

User Manual



Viktoria/Viktor Power MPF



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Congratulations on your new tricycle!

We hope you will have many positive adventures with your tricycle. And that it will be a long and trouble-free experience.

General directions

The tricycle is at delivery assembled and ready for use, adjusted to the individual user.

Saddle and handlebars can be adjusted.

Use the tricycle carefully. It is not a two-wheeled bike. It may take a little driving to get used to the fact that you are safe and comfortable with the new way of riding a cycle.

Do not hand over the tricycle to people who have not had a proper instruction on how to ride it.

Avoid tilting the tricycle. Always go straight up and straight down curbs and obstacles. Slow down when turning.

It is the user who is responsible for the tricycle being in proper order.

Always read the instructions and the manual before using the tricycle for the first time.



Warning

A maximum weight of 120 kg. If the user weighs more than 120 kg, contact the manufacturer.

Before you go your first trip

there are a few things you need to know.

When you have become confident with the tricycle, it will feel very comfortable to drive.

This is not a bicycle and it is not driven like a bicycle!

A tricycle is always dependent on the surface. If, for example, you are driving along a sloping surface you may feel the tricycle pulls to the downward sloping side.

Maintain the balance on a bicycle a certain speed is required. This is not true for a tricycle. The fastest way to learn how to use a tricycle is to go very slowly, about the same speed as pedestrians.

Always reduce speed when turning.

Always go straight up and down curbs and obstacles. Both front wheels must go up/down the curb at the same time. Otherwise, there is a risk the tricycle might overturn.

The tricycle is fitted with one hand brake that works on both front wheels. The same brake is also used as the parking brake.

The other hand brake works on the rear wheel.

If your tricycle is fitted with a fixed hub, your feet always follow the pedals round. To stop or slow down, use the hand brake and/or hold back on the pedals. Check this before your first trip.

Warning

- **Never turn the tricycle when at full speed; it may overturn.**
- **Never block the brakes when at full speed because the tricycle might overturn.**
- **Never use the tricycle for transport of other people.**
- **Remember that free wheel equal no foot brake.**

Your first trip

Pull your tricycle to an area where there is no traffic and the surface is as even as possible.

Pulling the handbrake handle all the way to the handlebar activates the parking brake. Then push in the lock.

Lift one foot over the centre frame so you stand with your back to the saddle with one foot on each side of the frame.

Step on to one of the pedals and seat yourself on the saddle. Place your feet on the pedals. This is a new feeling – to be seated on the saddle with both feet on the pedals – without the tricycle being in motion.

Turn the gear lever to 1st gear.

Release the parking brake by first pulling the handbrake handle all the way to the handlebar and then letting go of the grasp.

Now tread the pedals as slowly as you can.

Practice stop and go many times.

Practise turning a little to the left and a little to the right to make you sway a bit. Always remember to keep an eye on the traffic.

Practise making U-turns. Drive close to the curb and stop. Then look over your shoulder. If there is no traffic, then turn the handlebars as much as you can and start pedalling.

When this is practised several times and you feel comfortable making turns, you can start practicing going straight up and down curbs.

Remember that both front wheels must go up/down at the same time. If this is not possible, you must step down from the tricycle and push it up/down.

Because the widest point of the tricycle is at the front, you will always be aware how close you are to curbs and obstacles. This is also an advantage when pushing the tricycle. You can walk close to the tricycle without having a rear wheel hitting you from behind.



Warning

- **If your tricycle is fitted with reverse gear: When driving backwards in reverse gear and fixed hub, the tricycle becomes unstable because the direction of travelling is changed.**

For optimal use of the bike, it's important to get it properly adjusted.

For further information please contact us at tel. (+45) 74 66 92 42



Adjusting your tricycle

In order to obtain the best use of your tricycle it is important it is adjusted correctly according to your needs.

Adjusting the saddle

The height is adjusted by loosening the Allen screw using an Allen key. Then the saddle post can be pulled up or pushed down to the desired height. Tighten the Allen screw.

The angle can be adjusted by loosening the bolt using an Allen key. Adjust the saddle to the desired angle, and then tighten the bolt.



Warning

The saddle can get very hot when your tricycle is parked directly in the sun.

There must always remain 5 cm of the saddle post in the tricycle frame.

Lock

1. To lock your tricycle, turn the key clockwise and push the locking lever all the way down. Hold the locking lever down and turn the key counter-clockwise. Let go of the lever and take out the key. The tricycle is now locked.
2. To unlock, place the key in the lock and turn clockwise. The key can also be removed when the tricycle is not locked.



Adjusting the handlebars

Standard and hanger handlebars height and angle can be adjusted. Distance between handlebar and saddle is changed by changing the angle of the handlebar stem. If the distance from handlebar to handlebar stem needs to be shorter, turn the handlebar stem backwards.



Remove the plastic cap, loosen the allen screw 2-3 turns. Leave the allen key in the screw, hit it lightly with a hammer 2-3 times, which will loosen the handlebar stem and then it can be elevated or lowered.

Loosen the two allen screws to move the handlebar up/down.



Loosen the allen screw to move the handlebar stem up/down.



The stem points backwards. This position gives a shorter distance to the handlebars.



The stem points forwards. This position gives a longer distance to the handlebars.

Warning

- **When climbing the tricycle, all your weight is put on the handlebars. Therefore they must be tightened completely.**
- **There must always remain 5 cm of the handlebar post in the frame. Do not raise the handlebars higher than the max mark.**

Handbrake

Tricycle is mounted with a combined hand and parking brake that activates the drum brakes on the front wheels.

Activate the parking brake by pulling the handbrake handle towards the handlebars, and at the same time activate and hold the handbrake lock.

To release the parking brake, gently pull the hand brake handle towards the handlebar. This releases the lock.

Now, release the handbrake lever.

The hand brake can be placed on either the left or the right side of the handlebars.



Handbrake activated.
The catch is locked in forward position.

The handbrake is unlocked. When the catch is loosened again.

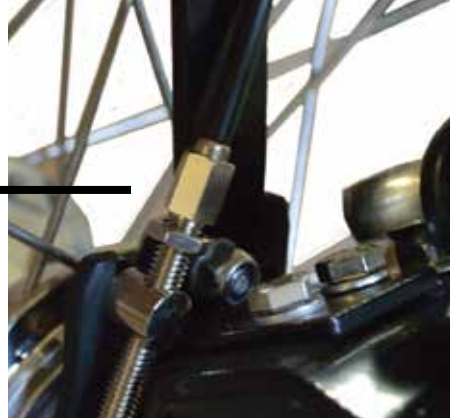


Adjusting the handbrake cable

The brake should brake equally much on each of the front wheels. If not, the cables need adjusting.

The adjusting screw is placed at each front wheel at the end of the black brake cable. If the handbrake is slack, turn counter-clockwise. If the brake is too tight (i.e. the wheel cannot spin freely), turn the screw clockwise until the wheel can spin freely

The handbrake cable.



Coaster brake

When the rear wheel is removed, for example because of puncturing or wheel change, must the hanger be correctly installed.

Wrong



Right



Adjusting the chain

Loosen the nuts holding the rear wheel so the rear wheel can be moved. Use the two 6mm nuts in the rear to tighten or loosen the chain, until the chain can be moved $\frac{1}{2}$ cm up and down in the middle between the crank wheel and the rear gear wheel, be at the same time aware of the wheel must be centered, tighten the two main nuts again.



Check that the chain can move ca. 0.5 cm up and down.

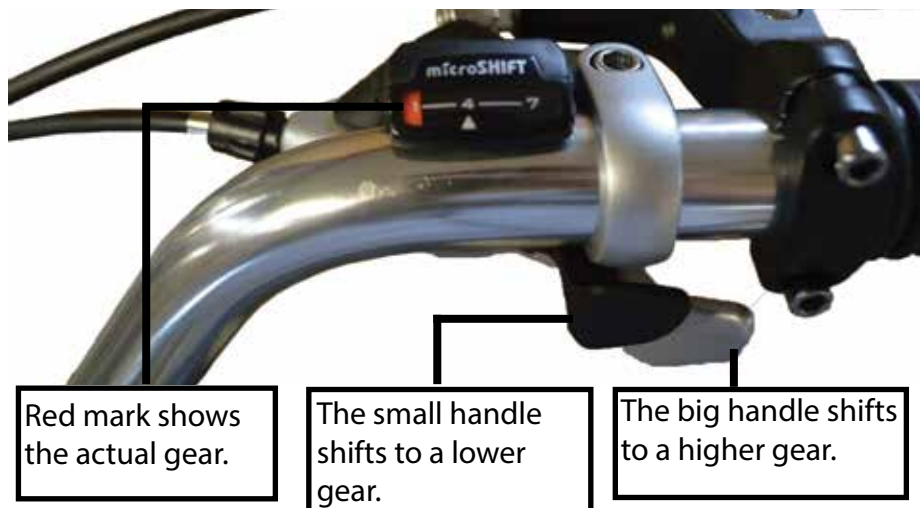


One of the main nuts that holds the rear wheel.

The 6 mm nut.

Gear

Viktoria Power MPF and Viktor Power MPF is equipped with 7 gears. **When shifting gears up or down, do not apply the gear lever when treading the pedals.** The gear lever can be mounted on either the left or the right hand side of the handlebars



Red mark shows the actual gear.

The small handle shifts to a lower gear.

The big handle shifts to a higher gear.

Adjusting the gear lever and cable

The Adjusting screw is placed at the gear lever on the handle bar. Pull out the adjusting screw, ca. 0.5 cm. The adjusting screw can now be turned clockwise and counter-clockwise.

Turn the gear lever to 4th gear. Then locate the two yellow markings at the rear wheel hub. If the markings are level, the gear cable is adjusted correctly. In case the two markings are staggered, turn the adjusting screw on the gear lever either clockwise or counter-clockwise until the markings are level. Remember that the adjusting screw must be pulled out, ca. 0.5 cm before you turn it.



Pull out the adjusting screw, ca. 0.5 cm before adjusting the cable.

Turn the gear lever to 4th gear.



The rear wheel hub



The two yellow markings, are level, the gear cable is adjusted correctly.

Warning

- **Remember that children can hurt their fingers by playing with the chain or cogwheel.**

Maintenance of the bike

Monthly

Check the air pressure in all three tyres.

Rinse the chain in hot water, oil the chain.

Check that all cables to the brakes and the gear work freely.

If necessary, put a drop of oil into the cable housing.

Every six months

Check, all screws, nuts and bolts for the steering, gear and wheels.

Tighten them, if necessary.

Check wear on the tyres.

Check that all cables to the brakes and the gear work freely.

If necessary, put a drop of oil into the cable housing.

Check the chain for wear. Replace if necessary.

Warning

- **Remember to tighten the rear wheel each time it has been dismantled.**

MPF DRIVE System

Viktor Power and Viktoria Power is fitted with a MPF DRIVE motor. MPF DRIVE system ensures that the cycling becomes a lot easier for you.

The electric motor makes Viktor Power and Viktoria Power to a different bike to cycle, than tricycles without engine.

MPF DRIVE Motor

The electric motor ensures that the bike will be easier for you.

MPF DRIVE is a perfect interaction between pedal force and electric power.

Besides the crank arm rotation, torque and force sensor, the crank arm speed and bicycle speed are collected and redirected provided to the computer. The necessary electrical force is then calculated at the same time. This means that the MPF DRIVE motor adapts to your surroundings so you can get the right motor-help for the right situation.



How to turn on the motor

To turn on the motor, you first have to push the blue button on the front of the battery, then push the ON/OFF button on the display, so the display is turned on. Know you are ready to go riding on your bicycle.



The blue button



ON/OFF button

MPF DRIVE speed Sensor

With help from the speed sensor, the computer display figure out how much help the MPF DRIVE engine must provide.



Speed sensor

MPF DRIVE display

The display inform the cyclist with the necessary information from the rest of the MPF DRIVE system. The many features allow the rider more opportunities, and the ergonomic small design, makes sure that all buttons are in range.



Before you turn on the display, be sure to press the blue button on the front of the battery.

MPF DRIVE battery

The very modern MPF Juice battery is designed to adapt to the new electronic bicycles.

The functionality is great in the sense that you can fold the handle out and walk around with it. The integrated locking mechanism is extremely safe. The added user-friendly feature shows how much power is left, can be seen by pressing the blue button on the front of the battery.

Depending on how many LEDs light up, means how much power is left. Lights 5 LEDs, is the battery fully charged. Lights 1 LED, is the battery almost empty.



The blue button

How to charge the Battery

Remove the battery and take it to the charger.

1



Connect the battery to the charger.

2



3

Turn on the charger by pressing the button on the back of the charger.



4

If LED 1 on the front of the charger lights up red, and the fan is started, then charging is started.



5

When the battery is charged, the LED 2, on the front, lights green. Then turn off again for the charger and the battery should be removed again. It takes 3-4 hours to fully charge an empty battery.





Warning

- **It is important that the original battery charger is used.**
- **The charger is cooled by an internal fan. Only use the charger in ventilated, dry and dust-free area. The use in damp, dusty or poor ventilated environment can damage the battery and / or charger. Use only the charger between 0 C. and 40 C.**
- **If LED 2 despite prolonged charging does not light green, there may be something wrong with the battery.
Turn off the charger and contact service.**
- **When LED 1 lights red and the fan is not running, turn off the charger.**
- **Charge under no circumstances, if the fan is not running, contact service.**

Managing the Display

Frontpage

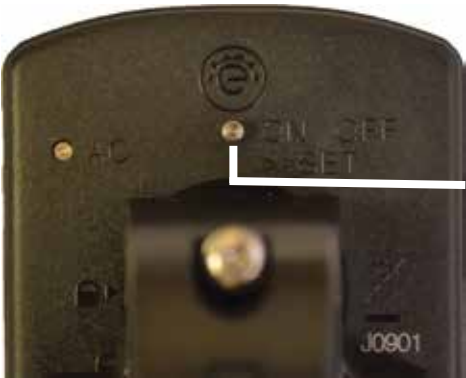


Left-Button is used to set the settings up.

Menu button, scroll through the menu by pressing this.

Right-Button is used to set, the settings down.

Backsite



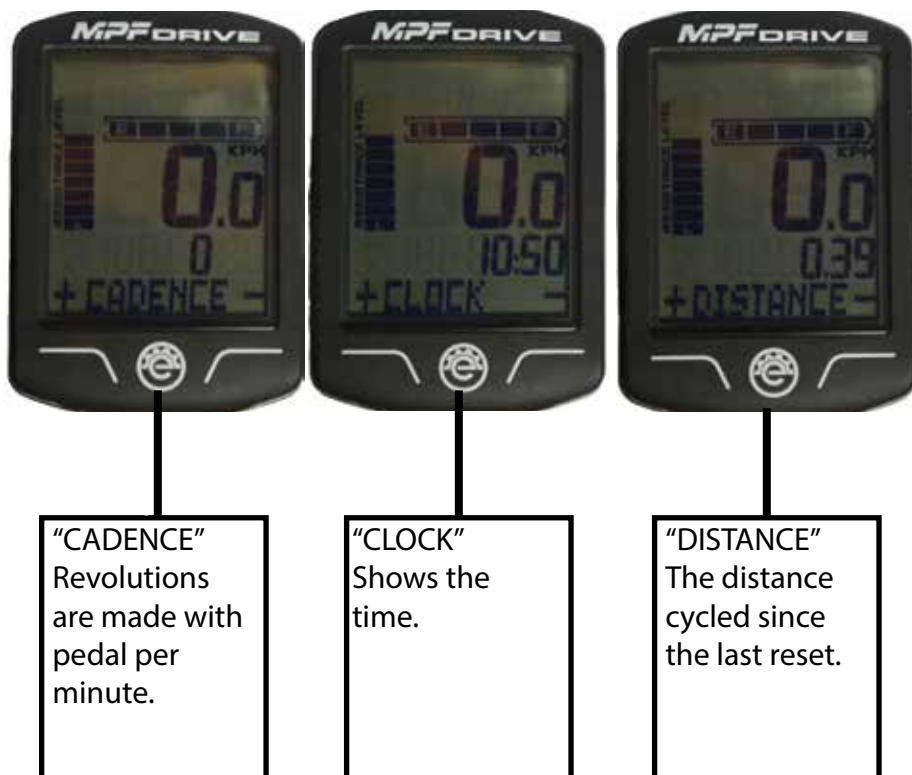
ON/OFF button

 **Warning**

- **Do not operate the display while driving**

Modes

To switch between the different modes, press the Menu button.





"RIDETIME"

The time that is cycled on the bike since last reset.



"AVERAGE"

Average speed since the last reset.



"MAXIMUM"

Max speed since last reset.



"ODOMETER"

The total distance cycled.



"BOOST"

The bike runs by itself while the left button is held down. Release to stop.



"RESET"

Resets the Distance, Ride Time, Average and Maximum.

Additional information

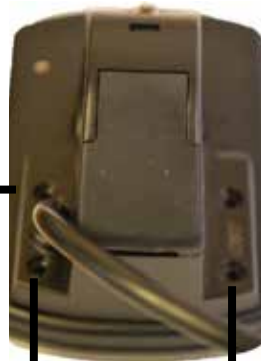
The bar shows how much battery is left in the battery. "E" means empty and "F" means full.



"KPH"
How many KM/H
bicycling.

"SUPPORT LEVEL"
The auxiliary engine provider.
Press L - button to increase the help.
Press R - button to lower the help.

Changing the battery in display



On the back is 4 screws they should be unscrewed.



The top should be taken off and then turn the plug to the left to unlock.



Remove the plug and the battery is visible. Then, replace the battery.

Ekstra information



Battery model: CR2032



The 4 screws



USB Port: for charging the mobile or something else. The power is drawn from the battery.

Accessories

There is a large variety of accessories to give you a more comfortable ride.

Ask your dealer for advice on accessories, or visit us at www.ji.dk.



Oval handlebar



Unionpedal with side support

Air cushioned seat



Side mirror



Basket behind



Crutch holder



Unionpedal with velcro



Unionseat with braket



Step plate



Shopping Bag with 4 compartments



Visit our website www.ji.dk and find more accessories

 **Warning**

- **Be careful if your body is fixed to a body support. Because the centre of gravity is shifted you might overturn when turning at high speed. Always drive extra carefully when you are strapped on to the tricycle.**
- **Be careful if foot or hand fixation is mounted on the tricycle. Always drive extra carefully since you are strapped on to the tricycle.**
- **Be careful if baskets or bags are mounted on the tricycle because the centre of gravity may be shifted.**
- **Be careful if your tricycle is mounted with a reverse gear. When cycling in reverse, the centre of gravity is shifted and you steer with the two wheels placed at the back. This makes it difficult to steer and overlook the driving direction at the same time.**

Periodic inspection of your bike

Date:

Assistive no .:

model:

Chassis no .:

Performed by:

We recommend that the bike shall be checked every 6 months, depending on how much it is used.

	Checked	Changed
Test drive with bike		
Check if the bike move easily		
Check the directional stability		
Check the foot brake and rear brakes.		
Check for any noises		
Front and back wheel.		
Check if the rims are uneven		
Check the tread and air pressure See the recommended air pressure on tires		
Check if the wheels move easily		
Check if the spokes are tight		
Steer.		
Check if the steer can turn freely to both sides		
Check all the nuts if they are fastened		

	Checked	Changed
Brakes		
Check if the front brake brakes.		
Check if the brakes release entirely		
Check if the parking brake is holding the bike		
Check if the rear brakes brake		
Check the cables; lubricate if needed		
Chain		
Check for wear on chain		
Check if the chain needs adjustments		
Gear		
Check the cable		
Check if all the gears work		
Frame		
Check the welding		
Check for lacquer damage		
Accessories		
Check if the accessories are damaged		
Check the functionality		
Visual inspection and maintenance		
Notes.		



Always remember to bring your key to the battery when you hand over your bike to repair.



EC-declaration of conformity

Council Directive 93/42/EØF

Manufacturer: Jørn Iversen Røde kro ApS
Address: Hyde vadvej 48, Hyde vad, DK-6230 Røde kro
Phone: +45 74 66 92 42
E-mail: iversen@ji.dk

Declares that:

Bike brand: Jørn Iversen Røde kro ApS

Type: _____

Serial number: _____

In accordance with the Interior and Health Order no. 409 of 27th of May 2003 "Bekendtgørelse om medicinsk udstyr".

Conforms to the following EU directives:

Council Directive 93/42/EØF of 14 June 1993

Furthermore we declare to harmonized standards:

Dansih standard DS/EN 12182, 2nd Edition

Dansih standard DS/EN 14971 With the points 3.2, 4.2, 4.3, 9, A.2.17, A.2.25, A.2.28.

Place: Hydevad, 6230 Røde kro

Date: 20-03-2014

Manufacture's signature: _____

Jørn Iversen Røde kro ApS.

