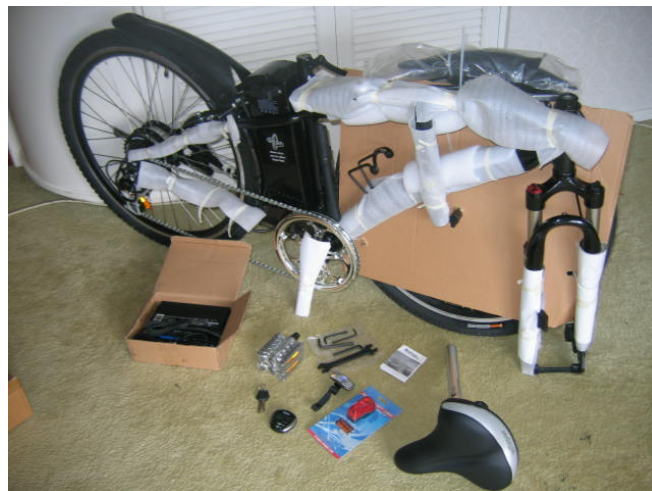


## Wisper 905SE Sport Installation Manual

1. Prepare a clear space to install your bike.
2. Unpack your bike and components from the Wisper shipping box and lean the semi-assembled bike upside-down against a wall (or chair) so it won't tip.
3. Your Wisper shipping box will contain: main bike frame assembly, seat and seatpost, two small cardboard boxes. The smallest box contains: pedals, cycle computer, rear light, front reflector, 2 X keys, bike tool kit. The other box contains your battery charger.



4. Use a pair of nippers or scissors and carefully snip the plastic ties holding the front wheel to the frame. Place the wheel nearby.
5. Carefully lift and turn the bike right way up and again lean it against its support. Snip the three plastic ties holding the handlebars to the frame and lower the handlebars to the ground. Carefully remove all protective foam and padding from the bike (scissors are useful here, but be extremely careful not to scratch the frame, or damage any cables).

6. Use the keys supplied and unlock the **battery lock**. Make sure the battery power output cable is unplugged from the battery, then open out the battery handle and pull the battery up to slide it free from the bike.

**Important:** Fully charge the battery before using the bike. Refer to the **User Guide** for instructions.

**Important:** Your first three charge cycles need to be deep cycles, as detailed in the **User Guide**.



7. **Hint:** It is a good idea to begin charging the battery now, so it is ready sooner. To charge the new battery, unpack the charger from the larger of the cardboard boxes. Remove the rubber **charge socket protective cap** from the battery (next to the power terminal socket) and, with the I/O switch on the charger off (O), plug the charger lead into the charge socket on the battery.



8. Now plug the charger into a power point and turn on the power at the wall. Lastly, switch on the charger (the charger's I/O switch is next to the 110/240v power input cable). One light will show red, and the other will show orange (charging). The orange light will turn green when the fast-charge cycle is complete. It is best to charge overnight for the first 3 charge cycles, as detailed in the user guide.

**Note:** When charging, always the last step is to switch the charger switch on. This allows the charger to properly sense the battery charge levels.

9. Slide the seatpost into the frame and tighten the quick-release lever. If the seat is not firm with the lever fastened, **fully** fold the lever back again, then tighten the adjustment nut clockwise a half turn. Fold down the lever again and retry. Repeat until the seatpost is held firm.

10. Slide the plastic cap off the handlebar headset **stem-post**, then slide the stem-post into the bike.

11. Lift the **quick-adjust lever** on the headset and alter the headset angle until you can fit the supplied largest allen key into the **nut on the top of the stem-post**. Make sure that about an inch of silver stem-post is showing (you can adjust the final height later) and that the handlebars are aligned with the forks, then tighten this nut until the stem-post is held firm.



**Note:** recheck and tighten this very firmly, once the front wheel is installed later.

12. Depress the quick-adjust lever to lock it in place again.
13. Carefully turn the bike upside-down and lay it on a rug, or soft surface to avoid damage. Lean it against a chair or wall to avoid it tipping over.

14. Remove the plastic **axle rest** from the base of the front forks.

15. Remove the disc brake plastic **gap spacer** from inside the front disc brake unit.

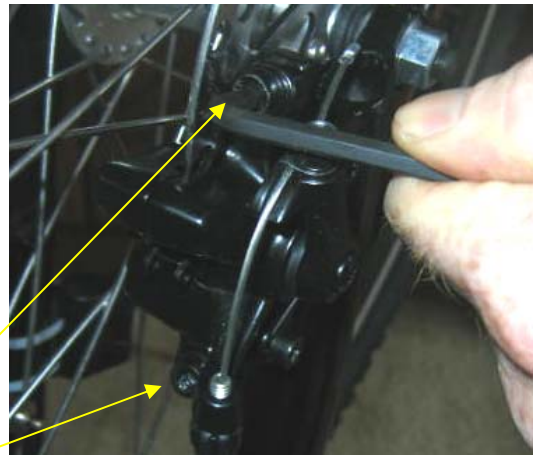
16. Remove the protective end-caps from the axle of the front wheel and loosen the axle nuts until they are near to coming off the ends of the wheel axle.



17. Carefully slot the wheel axle into the forks, making sure the disc rotor slides BETWEEN the disc pads in the disc brake unit. With downward pressure on the wheel to make sure it is firmly into the forks, lightly tighten the axle nuts. Then tighten each nut with the spanner supplied until very firm.
18. Spin the wheel. If your disc brakes are rubbing badly, they need fine-tuning. If you are not familiar with disc brake maintenance, then for safety purposes, ignore the brake tuning procedure below, and simply take your completed Wisper bike to your nearest cycle shop to get the brakes fine-tuned. It will only take them a few minutes and you can be sure your brakes will be correctly tuned.

19. **Fine-tuning the disc brake:** The aim is to get the pads set parallel to the disc rotor and as close as possible without rubbing. This is achieved by a combination of altering the angle and alignment of the unit on the fork, altering cable tension, and altering the setting of the inside pad.

**Hint:** During fine-tuning, repeatedly view the disc rotor and pads from close to the wheel, so you can see the alignment and spacing well.



20. Adjust the alignment of the brake unit on the fork by loosening the **two adjustment nuts**, then shifting the position of the brake unit to get it parallel with the disc rotor, and with the **outside pad** as close to the rotor as possible.

**Hint:** If the outside pad still rubs, then the brake cable is too tight.

Loosen the **cable fastening nut** to release the cable and allow the pads to open. Re-tension the cable and tighten the nut **firmly** once you are happy with the gap to the outside pad.



21. Now get the inside pad close to the disc rotor by adjusting the **inner pad spacer nut**.

**Hint:** A little rubbing is okay, as the pads need to wear in.

22. If pulling the brake lever fully does not apply enough pressure to the brakes, either the cable is too loose, or the gap between the pads too great. Readjust using the appropriate procedures described above.



23. As the new cable stretches, you can retighten it easily by screwing out the cable tension adjuster (the screw cap where the brake cable enters the brake lever unit). Remember to loosen the lock nut ring first.

24. Unpack the pedals and check on the axle-ends to see which is left (L) and which is right (R).

25. Place the bike upright and lower the stand.

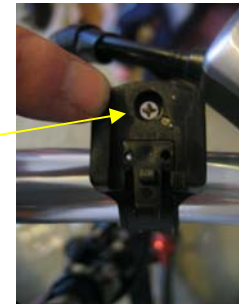
26. Thread the pedals into the corresponding crank and tighten firmly using the supplied 15mm wrench.

**Hint:** Be careful to note which crank is actually the right and which is the left when the bike is facing forwards.



27. Install the cycle computer in its mount on the handlebar.

**Hint:** If the mounting unit is too close to the gear changer you can slide it by loosening the adjustment screw inside it, sliding, then retightening.



28. Line up the spoke magnet and the sensor attached to the fork and twist the sensor on the fork until it is parallel with the magnet and as close to it without hitting when the wheel turns.

29. Lift the front wheel and give it a spin to check if the current speed shows.

**Hint:** Read the cycle computer manual for details of the computer's many functions.



30. Install the front mudguard and reflector by removing the nut from the bridge of the forks, then reinserting it through the mounting hole of mudguard and reflector, then re-screwing in the nut till tight.

31. Install the rear night light reflector, if it is not already installed.



32. Now your installation is complete. **Do not** ride your eBike until you have read the **User Guide** for full instructions on correct eBike use.
  
33. Wisper Bikes Ltd, and or any of its distributors, do not accept any legal liability for accident or injury caused by improper installation of any of the components utilised on this electric bicycle. If you are not fully competent with bicycle maintenance and tuning procedures, you must have your bike checked over by a qualified bicycle technician before riding it.

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