OWNERS HANDBOOK

Zike

THE WORLD'S FIRST VIABLE ELECTRIC BIKE

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1.2 DRAWINGS

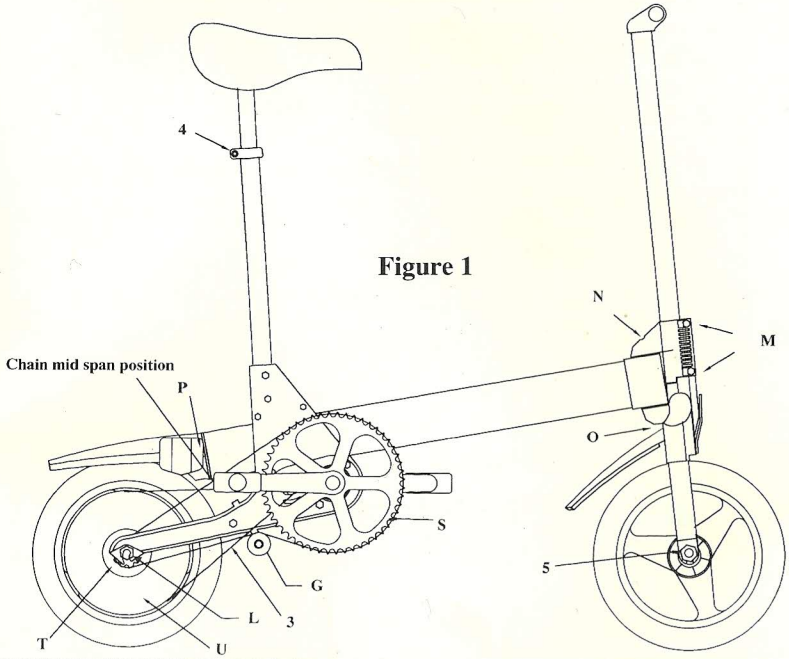
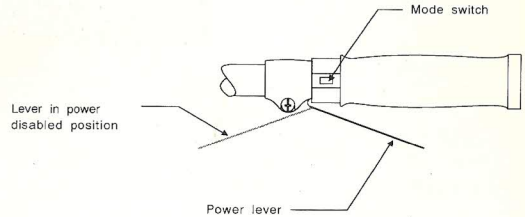


Figure 1



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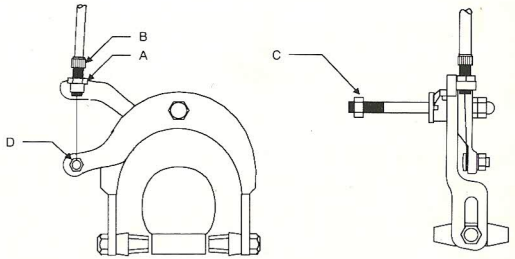
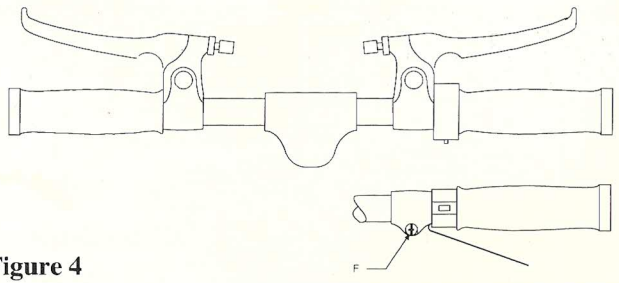


Figure 3



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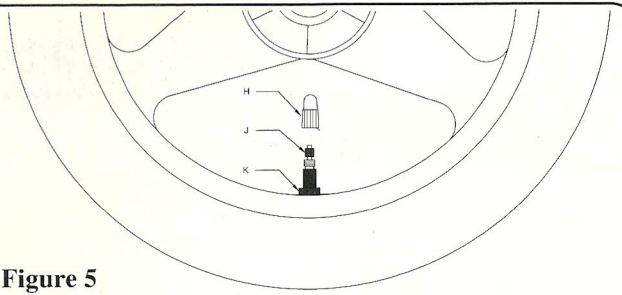
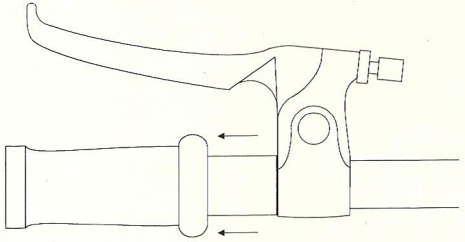


Figure 5



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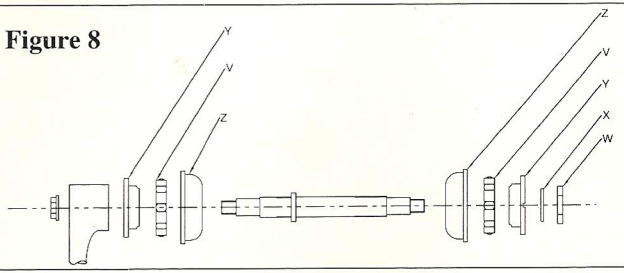

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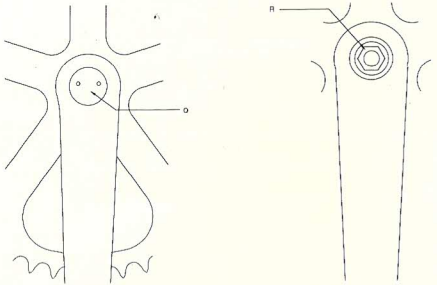


Figure 7

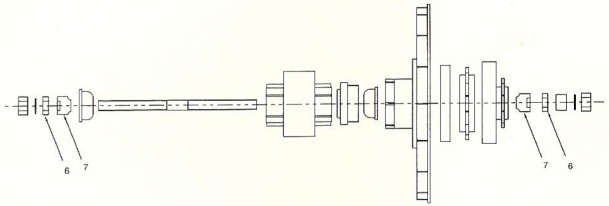


Figure 9

2 DOs & DON'Ts

Do's

1. Read this manual before riding your Zike.

2. Carry out the monthly checks and adjust your Zike when necessary. (See section 5.1)

3. Observe all the instructions in this manual; they have been written with your safety in mind.

Don'ts

1. Never attempt to open the rear of the Zike; there are no user-serviceable components inside. This will invalidate your warranty (and substantially increase the cost of "out of warranty" repairs) and in some instances may be dangerous.

2. Never ride a poorly adjusted or maintained Zike.

3. Do not allow the Zike charger to become wet.

4. Do not attempt to charge the Zike with anything other than a Zike charging unit. The use of other chargers will cause damage to the Zike and may be dangerous.

5. Do not use the Zike on public roads if you are under 14 years of age; it is illegal.

3.1 INSTRUCTIONS for UNPACKING your ZIKE

Note: Please retain the Zike packing materials in the event of a manufacturer's repair being necessary.

For ease of transit, your Zike is packed in a partly disassembled state and the first task of reassembly is to check that you have all the components.

The seat assembly and handlebar assembly are strapped to the Zike. Within the box containing the charger you should have:

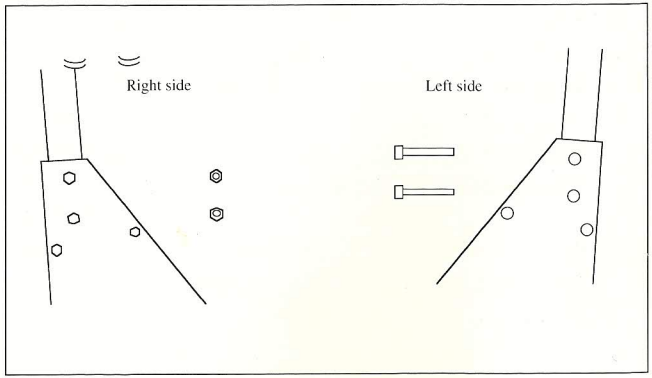
Left and Right Pedals,
2 Short Bolts with nuts (M5 x 12)
2 Long Bolts with nuts (M5 x 40)
1 x 4 mm Hexagonal Key
1 x 6 mm Hexagonal Key

In addition you will need a screwdriver.

Remove the bubble wrap and strapping from the handlebar and seat assemblies taking care not to cut the wires or kink the cables.

Saddle

Use the Large Hexagonal key to slacken the clamp on the saddle support tube, pull the saddle out 3 or 4 inches and temporarily tighten the clamp again.



Insert the Saddle support tube into the hole provided on the main mouldings as far as it will go and rotate the tube until the screw holes line up.

Push nuts into the two recesses at the top of the right hand moulding and screw in the long bolts from the left side so that the support tube is clamped. Use the smaller hexagonal key to tighten these bolts securely.

Handlebars

Now making sure that the cables are not twisted or strained, put the steering column into the clamp above the front wheel. The switch unit (fig 2) has to be on the right hand side of the handlebars. The column is keyed so that the handlebars have to be aligned correctly before they will fit into the clamp. Push the column down fully: there is no vertical height adjustment.

Now put nuts into the recesses on the right hand side of the clamp and screw in the 2 short bolts. Tighten securely.

With a screwdriver loosen the brake lever bolts 'F'.

Pull the cables up through the cable clip attached to the steering column, so that the brakes can be rotated until they are horizontal. Tighten the brake lever bolts and insert the brake and control cables into the steering tube cable clip.

Make sure you can move the handlebars from lock to lock without straining the cables.

Pedals

The pedals are handed Left and Right which can be identified by the 'L ' and 'R' stamped by the threads. The Right Pedal does go on the right or chain side. The thread is a normal right hand thread so that it has to be rotated clockwise to screw it in. Screw in as far as you can by hand taking care not to cross the threads and then tighten securely using the large hexagonal key.

The Left Pedal has a left hand thread so that this has to be rotated counterclockwise to screw it in.

Final Adjustments

Now that you have assembled all the components you will probably want to readjust the saddle to suit your height (see section 6.13).

3.2 BATTERY CHARGER

The Zike is delivered with the battery almost totally discharged so before it can be used it has to be charged.

A charger is provided to recharge the nickel cadmium battery fitted within the frame of the Zike. Connection to the battery is made by inserting the lead from the charger into the socket on the right hand side of the frame near the rear wheel. The sliding cover has to be lifted to allow the plug to be pushed in.

The charger should be connected ***first*** to the Zike and ***then*** to the mains supply.

The red indicator lamp on the charger shows fast charge is taking place, your Zike should take just over an hour to charge from a fully discharged state.

If the red light does not come on initially the mains supply should be disconnected and then reconnected to initiate fast charge.

When the red light goes out the charger drops to trickle charge and whilst it is safe to leave the battery on charge indefinitely, it is preferable to disconnect from the mains and then from the Zike.

Please note: As with all nickel cadmium batteries the first few discharge cycles do not contain 100% charge and hence full performance from the Zike will not be obtained typically until the fifth charge.

WARNING

This charger is for use with the Sinclair Research "Zike" only.

For indoor use only.

To prevent fire or electrical shock hazard, do not expose to rain or moisture.

No user serviceable parts inside: to prevent electric shock hazard, do not remove cover from case.

For use with 240v ac mains supply only.

Disconnect from mains supply when not in use.

Do not obstruct the flow of air through ventilation holes in case.

IMPORTANT: ALWAYS DISCONNECT THE CHARGER FROM THE MAINS BEFORE DISCONNECTING FROM THE ZIKE.

4.1 OPERATING INSTRUCTIONS

The Zike can be ridden in exactly the same manner as a non electrically powered bicycle. Riding the Zike as a normal cycle for a couple of minutes is probably the best way of getting used to the vehicle.

When you wish to use electrical power simply select the mode 1,2 or 3 using the mode switch and pull up the power lever (see fig 2). The electronic controlling circuitry of the Zike acts in a similar manner to the clutch in a car, hence there will be no sudden surge of power, only a controlled acceleration of the Zike. When the Zike is not in use flip the power lever over to the left so that it is in the power disabled position.

The modes are :

1. Lower power consumption mode.
2. Normal power consumption mode.
3. Boost mode which has the highest power consumption.

4.2 BICYCLE SAFETY

1. Before riding check brakes, handlebars, saddle and wheels for correct fitting and security.

2. Always use the correct hand signals and obey the Highway Code.

3. Do not weave in and out of traffic.

4. Slow down for all junctions and circumstances when you are not sure what manoeuvres other road users may make.

5. Observe all traffic signals and signs.

6. Always ride in single file and on the correct side of the road.

7. Use good quality lighting for night time use of the Zike.

8. Keep your Zike in good running condition and observe the inspection and maintenance instructions detailed in section 5.1.

9. Do not carry other riders and only carry luggage in the carrier designed for the Zike.

10. Do not "stunt" ride your Zike.

11. Always be aware that other road users may not have noticed you !

12. Always think ahead and try to predict the actions of other road users.

5.1 INSPECTION AND MAINTENANCE

Inspection : On a regular basis (ie monthly) check all nuts and bolts for tightness. Check all components to see that none is damaged or loose.

1. Calliper Brakes : keep brake shoes adjusted as detailed in section 6.1.1. Replace worn shoes and wipe any oil or mud off the rim. Replace worn or damaged control cables or brake levers.
2. Front Forks : damaged or bent forks need to be replaced. Never attempt to repair a damaged fork, a new component must be purchased.
3. Front Bearing Assembly : keep properly adjusted as detailed in section 6.4.
4. Front wheel : keep wheel nuts tight and wheel properly adjusted as detailed in section 6.15.
5. Frame : replace any damaged components of the frame.
6. Tyres : check tyres for correct pressure as detailed in section 7. Damaged tyres or tubes must be replaced as detailed in section 6.2.
7. Seat Adjustment : adjust saddle to a comfortable but safe position i.e. ensure your feet will touch the ground whilst sitting on the saddle.
8. Crank Bearing Assembly : must turn freely with a maximum of $^1/_2$ mm play at the shaft end – see section 6.7.
9. Cranks and Pedals : damaged cranks must be replaced, do not attempt to straighten bent cranks. Replace pedals if they become worn or damaged.
10. Chain : check for damage and stretch, adjust chain tension regularly as detailed in section 6.10.
11. Handlebar : check for play, return to manu-facturer or authorised service agent if play is found. Replace worn grips as detailed in section 6.3.
12. Rear Wheel : check that it rotates freely without play of more than 1 mm at wheel rim, adjust if necessary as detailed in section 6.15.
13. Lubrication : your Zike is delivered fully lubricated. If any of the lubricated components become dry use a thick grade oil (3 in 1 cycle oil or equivalent) to re-lubricate them.

The components requiring yearly lubrication are:-

The Chain
Front and Rear wheel bearings
Crank Axle bearings

DO NOT OIL ANY OTHER COMPONENTS ON THE ZIKE, WIPE OFF ANY EXCESS OIL AFTER LUBRICATION.

6 USER MAINTENANCE AND REPAIR

6.1 Brakes :
- 6.1.1 adjustment
- 6.1.2 block replacement
- 6.1.3 cable replacement
- 6.1.4 lever replacement

6.2 Tyres & Tubes :
- 6.2.1 rear wheel
- 6.2.6 front wheel

6.3 Handlebar grip replacement

6.4 Steering adjustment

6.5 Mudguard replacement front & rear

6.6 Pedal

6.7 Crank removal and replacement

6.8 Chainwheel removal and replacement

6.9 Axle removal and replacement

6.10 Chain removal and adjustment

6.11 Drive belt replacement

6.12 Drive belt adjustment

6.13 Saddle replacement

6.14 Wheel removal & replacement

6.1 BRAKES

6.1.1 Adjust brakes as follows:

a) Loosen locknut A (See fig 3).
b) Rotate adjuster B until the wheel rim block distance is 2 mm ±0.5 on either side of the wheel.
c) If the gaps are unequal apply the brake and recheck gap.
d) If the gaps are still unequal recentre the brake by releasing its nut 'C' and rotating the brake assembly to compensate for the gap difference.
e) If insufficient adjustment is available at B use the adjusters on the handgrips.
f) Finally screw down all locking nuts at brake assemblies and levers.
g) Worn brake blocks with 4 mm or less of rubber remaining must be replaced.

6.1.2 Replacement of Brake Blocks :

The brake blocks used for the Zike have been specially compounded. Do not fit any block other than the ones available using the order form at the end of this manual. Replace blocks using the following procedure : (see fig 3)

a) Loosen locknut A and rotate adjuster B fully clockwise.
b) Slacken nut E.
c) Remove nut washer and brake block.
d) Insert new block and tighten nut making sure the block is lined up with the rim.
e) Repeat procedure for other block and adjust brake calliper as detailed in section 6.1.1.

6.1.3 Replacement of Brake Cables :

Worn or damaged cables must be replaced as detailed below:

Front Brake Cable

a) Undo pinch nut D (see fig 3).
b) Pull out cable inner and outer then remove from steering column cable clip.
c) Unscrew brake lever adjuster and unhook cable from brake lever (see fig 4).
d) Thread and hook new cable into brake lever and steering tube cable clip (being careful not to damage the cable ends).
e) Thread inner cable through adjuster B & through the hole in the pinch bolt D.

f) With adjuster B screwed fully clockwise and brake blocks pressed against wheel rim, pull cable inner as far through pinch bolt hole as possible, tighten pinch bolt nut to clamp cable inner.

g) Adjust brake as detailed in section 6.1.1.

Rear Brake Cable

The rear brake cable is sealed to the control cable to provide extra protection to the wiring of the bicycle. This means that only the inner of the rear brake cable can be replaced as a user maintenance operation.

a) Loosen pinch nut D (see fig 3).
b) Pull out cable inner.
c) Unhook cable inner at brake lever by operating the lever and pulling the cable downwards.
d) Pull the cable inner fully out of the cable outer
e) Thread and hook the new cable inner into the brake Lever and cable outer (being careful not to damage the cable ends).
f) Thread the cable gently all the way to the rear brake calliper.
g) Thread the cable through adjuster B and into pinch bolt D.
h) Press both brake blocks to the wheel rim, pull the cable inner with a pair of pliers as far as it will go through the pinch bolt. Let go of the cable and tighten the pinch nut D.
i) Adjust the brake calliper as detailed in section 6.1.1.

Should the rear brake cable outer be damaged the Zike must be returned to the manufacturer or an authorised dealer for a replacement cable to be fitted.

6.1.4 Brake Lever Replacement

a) Release the required brake cable by undoing the relevant pinch nut D.
b) Unhook the cable from the damaged lever.
c) Remove the handgrip nearest the brake lever, taking care not to damage the foam (see section 6.6.3).
d) Unscrew retaining screw F and slide the lever off the handlebar (see fig 4).
e) Place new lever on handlebar and tighten retaining screw with lever in the correct operating position.
f) Replace brake cable and adjust brake as detailed in section 6.1.1.

6.2 TYRE AND INNER TUBE REPLACEMENT

6.2.1 Rear Wheel

a) With the Zike turned upside down remove the motor drive belt by gently pulling it towards the tyre and rotating the rear wheel.
b) Unhook the drive belt from the rear wheel.
c) Slacken the chain tensioner by undoing bolt G and remove the chain.
d) Remove the inner tube valve cap H, unscrew the valve lock nut J and press the valve down to deflate the tyre (see fig 5).
e) Remove the valve securing nut K.
f) Using two tyre levers (preferably plastic) lever up one side of the tyre over the rim, then work slowly round the rest of the rim holding one lever in place and incrementally levering with the other until the tyre is completely removed on one side.
g) Reach inside the tyre and gently remove the inner tube. When you reach the valve push it up into the tyre to enable total removal of the tube from the tyre.
h) Now remove the other side of the tyre over the same rim side as before hence leaving the tyre off the wheel.
i) Remove the wheel from the Zike by slackening off nuts 'L'.
j) Remove tube and tyre from wheel.
k) Fit one side of new tyre to wheel using tyre levers.
l) Unscrew valve cap and securing nut first; insert valve through hole in wheel and replace securing nut, do nut up to finger tight.
m) Insert tube into tyre
n) Fit other side of tyre over rim using tyre levers.
o) Inflate tyre to 70 PSI.
p) Further tighten valve-securing nut with fingers, screw down valve-locking nut J, replace valve cap.
q) Re-locate wheel on Zike and tighten wheel nuts, ensure wheel remains seated in its correct position at the closed end of the fork slots.
r) Re-attach motor drive belt, chain and chain tensioner. Adjust chain as detailed in section 6.10.
s) Re-tension motor belt as detailed in section 6.12.

6.2.2 Front Wheel

As rear wheel omitting steps a, b, c, r and s.

6.3 HANDLEBAR GRIP REPLACEMENT

a) Remove foam outer by rolling down from the innermost part outwards (see fig 6).
b) Remove plastic inner by twisting and pulling; If the inner is fixed tightly, warming it by pouring warm water and then pulling with a cloth wrapped round the grip should ease removal.
c) Push new grip complete with foam on to handlebar, the last few centimetres may need a few sharp taps with a wooden mallet.

6.4 STEERING ADJUSTMENT

A correctly adjusted steering assembly has no more than 1 mm play between saddle and handlebars and must rotate with very little friction. If the steering set-up is not as above follow the procedure below.

a) Slacken both pinch bolts 'M'.
b) If the steering is tight turn bolt 'N' anticlockwise until the steering is free.
c) If there is play in the steering turn bolt 'N' clockwise until the play disappears.
d) Tighten the pinch bolts 'M'.
e) Finally check the steering for play or stiffness and readjust the bolt 'N' by a maximum of a quarter turn if necessary.

6.5 MUDGUARD REPLACEMENT

6.5.1 Front

a) With the Zike turned upside down undo the self-tapping screw 'O'.
b) The old mudguard should now pull off the assembly.
c) Attach the new front mudguard using the self-tapping screw 'O'.

6.5.2 Rear

a) Rotate the white side reflectors and remove the retaining screws 'P'. Remove the old mudguard.
b) Attach new mudguard using screws 'P'.

6.6 PEDAL REPLACEMENT

a) Remove pedals using a spanner on the flats of the pedal shaft between the crank and the pedal. Sitting on the Zike looking down on the pedals the left hand pedal has a left hand thread (i.e. turn clockwise to unscrew), the right hand pedal has a right hand screw (turn anticlockwise to unscrew).

b) Attach new pedals making sure the left pedal marked 'L' is inserted into the left crank and the right pedal into the right crank. Tighten using a spanner on the pedal shaft flats.

6.7 CRANK REMOVAL AND REPLACEMENT

a) Unscrew the crank cap 'Q' (see fig 7).

b) Using a cotterless crank extractor (available from good cycle shops) remove the flange nut R.

c) Screw the other end of the crank extractor into the crank and then screw the outer section clockwise to remove crank.

d) Place new crank onto crank shaft and fix by replacing flange nut 'R'. Tighten flange nut to 20 ftlb or 30 Nm torque.

e) Replace crank cap 'Q'.

6.8 CHAINWHEEL REPLACEMENT

a) Remove the chain tensioner and chain as detailed in section 6.10 a) and b).

b) Follow instructions a) - e) in section 6.7.

6.9 AXLE REPLACEMENT

a) Remove both cranks as detailed in section 6.1.7 a-c.

b) Using a spanner unscrew locknut 'W' see fig 8 (this is a left hand thread, turn clockwise to undo). Use a crank on the other end of the axle as a lever.

c) Remove locking washer 'X'.

d) Unscrew cone bearing 'Y'.

e) Pull out axle assembly and bearing cups 'Z'

f) Insert new bearing cups, bearings and axle.

g) Replace bearing cone 'Y', this must be finger tight allowing free rotation but with no more than 1/2 mm play at axle end.

h) Replace locking washer and locking nut. Tighten the locking nut with a spanner.

i) Check axle for free rotation and a maximum 1/2 mm

play at axle end, release locking nut to slacken or tighten bearing cone 'Y' if necessary.

j) Replace cranks.

6.10 CHAIN REPLACEMENT

a) Slacken chain tensioner bolt 'G'.

b) Pull chain to one side of the chainwheel 'S' and rotate chainwheel to detach chain.

c) Attach new chain to 10-Tooth sprocket 'T' and first few teeth of chainwheel.

d) Rotate chainwheel to attach chain.

e) Adjust chain tensioner wheel and tighten bolt 'G' so that 1/2"-3/4" (12-24 mm) of play occurs at the chain midspan position shown on fig 1.

6.11 DRIVE BELT REPLACEMENT

The drive belt must be replaced if it starts to look badly worn or if belt jump cannot be rectified by retensioning the belt and resetting the snubber wheel.

a) With Zike turned upside down, remove the chainwheel as detailed in 6.8.

b) Push the belt away from the flanged side of the rear wheel drive pulley 'U' and rotate the rear wheel to remove the belt.

c) Remove one of the motor mounting bolts '1' and slacken the other to allow the snubber '2' to be moved away from the drive pulley 'U'.

d) Remove the old belt.

e) Place new belt on motor drive pulley and wrap around rear wheel drive pulley by rotating rear wheel.

f) Replace motor mounting bolt and set belt tension as detailed in 6.12.

g) Re-attach chain.

6.12 DRIVE BELT ADJUSTMENT

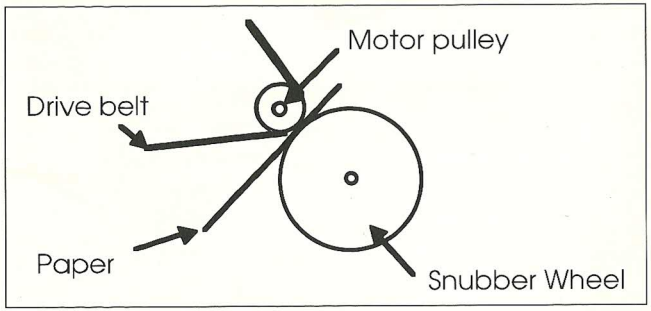
a) Slacken both motor bolts '1' by one turn.

b) Move motor position by grasping both sides of the drive belt and pinching. Release the belt and the correct tension will be set by an internal spring.

c) Place a piece of photocopier paper 8mm wide and approximately 50 mm long between the belt '3' and snubber '2' as shown below.

d) Push the snubber lightly towards the motor drive pulley and tighten both motor mounting bolts.

e) Remove the paper.



6.13 SADDLE ADJUSTMENT & REPLACEMENT

a) To adjust the saddle height slacken the saddle pillar clamp bolt '4' (see fig 1).

b) Move the saddle to 3-4 inches (75-100mm) below your hip height.

c) Tighten the saddle clamp bolt
NOTE : THE SADDLE PILLAR HAS A MINIMUM INSERTION DEPTH MARKED ON IT, DO NOT ATTEMPT TO USE THE ZIKE WITH THE SADDLE PILLAR MINIMUM DEPTH MARK VISIBLE.

d) Whilst sitting on the saddle check you can comfortably touch the ground with your feet. Adjust the saddle if necessary.

To replace the saddle

a) Slacken the saddle nuts found underneath the saddle.

b) Replace old or damaged saddle.

c) Retighten saddle nuts making sure the saddle surface is horizontal and pointing directly forward.

6.14 WHEEL REMOVAL & REPLACEMENT

6.14.1 Front wheel

a) Slacken the front wheel securing nuts '5' (see fig 1).

b) Pull the wheel out of the forks.

c) Adjust the wheel if necessary (see section 6.15).

d) Replace the wheel and tighten the securing nuts.

6.14.2 Rear wheel

a) With the Zike turned upside down remove the motor drive belt by gently pulling it towards the tyre and rotating the rear wheel.

b) Unhook the drive belt from the rear wheel.

c) Slacken the chain tensioner by undoing bolt G and remove the chain.

d) Slacken the rear wheel securing nuts 'L' (see fig 1).

e) Pull the wheel out of the forks.
f) Adjust the wheel if necessary (see section 6.15).
g) Replace the wheel and tighten the securing nuts.

6.15 WHEEL ADJUSTMENT

Both the front and rear wheels are adjusted in the same manner :-

a) Remove the wheel from the Zike (see section 6.14).
b) Undo one of the cone locking nuts '6' (see fig 9).
c) Tighten or slacken the bearing cone '7' as required.
d) Lubricate the bearings if they are dry.
e) Re-tighten the cone locking nut.
f) Replace the wheel and tighten the wheel securing nuts.
g) Check the wheel is running freely, if it is not this will reduce the range of the Zike. Re-adjust the bearing cones if necessary.

7 ZIKE SPECIFICATION SHEET

Weight	11kg (24lbs)
Frame	Aluminium extrusions joined by verton composite components
Wheels	Composite injection mouldings
Tyres	High pressure 12.5 x 1.75 x 2.25 inflate to 70 PSI
Motor	24V D.C. 100 Watts continuous
Motor drive	Poly Grip GT toothed belt
Battery	NICAD. 20 D cells driving the motor through patented electronic controller

Conventional transmission:-

1/2" x 1/8" Chain developing 59" gearing at the rear wheel

Braking Standard calliper front and rear plus regenerative breaking on rear wheel

Recommended torque settings

Upper bearing housing bolts	3Nm	(2lbft)
Wheel nuts	15Nm	(11lbft)
Pedals	10Nm	(7.5lbft)
Crank nuts	40 Nm	(30 lbft)
Motor bolts	0.2Nm	(0.15lbft)

8 FAULT DIAGNOSIS

PROBLEM	SOLUTION
Poor braking	Adjust brakes and replace brake blocks in necessary (see section 6.1)
Belt jumping	Signified by a ratchet noise from the rear of the Zike. Reset belt tension. See section 6.12. If this does not cure the problem replace the drive belt.
Reduced range from Zike	Reset belt tension and snubber wheel (secn 6.12) Check tyre pressure (secn 7) Check brake adjustment (secn 6.1)
Steering feels loose or tight	Check steering set-up (secn 6.4)
Noisy chain	Reset chain tension (secn 6.10)

Please fill in the details below and return this Order with remittance (*Cheques payable to Sinclair Research*) to:

Vector Services Ltd., 13 Denington Road, Wellingborough, Northants. NN8 2RL.

Name .....

Address .....

.....

.....

..... Post Code .....

PLEASE AFFIX POSTAGE STAMP

Sinclair Research Ltd.
15/16 Margaret Street
London W1N 7LE

9 SPARE PARTS ORDER FORM

	Price	Number Required	Price £ Incl of VAT & P and P
Brake blocks (per pair)	£ 3.00		
Brake cables front & rear	£ 3.00		
Brake levers left & right	£10.00		
Chain	£ 5.00		
Chainwheel & cranks	£21.00		
Crank axle	£10.50		
Drive belt	£ 5.00		
Front wheel assembly	£10.75		
Handlebar grips left & right	£ 3.50		
Mudguard front	£ 2.50		
Mudguard rear	£ 2.50		
Pedals	£ 9.00		
Rear wheel assembly	£10.75		
Tyre & tube front or rear	£ 9.00		

Please make cheques payable to Sinclair Research Ltd.
Send order to Vector Services Ltd, 13 Denington Road, Wellingborough, Northants, NN8 2RL.
Prices correct at time of going to press.

TOTAL _____

10 GUARANTEE CARD

This guarantee is in addition to and does not affect any statutory or other rights of consumer purchasers.

Sinclair Research Limited's products are carefully designed, inspected and tested and we undertake to repair or replace free of charge any part of the product which proves to be defective by reason of faulty design, workmanship, or materials within one year of delivery to the original purchaser.
This guarantee is conditional on:

a) The Zike being correctly assembled and maintained as shown within the Zike manual.
b) The Zike has not been subjected to misuse, neglect, or been wilfully or accidentally damaged by the purchaser or others: or incorrectly adjusted or repaired.
c) The warranty seals remaining unbroken and that they have not been removed.
d) The guarantee applies to purchases solely made in the United Kingdom, Channel Islands or Republic of Ireland.
e) Our decision on all matters relating to complaints and returns shall be final.
f) This guarantee does not cover consumable items such as tyres, inner tubes, drive belts, handgrips or brake blocks.
g) Proof of the date of purchase will be required before free service is provided.

For repairs phone Sinclair Research on 071 636 4488 giving your serial no. date of purchase and details of the fault found.

Please remove any accessories you have attached to the Zike before return as we cannot take responsibility for their possible loss or damage during servicing.
Please record:
Your Serial Number .....
Date of Purchase .....
Where Purchased .....
and also fill in the form below and send to Vactor Services Limited, 13 Denington Road, Wellingborough, Northants NN8 2RL and this will be registered on our computer files.

GUARANTEE REGISTRATION

Name .....
Address .....
.....
.....
Telephone .....
Date and Place of P urchase .....
.....
Serial Number .....