

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



**ASSEMBLY INSTRUCTIONS**

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)

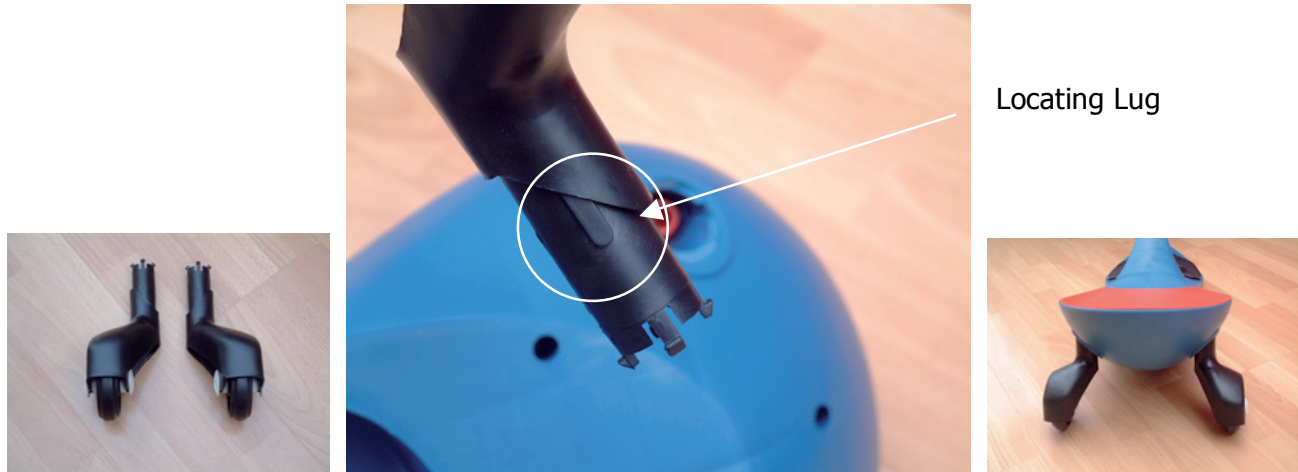
*Note: The nut, washer and bolt are usually already fixed into the steering wheel when your didicar arrives. However sometimes they loosen during transit and you may receive them separate from the steering wheel. Sections 4a. and 4b. cover the assembly needed in each case.*

- 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.

**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 in one hand. With your other hand you need to turn the bolt so that the raised tongue you will see on the side of the bolt at the bottom sits into one of the grooves cut into the metal shaft under the Steering Wheel. (You may need to loosen the nut first to let you do this.) Then, holding the bolt in place with one hand, 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.** First have a look at the bolt. You should see that there is a raised piece on the cone shaped end. 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). As you push the bolt in turn it so that the raised piece on the side of the bolt at the bottom sits into one of the grooves cut into the metal shaft under the Steering Wheel, (see middle photo).

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.



**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 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!!



## **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. 01789 414166  
Email: [service@didicar.co.uk](mailto:service@didicar.co.uk)