

EVTA RETRO -20 ELECTRIC MOTORCYCLE

Quick Reference Guide

PRELIMINARY INSTRUCTIONS

Please read all instructions carefully before using your new motorcycle



GETTING STARTED

Unpacking the Shipping Crate

1. When the crate is delivered it should be inspected for any physical damage. If any damage is observed, you should make sure you point it out to the courier and not accept the crate until further inspection.
2. The crate will have several (4) steel bands holding the cardboard box in place around the steel frame. One side of the box will have the manufacturer's name, the model of the motorcycle, the color, the motor number and the VIN number clearly written. It will also have a packing list with the name and address of the recipient in an attached envelope. Please check everything carefully to make sure that there has not been any mistakes and you are indeed the recipient and the motorcycle is the right one that you ordered.
3. The first step is to cut the straps with a pair of cutters such as wire cutter.
4. Now the cardboard box is released and you can open the top and inspect the scooter which should still be strapped to the steel frame and covered with plastic. You can then (you need at least two persons) pull the box up and over

the steel crate (the box is not attached to the bottom) carefully and evenly as it fits snugly over the frame.

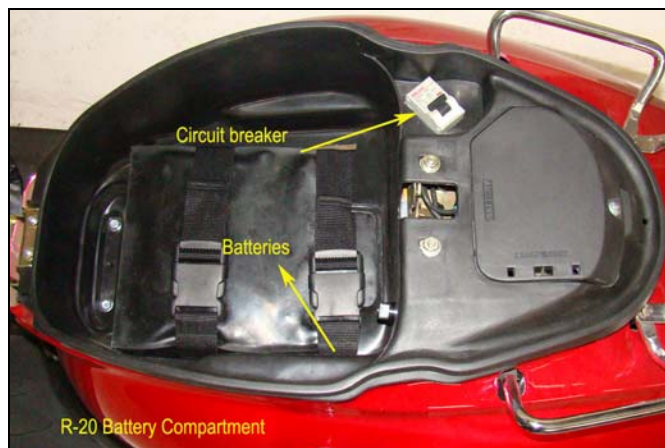
5. Once the cardboard box is taken off the frame, you will be able to remove the plastics covering the scooter and inspect for any physical damage. The handlebar for the R-20 has been removed because of its width and has been covered with plastic bubble wrap and secured on the steel frame preventing it from moving and damaging itself or the motorcycle. The handlebar can now be cut loose from the steel frame and allowed to rest over the motorcycle.
6. The next step is to take the frame apart and for this you will need an adjustable crescent wrench or a 14mm wrench (supplied in the tool kit which you will find in a tool bag under the seat) as well as a pair of pliers (also supplied) and a wire cutter (not supplied). The steel frame is welded together in many parts, but it can be taken completely apart using these tools. Caution should be taken that any steel part does not fall on the R-20 thereby scratching or damaging the surface of plastic body. Once the entire upper frame is taken apart and set aside, you will be left with the bottom of the frame and the motorcycle sitting in it (with wires still on each side of the tires)
7. Now all the plastic covers and bubble wrap can be removed. NOTE: If you have ordered a trunk and a windshield, they would be located in-between the seat and the steering column as well as on top of the seat. Please remove these for the time being and put aside.
8. The next step is to reattach the handle bar and the best way of finding instructions on how to do this is to look at the video "Uncrating my EVTAMERICA R-20 and Reattaching the Handle Bar" showing how, that you can find in our website <http://www.evtamerica.com> or go to <http://blip.tv/file/565895/> . The handlebar is held in place by four Allen head bolts located on top of the steering column which in turn hold a part that has been specially made to hold the handle bar securely in place. To gain access to these four Allen head bolts (the Allen wrench is provided in the tool kit) you have to unscrew two Phillips head screws that hold the dash in place.
9. Now that the handlebar is securely in place and you have also replaced the dash you can go to the next step.
10. There are 4 wires holding the motorcycle in place on both sides of the wheels which can now be cut and removed, but make sure that a second person is holding the cycle upright as , once these wires are removed, the R-20 could fall on its side.
11. The bottom of the frame is raised from the floor a few inches to allow room for a fork lift to get under it, but it also means that the motorcycle's wheels are partially inserted into the floor of the frame to further prevent the R-20 from moving. In addition the front wheel is turned and locked in order to allow the scooter to fit in the box, so the entire scooter must be lifted, the front wheel straightened out and then rolled off the platform or bottom of the frame. The best way to do this is to lift the front side first and move the front tire to the side and out of the cradle where it has traveled in and then lift the rear side and do the same with the rear tire. To do this you will require assistance.

12. Once the R-20 is released and then removed from the platform it can be put on its parking stand (the parking stand lifts the entire rear of the motorcycle and rests on two supports) and is ready to be checked out.
13. The keys to the motorcycle should be hanging on a plastic strap on the right side of the handle bar (there are two duplicate keys and they are ignition keys as well as being able to open all the locks on the motorcycle except the rear trunk keys which are different and come inside the trunk.) The alarm remote will also be attached to the key chain.

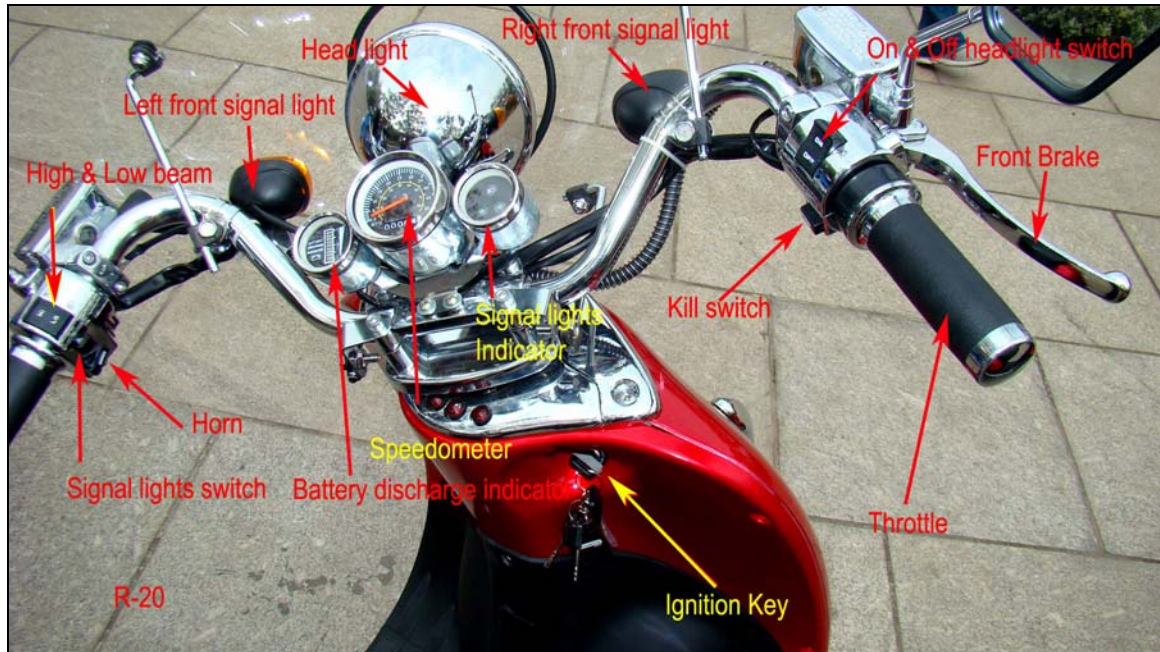
Preparing The R-20 for Riding

Now that you have checked the R-20 Motorcycle for exterior damages and also that all the accessories are present, you can begin to check the electrical and mechanical components as well as preparing the R-20 for riding. The following are step by step instructions on how to do this.

- The first thing you must do is to remove the R-20 from the crate floor as the motorcycle is literally locked into place on the bottom of the crate that acts as a platform, which is raised from the ground by approximately 3 inches to allow for a fork lift. The R-20 must be lifted from the crate floor and set on the ground, preferably on a level area.
- As soon as you have moved the R-20 to a level area, put the R-20 on its parking stand. The rear tire and motor should not be touching the ground while the motorcycle is on its stand.
- As soon as the R-20 is free from the crate floor and on its stand, you can unlock the seat, (The lock for the seat on the R-20 is located on the left side of the rear body) lift it and inside you will find a tool kit in a plastic bag and the battery charger. You will also find the circuit breaker switch, which you can flip to the ON position. This allows the current provided by the batteries to reach the electrical components of the motorcycle. **Warning: keep the key in the OFF position until all the aforementioned steps are completed. Now you can turn the key to the ON position.**



- At this point the alarm will sound indicating that it is functioning (look at alarm manual) and the battery Discharge Indicator will light up on the dash and the uppermost light on the bar should indicate the batteries are fully charged. All the batteries are new and fully charged before packing.
- Check that the tires have the proper pressure. (40 PSI)



- Make sure all the lights work (front and rear, signal and brake lights as well as high and low beam)
- Make sure the horn works.
- Make sure the kill switch operates properly. **WARNING** (the kill switch is the button on the right handle bar that mistakenly says “start”; when you press this button the scooter is turned off and a buzzer will sound. In order to restart the scooter you must turn the key to the OFF position and then again to the ON position) **DO NOT PRESS THIS BUTTON TO START THE MOTORCYCLE**
- Make sure the kick stand is up. The kick stand has a cut off safety switch that prevents the motor from accidentally moving when it is parked on the kick stand.
- Now you can twist the accelerator on the right handle bar and the motor and rear wheel should start rotating (the motor will make an initial whirling sound which is as a result of the surge of electricity that it receives when you first turn the motor on) You can then test the rear brake (left hand brake) to insure that it is also working OK. **Note:** As the brake pads are unused, the brakes may be a little stiff and actually rub on the discs, but after a few days of use, they should self adjust.
- You can then attach the rear view mirrors and adjust them to your height and proper angle while sitting on the motorcycle.

- Now, making sure that the key is turned to the OFF position you can push the motorcycle forward to take it down from its parking stand. The R-20 is now sitting on its two wheels and can easily fall over on its side, so until you are sitting on it and ready to begin your ride, pull out the kick stand and lean the motorcycle onto it.
- Remember, while the R-20 is leaning on the kick stand, it is impossible for it to accidentally move as it has a circuit breaker built into the kick stand that prevents this from occurring.
- Now you should be ready to begin your ride. All you need do is sit on the scooter (make sure the main circuit breaker under the seat is ON) turn your ignition key clockwise to the ON position, straighten the Motorcycle, withdraw the kick stand, and slowly twist the accelerator. **Note:** The accelerator on the R-20 is very sensitive and a very small twist will immediately make the motorcycle move forward so use extra care, the entire travel of the accelerator is only about 28mm (1.1 inches) from start to maximum speed.
- The motor makes a whirling sound as the initial surge of power reaches it and simultaneously the R-20 will move forward. Electric motors react almost instantaneously, depending on the power provided by the controller. Should you twist the throttle completely, the acceleration will be quite dramatic and the rider could easily lose control, (there is a safety feature built into the controller that prevents this from occurring and also serves to protect the controller) so get familiar with the throttle and the general feel of the R-20 before accelerating fast or traveling at high speeds.
- The R-20 motorcycle has a Springer-fork type front end which also requires getting used to. This is a retro type shock absorber system developed by Harley-Davidson, which for those that have never used it will seem a little different.
- **Warning;** when you finish your ride and before you get off the motorcycle, remember to turn the key to the OFF position. It is quite common for an inexperienced electric motorcycle driver to forget that the ignition key is still on the ON position and twist the throttle while dismounting and have an accident. Remember, other than when it initially starts, the electric motor is completely silent.