guidelines.

1. The variable conditions and hazards of off-road riding require close attention and specific skills. Start slowly on easier terrain and build up your skills. If your bike has suspension, the increased speed you may develop also increases your risk of losing control and falling. Get to know how to handle your bike safely before trying increased speed or more difficult terrain.

2. Wear safety gear designed for the riding you are planning to do.

3. Don’t ride alone in remote areas. Even when riding with others, make sure that someone knows where you’re going and when you expect to be back.

4. Always take along some kind of identification, so that people know who you are in case of an accident; and take along some cash for food, a cool drink or an emergency phone call.

5. Yield right of way to pedestrians and animals. Ride in a way that does not frighten or endanger them, and give them enough room so that their unexpected moves don’t endanger you.

6. Be prepared. If something goes wrong while you’re riding off-road, help may not be close.

Off-Road Respect :: Respect and obey local regulations where and how you can ride off-road and private property. Share trails with hikers, equestrians, and other cyclists and respect their rights. Stay on the designated trail. Do not contribute to erosion by riding in mud or with unnecessary sliding, or disturb the ecosystem by cutting through vegetation or streams. It is your responsibility to minimize your impact on the environment. Leave things as you found them and always take out everything you brought in.

D. WET WEATHER RIDING

WARNING :: Electronic components may get damaged in wet conditions. Wet weather impairs traction, braking and visibility, both for the bicyclist and for other vehicles sharing the road. The risk of an accident is dramatically increased in wet conditions. Under wet conditions, the stopping power of your brakes (as well as the brakes of other vehicles) is dramatically reduced and your tires don’t grip as well. This makes it harder to control speed and easier to lose control. To make sure you can slow down and stop safely in wet conditions, ride slower and apply your brakes earlier and more gradually than you would under normal, dry conditions. See also Section 3C.
E. NIGHT RIDING
Riding an electric bicycle at night is much more dangerous than riding during the day. A bicyclist is very difficult for motorists and pedestrians to see. Adults who choose to accept this greatly increased risk of riding at dawn, at dusk or at night should consult their dealer about night riding safety equipment and clothing which helps reduce that risk.

WARNING :: Reflectors are not a substitute for required lights. Riding at dawn, at dusk, at night or at other times of poor visibility without an adequate bicycle lighting system and without reflectors is dangerous and may result in serious injury or death. Bicycle reflectors are designed to pick up and reflect car lights and street lights in a way that may help you to be seen and recognized as a moving bicyclist.

CAUTION :: Check reflectors and their mounting brackets regularly to make sure that they are clean, straight, unbroken and securely mounted. Have your dealer replace damaged reflectors and straighten or tighten any that are bent or loose.

If you choose to ride under conditions of poor visibility, check and be sure you comply with all local laws about night riding and take the following strongly recommended additional precautions:

- Wear light-colored, reflective clothing and accessories, such as a reflective vest, reflective arm and leg bands, reflective stripes on your helmet, flashing lights attached to your body and/or your bicycle - any reflective device or light source that moves will help you get the attention of approaching motorists, pedestrians and other traffic.
- Make sure your clothing or anything you may be carrying on the bicycle does not obstruct a reflector or light.
- Make sure that your bicycle is equipped with correctly positioned and securely mounted reflectors.

WHILE RIDING AT DAWN, AT DUSK OR AT NIGHT:
- Ride slowly.
- Avoid dark areas and areas of heavy or fast-moving traffic.
- Avoid road hazards.
- If possible, ride on familiar routes.

IF RIDING IN TRAFFIC:
- Ride so that drivers can see and predict your movements.
- Be alert. Ride defensively and expect the unexpected.
- If you plan to ride in traffic often ask your dealer about traffic safety classes or a good book on bicycle traffic safety.
F. CHANGING COMPONENTS / ACCESSORIES

There are many components and accessories available to enhance the comfort, performance, and appearance of your electric bicycle. However, if you change components or add accessories, you do so at your own risk. The bicycle’s manufacturer may not have tested that component or accessory for compatibility, reliability or safety on your bicycle. Before installing any component or accessory, including a different size tire, make sure it is compatible with your bicycle by checking with your dealer. Be sure to read, understand, and follow the instructions that accompany the products you purchase for your bicycle.

WARNING :: Failure to confirm compatibility, properly install, operate and maintain any component or accessory can result in serious injury or death.

WARNING :: Changing the components on your bike with anything other than genuine replacement parts may compromise the safety of your bicycle and may void the warranty. Check with your dealer before changing anything on your bike.

SECTION 3 :: MAINTENANCE

It's important for your safety, performance and enjoyment to understand how things work on your bicycle. We urge you to ask your dealer how to do the things described in this section before you attempt them yourself, and that you have your dealer check your work before you ride the bike. If you have even the slightest doubt as to whether you understand something in this section of the Manual, talk to your dealer or a professional bike mechanic.

A. WHEELS

Our bicycle wheels are designed to be removable for easier transportation and for repair of a tire puncture. In most cases, the wheel axles are inserted into slots, called ‘dropouts’, in the fork and frame.

Our wheels are secured in one of two ways:

- A hollow axle with a shaft (‘skewer’) running through it which has an adjustable tension nut on one end and an over-center quick release buckle on the other.

- Hex nuts or hex key bolts which are threaded on to or into the rear hub axle (bolt-on wheel).
1. REMOVING AND INSTALLING WHEELS WITH DISC BRAKES

WARNING: Exercise care in touching the rotor or caliper. Disc rotors have sharp edges, and both rotor and caliper can get very hot during use.

2. REMOVING A FRONT WHEEL

(1) Move the quick release lever from the locked or CLOSED position to the open position and rotate either the lever or the adjusting nut counter clockwise to allow the wheel to release from the dropouts (fig. 1).

(2) You may need to tap the top of the wheel with the palm of your hand to release the wheel from the front fork.

3. INSTALLING A FRONT WHEEL

WARNING: Your electric bike is equipped with a front disc brake. Be careful not to damage the disc, caliper or brake pads when reinserting the disc into the caliper. Never activate a disc brake’s control lever unless the disc is correctly inserted in the caliper.

(1) With the steering fork facing forward, insert the wheel between the fork blades and the disc into the brake caliper so that the axle seats firmly at the top of the fork dropouts. The quick release lever should be on the rider’s left side of the bicycle (fig. 1).

(2) While pushing the wheel firmly to the top of the slots in the fork dropouts, and at the same time centering the wheel rim in the fork.

(3) With a quick-release locking-system, re-tighten the adjusting nut slightly by turning either it or the lever clockwise, then move the quick-release lever upwards and swing it into the CLOSED position. The lever should now be parallel to the fork blade and curved toward the wheel. To apply enough clamping force, you should have to wrap your fingers around the fork blade for leverage, and the lever should leave a clear imprint in the palm of your hand.

NOTE: If, on a traditional quick-release locking system, the lever cannot be pushed all the way to a position parallel to the fork blade, return the lever to the OPEN position. Then turn the tension adjusting nut counterclockwise one quarter turn and try tightening the lever again.
4. REMOVING A REAR WHEEL

(1) Shift the rear derailleur to high gear (the smallest, outermost rear sprocket).

(2) Disconnect the motor from the main wiring harness.

(3) Loosen the fasteners with a 19mm box wrench; then push the wheel forward far enough to be able to remove the chain from the rear sprocket.

(4) Lift the rear wheel off the ground a few inches and remove it from the rear dropouts.

5. INSTALLING A REAR WHEEL

CAUTION :: Be careful not to damage the disc, caliper or brake pads when reinserting the disc into the caliper. Never activate a disc brake’s control lever unless the disc is correctly inserted in the caliper.

(1) Make sure that the rear derailleur is still in its outermost, high gear, position; then pull the derailleur body back with your right hand. Put the chain on top of the smallest freewheel sprocket.

B. SEAT POST QUICK RELEASE

Our bikes are equipped with a cam action seat post clamp. The seat post cam action clamp works exactly like the traditional wheel cam action fastener or quick release skewer.

WARNING :: Riding with an improperly tightened seat post can allow the seat to turn and put you at risk. Therefore:

(1) Ask your dealer to help you make sure you know how to correctly clamp your seat post.

(2) Understand and apply the correct technique for clamping your seat post.

(3) Before you ride the bike, first check that the seat post is securely clamped.

Adjusting the seat post quick release mechanism: The quick release squeezes the seat collar around the seat post to hold the seat post securely in place. The amount of clamping force is controlled by the tension adjusting nut. Turning the tension adjusting nut clockwise while keeping the cam lever from rotating increases clamping force; turning it counterclockwise while keeping the cam lever from rotating reduces clamping force. Less than half a turn of the tension adjusting nut can make the difference between safe and unsafe clamping force.
WARNING :: The full force of the cam action is needed to clamp the seat post securely. Holding the nut with one hand or using a 5mm hex wrench and turning the lever like a wing nut with the other hand until everything is as tight as you can get it will not clamp the seat post safely.

WARNING :: If you can fully close the cam lever without wrapping your fingers around the seat post or a frame tube for leverage, and the lever does not leave an imprint in the palm of your hand, the tension is insufficient. Open the lever, turn the tension adjusting nut clockwise a quarter turn, then try again.

C. BRAKES

Our disc brakes operate by squeezing a hub-mounted disc between two brake pads by way of a handlebar mounted lever.

WARNINGS: 1. Riding with improperly adjusted brakes, worn brake pads or wheels on which the rim wear mark is visible is dangerous and can result in serious injury or death.

2. Applying brakes too hard or too suddenly can lock up a wheel, which could cause you to lose control and fall. Sudden or excessive application of the front brake may pitch the rider over the handlebars, which may result in serious injury or death.

3. Disc brakes (refer to fig. 2 on page 18) are extremely powerful. Take extra care in becoming familiar with these brakes and exercise particular care when using them.

4. Disc brakes can get extremely hot with extended use. Be careful not to touch a disc brake until it has had plenty of time to cool.

5. See the brake manufacturer's instructions for operation and care of your brakes and for when brake pads must be replaced. If you do not have the manufacturer’s instructions, see your dealer or contact the brake manufacturer.

6. If replacing worn or damaged parts, use only manufacturer approved genuine replacement parts.

1. BRAKE CONTROLS AND FEATURES

It's very important for your safety that you learn and remember which brake lever controls which brake on your bike. Traditionally, the right brake lever controls the rear brake and the left brake lever controls the front brake; but, to make sure your bike's brakes are set up this way, squeeze one brake lever and look to see which brake, front or rear, engages. Now do the same with the other brake lever. Make sure that your hands can reach and squeeze the brake levers comfortably. If your hands are too small to operate the levers comfortably, consult your dealer before riding the bike.

2. HOW BRAKES WORK

The braking action of an electric bicycle is a function of the friction between the braking surfaces. To make sure that you have maximum friction available, keep your brake pads, disc rotors and calipers clean and free of dirt, lubricants, waxes, or polishes.
CAUTION :: Your electric bike is equipped with hydraulic or mechanical brakes. Be careful not to damage the discs, calipers or brake pads when reinserting the disc into the caliper. Never activate a disc brake's control lever unless the disc is correctly inserted in the caliper.

Brakes are designed to control your speed, not just to stop the bike. Maximum braking force for each wheel occurs at the point just before the wheel 'locks up' (stops rotating) and starts to skid. Once the tire skids, you actually lose most of your stopping force and all directional control. You need to practice slowing and stopping smoothly without locking up a wheel. The technique is called progressive brake modulation. Instead of jerking the brake lever to the position where you think you'll generate appropriate braking force, squeeze the lever, progressively increasing the braking force.

If you feel the wheel begin to lock up, release pressure just a little to keep the wheel rotating just short of lockup. It's important to develop a feel for the amount of brake lever pressure required for each wheel at different speeds and on different surfaces. To better understand this, experiment a little by walking your bike and applying different amounts of pressure to each brake lever, until the wheel locks. This causes a transfer of weight to the front wheel which could make the front wheel skid and lose control or send you flying over the handlebars.

D. GEARS (Refer to Quick Start Guide for images)

1. SHIFTING GEARS
A downshift is a shift to a 'lower' or 'slower' gear, one which is easier to pedal. An up shift is a shift to a 'higher' or 'faster', harder to pedal gear. For example, you can select a gear which will make pedaling easier on a hill (make a downshift), the gear 'steps' to a larger cog at the rear. Moving the chain out or away from the centerline of the bike is for speed and is called an upshift. Whether upshifting or downshifting, the bicycle derailleur system design requires that the drive chain be moving forward and be under at least some tension.

2. SHIFTING THE 7 SPEED REAR DERAILLEUR
The rear derailleur is controlled by the right shifter. The function of the rear derailleur is to move the drive chain from one gear sprocket to another. The smaller sprockets on the gear cluster produce higher gear ratios. Pedaling in the higher gears requires greater pedaling effort, but takes you a greater distance with each revolution of the pedal cranks. The larger sprockets produce lower gear ratios. Using them requires less pedaling effort, but takes you a shorter distance with each pedal crank revolution. Moving the chain from a smaller sprocket of the gear cluster to a larger sprocket results in a downshift. Moving the chain from a larger sprocket to a smaller sprocket results in an upshift. In order for the derailleur to move the chain from one sprocket to another, the rider must be pedaling forward.
3. WHAT IF IT WON'T SHIFT GEARS?
If moving the shift control one click repeatedly fails to result in a smooth shift to the next gear, chances are that the mechanism is out of adjustment. Take the bike to your dealer to have it adjusted.

E. PEDALS

Toe Overlap is when your toe can touch the front wheel when you turn the handlebars to steer while a pedal is in the forward most position. This is common on small-framed bicycles and is avoided by keeping the inside pedal up and the outside pedal down when making sharp turns. On any bicycle, this technique will also prevent the inside pedal from striking the ground in a turn.

**WARNING::** Toe Overlap could cause you to lose control and fall. Ask your dealer to help you determine if the combination of frame size, crank arm length, pedal design and shoes you will use results in pedal overlap. Whether you have overlap or not, you must keep the inside pedal up and the outside pedal down when making sharp turns.

Wildsyde Electric Bicycles come equipped with pedals that have sharp and potentially dangerous surfaces. These surfaces are designed to add safety by increasing grip between the rider’s shoe and the pedal. You must take extra care to avoid serious injury from the pedals’ sharp surfaces. Based on your riding style or skill level, you may prefer a less aggressive pedal design.

F. TIRES AND TUBES

1. Tires: Bicycle tires are available in many designs and specifications, ranging from general-purpose designs to tires designed to perform best under very specific weather or terrain conditions. If, once you’ve gained experience with your new bike, you feel that a different tire might better suit your riding needs, your dealer can help you select the most appropriate design. The size, pressure rating and, on some high-performance tires, the specific recommended use, are marked on the sidewall of the tire. The part of this information which is most important to you is Tire Pressure.

**WARNING::** Never inflate a tire beyond the maximum pressure marked on the tire’s sidewall. Exceeding the recommended maximum pressure may blow the tire off the rim, which could cause damage to the bike and injury to the rider and bystanders. The best and safest way to inflate a bicycle tire to the correct pressure is with a bicycle pump which has a built-in pressure gauge.

Tire pressure is given either as maximum pressure or as a pressure range. How a tire performs under different terrain or weather conditions depends largely on tire pressure. Inflating the tire to near its maximum recommended pressure gives the lowest rolling resistance but also produces the harshest ride and will give you more distance on a single battery charge. High pressures work best
on smooth, dry pavement. Very low pressures, at the bottom of the recommended pressure range, give the best performance on smooth, slick terrain and decrease range on a single charge. Tire pressure that is too low for your weight and the riding conditions can cause a puncture of the tube by allowing the tire to deform sufficiently to pinch the inner tube between the rim and the riding surface.

2. **Tire Valves:** There are primarily two kinds of bicycle tube valves: the Schrader Valve and the Presta Valve. The bicycle pump you use must have the fitting appropriate to the valve stems on your bicycle. Our bikes come standard with a Schrader Valve.

The Schrader valve is like the valve on a car tire. To inflate a Schrader valve tube, remove the valve cap and clamp the pump fitting onto the end of the valve stem. To let air out of a Schrader valve, depress the pin in the end of the valve stem with the end of a key or other appropriate object.

**WARNING ::** We highly recommend that you carry a spare inner tube when you ride your bike. Patching a tube is an emergency repair. If you do not apply the patch correctly or apply several patches, the tube can fail, resulting in possible tube failure which could cause you to lose control and fall. Replace a patched tube as soon as possible.
SECTION 4 :: BIKE DISPLAY

The display shows just the useful information. Battery life, PAS number, speed, total distance and how much wattage the bike is putting out. If, for example, you have a 500wh (watt hour) battery and you use 500 watts constantly for one hour, your battery will be drained.

A. FUNCTIONS
1. Wheel diameter 18-28inch
2. Max speed
3. LCD backlight contrast

B. DISPLAY
1. Battery capacity
2. Motor power
3. Riding speed
4. Riding distance
5. Power
6. PUSH cruise control
7. Error code display
8. Light indicator

Your Kingmeter display features a USB port for charging a phone. Turn off the bike, plug the USB charger in and then turn on the bike and it will run power to your device.

C. BUTTON DEFINITION
Equipped with a special 3-button unit, suitable for both L/R hand button control.

D. SET UP & OPERATION -> see overleaf
Make sure the wire is connected properly to the motor controller on the bike.
1. **ON/OFF**: Press and hold POWER/MODE and the display will turn ON. To turn OFF press and hold POWER/MODE and the display will turn OFF. When turned OFF the display and controller will not deplete the battery.

2. **SET UP**: Hold both UP and DOWN buttons at the same time. LCD will enter into the setting state and the settable parameter will flash. The parameter can be set circularly.

### A. Wheel Diameter
The first setting is wheel diameter. Press UP or DOWN to choose a right diameter 18-28inch. Press POWER/MODE to save the input.

### B. Max Speed
Pre-set speed for Class 1 and Class 2 bikes is 32 Km/h = 20 mph or 40Km/h or 28mph for Class 3 bikes and/or in accordance with local regulations. If you exceed your re-set figure, the bike will travel at the max speed of re-set.

### C. LCD Screen Brightness
The third setting parameter is LCD screen backlight brightness. Press UP or DOWN to modify the backlight brightness. Choose from level 1 to level 3. Level 1 = min brightness. Level 3 = max brightness.

### D. Choice Of Display Unit
Press UP or DOWN to choose Imperial or Metric units. Eg. MPH or Km/H.

### E. Quit From Set Up
In the setting state, press the POWER/MODE button for 3 seconds to confirm the input, save current setting and exit.

2. **BATTERY CAPACITY**
When the battery capacity is full, the five battery segments will be lit up. When the battery has a low capacity the battery segment will flash. This indicates that the battery is severely low and needs to be recharged immediately.
3. SPEED DISPLAY
The display will automatically show the current speed. Hold UP and POWER/MODE and the display will show Average or Maximum Speed #5. Hold UP and POWER/MODE and the display will go back to the current speed on the display.

4. PEDAL ASSISTED POWER SELECT
Press UP or DOWN to change the output power of the motor. The power ranges from Levels 0-5:
0 = no power.
1 = min power.
5= max power.

5. DISTANCE DISPLAY
Riding Distance and Total Distance. Press and release power to switch between riding distance and total distance. This function is convenient for users to check:
Riding distance (TRIP)
Total distance (ODO)

6. FRONT LIGHT
Hold UP for 3 seconds and the Front and Rear lights will turn on. To turn off, hold UP for 3 seconds. This will also turn on and off the LCD screen backlight.

7. ERROR CODE DISPLAY
Display will return to normal only after the problem is fixed. Bike will not run while error code is present.

Code number definition:
21 Abnormal current
22 Throttle fault
23 Motor phase problem
24 Motor Hall defect
25 Brake failed
30 Abnormal communication
SECTION 5 :: SERVICE INTERVALS

**WARNING ::** Technological advances have made electric bicycles and bicycle components more complex, and the pace of innovation is increasing. It is impossible for this manual to provide all the information required to properly repair and/or maintain your electric bicycle.

In order to help minimize the chances of an accident and possible injury, it is critical that you have any repair or maintenance which is not specifically described in this manual performed by your dealer. Equally important is that your individual maintenance requirements will be determined by everything from your riding style to geographic location. Consult your dealer for help in determining your maintenance requirements.

**WARNING ::** Many electric bicycle service and repair tasks require special knowledge and tools. Do not begin any adjustments or service on your electric bicycle until you have learned from your dealer how to properly complete them. Improper adjustment or service may result in damage to the electric bicycle or in an accident which can cause serious injury or death.

Some service and maintenance can and should be performed by the owner and require no special tools or knowledge beyond what is presented in this manual. The following are examples of the type of service you should perform yourself. All other service, maintenance, and repair should be performed in a properly equipped facility by a qualified bicycle mechanic using the correct tools and procedures specified by the manufacturer.

1. Break-in period: Your bike will last longer and work better if you break it in before riding it hard. Control cables and wheel spokes may stretch or 'seat' when a new bike is first used and may require readjustment by your dealer. If you think something is wrong with the bike, take it to your dealer before riding it again.

2. Before every ride: perform a Mechanical Safety Check (Section 1.C)

3. After every long ride: if the bike has been exposed to water or grit, or at least every 100 miles: clean the bike and lightly lubricate the chain with a good quality bicycle chain lubricant. Wipe off excess lubricant with a lint-free cloth. Lubrication is a function of climate. Talk to your dealer about the best lubricants and the recommended lubrication frequency for your area.

4. After every long or hard ride or after every 10-20 hours of riding:
   - **Squeeze the front brake and rock the bike forward and back.** Everything feel solid? If you feel a clunk with each forward or backward movement of the bike, you probably have a loose headset. Have your dealer check it.
• **Take a look at the brake pads. Starting to look worn or not hitting the wheel rim squarely? Then it’s time for the dealer to adjust or replace them.**

• **Carefully check the control cables and cable housings. Any rust? Kinks? Fraying? If so, have your dealer replace them.**

• **Squeeze each adjoining pair of spokes on either side of each wheel between your thumb and index finger. Do they all feel about the same? If any feel loose, have your dealer check the wheel for tension and trueness.**

• **Check the tires for excess wear, cuts or bruises. Have your dealer replace them if necessary.**

• **Check the wheel rims for excess wear, dings, dents and scratches. Consult your dealer if you see any rim damage.**

• **Check to make sure that all parts and accessories are still secure, and tighten any which are not.**

• **Check the frame, particularly in the area around all tube joints, the handlebars, the stem and the seat post for any deep scratches, cracks or discoloration. These are signs of stress-caused fatigue and indicate that a part is at the end of its useful life and needs to be replaced.**

⚠️ **WARNING ::** When life cycle is exceeded, the component can suddenly and catastrophically fail, causing serious injury or death to the rider. Scratches, cracks, fraying and discoloration are signs of stress-caused fatigue and indicate that a part is at the end of its useful life and needs to be replaced. While the materials and workmanship of your bicycle or of individual components may be covered by a warranty for a specified period of time by the manufacturer, this is no guarantee that the product will last the term of the warranty. Product life is often related to the riding and to the treatment to which you submit the bicycle.

5. Every 25 to 50 hours of riding: take your bike to your dealer for a complete checkup.
TAKE A RIDE ON THE WILDSYDE

Wildsyde® Electric Bicycles

Wildsyde, LLC  PO Box 501 Avon, CO 81620, USA
Ph: 970.949.3261 - www.wildsyde.com - info@wildsyde.com