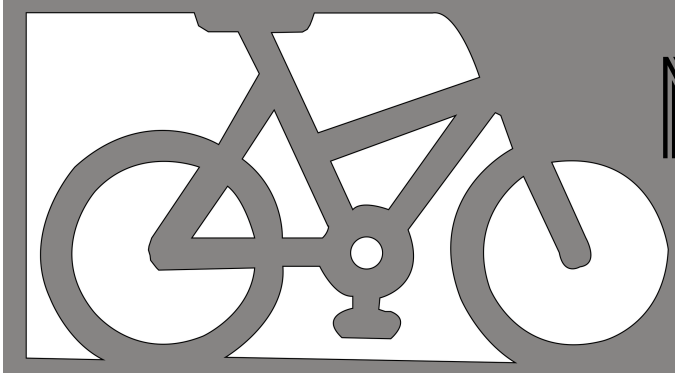
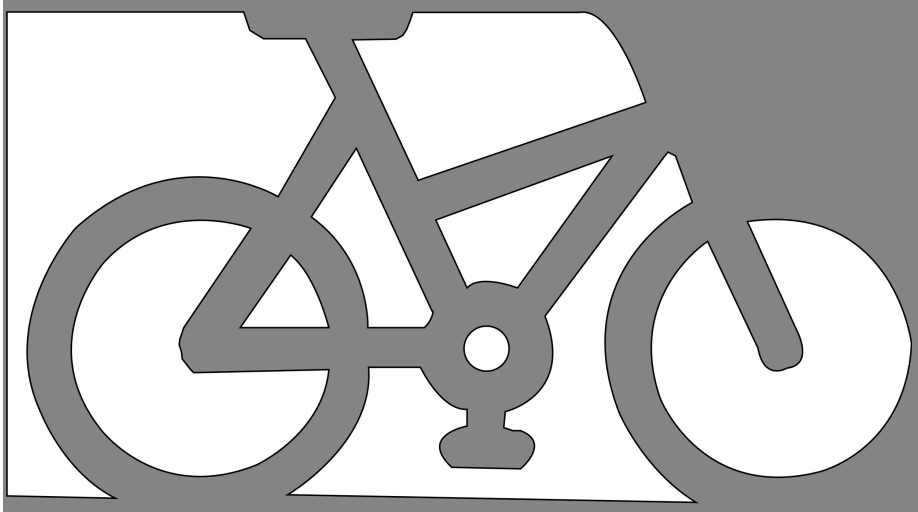
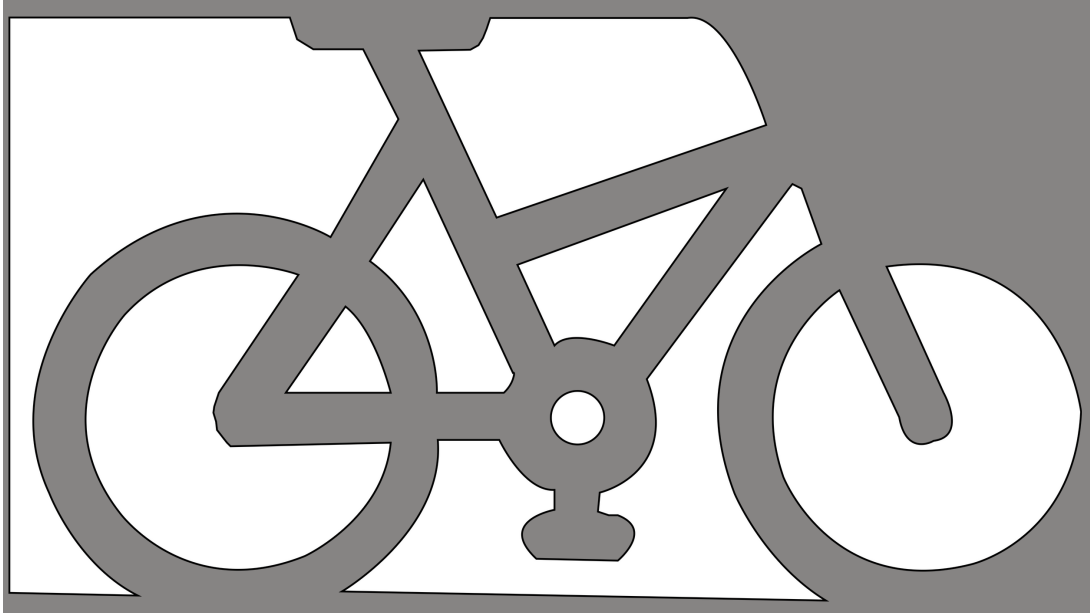
USER MANUAL

For electric bike







Helmets Saves Lifes

- ALWAYS WEAR A PROPERLY FITTED HELMET WHEN RIDING YOUR BICYCLE
- Do NOT RIDE AT NIGhT
- AVOID RIDING IN WET CONDITIONS

Correct Fitting
Make sure your helmet covers your forehead

Incorrect Fitting
Forehead is exposed and vulnerable to serious injury

Each item should be ticked by the mechanic undertaking the Pre-Delivery Inspection and all riders all are urged to make similar periodic safety checks for themselves.

Check all bolts, nuts and quick release lever are tighten or in correct position

Spin wheels to check trueness, and turning freely

Ensure spokes are consistently tight.

Check handlebar height, handlebar angle and saddle height are correctly matched the rider

Test brakes and check pad position, adjusting as required and check the effectiveness of braking system.

Check that the gears change cleanly and adjust as necessary.

Lubricate chain if needed.

Check all cables of electronic parts are correctly connected.

Chapter 1 – Unboxing and Assembly

It is recommended that the bike be assembled, inspected and adjusted by a certified bicycle mechanic before riding.

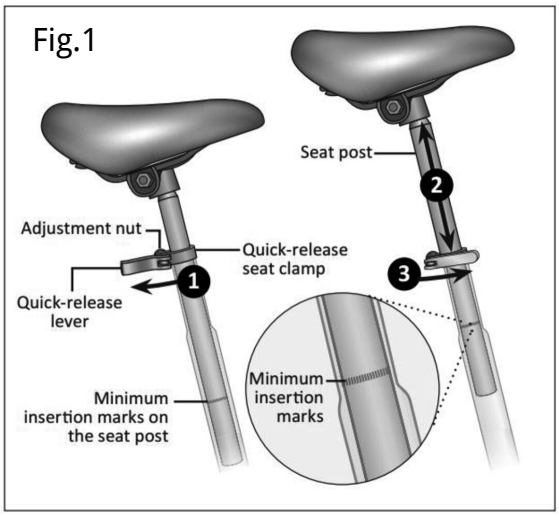
You Will Need:
4mm Allen wrench
5mm Allen wrench
13mm and 15mm open wrench

1- Carefully remove the bike from the box.
A. Use caution when opening the box as there may be staples exposed when opening the lid.
B. It is easier to clip the zip ties attaching the front wheel to the bike and remove the front wheel from the box first.
C. Take out all the accessories and the box with pedals and other miscellaneous parts, and the Battery Charger before removing the bike.

2- Remove all bubble wrap and other packaging materials and place them back into the box.

3- Install the seat-post into the seat-tube(Fig.1) and hang the bike from a bike repair stand (if possible).
A. If you do not have a repair stand, place the bike on the floor and engage the kickstand. Use caution as the bike could tip over prior to installing the front wheel, even with the kickstand engaged.

Fig.1



4- Start by attaching the handlebars.

there are usually three types of handlebar attachment in general use.

A. The quill stem type(Fig.3)

i.remove the plastic cap (if present) from the top of the handlebar stem cap and loosen the bolt using the 6mm allen key.

ii. Turn the handlebar and set at 90 degrees(Figure 2) to the front wheel. set at the required height and re-tighten the bolt.

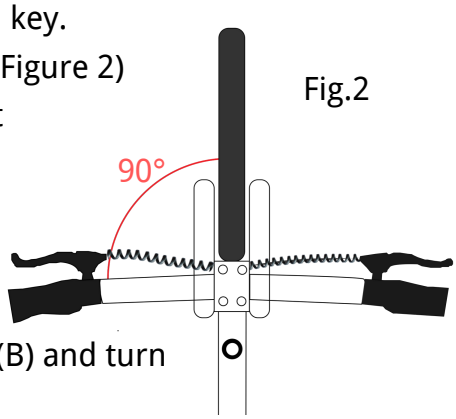


Fig.2

Do not position the stem outside the limit mark.

B. The threadless type stem(Fig.4)

i. Using an allen key, loosen the 2 side bolts (B) and turn the handlebar through 90 degrees.

ii. Adjust the tension of the headset by turning bolt A if necessary but first release the side bolts, adjust then re-tighten.

C. The folding stem(Fig.5&6)

Move the stem with handlrbar into the folding position, Align stem with handlebars and close stem quick release lever.

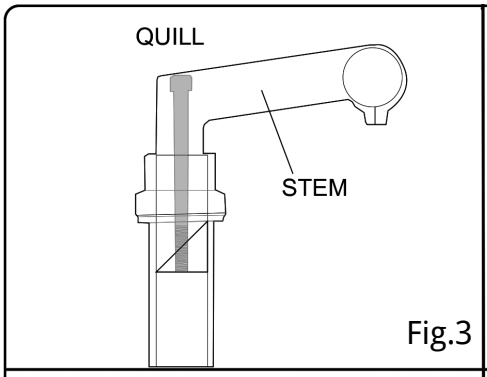


Fig.3

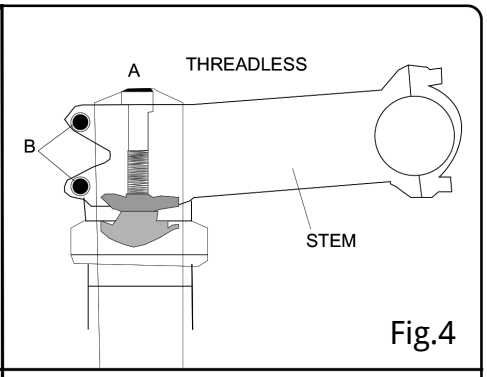


Fig.4

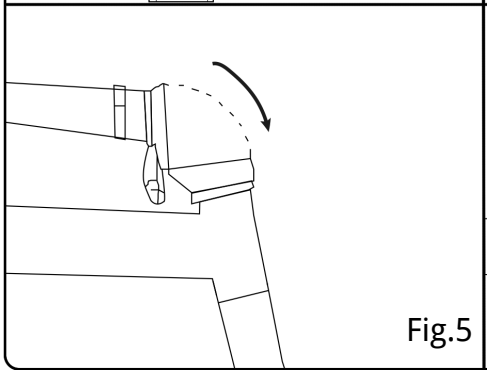


Fig.5

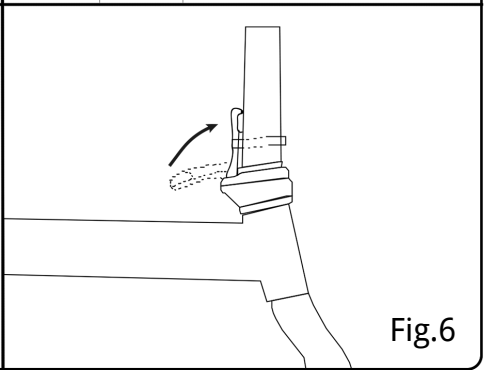


Fig.6

5-Attach the front wheel
Please carefully check which way applied to your bike before attaching.Also if your bike equipped with fender(mudguard), pls attach it before attaching the wheel.

A.Model with nutted axle(Fig.7)
Locate the wheel axle in the fork slots and ensure that the wheel is central before fully tightening the wheel nuts.

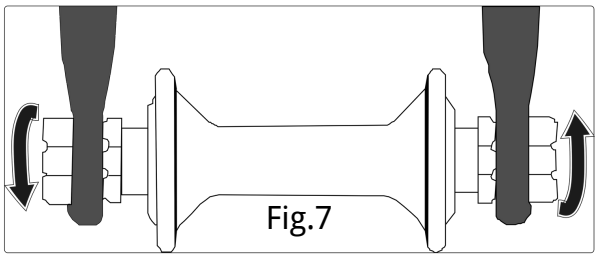


Fig.7

B.Model with quick release(Q/R) (Fig.8)
i.Take off the nut and one of the springs and feed the skewer (the other spring must be kept under the head of the lever body) through the wheel hub. With the spring in place under the head of the nut, loosely screw the nut on to the skewer.
ii.Insert the wheel into the forks, ensuring that the wheel is central. Open and close the QR lever with one hand while gradually tightening the adjusting nut with the other until you feel resistance in the lever when the lever is pointing away from the hub. Now close the QR by pushing as hard as you can with the palm of your hand against the side of the lever. When closed, the Q/R lever must sit alongside the fork blade.

Ensure the nuts and quick release are fully tightened.

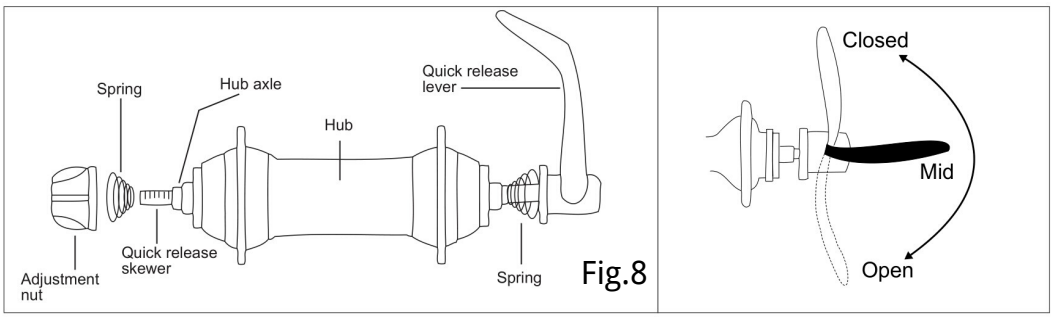


Fig.8

6- Attach the front brake

A. Models with V-brake(Fig.9)

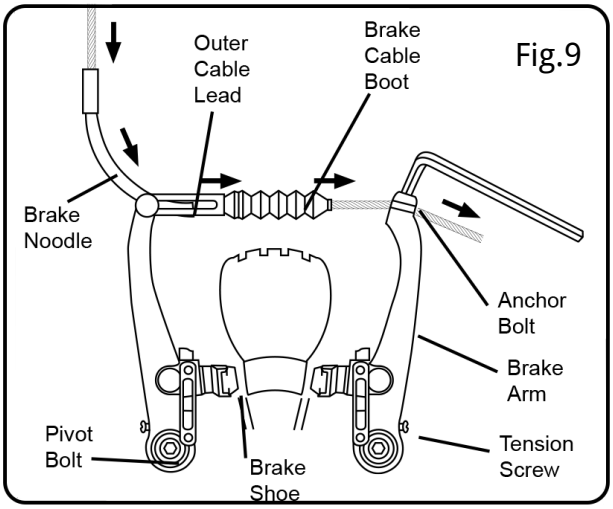


Fig.9

i.Slide the cable through the cable lead on the end of the left brake arm, this will cause the noodle to fit into the lead. Slip the brake cable boot over the cable and position it between both brake arms.

ii. loosen the 5mm anchor bolt at the end of the right brake arm and slide the cable under the retaining washer. Pull the slack out of the cable making sure a distance of 39mm or more remains between the end of the lead and the start of the anchor bolt.

iii.Once the cable is secured to the brake arms, engage the brake lever several times, checking the position of the brake shoes at the rim. The brake shoes should be 1mm away from the rim when in a relaxed position. When the brake lever is engaged, the brake shoe should hit the rim flush (never the tire) with the front brake pad touching the rim slightly before the rear. If this position is not achieved, adjustments to the brake shoe are required. Loosenthe brake shoe hardware and reposition the brake shoe. It may take several shoe and cable adjustments before the required position is accomplished.

B. Models with disc brake(Fig.10)

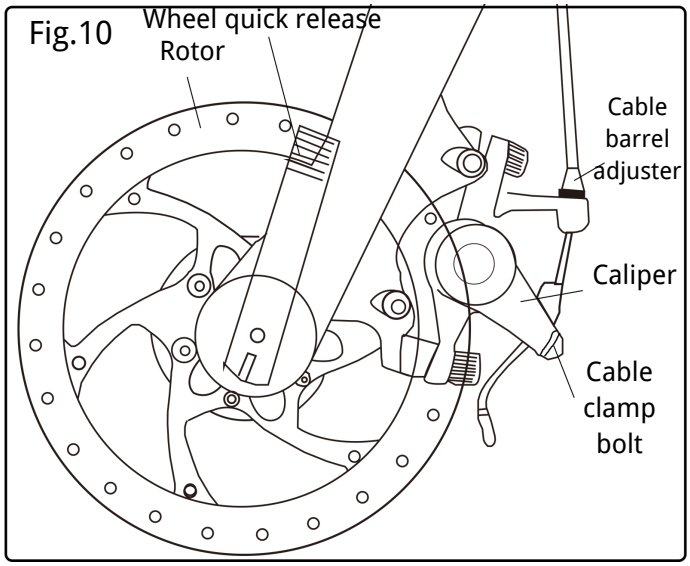
Disc brakes should come from the factory pre-adjusted to the correct braking specifications.

To attach the front wheel on a disc brake equipped bike, align the wheel rotor with the slot in the disc brake caliper attached to the left hand fork stanchion.

Once the rotor is aligned with the caliper slot, properly secure the front wheel quick release.

If your front disc brake needs to be adjusted or does not apply adequate stopping power to the wheel, it may need to be adjusted, please find steps as below:

i.First adjust the clearance between the right (inside) brake pad and the disc.
Use a 5mm allen wrench to move the inside pad inward toward the disc rotor till it touches the rotor.
Back off slightly until the pad does not touch the rotor surface.
ii.Next adjust the clearance between the left (outside) brake pad and the disc:



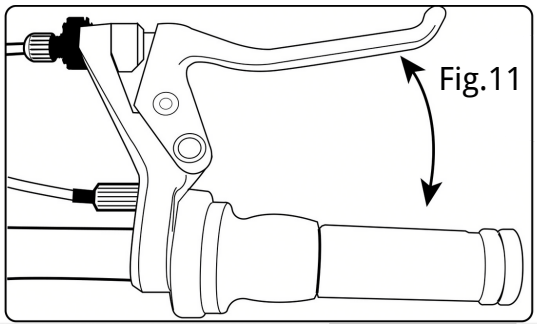
Turn the barrel adjuster located on the front brake lever clockwise to move the outside brake pad inward until it touches the rotor.
Back off slightly (1/4 turn) until the pad does not touch the rotor surface and the wheel spins freely.

If there is contact between the brake pads and rotor after performing the above steps bring your bike to your local dealer for adjustment.

C-Hydraulic disc brake

With hydraulic disc brakes, the adjust step is just same as mechanical disc brake, and you need to extra check that the lever feels firm, does not move too close to the handlebar grip, and there is no evidence of leaking brake fluid.

Depress the brake lever about 10 time as far as the grip to check that everything is operating correctly, no matter which type of brake on your bike(Fig.11).



7- Attach the pedals

The pedals are left and right side specific. The end near the threads will have an L or R on them, indicating Left and Right.

The right side is threaded normally,
and the left is reverse threaded.
This must be screwedin opposite
to the right (to the left).
Thread in by hand and Tighten by wrench!

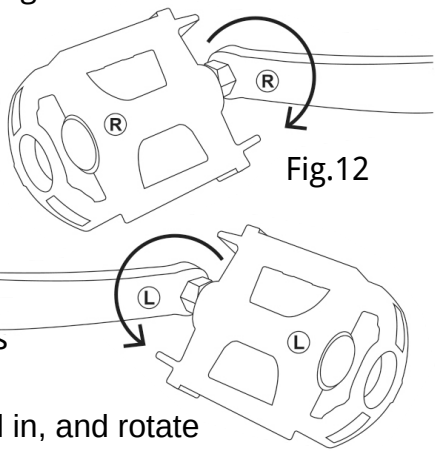


Fig.12

DO NOT CROSSTHREAD!

If your bike is a folding one, usually it comes with a foldable pedal, pls fold the pedal as the picture(Fig.13) shows: Push the pedal in, and rotate it into the locked position.Repeat for the opposite pedal.

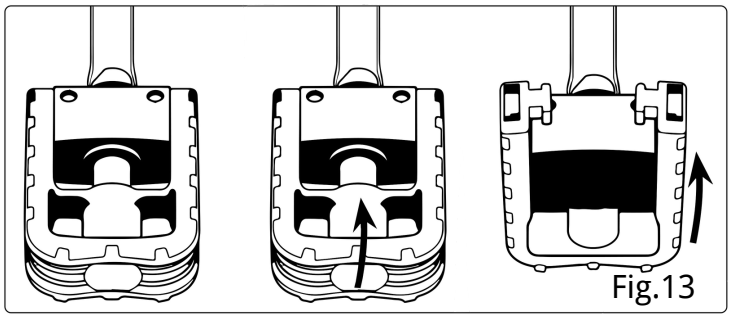


Fig.13

8- Pump tires to desired pressure

The range for the tires is usually from 5psi to 30psi (you can find this indication on the tyre)

i. 5psi is the lowest the tire is rated for.
ii. 5-15psi is for very soft sand or snow.
iii. 15-25psi is the recommended range for most off-road riding, depending on your preferences and the specific terrain you are travelling.
iv. 25-30psi is for pavement for hard, smooth surfaces.

9-Check all bolts for tightness, including

A. Stem (handlebar and steer-tube bolts)
B. Wheel axles
C. Crank arms
D. Chainring
E. Kickstand

Chapter 2 – How to Charge and Power On

1- Electric conponent

Motors: Electric bicycles can be built with various types of motors, whichdiffer in strength, efficiency, rotational speed, mounting location, and other factors. Electric motors are generally mounted on bicycles in one of 3 locations: the front wheel, the rear wheel, or around the bottom bracket.

Controller: this part connect the motor with display, brake, throttle, pedalassisted sensor, every electronic parts need to get work through controller.

Pedal-assist sensors: Most electric bikes use pedal assist sensors to naturally combine the motor's effort with the rider’ s. The most common sensors electronically measure pedal crank rotation (cadence), pedalpressure (torque), or wheel speed. Many bikes make use of all three types together.

Throttles: Some electric bikes are equipped with a throttle.
Like on a motorcycle, throttles are designed to let the user apply 0-100% of the motor’ s power at will. Depending on the bike, the throttle either acts independently, or in tandem with a pedal assist sensor.

Brakes: The brakes on an electric bike are the same as on a normal bike, with one exception: most have integrated cutoff switches which kill the motor when activated. These "inhibitor" switches are a safety feature designed to prevent the motor from accidentally engaging and causing injury. If for any reason you need the motor to stop turning, remember to simply squeeze one of the brake levers.

Display: the display is usually the switch of the electrical system, and now it has more functions, such switch the PAS level, the light, and shows the real speed, battery leaving capacity, and some bike doesn't equipped with a display, then the ON/OFF switch is usually on throttle.

Battery: Battery is the power source of the bike, usually there has an extra switch to turn on/off the battery, sometimes by key, sometimes by a button, pls carefully check your bike's battery when assembling.
To charge the battery, remove the rubber cap (sometimes plastic cap) on battery(if it's frame battery, the charging mouth is usually on the frame). Plug the charger into the power outlet and wait until the light on the charging unit is illuminated. Plug the other end of the cord into the bike. The light will turn green when it's fully charged. For long term battery storage, it is best to leave the battery at about 20% (1/4 lights).
Always store the battery in a cool place (colder than 65*F). For best results, do not store for longer than 4 months without cycling the battery; use it to de-charge, then re-charge to 20%.

2-Powering the Unit On
A. Make sure the battery is fully inserted and locked into the bike.
B. Get on the bike, ready to ride.
C. Turn the battery on by press the power switch or turn the key to ON position(this is depending on your battery type)
D. Press and hold the power button on display(if no display, press the button on switch)
E. Use the + or – key on the display to shift your pedal assist power level
F. To turn off, press and hold the power button again for a couple seconds. You can also turn the bike off at the battery.

3-Riding Tips to Maximize Your Battery

To increase battery life and reduce wear on the components, follow these tips:

A. Use the pedals as often as possible, especially when starting. DO NOT simply rely on the throttle for power.

B. Start in a low gear and low power. This means looking ahead, and possibly shifting to a lower gear before coming to a stop, so you are in the right gear to resume riding again.

C. Use low gears for climbing steep hills. Avoid putting unnecessary torque into the transmission.

D.Minimize starts and stops by looking ahead and planning the route.

E. Use higher tire pressure

Chapter 3 – Safe Operation, Maintenance and Inspection

1- Before First Ride (After Initial Build and Inspection):

A. Adjust seat to comfortable height.

B. Adjust the saddle rails fore/aft positioning for comfort.

C. Adjust the handlebar, shifter and brake lever position to your liking.

D. Read Chapter 2 of this manual to become familiar with the components and how the motor and analyst work.

E.Squeeze brake levers and test the braking power with the bike in a stand, or just walking alongside the bike. DO NOT attempt to ride the bike if the brakes are not adjusted properly.

2- Before Every Ride:

A. Check tire pressure and tread wear. Check the sidewalls for damage.

B. Check the brakes, ensure brakes have adequate power and appropriate amount of brake pad remaining.

C. Check that wheels are straight and turning freely. Ensure spokes are consistently tight.
D. Check the Chain tension and lube the chain to reduce friction and increase shifting precision.
E. Check that the handlebars and stem are secure; and tighten all stem bolts to 7 N·m.

3- After every ride:
A. Wipe down frame with soap and water. DO NOT use a power washer or high- pressure hose, this could damage the motor and electrical components.
B. Mud and dirt can be washed away with a low-pressure hose, avoiding direct flow with the electrical components and motor assembly.

4-Monthly Maintenance:
A. Check frame for any damage.
i. Look for any dents, cracks or chips to the frame. Although some may only be cosmetic, a small crack in the frame can be a serious safety hazard. DO NOT ride the bike if you identify any cracks in the frame.
B. Check for loose spokes.
i. Squeeze the spokes together to check the spoke tension. Spokes should flex slightly and return to their original position. See your local bike shop for wheel truing and spoke replacements if necessary. Tighten any loose spokes with a spoke wrench.
C. Check forks for damage and air pressure (if applicable).