OPERATING INSTRUCTIONS

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didicar

1. Forward Movement

Sit astride didicar with both feet placed on the footrests and both hands on the steering wheel. Turn the wheel from left to right and Didi will move forwards on her own. To move faster lean slightly forward over the steering wheel and use you whole upper body when you turn the steering wheel and not just your arms.

The maximum speed on smooth level ground should be approximately 6 miles per hour. (normally 3-4 miles per hour)

2. Operating Environment

Didicar works best when used on hard, smooth, flat surfaces indoors or outside including concrete, tarmac or paved paths and other open areas.

Didicar is ideal for use in a play area in the home, in the garden or driveway or at a recreation center, village hall, community center or school, where many can meet to enjoy driving.

Please note; didicar will work on many different internal surfaces however if the didicar is used on certain wooden or laminate floorings small grooves may be made by the back wheels on the floor surface . If you have any doubt please try the didicar first on an area out of sight to ensure no untoward effects from the wheels occur on your flooring.

3. Materials of Manufacture

Materials of manufacture include high strength PP plastic and stainless steel fittings for the wheels and other moving parts. Didi requires no batteries or power sources of any kind, except the rider.

4. Weight Limits

Didicar can take a maximum weight of 120 Kg.

On certain surfaces however lower passenger weights are recommended to ensure safe and enjoyable operation. External surfaces up to 120Kg. Internal surfaces up to 60Kg to 100 Kg.

5. Safety Precautions

Despite Didi's robust and safety standard approved design certain practical and common sense precautions should be followed when riding.

a) All children riders, especially those under the age of 5, should be supervised by an adult, when riding with Didi.
b) Didi should not be ridden on a public roadway or anywhere where real traffic and normal cars, buses, lorries and motor bikes operate.
c) Didi should not be ridden or raced on steep slopes or uneven and rough surfaces.
d) Always sit on the seating area facing forwards. Sit closer to the steering wheel than the back of the car to remove any possible risk of a fall backwards off Didi.

6. Weight and Dimensions

Dims: 80cm x 30cm x 25cm Nett Weight: 3.8 Kg Carton Weight: 4.7Kg

7. Standards

The didicar has been tested and conforms to the European Standard on Safety of Toys EN71, which enables it to be CE marked, and to the US standard ASTM F963:96a.

didicar®

A. Maintenance and Trouble Shooting

Having assembled your didicar should the steering become loose or you find it doesn't move the didicar anymore it is likely that the nut in the middle of the steering wheel may not have been tightened enough.

If this happens first check that the bearing at the bottom of the steering column has been pushed completely into the socket under the didicar. If you can see any of the side of the bearing even 1 or 2 mm then you need to get the bearing further into the socket.

To do this first remove the steering wheel, by taking off the red center cap and loosening the nut. Tap the top of the bolt to loosen it and lift the steering wheel off the didicar. Then repeat section 3, see especially the notes in section 3.

When the bearing is secure then put the steering wheel back onto the didicar. Repeat Sections 4a) and 5 – 8.

If the bearing was already fully in when you checked then simply remove the steering wheel and replace following section 4a, and 5 – 8.

Please also read the accompanying Operating and Safety Instructions before riding your didicar.

B. Customer Service No. 0844 571 8206
Email: service@didicar.co.uk

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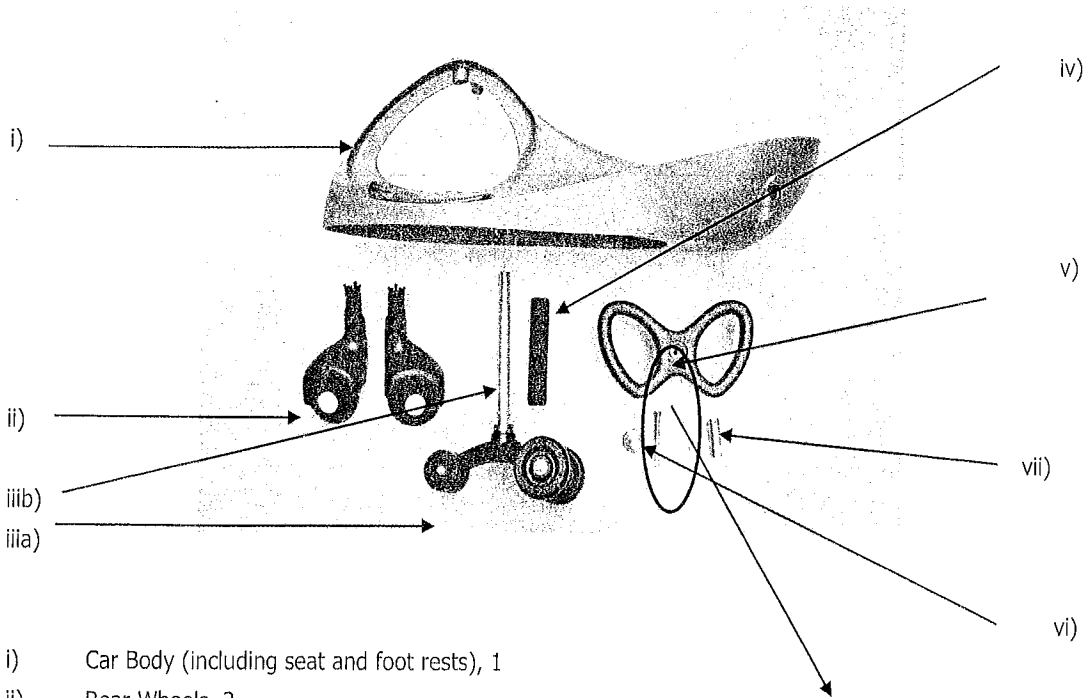
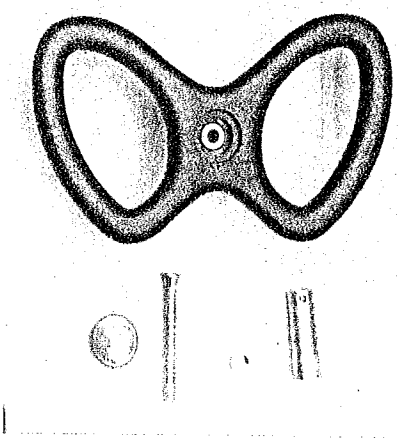
PLEASE READ THESE INSTRUCTIONS FULLY BEFORE STARTING TO ASSEMBLE YOUR DIDICAR
PLEASE PAY SPECIAL ATTENTION TO THE 'NOTES' AND HINTS

ASSEMBLY INSTRUCTIONS didicar

Parts List

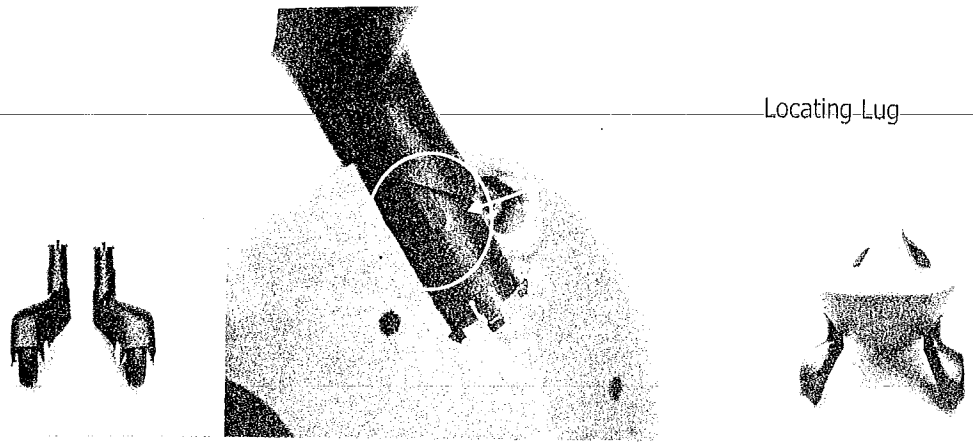


i) Car Body (including seat and foot rests), 1
ii) Rear Wheels, 2
iiia) Front Wheel Assembly (including iiib, Metal Rod), 1
iv) Foam Tube, 1
v) Steering Wheel, 1 (including Locking Bolt, Washer and Nut) **See Special Note Below.**
Note: The nut, washer and bolt are usually already fixed into the steering wheel when your didicar arrives. However sometimes they loosen during transit and you may receive them separate from the steering wheel. Sections 4a. and 4b. cover the assembly needed in each case.
vi) Red Plastic Center Cover, 1
vii) Box Spanner, 1



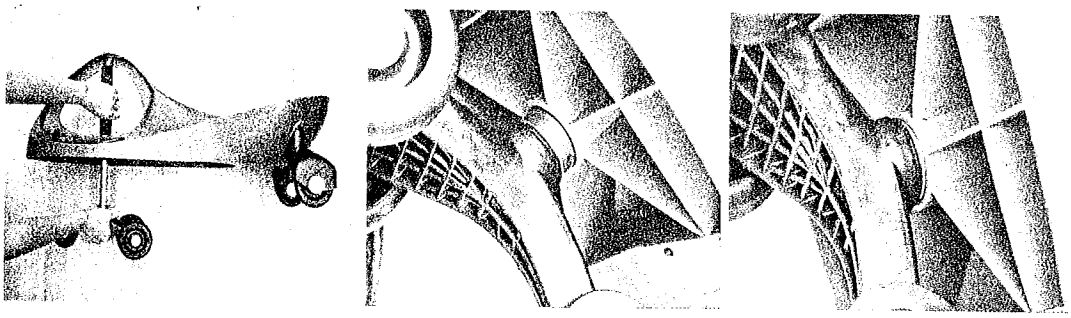
1. First thing to do. Take the Rear Wheels and insert them into the sockets at the back of 'didicar'. There is a locating lug on the shaft of the wheel assembly molding, (See the middle picture on the next page). This lug fits into the slot in the didicar body. The wheels can only go onto the didicar in one way. Make sure you have the correct wheel on the correct side. Make sure the locating lug on each wheel lines up with the slot in the socket before inserting the wheels fully into the didicar.

2. Push the Rear Wheels in, by hand, as far as they can go. The fit is necessarily tight so you will need to push hard. To make sure of the fit, when you have pushed the wheels in as far as you can by hand turn the didicar the right way up and standing behind the didicar grip both sides of the seat and bang the didicar down on the ground 2 or 3 times.



Note: *Please note that the rear wheel assemblies are designed to have 4 barbed retaining lugs at the top. When snapped into place these lugs grip the body of the didicar and prevent the wheels falling out when the didicar is carried around when not being used.*
Sometimes during transport one or more of these get snapped off. If this has happened to you then we can confirm that 3 barbed lugs remaining will work just as well as 4. These wheels can still be used. However if you have only 2 or less lugs remaining on any given wheel assembly please contact our customer service on the help line number at the end of these instructions.

3. Now remove the Foam Tube from the Metal Rod. Insert the rod of the Front Wheel Assembly through the bottom of the 'didicar' and then re-fit the Foam Tube before pushing the Metal Rod up into the socket at the top of the car. Push the wheels in as far as you can by hand and then see the special note below.



Special Note: *It is* ***very important*** *to ensure that the round metal bearing at the bottom of the metal rod (this is the bit that looks like a ring or collar at the bottom of the rod) fits completely into the round socket in the underside of the car, (see the difference between the middle and right hand pictures above). You should not be able to see any of the sides of the bearing after it has been pushed into the socket.*
You may need to use a mallet or hammer, to 'persuade' the bearing into the socket.
Hit the assembly from underneath between the small front safety wheels and the larger drive wheels.

If you do use a mallet or hammer to do this use a piece of wood or old magazine to cushion the blows between the hammer and the plastic as you hit. When you have hit the bottom bearing in make sure that the bearing on the top of the didicar has not been dislodged during the hitting. If the top bearing has been moved by the banging, then simply tap it back into the didicar body until it is level with the body again.

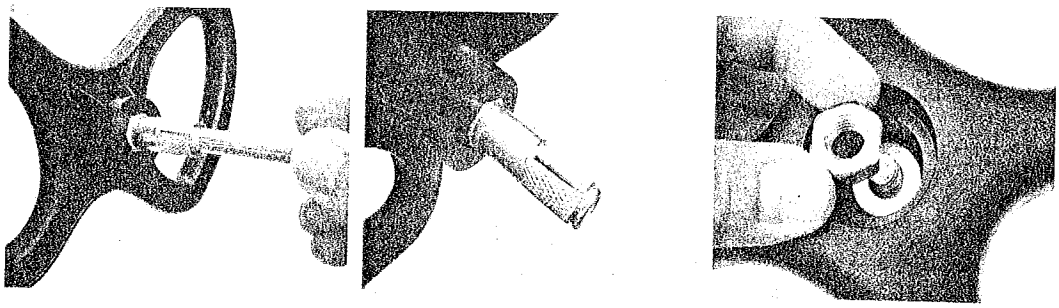
Please note: After assembly the two small safety wheels on the front wheel assembly are not supposed to touch the ground. Their function is an anti tipping safety device.

Now the Steering Wheel.
If your Steering Wheel has the nut, washer and bolt already fitted go to section 4a.
If the nut, washer and bolt are loose in the box then go to section 4b.

4a. If your Steering Wheel has the nut, washer and bolt already fixed in it. Hold the steering wheel by the bolt end and use the Box Spanner to hand tighten the nut in the center of the wheel, (see the photos below).

4b. If the nut, washer and bolt are loose when you receive your didicar. Take the bolt and put it into the steering wheel from the bottom with the threaded end first. Push the bolt as far into the center of the steering wheel as it will go, (see left hand and middle photos).

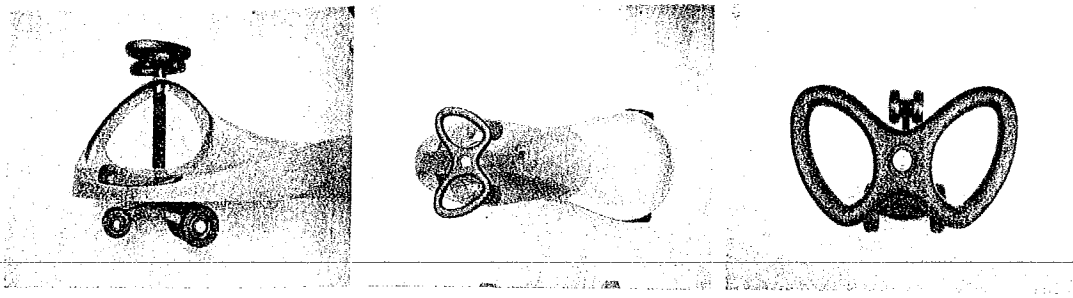
Then keep holding the bolt in place with one hand and with your other hand put the washer over the threaded part of the bolt (now in the center of the Steering Wheel) and then screw the nut onto the threaded end (see right hand photo) using the Box Spanner to hand tighten only enough to stop the fixing bolt from turning.



Note: The design of the Tube in the steering wheel has been improved and the metal between the grooves cut into the tube under the steering wheel is now smooth not textured as in the picture.

5. Now put the Steering Wheel into the hole on the top of the 'didicar'. The metal part under the Steering wheel now sits inside the Metal Rod.

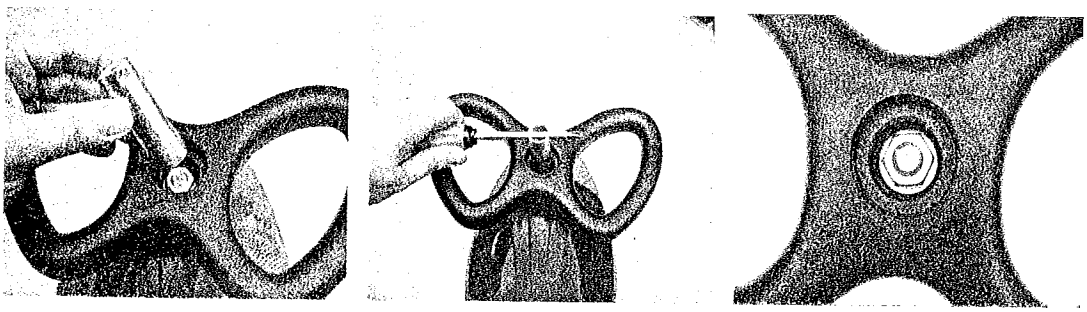
6. You now need to line up the Steering Wheel and the Front Wheels. Position the Front Wheels so they point along the line of the didicar with the small wheels pointing forward. Place the Steering wheel so that when sitting on the didicar the Steering Wheel should look like a butterfly shape in front of you.



7. Now, hold both the Steering Wheel and front wheels in place. Tighten the nut in the center of the Steering Wheel fully using the shaft of a screwdriver or metal rod placed through the holes in the Box Spanner (see pictures below). Tightening the nut will secure the connection between the Steering Wheel and the Metal Rod.

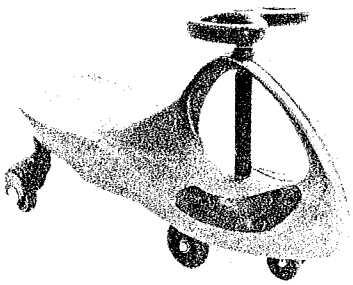
Note: *Make sure that when tightening the nut you hold both the Steering Wheel and Front Wheels in place so as to prevent them moving and twisting out of line as you tighten. See special note*

Special Note: Don't be afraid to tighten the nut a lot, you need to ensure the nut is really, really tight.



8. When the Steering Wheel and the Front Wheel are secure after tightening the nut put the Red Plastic center cover into the center of the Steering Wheel and you are ready to ride!!

Special Note: When assembled correctly the two small front wheels do not touch the ground. They are an anti-tipping safety device not part of the drive mechanism.



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