www.BintelliBicycles.com

Bintelli Electric Bicycles

Owner's Manual

For how-to videos, please visit https://bintellibicycles.com/how-to-videos/

IMPORTANT INFORMATION! PLEASE READ PRIOR TO RIDING.

FULLY CHARGE BATTERIES BEFORE FIRST USE - Batteries should be fully charged immediately when they are received and after each use for the recommended charge times (see below).

- Lithium-ion Batteries: 4-6 hours

FACTORS TO MAXIMIZE THE RANGE OF YOUR ELECTRIC BICYCLE

- **RIDER INPUT** - The more the rider pedals the further the distance traveled. Continuous riding, as opposed to frequent stopping and starting, will yield the greatest range possible.
- **ELEVATION GAIN** - The flatter the road the further the distance traveled.
- **WEATHER** - Cold weather can adversely affect the battery capacity.
- **TERRAIN** - The smoother the terrain (roadways vs. gravel roads, etc.) the further the distance traveled.
- **RIDER WEIGHT** - The lighter the rider, resulting in less drain on the batteries, the further distance traveled.
- **RIDER BICYCLE MAINTENANCE** - A properly maintained bicycle will yield the greatest range possible.
- **RIDER TIRE PRESSURE** - Properly inflated tires have less rolling resistance and will be easier to pedal.
- **BATTERIES** - Properly charged and maintained batteries will yield the greatest range possible. Batteries stored in cold areas (below 50 degrees Fahrenheit/10 degrees Celsius) will show reduced range. Batteries that have not been kept in optimum condition will show reduced range and run time.

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Warning / Important - Take notice of this symbol throughout this manual and pay close attention to the instructions blocked offand preceded by this symbol.

Terminology

Power Systems

PAS – Pedal Assist - A sensor ring and pickup mounted near the bottom bracket below the bicycle to sense forward pedaling and apply power.

TAG – Twist and Go - A rider-controlled system, the motor activates only when the handlebar throttle is turned.

PAS/TAG – Pedal Assist or Twist and Go - A handlebar-mounted button allows selection of PAS or TAG modes.

Battery Systems

RTMB – Rack Top Mounted Battery with Lithium polymer cells - A single Li-Po battery pack lies horizontally inside the rack.

STB – Seat Tube Battery with Sealed Lead Acid (SLA) or Lithium Ion (Li- Po) cells - A single battery pack is mounted behind the seat tube.

Recommended Tools

Park Tools • www.ParkTool.com • 651.777.6868

Part Description	Part Number	Price
Tire Levers, to replaces tires and tubes 	TL-4.2	$11.99
Triple Spoke Wrench, to true wheels if bent 	SW-7.2	$9.99
Pedal Wrench, to install/remove pedals 	PW-3	$25.00
Crank Puller, to remove the crank arms 	CWP-7	$15.00
Chain tool, to remove and install chains 	CT-5	$15.00
Bottom Bracket, to install/remove bracket cups 	BBT-22	$18.00
Bike Stand of Choice		
Allen Key of Choice		
Basic Screw Driver/Socket Set of Choice		

To avoid injury, this product must be properly assembled before use.

Before You Ride

About This Manual

It is important for you to understand your new bicycle. By reading this manual before you go out on your first ride, you'll know how to get better performance, comfort, and enjoyment from your new bicycle. It is also important that your first ride on your new bicycle is taken in a controlled environment, away from cars, obstacles, and other distractions.

General Warning

Bicycling can be a hazardous activity even under the best of circumstances. Proper maintenance of your bicycle is your responsibility as it helps reduce the risk of injury. This manual contains many "Warnings" and "Cautions" concerning the consequences of failing to maintain or inspect your bicycle.

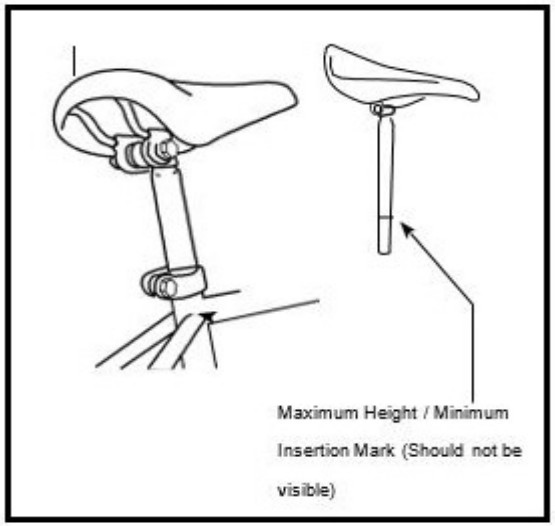
Safety Checklist

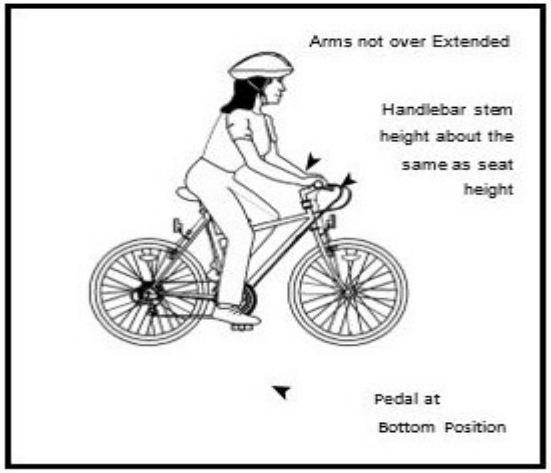
Before first initial ride and every ride after, it is important to carry out the following safety checks:

1. **Brakes**
   - Check that front and rear brakes work properly.
   - Check that brake calipers are not over worn and are adjusted correctly.
   - Check that brake control cables are lubricated, adjusted, and do not display obvious wear and tear.
   - Check that brake control levers are lubricated and tightly secured to the handlebar.
2. **Wheels & Tires**
   - Check that tires are inflated within the recommended limit as displayed on the tire sidewall.
   - Check that tires have tread and do not show any bulges or excessive wear.
   - Check that rims run true and do not have any obvious wobbles or kinks.
   - Check that all wheel spokes are tight and unbroken.
   - Check that axle nuts are tight. If your bicycle is fitted with quick release axles, make sure locking levers are correctly tensioned and in the closed position.
3. **Steering**
   - Check that the handlebar and stem are correctly adjusted, tightened, and allow proper steering.
   - Check that the handlebars are set correctly in relation to the forks and the direction of travel.
4. **Chain**
   - Ensure chain is oiled, clean, and runs smoothly. (Extra care is required in wet or dusty conditions)
5. **Bearings**
   - Check that all non-sealed bearings are lubricated, run freely, and do not display excess movement.
6. **Cranks & Pedals**
   - Check that pedals are tightened to the cranks.
   - Check that cranks are tightened to the axle and are not bent.
7. **Derailleurs**
   - Check that the front and rear mechanisms are adjusted and function properly.
   - Check that the shift and brake levers are attached to the handlebar, shift, and brake.
   - Check that derailleurs, shift levers, shift and brake cables are properly lubricated.
8. **Frame and Fork**
   - Check that the frame and fork are not bent nor broken. (If either is bent or broken, they need to be replaced)
9. **Accessories**
   - Check that that all reflectors are properly fitted.
   - Check that all other fittings on the bike are properly secured, fastened, and functioning properly.
   - Make sure the rider is wearing a helmet.
10. **Motor and Throttle**
    - Check that the motor is working properly.
    - Check that the throttle is working properly.
11. **Battery pack**
    - Check that the batteries are in good operating condition and kept fully charged.

The ideal clearance will vary between types of bicycles and rider preference. This makes straddling the frame when off the seat easier and safer in situations such as sudden stops. The following chart and diagram will help you make the correct choice. Rider leg length refers to approximate pant inseam.

Riding Position





Seat Height
For the most comfortable riding position and best possible pedaling efficiency, the seat height should be set correctly according to the rider's leg length. The correct seat height should prevent leg strain from over-extension.

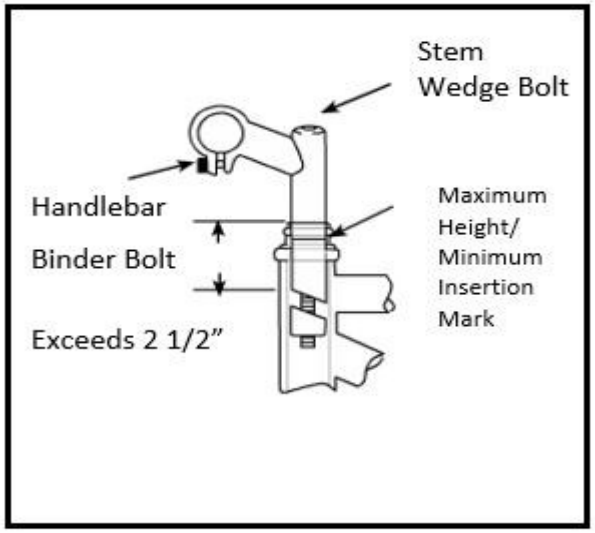
When sitting on the bicycle, place your foot onto the pedal. The correct seat height will allow the knee to be slightly bent in this position. If the rider places their heel on the pedal, the leg should be almost straight.

Under no circumstances should the seat post project from the frame beyond its "Minimum Insertion" or "Maximum Extension" mark. If your seat post exceeds these markings, the seat post or frame may break. Before your first ride, make sure to tighten the seat clamp appropriately. A loose seat clamp can cause damage to the bicycle or for the rider to lose control. Periodically check to make sure that the seat clamp is properly tightened.

Reach
To obtain maximum comfort, the rider should not overextend their reach when riding.

To adjust this distance, the position of the seat can be adjusted in relation to the seat post.

Handlebar Adjustment & Height



Height

Maximum comfort is usually obtained when the handlebar height is equal to or slightly higher than the height of the seat. You may wish to try different heights to find the most comfortable position.

Stem

The stem’s “Minimum Insertion” should not be the top of the headset. If the stem is extended beyond this mark, the stem may break or damage the fork’s steering tube, which could cause you to lose control or become injured.

Place the front wheel of the bicycle between your legs and attempt to twist the handlebar/stem assembly using a reasonable amount of force. There should not be any play in the handlebars or in relation to the wheel. If you can twist the handlebars while the wheel remains in place, do not ride it until proper alignment is obtained. Make sure to tighten all bolts accordingly before use.

Failure to properly tighten any of these properly could result in losing control of the bike and becoming injured.

Throttle

TAG (Twist & Go)

Before you begin riding, turn the main power switch on, then start riding as you would ride any regular, non-motor assisted bicycle. After you have begun to ride, slowly twist the throttle (on equipped models) towards you. The more you twist the throttle, the more power will be released. Once you have twisted the throttle all the way, the motor will accelerate you to its full speed of up to 25 MPH.

Riding Options

Option1: **Regular pedaling** – traditional style to ride a bicycle.

Option 2: **Throttle** mode is similar to how a motorcycle or scooter operates. When the throttle is engaged, the motor provides power and propels you and the bike forward. A throttle allows you to pedal **or**, you can kick back and enjoy a “free” ride! Most throttles can be fine tuned like a volume dial between low and full power.

Option 3: **Pedal assist** is a mode that provides power only when you are pedaling. If you are used to riding a traditional bike, the pedal assist mode has a more intuitive feel compared to the throttle mode. The pedal assist mode is also nice because you can focus purely on your pedaling and you don’t have to hold the throttle in a certain position. Since you have to pedal, the pedal assist mode will generally give you more range when compared to the throttle mode.

The **cadence sensor pedal assist** systems provide assistance when the cranks of the bike are turning. The cadence sensor will provide the assist based purely on the level assist you have selected and it will not increase or decrease the assist based on your actual pedal power. You could be pedaling very lightly or very hard and it will provide the same level of assist.
A lot of pedal assist bikes have different levels of assistance, for example: low, medium, or high assist. Please note that some e-bikes have 4 or 5 pedal assist settings.

Low pedal assist: Low assist provides a little electric assist while you provide more pedal power and get more of a workout.

Medium pedal assist: You have a nice tailwind everywhere you go. Medium pedal assist can be a nice balance of your pedal power and the motor power.

High pedal assist: High pedal assist is when you want to get somewhere quickly and with minimal effort.

Battery Care

Proper maintenance of your batteries will maximize their lifespan and capacity. Bintelli Bicycles warranties your new batteries from the date of purchase for 1 full year if properly cared for. Even with proper care, batteries do not last forever. Every time the battery is discharged and subsequently recharged, its relative capacity decreases by a small percentage. With proper care, the life span of your batteries will reach their maximum life span. To maximize your battery life, please follow the instructions on this guide.

- Batteries should be fully charged immediately when they are received for the full recommended charge times.

Lithium-Ion Recommended Charge Time: 4-6 hours. For a complete, 100% charge, leave the battery on the charger for one full hour after the charger indicator light turns green.

- Do not charge batteries for longer than 24 hours.
- Lithium-Ion batteries do not have a “memory”. Partial discharge/charge cycles will not harm the batteries’ capacity or performance.
- Always be sure to turn the bicycle power switch to “OFF” after each use. If you leave the power switch in the “ON” position, the batteries may reach a stage at which they will no longer hold a charge.

Storage

Storing your batteries for a long period of time (longer than two months):

- Charge your batteries every 90 days to avoid capacity loss. Battery life slowly shortens when left unused for a long period of time. If the battery cells are left to reach a critically low voltage, their lifespan and capacity will be permanently reduced.
- Always disconnect your charger from the wall outlet and battery before storing the battery.
- Avoid storing your batteries in extreme hot or cold temperatures.

Frequently Asked Questions

Q: Do I need to break-in my batteries?

A: Yes, it is recommended that you perform a “break-in” cycle consisting of about three discharge/charge cycles to allow your batteries to reach their full potential.

Q: Is it normal that the batteries get warm when recharging?

A: Yes, it is normal that the batteries will become warm to the touch during the recharging process. This is because the increase of internal resistance and energy conversion from electric energy to chemical energy.

Q: How long will my batteries last before needing replacement?

A: Average battery life depends on how they were used and cared for. Even with proper care, rechargeable batteries do not last forever. Lithium-Ion batteries will last between 500-700 cycles.

Assembly Guide

B1 Assembly

1) Handle bars:
   Place bushing on the handle bar tube and twist to get a tight seal.
   Insert the handle bar stem into the tube.
   Confirm that it does not go past the indicator.
   Ensure the handle bar lines up with the forks.
   Tighten all bolt with the 5 and 6 mm allen wrenches
2) Wheel:
   Remove acorn bolts and washers from the end of the forks.
   Insert the wheel between the forks ensuring the break disk is on the left lining up with the break caliper.
   Replace acorn bolts and washers-tighten.
   Remove bolts with 4mm allen wrench.
   Make sure you remove the bolt completely so you can place the headlight through the front of the bolt before you slide the fender through from behind.
   Slide the fender through and tighten bolts.
3) Pedals:
   There will be left and right indicators on the pedal stems.
   Use the 15 mm wrench to tighten.
   The left pedal will be reverse thread so you will tighten it counter-clockwise.
4) Seat:
   Insert the tapered end of the seat rod into the body of the bike.
   Lock the seat in place at the appropriate height ensuring it is past the minimum insertion line.
   Attach the rear reflector to the seat stem using the provided rubber strips.
5) Water bottle:
   Mount bracket to frame using the bolts that are already in the frame. Use 4mm allen wrench to tighten down.

E1 Assembly

1) Handle bars:
   Remove front plate of the handle bar bracket.
   Place handle bars in mount ensuring they are centered.
   Replace front place and tighten bolts with 4mm allen wrench.
2) Wheel:
   Remove acorn bolts and washers from the end of the forks.
   Insert the wheel between the forks ensuring the break disk is on the left lining up with the break caliper.
   Replace acorn bolts and washers-tighten.
   Remove bolts with 4mm allen wrench.
   Make sure you remove the bolt completely so you can place the headlight through the front of the bolt before you slide the fender through from behind.
   Slide the fender through and tighten bolts.
3) Front Break adjustment:
   Loosen left allen bolt of front break assembly.
   Pull and tighten break cable so it is just off the tire.
   That way when you engage the break it touches the tire. Tighten allen bolt back down.
5) Pedals:
   There will be left and right indicators on the pedal stems.
   Use the 15mm wrench to tighten.
   The left pedal will be reverse thread so you will tighten it counter-clockwise.
6) Seat:
   Insert the tapered end of the seat rod into the body of the bike.
   Lock the seat in place at the appropriate height ensuring it is past the minimum insertion line.
7) Water bottle:
   Mount bracket to frame using the bolts that are already in the frame. Use 4mm allen wrench to tighten down.

F1 Assembly

1) Unfold and latch into place.
2) Lock safety latch.
3) Put kick stand down to stabilize bike if not using a stand.
4) Make sure wheel is facing left.
5) Match up the grooves on the handle bar stem, slide into handle bar tube, and lock down.
6) Work your way from the front to the back of the bike making sure everything is tight and locked into place.
7) Pedals:
   Left and right indicators will be on the pedal stem.
   Use 15 mm wrench to tighten.
   Left pedal is reverse thread.
8) Water bottle:
   Mount bracket to frame using the bolts that are already in the frame.
   Use 4mm allen wrench to tighten down.

M1 Assembly

4) Handle bars:
   Remove front plate of the handle bar bracket.
   Place handle bars in mount ensuring they are centered.
   Replace front place and tighten bolts with 4mm allen wrench.
5) Wheel:
   Remove locking bolt from the front wheel.
   Insert the wheel between the forks ensuring the break disk is on the left lining up with the break caliper.
   Insert the quick release hub through the hole. Use the spring and bolt to lock it in place. Ensure the quick release hub is locked down.
   Rotate head light and tighten it down with 4 mm allen wrench.
6) Pedals:
   There will be left and right indicators on the pedal stems.
   Use the 15 mm wrench to tighten.
   The left pedal will be reverse thread so you will tighten it counter-clockwise.
7) Seat:
   Insert the tapered end of the seat rod into the body of the bike.
   Lock the seat in place at the appropriate height ensuring it is past the minimum insertion line.
8) Water bottle:
   Mount bracket to frame using the bolts that are already in the frame.
   Use 4mm allen wrench to tighten down.

Forks

There are two different types of forks that vary in styles and dimensions. One type is a more rigid fork (Picture at top) consisting of stationary tubing with curved blades. The other type is a suspension fork (Picture at bottom) consisting of inner stanchion tubes riding on the springs inside of a straight outer fork leg. This mechanism acts as a shock absorber with a specified amount of travel that varies between models.

Do not attempt to disassemble a suspension fork yourself. Consult your local dealer for assistance.

If your bike is equipped with a suspension fork, check that the fork compresses and rebounds smoothly. To do this, place the fork dropouts against the ground, push and release the handle- bar. The fork will generally compress 1-2” and rebound quickly. Most elastomer type forks will gradually soften with use.

Seat and Seat Post

*Your bicycle may come equipped with a standard or a micro-adjustable seat post.

Standard seat post

To attach the seat to the seat post by first you must loosen the nuts on the seat clamp. Insert the tapered end of the seat post into the seat clamp until it's at the top of the clamp. Tighten the nuts onto the seat clamp, insert the seat assembly into the frame of the bicycle, and then adjust the seat to the appropriate height. The seat post must be inserted to at least the "Minimum Insertion" line. Move the quick release lever to the closed position. Adjust the seat to be centered in the clamp and parallel to the ground, then tighten the clamp nuts evenly before riding. Do not ride the bike with a loose seat.

Micro-adjustable seat post

Loosen the seat fixing bolt, then slide the seat into the clamp. The two seat rails should fit into the clamp channels. There normally is no need to remove the fixing bolt, but it may be necessary in some cases. Tighten the seat fixing bolt accordingly, then insert the seat assembly into the frame of the bicycle and adjust the seat to your preferred height. The seat post must be inserted to at least the "Minimum Insertion" line. Move the quick release lever to the closed position. You should feel resistance while moving the lever. If not, re-open and tighten the lever, then move it to the closed position. Adjust the seat to be centered in the clamp and parallel to the ground, then re-tighten the seat fixing bolt before riding. Do not ride the bike with a loose seat.

Figure 1

Figure 2

Figure 3

Figure 4

Figure 5

Installing the Front Wheel:

1. Place wheel into fork (Figure 1).
2. Insert Quick Release Axle (Figure 2) as shown in Figure 3 & 4 with a nut.
3. When axle is in place, push the lever down on the axle to lock it into place (Figure 5).
4. Spin the wheel to make sure it is centered and clears the brake shoes.
5. Tighten the brakes if necessary.

****Important:** It is very important to check the front wheel connection to the bicycle. Failure to properly tighten may cause the front wheel to come out.

Disc Brakes

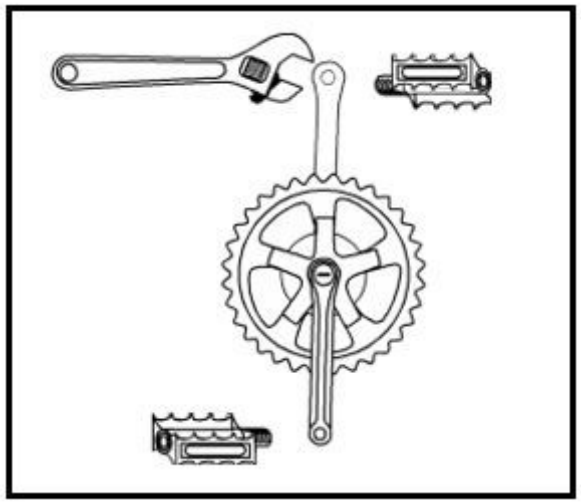
1. Check the tightness of the six mounting bolts holding the brake rotor onto the wheel. If you need to remove these bolts, be sure to us a thread-locking compound when re-installing them.
2. Make sure the two bolts securing the caliper bracket to the fork are tightened.
3. Thread the brake cable through the caliper and secure it with the cable fixing bolt.
4. Loosen the two caliper mounting bolts enough to allow the brake caliper to float freely.

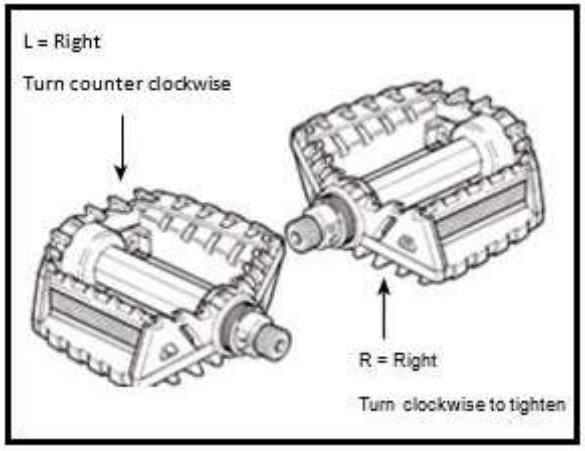
Derailleur Systems

The derailleur system includes the front and rear derailleurs, the shift levers, the derailleur control cables, all of which must function correctly for smooth gear shifting to occur. Although the front and rear derailleurs are initially adjusted at the factory, you will need to inspect and readjust both before riding the bicycle.

Rear derailleur

Begin by shifting the rear shifter to largest number indicated, loosen the cable from the rear derailleur cable anchor bolt, and place the chain on the smallest sprocket. Adjust the High limit screw so the guide pulley and the smallest sprocket are lined up vertically. Re-tighten the cable, pull out any slack, and retighten the anchor bolt securely. Shift through the gears, making sure each gear achieved is done quietly and without hesitation. If necessary, use the barrel adjuster to fine tune the cable tension by turning it the direction you want the chain to go. **For example**: turning clockwise will loosen the cable tension and move the chain away from the wheel, while turning counter-clockwise will tighten cable tension and direct the chain towards the wheel.





Drivetrain

The drivetrain of the electric bicycle refers to all parts that transmit power to the rear wheel. This includes the pedals, chain, chain wheel, crank set and freewheel.

Pedals

These help to keep the feet correctly supported and allow the rider to exert pulling force, as well as downward pressure, on the pedals.
Inspection

Pedals should be inspected every month, taking note of the following areas:

- Check correct tightness into the crank arms. If pedals become loose, they will not only be dangerous but will also cause damage to the cranks.
- Check that pedal bearings are adjusted properly. Move the pedals up, down, right to left, and also rotate them by hand. If you suspect any looseness or roughness in the pedal bearings, adjustment, lubrication, or replacement may be required.
- Ensure that the front and rear pedal reflectors are clean and fitted securely.

****Important:**
The left pedal has left handed threads and turns counter clockwise to tighten.

Troubleshooting

PROBLEM	POSSIBLE CAUSE	REMEDY
Bicycle has reduced range and/or speed	Low battery charge	Charge the batteries for recommended time
	Faulty and/or old batteries	Replace the batteries
	Low tire pressure	Inflate the tires to their recommended pressure
	Brakes dragging against the disc	Adjust the brakes and/or the caliper
	Riding in uneven terrain, headwind, etc.	Reduced range to be expected
Hub motor makes a "clicking" noise and has reduced power and/or shuts off	Low batteries	Charge batteries for recommended time
	Damaged planetary gears	Replace the hub motor/wheel
No power when the switch is turned "ON"	Blown fuse	Replace the fuse
	Loose connectors	Check all of the connectors
	Broken wire	Inspect all wires for a damaged faulty switch
	Faulty switch	Replace the switch and re-test the faulty controller
	Faulty controller	Replace controller and re-test
Bicycle runs at full speed without pedaling	Faulty TMM sensor	Replace TMM sensor and re-test the faulty throttle
	Faulty throttle	Replace throttle and re-test Faulty controller
	Faulty controller	Replace the controller and re-test
Battery indicates full charge when tested at the charger port but bicycle doesn't operate	Blown fuse	Replace the fuse
	Loose connectors	Check all connectors
	Poor contact between battery terminals	Inspect and clean the battery terminals
Bicycle (RMB or STB Series) works in TAG mode but not in PAS mode	Sensor and sensor ring not aligned	Realign so there isn’t a gap between sensor and ring
	Faulty "White Box" sensor ring is 1-2mm	Replace "White Box" and retest
Throttle does not spring back to neutral position	Grip jammed against throttle	Adjust the gap 1-2mm between grip and the throttle
	Faulty throttle	Replace the throttle
Bicycle has intermittent power	Loose connectors	Check all of the connectors
	Loose fuse	Check the fuse connector

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Charger shows a full charge in an unusually short amount of time	Faulty charger	Replace the charger
	Batteries	Replace the batteries
Indicator light on charger not illuminated when charger is plugged into outlet	Outlet does not have power	Check the outlet for power
	Blown fuse (Li-Po4 chargers)	Replace the fuse
	Faulty charger	Replace the charger
Charger (Li-Po4) indicator light only flashes orange and never changes to red	Damaged wire from charger port to battery	Inspect the wire
	Faulty batteries	Replace the batteries

Checking Battery Terminals

If the battery is not charging properly, follow these steps:

1.) Remove the battery pack from the bike

2.) Remove the cap from end of the battery that has four slots

3.) Remove cover plate

4.) You are now able to look at the red and black wires. The two black wires should be on the same side as the key.

5.) If the Black wires are not on the side of the Key carefully open the Terminal Block Cover

*Note: if the Red and Black wires touch they may spark, keep them separate to avoid this.

6.) With the terminal block cover open, lift out the red and black wires to relocate them with the black pair on the same side as the key

7.) Close the cover on the terminal block

8.) Place the terminal block back into the cap, place the cover on the terminal block and install screws

9.) Re-install the cap onto the battery

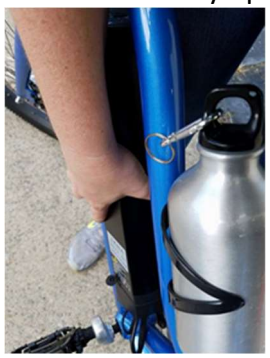
10.) Charge the battery. Your battery should now be charging correctly.

How To Remove Your Battery

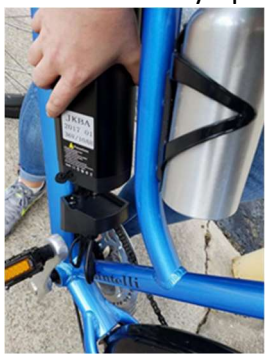
Beach Cruiser – B1:

Turn the key to the unlock position

Push the battery up



Pull the battery up and out.



Economy – E1:

Loosen the seat lock down.

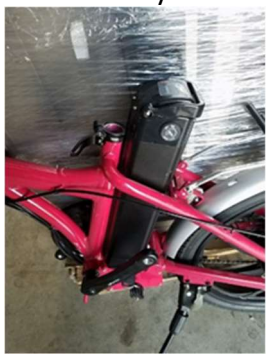
Remove the seat.

Insert key to unlock position

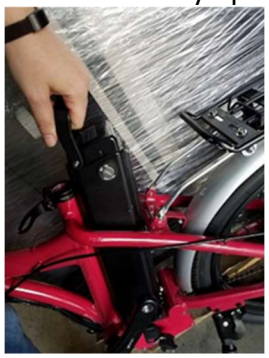
Folding – F1:

Remove the saddle.

Turn the key to the unlock



Pull the battery up and out.



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Fat Tire – M1:

Turn the key to the unlock position.

Lift lever and pop out.

How To Turn On Your Headlight

Follow the instructions below for the model you have purchased.

Model	Instruction
B1	Push the button on the actual headlight
E1	Push the button on the ignition pad
F1	Push the button on the ignition pad
M1	Hold down the (+) button that controls the pedal assist on the handle bar

How To Adjust the Brake

The caliper does have some float in it, therefore, it tends to re-adjust itself slightly each time the brake lever is released. If you are having difficulty with your disc brake, follow these suggestions:

1.) Should the disc rotor noticeably deflect to one side upon squeezing the brake lever, re-adjust the disc bracket where it attaches to the frame and center the disc rotor in the slot of the caliper. It may be necessary to back the brake pads away from the rotor to center the disc rotor. (Remember: When you loosen this bracket the interface between the pads and rotor will be changed making it harder to re-adjust the pads without having them rub. Also, if the rotor is not perfectly true it may cause a slight rub when adjusted properly. This will require some break-in time to allow the pads to wear parallel with the rotor.)

2.) Adjust the brake pads before tightening the cable anchor bolt. Adjusting the brake pads with the cable detached, allows for a more precise adjustment because there is no pressure on the internal spring in the caliper.

3.) Adjust the pads inward on both sides until the pads slightly touch, then with your thumb push the actuating arm of the caliper forward to mimic the movement of the brake lever. It may take 3 or 4 times of this procedure to obtain the best adjustment.

4.) Once the pads are adjusted properly, you can connect the cable to the actuating arm of the caliper and tighten it down with the anchor bolt. The actuating arm on the caliper should be at the 11-12 o'clock position when the brake is not being used.

5.) After the cable is secured to the caliper, squeeze the lever several times to see if the brake rubs. Now adjust the brake pads inward or outward depending on if the brake is rubbing or if there is a space between the pads and rotor.

How To Replace the Brake Lever

1.) Loosen the brake cable at the caliper to gain slack in the cable

2.) Remove the cable from the brake lever

3.) Remove the handlebar grip

4.) Switch the brake wires. The easiest way to do this is to cut and splice the wires between the lever and where the wire goes into the frame. The alternate method would be to fish the wires through the frame back to the controller.

5.) Loosen the brake lever holder and slide off the handlebar

6.) Assemble in reverse order

How To Adjust the Derailleur

1.) The cable must be adjusted for the 6th and 7th gear to work

2.) With it on the center stand, run the gears down to 1st gear

3.) On the derailleur, there is a clamp that holds the cable, loosen this nut

4.) On the gear shifter on the handlebar, push the other end of the cable in to the socket so that there isn't any slack at that end

5.) Go back to the derailleur and use a pair of pliers to pull the cable snug and tighten the clamp nut

** The key to this adjustment is to not have any slack in the cable at the gear shifter end on the handlebar

How To Remove the Rear Wheel

1.) Remove the four screws from the aluminum plate located on the lower left side of the bike – you will now have access to the controller and wires.

3.) Disconnect the three blue, yellow and green gauge wires

4.) You will see a six pin connector (only five wires), bend the retaining tab on the terminals to remove all five wires from the connector

5.) Be sure to install wires back into the connector in the proper location when reassembling

6.) Loosen the axle nuts and slide the wheel out of the frame.

7.) With the wire connector removed from the wires you can now remove the wheel assembly

How To Replace the Pedal Shaft

(Left & Right is based on sitting on the bicycle)

1.) Remove the plastic pedal arm cover, that covers the center shaft and nut and remove the nut and pull arm off of the shaft. Make note of distance inner ring sticks out from outer ring to be used later for reassembly.

2.) Turn larger outer ring counterclockwise and remove from inner adjustment ring

3.) Remove inner bearing adjuster ring and remove inner bearing set

4.) Perform steps 1-3 for the right side

5.) Remove center shaft. Before reassembly grease bearings and inner bearing races with high grade grease.

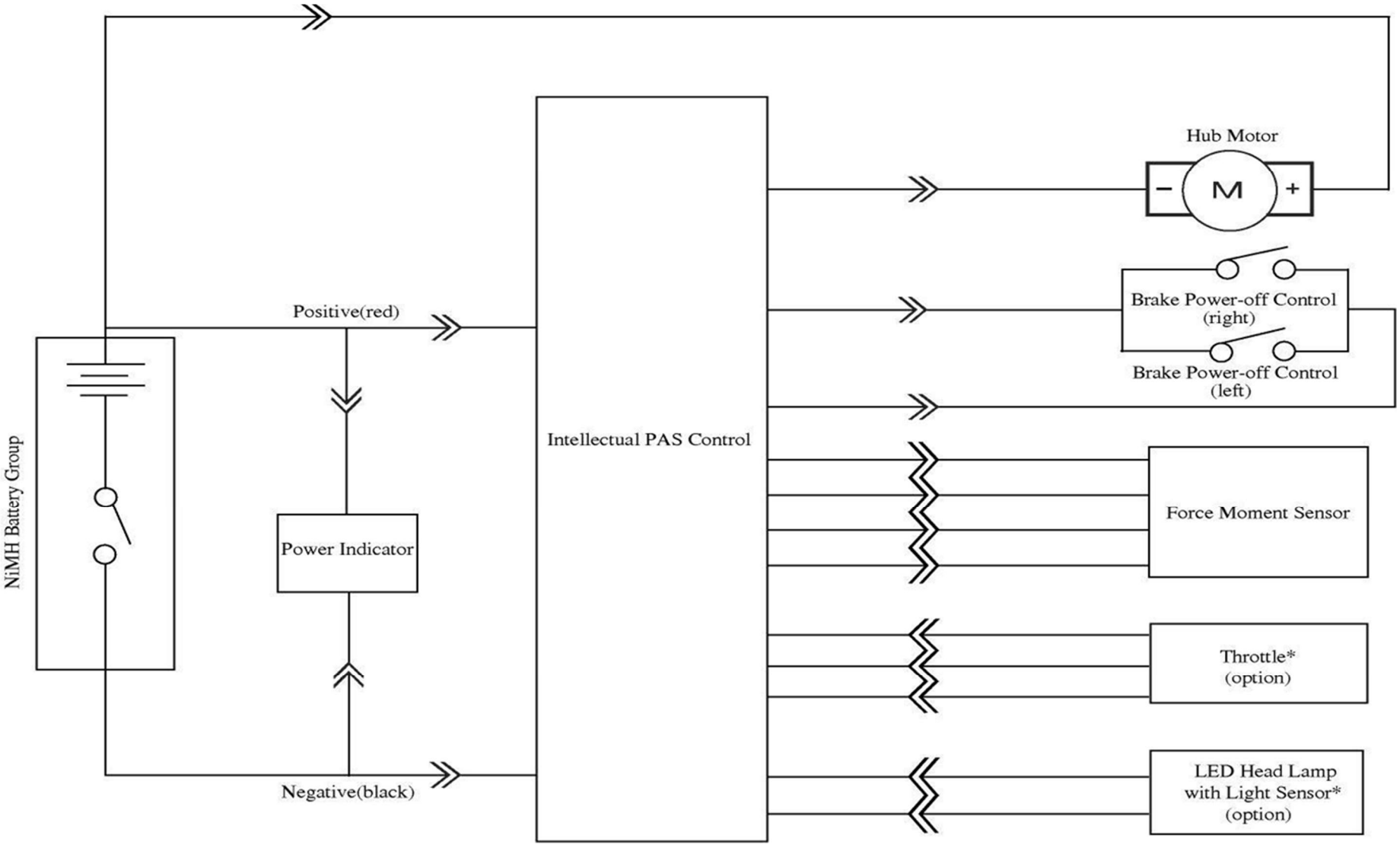
6.) Replace new part with one that was needed replaced and reassemble in reverse order. Install left section first and set the distance recorded from last part of step 1.

7.) Install the right side inner ring to bearing pressure by turning clockwise until stiffness while rotating the shaft and back off screw 1/8" turns out counterclockwise. (One rotation equals one full turn, and 1/2 turn would be equal to from 12 o'clock to 6 o'clock. A 1/4 would be 15 min position, and 1/8 position would be equal to 5-7 min on clock.)

8.) Install both arms and nuts and covers.

Wiring diagram

(Diagram is for representational purpose only. Your bicycle's wiring system may differ)



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