

Alien Cruiser Assembly Manual

The Cruiser is one of the easiest bikes to assemble as it arrives with both wheels on the bike and all the brake cables attached etc.

Firstly, please place the bike in an area where you have free access around it then remove the outer straps. Once opened, remove any polystyrene sections.



As you will now see, both front and rear wheels are already fitted on the bike so, getting help from someone else, lift the entire bike out of the carton.

Put it on its side stand temporarily.





A separate package will contain the charger and pedals. Please put this carefully to one side.

You will also find the keys to operate the bike tie wrapped onto the handlebars. Once again, please cut the tie wrap and put the keys to one side.

Swivel the handlebars around so that they are facing the front, drop the stem in, then line up the front wheel with the frame and adjust and tighten the handlebars using the hex key.



Attach the pedals and tighten. Please note that they each has a different thread - one left and one right handed. Be careful not to try to attach them on the wrong side as this could ruin the threads completely.

Finally, remove all packaging materials from the bike, once again being careful not to damage the paintwork.

(I regret that on some bikes, the side stand has been fitted over the original protective covering! I don't understand it either and have contacted the factory about it! My apologies...)



Before attempting to start and ride the bike, it is recommended that you charge the battery. Please remove the battery from the bike using the keys to unlock it and refer to notes on charging.

(Also, although the gears and brakes are set up at the factory, please check them before you take the bike out and, in fact, before every trip.

Please also remember that this bike is capable of 15mph without pedalling and greater speeds with pedalling so, please, wear a helmet and protective clothing at all times.)

Operating Notes

To remove the battery pack, use one of the keys provided. The lock is designed to be very tamper proof but the lock may take a bit of getting used to as it is a “sprung” lock. When you put the key in you have to push against a spring pushing outwards to turn. You will see markings on the face of the lock showing you which position is needed to perform any action.

The battery pack slides towards the rear of the bike when unlocked. The pin which locks the battery to the rack takes a little time to get used to... It is suggested that you practice removing and fitting the battery a couple of times to familiarise yourself with the process.

To operate the bike, all you have to do is to switch on by turning the key on the battery holder and then twisting the throttle.

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

However, pedalling the bike as well will provide a much greater range than using the throttle only.

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.**

PLEASE ALSO NOTE THAT, AT ALL TIMES, AS WITH ALL BATTERY CHARGERS, YOU SHOULD HAVE ATTACHED THE CHARGER TO THE BATTERY BEFORE YOU PLUG THE CHARGER INTO THE MAINS AND SWITCH IT ON.

Note that the socket for the charger is underneath the handle on the battery itself!

Finally, please enjoy the bike and if you have any questions please get in touch either through ebay messaging or admin@alienocean.co.uk.



The Grey Box & “Modifications”

To assuage concerns over the “waterproofness” of the grey box behind the seat it actually does not have to be waterproof at all. It is simply there to hold the controller and wiring. The controller, though, is totally sealed and water cannot get into it. Please note that there is a hole in the bottom of the box to allow any water to get out!

Whilst on the subject of the grey box, I've had a few enquiries about how you “modify” the speed on the Cruiser. To do this you need to actually get into the box.

Remove the two brackets underneath which hold it on then the four screws at the bottom of the box (not the ones on top). You will now be able to access the wiring and the controller. 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!