

Alien Electric Bicycle 36v Lithium Ion Conversion Kit

Firstly, I'd like to thank you for purchasing this kit allowing you to convert your boring old existing bike to an all singing, all dancing electric one! I appreciate your business!

Secondly, what I'd also like to do, is to make the process of installing the kit as painless as possible.

The first thing to be aware of is that there aren't all that many components to think about and it's all pretty straightforward. So, let's begin.....



My old Claude Butler to my new electrified one....



You'll be replacing your existing front wheel with the new one supplied, adding an electronic "thumb throttle" and replacing the brake levers with ones which cut power to the motor when applied (if required).

You'll also be adding a rack over the rear wheel into which the battery pack will slide and a small bag to hold the controller on the centre tube.



Please lay out the components you find in the box.



Firstly, remove your front wheel and replace it with the complete wheel assembly supplied.

NB - THE WHEEL SHOULD BE LOCATED SO THAT THE MOTOR WIRE IS COMING OUT THE RIGHT HAND SIDE OF THE BIKE WHEN YOU ARE SITTING ON IT.

Also, please ensure that the locating washer is positioned against the fork leg so as **to stop the motor rotating within the wheel.**

Bring the wire up the fork leg and along the top tube to below the seat simply laying it in place at this time.



Please note: Some wheels may have the wiring exiting from the shaft in the position shown on the left. In this case, initially bring the wire up the inside of the fork leg and then onto the outside.

Next, fix the rear rack over the back wheel using the brackets provided as shown then connect the two arms of the rack to the seat lock.





Next, attach the thumb throttle to the handlebars along with the battery power display unit.

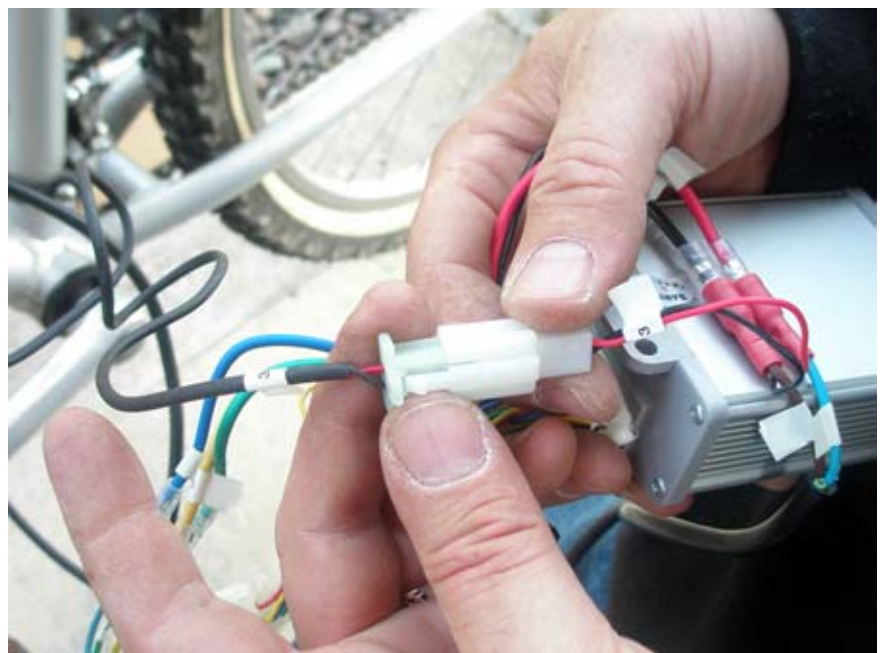
At this time also you should replace your existing levers with the new “electronic” levers supplied. The levers in the kit, when applied, stop the power to the motor so it cuts out whilst they are applied. This is an EU safety requirement.



Fasten the bag supplied onto the top tube then bring all the wires from the handlebar components and from the motor along the top tube.

Locate the controller assembly and connect the cables which you brought to the back of the bike as shown. This has been made as easy as possible by the use of tags with numbers printed on them.

Identify the connector marked “1” and the matching connector marked “1” and simply push them together. Repeat for those marked “2” etc.



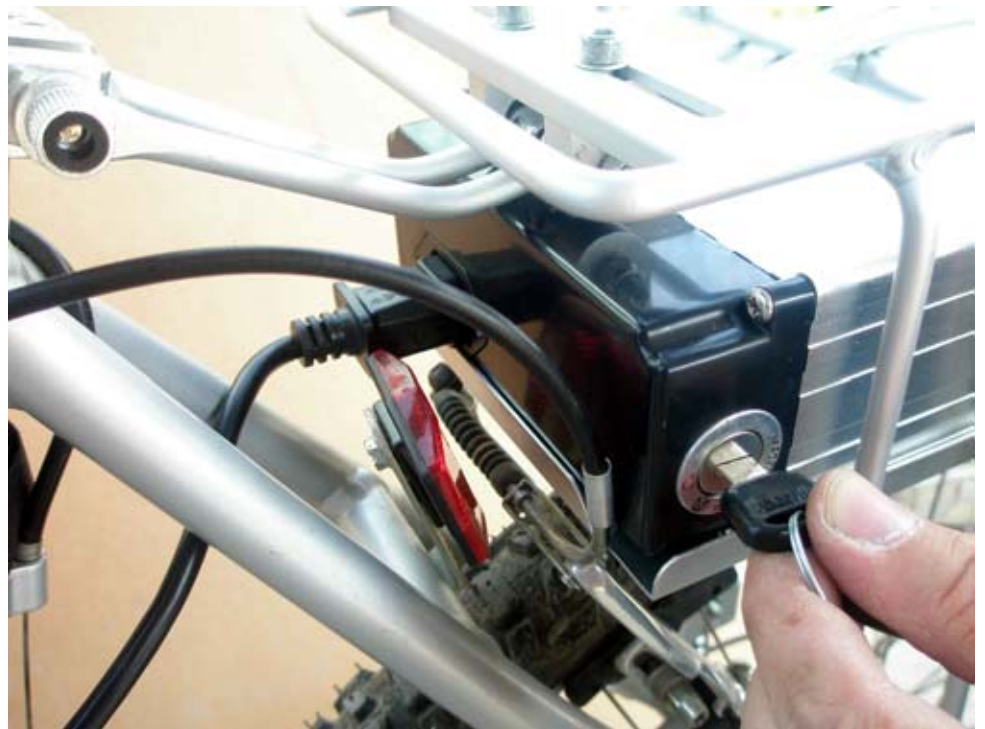


Place the controller and all wires into the bag and close as shown with the battery wire leading the rear of the bike.

Slide the battery in (NB Without the keys in it!) into the holder and connect the “kettle” type lead as shown. Put the keys in and lock the battery in place.

There is a hole in the plate into which the battery locking pin will engage. However, you may have to do some adjustment to get this initially.

Also note that the battery lock is spring loaded so you may have to push inwards with the key.



Finally, switch the battery on using the keys supplied and then simply push the throttle.

Please also note that the motor will respond immediately so either have the front wheel off the floor or be ready to walk forward.

Charging the Battery

Lithium Ion batteries are lighter than other equivalent batteries and MUCH lighter than Lead Acid batteries. They do not suffer from memory effect and also have a low self-discharge rate of approximately 5% per month, compared with over 30% per month in nickel metal hydride (NiMH) batteries.

However, to preserve your lithium-ion battery it should be charged early and often so when you come back from a ride, simply plug the bike into the charger regardless of how much power you've used.

The Battery Management System, integrated into the charger and the controller, will take care of how much charge the battery needs. Please note that if you're going to leave your bike for a long time then charge up the battery every now and then to ensure that the battery charge doesn't fall to too low a level. **NB IF YOU LET THE BATTERY GO FLAT FOR ANY LENGTH OF TIME, IT MAY NOT BE POSSIBLE TO RECOVER IT.**

NB The charging point for the 36v 10Ah Lithium Ion Battery is located below the handle on the battery itself.

WARNING

UNDER NO CIRCUMSTANCES SHOULD THE BATTERY CHARGER BE PLUGGED INTO THE MAINS SUPPLY OR SWITCHED ON UNLESS THE BATTERY IS ALREADY ATTACHED.

IGNORING THIS COULD RESULT IN A SPARK BETWEEN THE CHARGER CONNECTOR AND BATTERY. THIS WILL RESULT IN DAMAGE TO EITHER THE CHARGER AND/OR THE BATTERY.

Modifications

Many customers ask how they can modify the speed for "off road use only" of course:-

You are looking for two blue leads which come out of the controller and end in a small electronic device called a "potentiometer". If you look closely you will see that the "pot" has a screw in it so, taking a small screwdriver, turn the screw as far clockwise as it will go. Please note that, although the speed will go up, your range will definitely go down. It's then a matter of trial and error to get it right for the journeys you are doing - long distance, turn down, short distances but want the extra speed, turn up.

Please also note that, as per the listing, this modification can only legally be used off road in the UK and I do not accept any responsibility for any repercussion resulting from carrying out this modification!

Any problems please contact me via eBay messaging or admin@alienocean.co.uk.