



[MÉXICO]

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PRODUCTO A LA TIENDA:**

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Complace Ayudarlo Con Cualquier
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servicio.mexico@huffy.com

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**For ASSEMBLY Help:
Ayuda de la ASAMBLEA:
Aide à l'ASSEMBLAGE :**

**Please REGISTER your Product!
Por favor, REGISTRE su producto!
L'ENREGISTREMENT de produit !**



[In the US and Canada]

PLEASE

BEFORE RETURNING TO STORE:

Contact Huff Customer Service.
We are glad to assist you with any parts or
assembly problems you might have!

~

**VEUILLEZ NOTER : AVANT DE
RETOURNER AU MAGASIN :**

**Communiquez avec le service à la
clientèle de Huff. Nous vous aiderons
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For e-mail: **www.huffybikes.com/contact**

Pour communiquer par courriel : **huffycanada@huffy.com**

Date Code Label
Here

H-eBike-MTB EN 03-16-20 **m0706**



Owner's Manual for 36-volt e-Bike



NOTE: Models with Display please see included manual
KD58C-LCD



**This manual contains important safety, assembly,
operation and maintenance information.**
**Please read and fully understand this manual before
operation.**

Save this manual for future reference.



Always wear approved helmet and safety equipment when
using this product.



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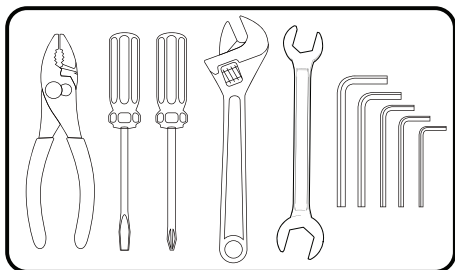
See back page for Customer Service Information

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Back Cover:

- Return and Service Contact information
- Registration QR Code Link
- Assembly QR Code Link



Tools Recommended:
Gather these tools for quick assembly.

(Metric Wrenches)



IMPORTANT! Before using the unit for the first time fully charge the Battery. Battery Charger will shut off when Battery is fully charged, but **never charge longer than 12 hours.**

Limited Warranty - US

General:

Part or model specifications are subject to change without notice.

This Limited Warranty is the only warranty for the product. ALL WARRANTIES OTHER THAN STATED HEREIN ARE DISCLAIMED INCLUDING IMPLIED WARRANTIES OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE, TO THE EXTENT ALLOWABLE BY APPLICABLE LAW. ALL LIABILITY FOR INCIDENTAL, PUNITIVE, SPECIAL, OR CONSEQUENTIAL DAMAGES ARE EXPRESSLY DISCLAIMED, TO THE EXTENT ALLOWABLE BY APPLICABLE LAW.

The only uses for this product are described in this manual.

Warranty registration is not required.

The Limited Warranty extends only to the original consumer and is not transferable to anyone else.

What does this Limited Warranty cover?

This Limited Warranty covers defects in workmanship and materials for all parts of the product except those indicated below as not warranted.

What must you do to keep the Limited Warranty in effect?

This Limited Warranty is effective only if:

- Product is completely and correctly assembled.
- Product is used under normal conditions for its intended purpose (see the following section for excluded activities).
- Product receives all necessary maintenance and adjustments.
- Product is used for general transportation and recreational use only.

What is not covered by this Limited Warranty?

This product is designed for recreational use only. This Limited Warranty does not cover normal wear and tear, normal maintenance items, or any damage, failure, or loss that is caused by improper assembly, maintenance, adjustment, storage, or use of the product. This Limited Warranty does not extend to future performance.

This Limited Warranty will be void if the product is ever:

- Used in any competitive sport
- Used for stunt riding, jumping, aerobatics or similar activity
- Modified in any way

- Modified with the addition of a motor
- Ridden by more than one person at a time
- Rented, sold, or given away
- Used in a manner contrary to the instructions and warnings in this Owner's Manual

What will The Manufacturer do?

Manufacturer's sole and exclusive obligation under this Limited Warranty is to repair and/or replace, at its sole option, any covered defect in workmanship or materials.

How do you get service?

Contact the Customer Service Department.

- See included list for Customer Contact information.

What rights do you have?

This Limited Warranty gives you specific legal rights. You may also have other rights which vary from State to State.

For how long does this Limited Warranty last?

- When used in this Limited Warranty, the phrase "for life" means for as long as the original consumer owns the product.
- The frame is warranted for life except aluminum frames which are warranted for ten (10) years, from the date of purchase.
- The fork is warranted for life except for shock forks which are warranted one (1) year from date of purchase.
- Drive Battery - 90 days
- Electronics - 90 days
- All other Components - 6 months

NOTES:

e-Bikes Introduction

This "Class 1" E Bike complies with Federal Governments guidelines, with regard to total watts and top speed.

This product does not conform to Federal Motor Vehicles Standards and is not intended for operation on public streets, roads or highways. Serious injury can result from the unsafe operations of this vehicle. **Always obey State and Local Laws when using this product.**

This product is not designed to be jumped. If jumped, even from the curb, the E-bike Frame could break causing serious injury or death. If jumped, the warranty is void.

Riding an e-bike is similar to riding a regular bike but offers a motor that provides assisted power when pedalling.

WARNINGS:

- **When mounting your e-bike**, always apply full front and rear brake lever pressure to keep the unit from moving while mounting and do not put feet on the pedals until you are sitting on the seat.
- **Your e-bike travels at higher speeds** than most riders are used to when pedaling a traditional bike. It is very important that you are aware of your surroundings and obstacles around you and be extra careful when you first start moving. It's important to watch the path surface you are on which can cause tires to slip or flatten.
- **An electric bike is heavier** and requires more time to stop due to weight and faster speeds. Practice starting, riding and stopping in a closed space with no other vehicles and always ride with hands near the brake levers.
- **Before riding**, familiarize yourself with the product's operation.
- Do not become distracted by the Display. Change Display settings only when stopped.
- Never ride at speeds faster than you are comfortable with.
- Always start riding with the lowest assist speed.
- Avoid riding this product on wet, frozen, oily or unpaved surfaces or under the influence of drugs and/or alcohol. Avoid uneven surfaces, potholes, surface cracks and obstacles.
- Avoid riding in rain and wet weather and always store e-bike indoors.

e-Bike Range:

- Higher assist setting will shorten the distance your e-bike can travel.
- Always keep tires at proper inflation pressure (shown on side walls).
- Heavier riders will shorten riding range.
- Hills or rough terrain will shorten riding range.
- Starting and stopping effects riding range.
- Always fully charge your e-Bike before each ride.



WARNING - TO AVOID SERIOUS INJURY:

Failure of the rider to obey the following Safety Warnings can result in serious injury or death. Check local laws governing the use of electrical vehicles.

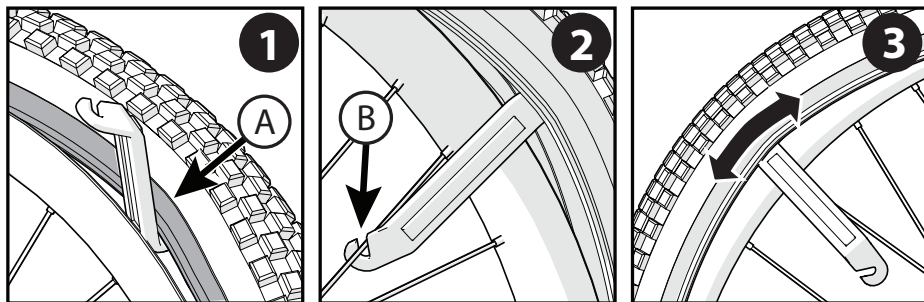
- **ADULT RIDERS ONLY.**
- **DO NOT USE THE VEHICLE IN AN UNSAFE MANNER OR AT AN UNSAFE SPEED. Not intended for jumps - this can damage the product.**
- **CHOKING HAZARD:** Small parts, adult assembly required.
- Before using this product, fully understand the controls and safety issues. Riders must demonstrate the capability and skill to handle the vehicle and operate its controls to avoid falls or collisions.
- Obey all traffic regulations, signs, and signals.
- Before each ride, check that the steering system is correctly adjusted and that all connection components are firmly secured and not broken.
- While using the product, keep hands and fingers away from wheels and other moving parts to avoid danger of pinching or entrapment.
- Riders should always wear a properly fitted helmet that complies with U.S. Consumer Product Safety Commission (CPSC) Standard 16 CFR 1203 or equivalent standard for your country.
- **Always wear shoes.** Gloves, knee and elbow pads recommended.
- Ride on the correct side of the road, in a single file, and in a straight line.
- There are additional hazards of using the vehicle in areas other than private grounds.
- If possible, avoid riding at night, dusk, dawn and any other time of poor visibility.
- **IF YOU MUST RIDE AT NIGHT OR AT TIME OF POOR VISIBILITY:**
 - Use a correctly installed headlight and taillight.
 - Headlights are required by all states for nighttime riding and taillights are required in some states.
 - Battery-powered lights or flashing safety lights are also recommended.
- **MAKE YOURSELF MORE VISIBLE TO MOTORISTS.**
 - **Reflectors:** For your own safety, do not ride the bicycle if the reflectors are incorrectly installed, damaged, or missing. Make sure the front and rear reflectors are vertical. Do not allow the visibility of the reflectors to be blocked by clothing or other articles. Clean the reflectors, as necessary, with soap and a damp cloth.
 - Wear light-colored or reflective clothing, such as a reflective vest and reflective bands for your arms and legs.
 - Use reflective tape on your helmet.
- **USE EXTRA CAUTION IN WET WEATHER:**
 - Ride slowly on damp surfaces because the tires will slide more easily.
 - Allow increased braking distance in wet weather.
- **AVOID HAZARDS TO PREVENT LOSS OF CONTROL OR DAMAGE TO YOUR WHEELS:**
 - Be aware of drain grates, soft road edges, gravel or sand, pot holes or ruts, wet leaves, or uneven paving.
 - Cross railroad tracks at a right angle to prevent the loss of control.
 - Do not carry any passengers.
 - Do not carry any items or attach anything to your bicycle that could hinder your vision,

Troubleshooting

Symptoms	Possible Cause	Solution
Display is on, motor does not work or works slowly/intermittently	Battery voltage is low	Charge Battery
	Battery is loose in compartment	Re-seat Battery
	Wire Harness connectors loose	Check that Harness connectors are firmly attached.
Reduced ride time	Battery is low	Recharge
	Battery does not hold a charge	Replace Battery
Battery does not fully charge	Battery at end of life.	Replace Battery
	Charger not connected correctly	Re-check charger connections at battery and wall socket
	Battery not fully seated	Re-seat Battery
Display does not turn on	Wire Harness connectors loose	Check that Harness connectors are firmly attached.
	Display bad	Replace Display
	Power is off	Turn Power on
No Pedal assist	Wire Harness connectors loose	Check that Drive Motor Harness connectors are firmly attached.
	Motor bad	Replace Motor
	Speed sensor magnet not aligned	Align magnet on wheel with sensor on frame near motor

Tire and Tube Installation

STEP 1 - REMOVE EXISTING TIRE AND TUBE:

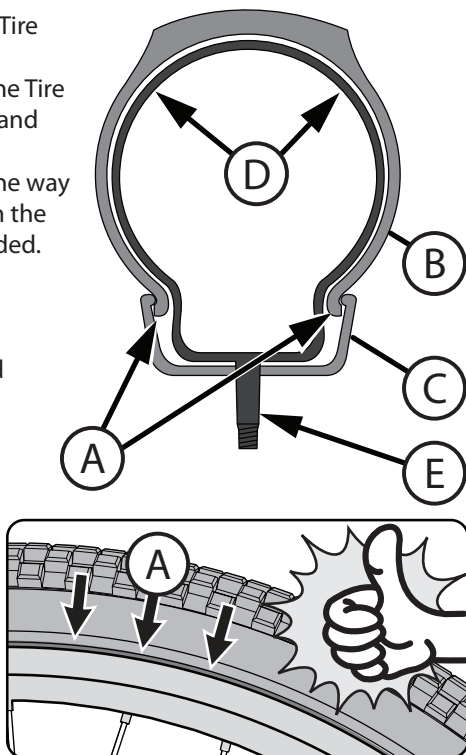


STEPS (start opposite Filler Valve):

1. Squeeze deflated tire inwards and insert Tire Lever under Tire Bead (A).
2. Hook end of Tire Lever on a Spoke (B).
3. Insert second Tire Lever and slide along rim to remove tire bead.
4. Remove Inner Tube and Tire.
5. Inspect for cause of flat and remove any foreign object from the tire if necessary.

STEP 2 - INSTALLING NEW TIRE AND TUBE:

1. Using your hands, start with one Bead (A) of Tire (B) and install it all the way around Rim (C).
2. Insert a slightly inflated Inner Tube (D) into the Tire and make sure the Valve Stem (E) is straight and aligned with the Rim Hole.
3. Work the second Tire Bead onto the Rim all the way around. This will take a little more effort than the first Tire Bead did. Use Tire Lever Tools if needed.
4. **Make sure the Tube does not get pinched between Rim and Tire.**
5. Inflate Tire just enough that it takes shape.
6. Double check that both Tire Beads are seated properly and that the Valve Stem is pointing straight out.
7. Fully inflate tube to recommended pressure listed on Tire side wall - **do not over-inflate.**
8. Install Valve Cap.

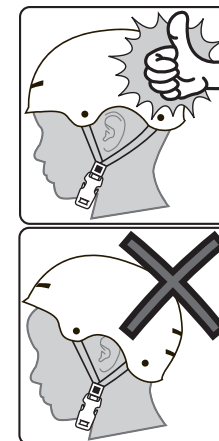


! WARNING - TO AVOID SERIOUS INJURY:

- hearing, or control.
- Do not ride with both hands off the handlebar.
- Do not tow or push the product.
- Do not modify the product.
- Replace worn or broken parts immediately with original equipment.
- If anything does not operate properly, discontinue use.
- **DO NOT TAMPER WITH THE ELECTRICAL SYSTEM:** Doing so may create a short, causing the fuse to trip or other damage including fire.
- **Risk of Fire:** Do not bypass fuse. Replace only with original size and type.
- The supply terminals are not to be short-circuited
- Non-rechargeable batteries are not to be recharged
- Batteries are to be inserted with the correct polarity
- Rechargeable batteries are only to be charged by adults.
- The battery chargers used with the toy are to be regularly examined for damage to the cord, plug, enclosure and other parts, and in the event of such damage, they must not be used until the damage has been repaired.
- Changes or modifications to this unit not expressly approved by the party responsible for compliance could void the user's authority to operate the equipment.
- Do not use the vehicle in unsafe conditions such as snow, rain, loose dirt, mud sand or fine gravel. This may result in unexpected action such as tip over and skidding. Using the vehicle in loose dirt, mud, sand, or fine gravel may damage the electronics and gear box inside the vehicle.
- Do not overload the vehicle. Do not drive in very hot weather, components may overheat. Do not allow water or other liquids to come in contact with the battery or other electric components.

! WARNING: ALWAYS WEAR YOUR HELMET WHEN RIDING THIS PRODUCT!

- Helmet should sit level on your head and low on your forehead. Exposed forehead can result in serious injury.
- Adjust the strap sliders below the ear on both sides.
- Buckle the chin strap. Adjust strap until it is snug.
- No more than two fingers should fit between the strap and your chin.
- A proper fitting helmet should be comfortable and not rock forward/backward or side to side.



! Lithium-Ion Battery & charger Warnings:



The following safety hazards may result in serious injury or death to the user of the vehicle:

- Battery Charger for Indoor use only. Use of a battery or charger other than the supplied rechargeable battery and charger may cause a fire or explosion. Only use the supplied rechargeable battery (or lead-acid or lithium suitable replacement) and charger with the vehicle.
- Using the rechargeable battery and charger for any other product may result in overheating, fire or explosion. Never use the rechargeable battery and charger with another product.
- Explosive gases are created during charging. Charge the battery in a well ventilated area. Do not charge the battery near heat or flammable materials.
- Contact between the positive and negative terminals may result in fire or explosion. Avoid direct contact between the terminals. Picking up the battery by the wires or charger can cause damage to the battery and may result in a fire. Always pick up the battery by its case or handles.
- Battery must be handled by adults only. Liquids on the battery may cause fire or electric shock. Always keep all liquids away from the battery and keep the battery dry.
 - Contact or exposure to battery leakage may cause serious injury. If contact or exposure occurs immediately call your physician. If the chemical is on the skin or in the eyes, flush with cool water for 15 minutes. If the chemical was swallowed, immediately give the person water or milk. Do not give water or milk if the patient is vomiting or has a decreased level of alertness. Do not induce vomiting.
- Battery Posts, terminals and related accessories contain lead and lead compounds (acid), chemicals known to cause cancer, reproductive harm and are toxic and corrosive. Never open the battery.
- Tampering or modifying the electric circuit system may cause a shock, fire or explosion and permanently damage the system. Exposed wiring and circuitry in the charger may cause electric shock. Always keep the charger housing closed.
- Non-rechargeable batteries are not to be recharged.
- Batteries are to be inserted with the correct polarity
- The supply terminals are not to be short-circuited.
- Batteries are only to be charged by adults.
- The battery chargers used with the toy are to be regularly examined for damage to the cord, plug, enclosure and other parts, and in the event of such damage, they must not be used until the damage has been repaired.
- All large lithium batteries are a potential fire risk and should be charged in a safe place, preferably outside or in the middle of a garage floor.
- Never charge a lithium battery unsupervised inside a house or building.
- Only an adult who has read and understands the safety warnings should handle, charge or recharge of the battery.

Lithium-Ion Battery Storage and Disposal

Do not leave batteries unused for extended periods of time, either in the product or in storage. When a battery has been unused for 6 months, check the charge status and charge or dispose of the battery as appropriate.

STORAGE:

- Charge or discharge the battery to approximately 50% of capacity before storage.
- Charge the battery to approximately 50% of capacity at least once every six months.
- Remove the battery and store it separately from the product.
- Store the battery at temperatures between 5 °C and 20 °C (41 °F and 68 °F).
- Do not store battery in extreme hot or cold temperatures.
- Wipe the battery clean with a dry cloth prior to storage. Wash cloth separate from other clothes.

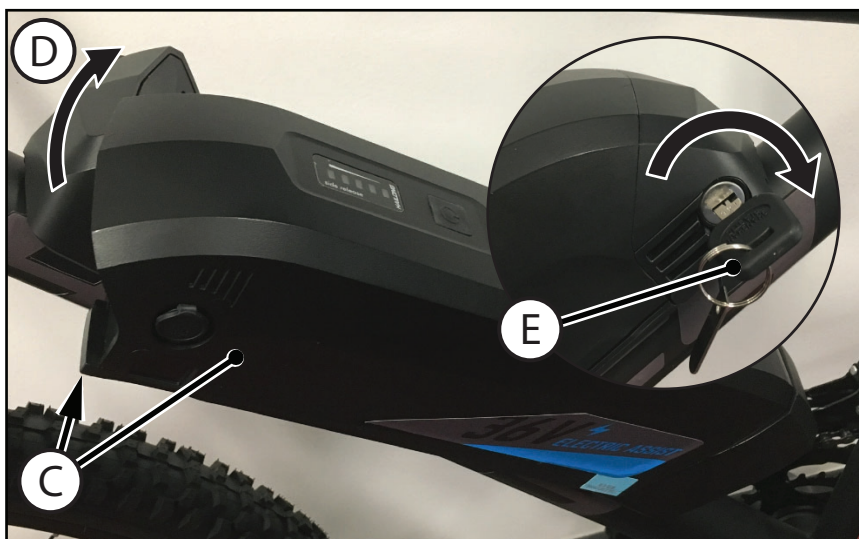
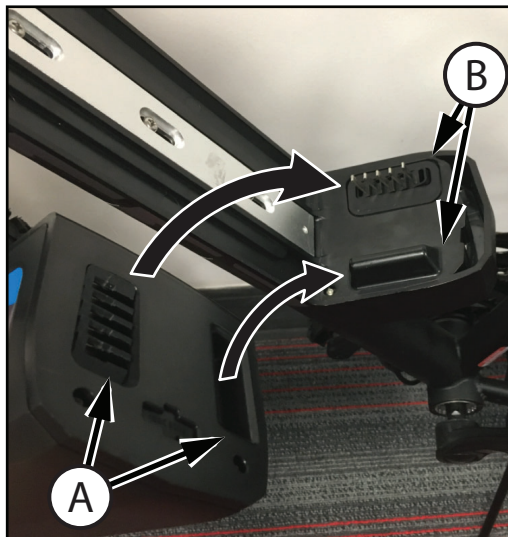
BATTERY DISPOSAL:

- Lithium-Ion batteries must be recycled or disposed of in an environmentally sound manner.
- Lithium-Ion batteries are subject to disposal and recycling regulations that vary by country and region. Always check and follow your applicable regulations before disposing of any battery.
- Do not dispose of battery in a fire. The battery may explode or leak acid.
- Do not dispose of the battery in household trash. The incineration, land filling or mixing of sealed Li-ion/lead-acid batteries with household trash is prohibited by law.
- Return an exhausted battery to a federal or state approved Li-ion/lead-acid battery recycler. (check local battery disposal regulations).

Drive Battery Replacement

STEPS:

1. Insert and turn Key fully Counter Clockwise before starting.
2. Pull top of Battery to the LEFT and out to remove from Mount.
3. Remove new Battery from packing. Make sure no packing remains around Slot and Plug (A).
4. On bottom of Battery, align Slot and Plug (A) with Tab and Pins (B) on Battery Mount and swing into place so that Battery Notch (C) slides into top of Battery Mount (D).
5. With Battery fully in place, turn Key fully Clockwise (E) to lock Battery in place.
6. Gently pull on battery to make sure it does not come lose. Remove key and keep in a safe place.
7. See Battery Charge section for Charging instructions.



Owner's Bicycle Identification Record

NOTE: This information is only available on the bicycle itself.

Each bicycle has a Recovery Code stamped into the frame. The Recovery Code (1) can be found on the bottom of the crank housing as shown.

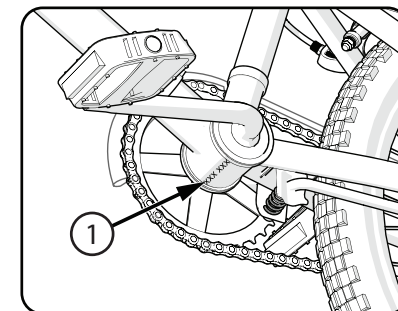
Write this number below to keep it for future reference.

If the bicycle is stolen, give this number and a description of the bicycle to the police. This will help them find the bicycle.

Recovery Code:

Purchase Date:

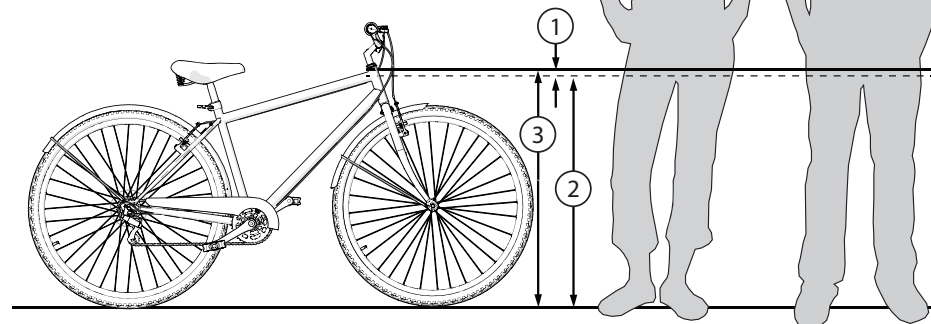
Model Name:

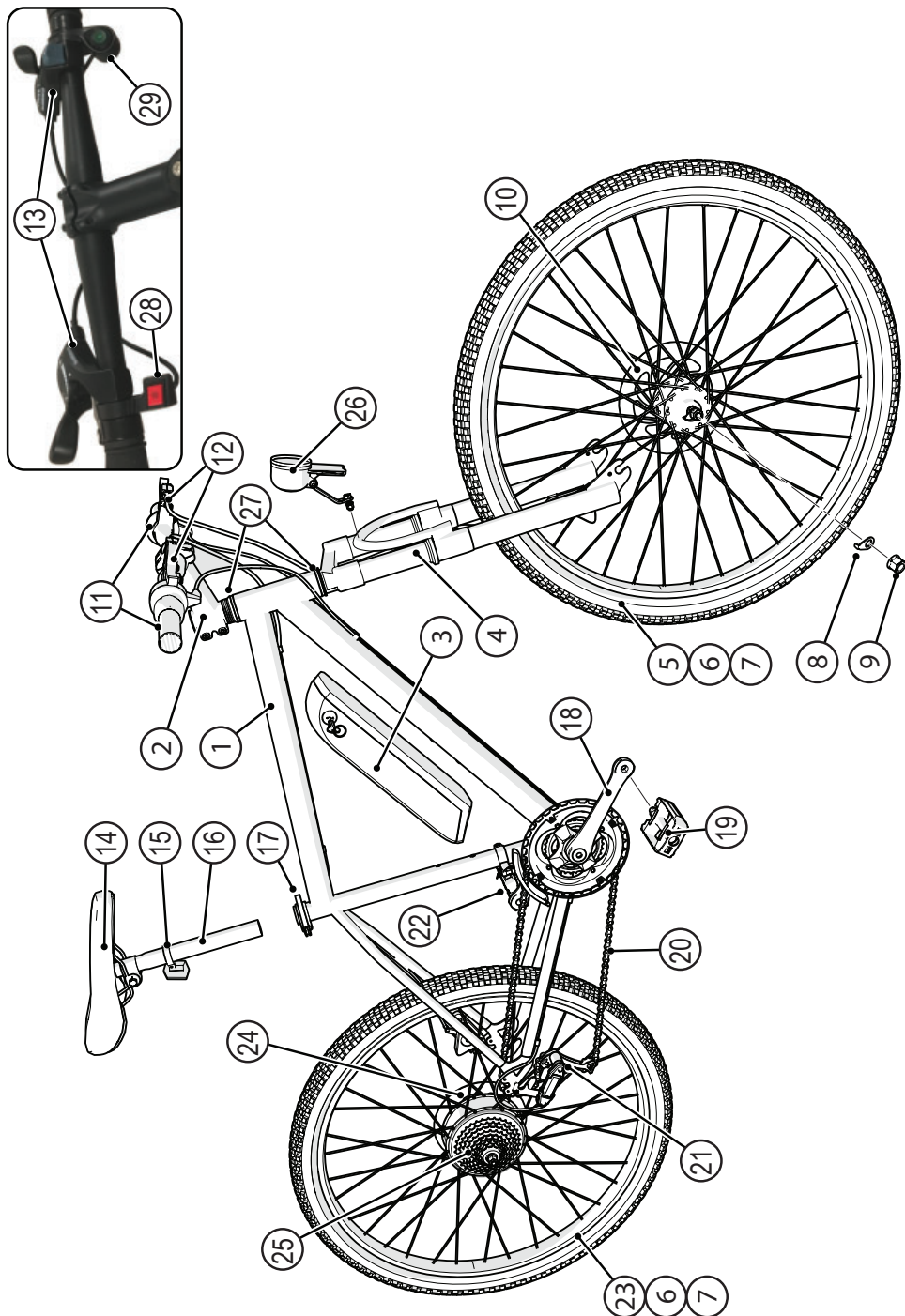


Fitting the Rider to the Bicycle

To determine the correct size of bicycle for the rider:

- Straddle the assembled bicycle with feet shoulder width apart and flat on the ground.
- There must be at least 1 inch (2.5 cm) of clearance (1) between the highest part of the top tube (2) and the crotch of the rider with tires properly inflated.
- The minimum leg-length for the rider is the highest part of the top tube plus one inch (3).
- **NOTE:** See Assembly sections for Seat adjustment.





Inspection of the Bearings

Maintenance:

Frequently check the bearings of the bicycle. Have a bicycle service shop lubricate the bearings once a year or any time they do not pass the following tests:

Headset Bearings:

The fork should turn freely and smoothly at all times. With the front wheel off the ground, you should not be able to move the fork up, down, or side-to-side in the head tube.

Crank Bearings:

The crank should turn freely and smoothly at all times and the front sprockets should not be loose on the crank. You should not be able to move the pedal end of the crank from side-to-side.

Wheel Bearings:

Lift each end of the bicycle off the ground and slowly spin the raised wheel by hand. The bearings are correctly adjusted if:

- The wheel spins freely and easily.
- The weight of the spoke reflector, when you put it toward the front or rear of the bicycle, causes the wheel to spin back and forth several times.
- There is no side-to-side movement at the wheel rim when you push it to the side with light force.

Lubrication

WARNING:

- Do not over lubricate. If oil gets on the wheel rims or the brake shoes, it will reduce brake performance and a longer distance to stop the bicycle will be necessary. Injury to the rider or to others can occur.
- The chain can throw excess oil onto the wheel rim. Wipe excess oil off the chain.
- Keep all oil off the surfaces of the pedals where your feet rest.
- Using soap and hot water, wash all oil off the wheel rims, the brake shoes, the pedals, and the tires.
- Rinse with clean water and dry completely before you ride.
- Using a light machine oil (20W), lubricate the bicycle according to the following table:

Lubrication Table (as equipped)

What	When	How
Pedals	every six months	Put four drops of oil where the axles go into the pedals.
Chain	every six months	Put one drop of oil on each roller of the chain. Wipe all excess oil off the chain.
Derailleurs	every six months	Put one drop of oil on each pivot point of the derailleurs.
Brake Levers	every six months	Put one drop of oil on the pivot point of each brake lever.
Wheel Brakes	every six months	Put one drop of oil on the pivot point of each cantilever brake.
Brake and cable	every six months	Put four drops of oil into both ends of each cable. Allow oil to soak back along the cable wire.
Rear Sprocket Cluster	every six months	Lay the bicycle on its left side. Slowly turn the rear wheel clockwise. Put four drops of oil in the crack between the rear sprockets (which are stationary) and the freewheel body (which is turning clockwise).
Shock Fork	every six months	Lift up the rubber fork boot and dab a small amount of grease on the fork leg just above the plastic bushing.

Parts Assembly List

No.	Description	No.	Description
1	Frame	16	Seat Post
2	Stem	17	Seat Clamp
3	Battery Pack and Mount	18	Crank & Spindle Set
4	Fork	19	Pedal (Left & Right Set)
5	Front Wheel Assembly	20	Chain
6	Tire (x2)	21	Rear Derailleur
7	Tube (x2)	22	Front Derailleur
8	Wheel Retainer (x2)	23	Rear Motor Wheel Assembly
9	Axle Nut (x4)	24	Rear Brake Disc/Caliper
10	Front Brake Disc/Caliper	25	Rear Sprocket Set
11	Grip Set	26	Front Light
12	Brake Hand Levers	27	Head Set Bearing
13	Left and Right Shift Levers (styles may vary)	28	Headlight Switch Mount
14	Seat	29	Power Assist Switch
15	Seat Reflector	30	Kickstand (not shown - styles vary)

NOTE: Models with Display please see included manual
KD58C-LCD

Introduction to Assembly

This Owner's Manual may be made for several different style products.

- Some illustrations may vary slightly from the actual product.
- Follow instructions completely.
- If the product has any parts that are not described in this manual, look for separate "Special Instructions" that are supplied with the unit.
- All features, components and accessories are not included on all models.
- Use the Index page to locate specific sections of this manual.
- Please read through this entire manual before beginning assembly or maintenance.
- If you are not confident with assembling this unit, contact customer service.

⚠ WARNING: Keep small parts away from children during assembly.

NOTE: All of the directions (right, left, front, rear, etc.) in this manual are as seen by the rider while seated.

Do not dispose of the carton and packaging until you complete the assembly of the product. This can prevent accidentally discarding parts of the unit.

Radio Frequency Information (charger/adaptor/controller)

⚠ WARNING: Changes or modifications to this unit not expressly approved by the party responsible for compliance could void the user's authority to operate the equipment. This device complies with Part 15 of the FCC Rules. Operation is subject to the following two conditions:

(1) this device may not cause harmful interference, and (2) this device must accept any interference received, including interference that may cause undesired operation.

NOTE: This equipment has been tested and found to comply with the limits for a Class B digital device, pursuant to Part 15 of the FCC Rules. These limits are designed to provide reasonable protection against harmful interference in a residential installation. This equipment generates, uses and can radiate

radio frequency energy and, if not installed and used in accordance with the instructions, may cause harmful interference to radio communications.

However, there is no guarantee that interference will not occur in a particular installation. If this equipment does cause harmful interference to radio or television reception, which can be determined by turning the equipment off and on, the user is encouraged to try to correct the interference by one or more of the following measures:

- Reorient or relocate the receiving antenna.
- Increase the separation between the equipment and receiver.
- Connect the equipment into an outlet on a circuit different from that to which the receiver is connected.
- Consult the dealer or an experienced radio/TV technician for help.

Tires (as equipped)

MAINTENANCE:

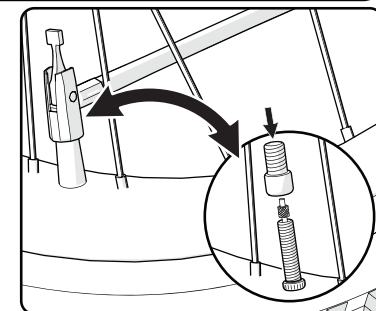
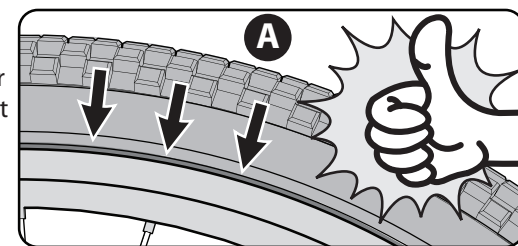
- Frequently check the tire inflation pressure because all tires lose air slowly over time. For extended storage, keep weight off of the tires.
- Do not use unregulated air hoses to inflate the tire/tubes. An unregulated hose can suddenly over inflate tires and cause them to burst.
- Replace worn tires.

⚠ WARNING: Do not ride or sit on the unit if a tire is under inflated. This can damage the tire, inner tube and rim.

INFLATING THE TIRES:

- Use a hand or a foot pump to inflate the tires.
- Service station meter-regulated air hoses are also acceptable.
- The maximum inflation pressure is shown on the tire sidewall.

Before adding air to any tire, make sure the edge of the tire (the bead) is the same distance from the rim, all around the rim, on both sides of the tire **A**. If the tire does not appear to be seated correctly, release air from the inner tube until you can push the bead of the tire into the rim where necessary. Add air slowly and stop frequently to check the tire seating and the pressure, until you reach the correct inflation pressure.



Disc Brake System - continued

Adjusting Barrel (C) on the Caliper. Turn the Adjusting Barrel OUT to tighten the brakes or IN to loosen the brakes.

NOTE: Make sure the Adjusting Barrel threads are fully engaged. Check adjustment again.

8. If you cannot reduce the gap by turning the Adjusting Barrel, the brake pads might be worn out and need to be replaced.

PAD REPLACEMENT:

1. Remove the Caliper Mounting Bolts (F).
2. Remove the Caliper assembly (E).
3. Remove the Brake Pads from the Caliper.
4. Install the new Pads using same type and size.
5. Install the Caliper assembly (E) to the mounts on the fork (front), or frame (rear) (front shown).
6. Tighten the caliper Mounting Bolts (F) securely.
7. Route the Cable (D) through the lower Adjusting Barrel (C) and Cable Clamp (A).
 - Ensure Cable Housing (G) is fully inside Adjusting Barrel (C).
8. Pull the Cable through the Cable Clamp, and tighten the Clamp (A) Bolt.

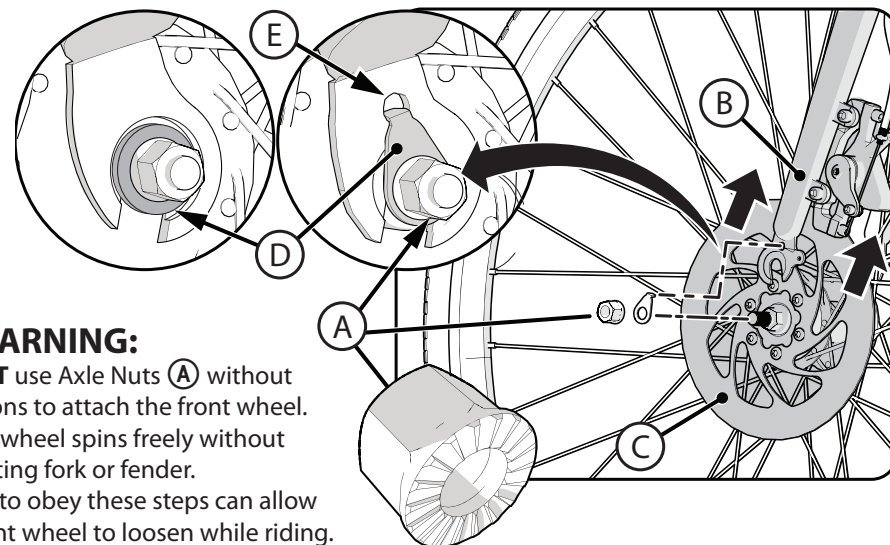
NOTE: Brake adjustment involves loosening the Cable Clamp Bolt. During installation, it only needs to be tightened enough to make sure the Cable End doesn't pull back through the Camp.

9. Adjust the Brake (as described above).

BRAKE SYSTEM MAINTENANCE:

- Check brake operation and adjustment before each ride.
- Keep the brake system free of dirt, mud, oil, and other foreign substances that will inhibit proper operation.
- Frequently check:
 - All components for damage.
 - The pads - for wear.
 - The lever - for smooth operation.
 - The cable - ensure there are no frayed ends, cuts, or kinks that inhibit operation. Add cable lube if the cable is dry.
 - All bolts and fasteners - ensure the bolts are tightened, replace any that are damaged.

Installing the Front Wheel



! WARNING:

- Do **NOT** use Axle Nuts (A) without serrations to attach the front wheel.
- Ensure wheel spins freely without contacting fork or fender.
- Failure to obey these steps can allow the front wheel to loosen while riding. This can cause injury to the rider or to others.

1. If the Axle Nuts and Washers are already attached to the front wheel axle, remove and set aside.
2. Set the wheel into the Front Fork (B) making sure the Disc Brake (C) fits up into the Disc Brake Caliper.

TABBED WHEEL RETAINERS OR FLAT WASHERS (D):

3. Install Wheel Retainers or Washers (D) making sure Wheel Retainer tabs are in the fork (E) tab holes.
4. Install Axle Nuts (A) with serrated surface facing IN.
5. With the wheel in the center of the fork, tighten both Axle Nuts securely.



INFLATE ALL TIRES BEFORE RIDING!

- Use a hand or a foot pump to inflate the tires.
- Service station **meter-regulated** air hoses are also acceptable.
- The maximum inflation pressure is shown on the tire sidewall.

Before adding air to any tire, make sure the edge of the tire (the bead) is the same distance from the rim, all around the rim, on both sides of the tire. If the tire does not appear to be seated correctly, release air from the inner tube until you can push the bead of the tire into the rim where necessary. Add air slowly and stop frequently to check the tire seating and the pressure, until you reach the correct inflation pressure.

Handlebar and Stem Installation - Threadless Stem (as equipped):

CAUTION:

- Threadless Stem (B) should be installed with bike sitting on the ground and both wheels installed.
- Make sure Fork is fully inserted from the bottom and Front Brake is pointing FORWARDS.
- Disc Brake models: Disc Brake will generally be on the LEFT side of the Fork.

STEP 1:

1. Add Spacers (A) as needed for proper Gap (E).
2. Insert the Stem (B) fully onto the Fork Tube (C).
3. Point the Stem towards the front of the bike and in line with the fork and wheel.
4. With downward pressure on Stem, move bicycle fork/wheel back and forth so there is no looseness in Headset Bearings (D).

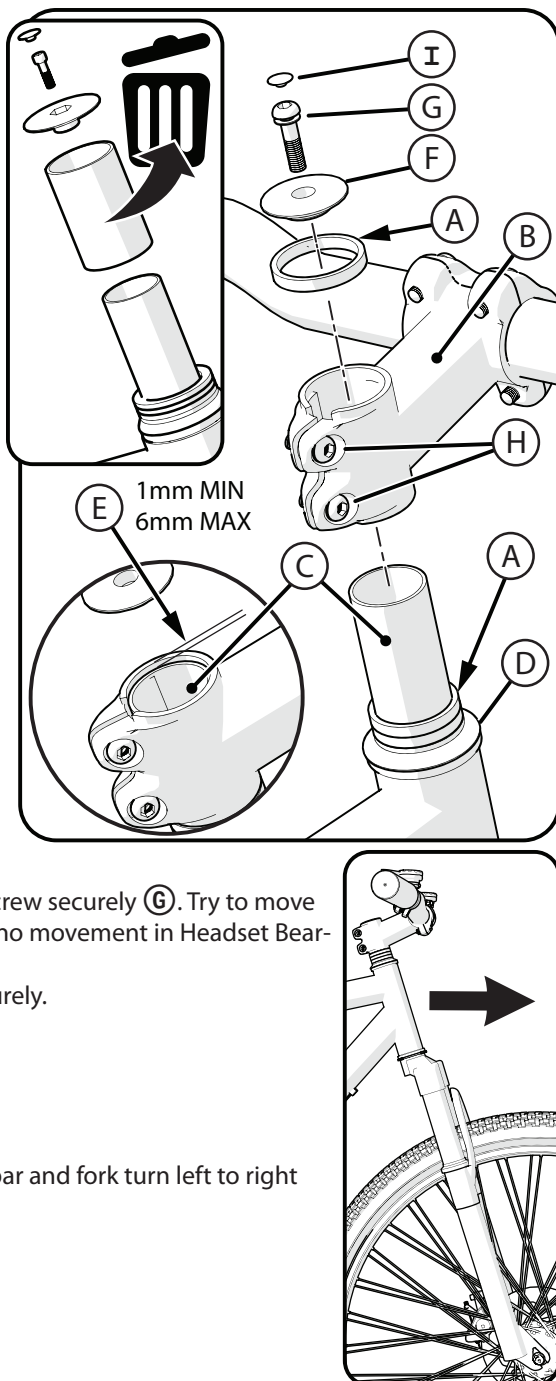
NOTE: Ensure there is BETWEEN 1mm and 6mm gap between Fork Tube and top of Stem (E).

5. Place Cap (F) into stem and tighten screw securely (G). Try to move Fork back and forth. There should be no movement in Headset Bearings (D). If needed, redo above steps.
6. If supplied, insert Rubber Cap (I) securely.

STEP 2:

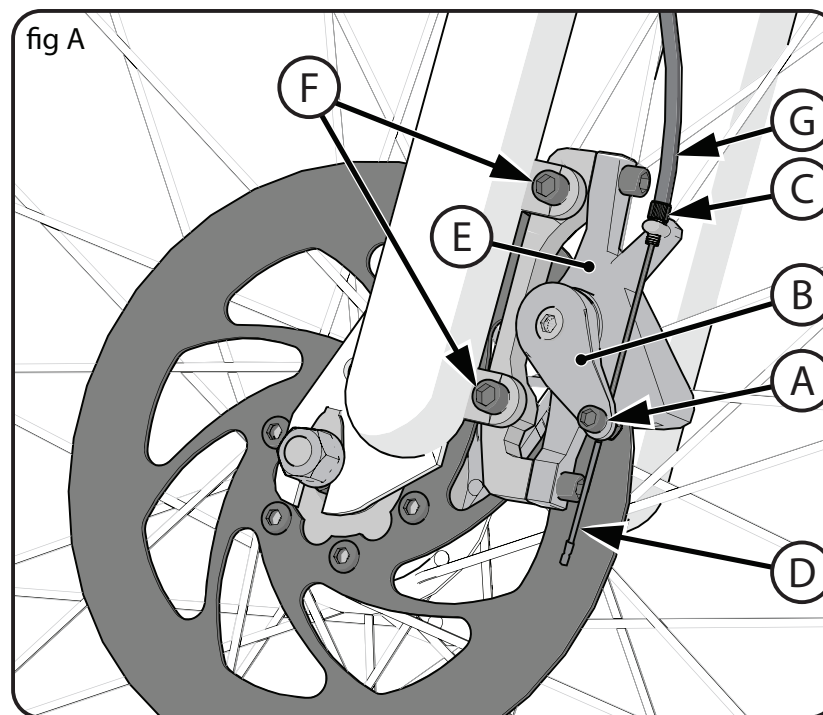
7. Tighten the stem bolts (H) securely.

WARNING: Ensure handlebar and fork turn left to right smoothly and without friction.



Disc Brake System Adjustment: (various models)

NOTE: For Hydraulic Brakes, see Manufacturer's instructions included with this product.



BRAKE ADJUSTMENT (see fig-A):

1. Loosen the Cable Clamp Bolt (A).
2. Push the Brake Arm (B) toward the Adjusting Barrel (C) (this applies the brake).
3. While holding the Brake Arm, pull the slack out of the Cable End (D) (through the Cable Clamp) and tighten the Cable Clamp Bolt (A).

WARNING: Do not over tighten the Cable Clamp. Over tightening the Cable Clamp may cut the Cable and cause injury to the rider or to others.

4. Pull and release the brake lever several times to set the Brake Cable.
5. Spin the wheel. It should spin freely. If the Disc cannot spin freely in the Caliper, the Cable might be too tight. Loosen the Cable Clamp Bolt and allow the brake arm to move away from the adjusting barrel – repeat steps 1 through 4 until the wheel spins freely.

NOTE: An initial gap of 0.3mm (0.01 inch) is recommended.

6. A properly adjusted Caliper is set such that, the pads contact the Disc at approximately 1/3 lever travel and stops the disc at approximately 2/3 lever travel.
7. Minor adjustment can be made by turning the Adjusting Barrel on the brake lever or the

e-Bikes Maintenance:

GENERAL: The vehicle should be checked for damage, missing or badly worn parts before each use. If any part of the product does not operate properly – discontinue use.

- Check the tightness of the fasteners before each use. Replace any fasteners that are damaged.
- Inspect the product frequently. Failure to inspect the product and to make repairs or adjustments, as necessary, can result in injury to the rider or to others. Make sure all parts are correctly assembled and adjusted as written in this manual and any “Special Instructions”.
- Immediately replace any damaged, missing, or badly worn parts.
- Make sure all fasteners are correctly tightened as written in this manual and any “Special Instructions”. Parts that are not tight enough can be lost or operate poorly. Over tightened parts can be damaged. Make sure any replacement fasteners are the correct size and type.
- Check the tightness of the wheels.
- Keep the product clean and free of dirt, dust and water. This will prolong the useful life of the product.
- **Always remove the battery** when replacing a component or performing maintenance.
- Periodically check your e-Bike’s wiring and motor condition and mounting.
- Always store your e-Bike indoors. Bike’s left outside in weather can deteriorate very quickly. Store your e-Bike in a clean dry environment. Do not cover with plastic which will hold moisture inside and affect your bike’s electrical system.
- Store your battery indoors during cold weather to optimize battery performance.

CAUTION: Self-locking nuts and other self-locking devices may lose their effectiveness when re-used.

CLEANING: Do not submerge the drive unit in water or wash with a pressurized hose. Keep all components clean, especially the battery pack contact points. Clean carefully with soft, damp cloth using only mild soap and water.

STORAGE: Always store the battery pack in a cool dry place. Keep it away from sources of heat, such as stoves and heaters. During periods of prolonged storage, battery pack should be charged at leased once every 6 months at a minimum of 60% or every 3 months at 40%. Do not charge higher than 60% when storing.

NOTE: If the instructions in this manual or any “Special Instructions” are not sufficient for you, please contact customer service.

Handlebar Installation

2/4 BOLT STEM:

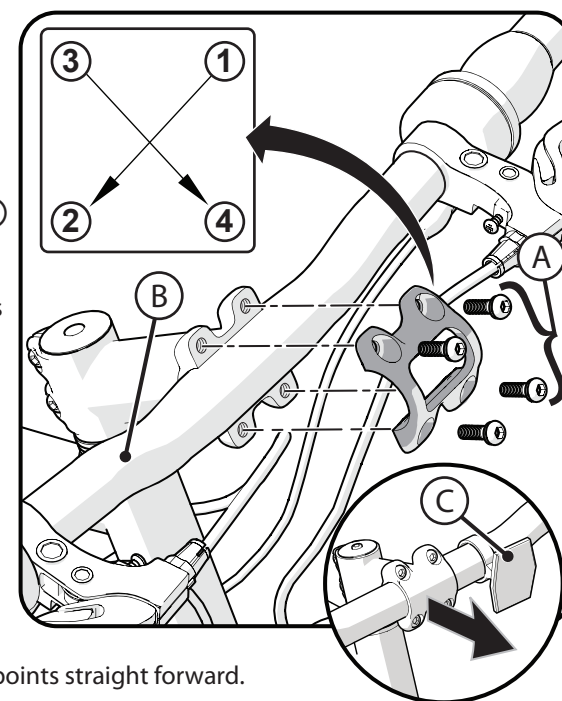
1. If necessary, loosen the Handlebar Clamp Bolt(s) **A** and rotate Handlebar **B** into a comfortable riding position.
2. Tighten Handlebar Clamp Bolts(s) **A** securely.

NOTE: On four bolt stems, tighten Bolts **A** evenly in a cross-pattern as shown. Do not over tighten.

WARNING: If the handlebar clamp is not tight enough, the handlebar can slip in the stem. This can cause damage to the handlebar or stem, and can cause loss of control.

NOTE: (various models)

1. Position FRONT Reflector **C** so it points straight forward.
2. Tighten Clamp Screw.



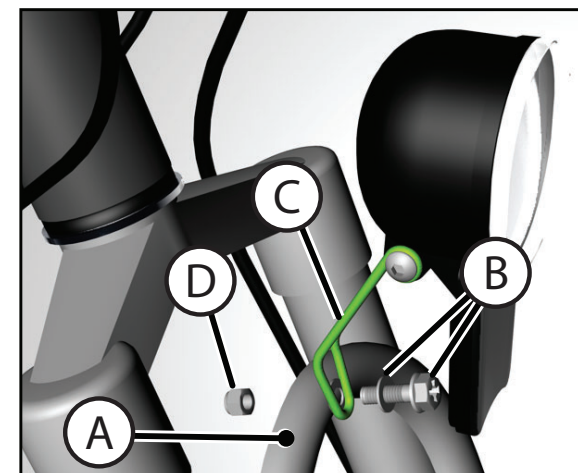
Testing Stem and Handlebar Tightness

Installing Front Light

With Light facing forward and against Fork Support **A**:

1. Insert Bolt and Washer **B** through Light Bracket **C** and Fork Support **A**.
2. Install Locknut **D** fully and securely so Light does not move.

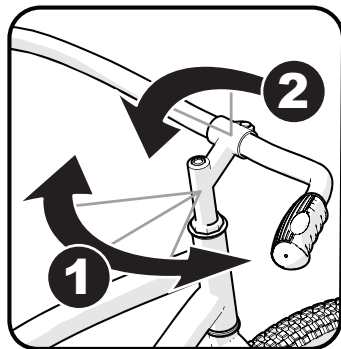
IMPORTANT! Make sure Light is upright and facing forward.



Testing Stem and Handlebar Tightness

TO TEST THE TIGHTNESS OF THE STEM:

- Straddle the front wheel between your legs.
- Try to turn the front wheel by turning the handlebar ①.
- If the handlebar and stem turn without turning the front wheel, realign the stem with the wheel and tighten the stem bolt(s) tighter than before (about 1/2 revolution only at a time) until the handlebar and stem do not turn without turning the front wheel.



TO TEST THE TIGHTNESS OF THE HANDLEBAR CLAMP:

- Hold the bicycle stationary and try to move the ends of the handlebar up and down ②.




CAUTION: Do not exceed 100 lbs (45 kg) downward force.

- If the handlebar moves, loosen the bolt(s) of the handlebar clamp.
- Put the handlebar in the correct position and tighten the bolt(s) of the handlebar clamp tighter than before.
- If the handlebar clamp has more than one bolt, tighten the bolts equally.
- Do this test again, until the handlebar does not move in the handlebar clamp.

Front Derailleur Adjustments - continued

Put the “high” adjusting screw  in the correct position as follows:

- Shift the chain onto the largest front sprocket and the smallest rear sprocket.
- Turn the “high” adjusting screw  so the right inside edge of the chain cage and the chain just do not touch.

NOTE: If the shift lever does not move easily:

- If the shift cable seems to stick, lubricate it.
- Do not lubricate the shift control.
- If the shift cable is sharply bent, rusted or has broken strands, replace it.

Perform the “Rear Derailleur Adjustments” if:

- The chain will not shift onto all the rear sprockets.
- The chain comes off the rear sprockets.
- The chain makes noise while on the smallest or largest rear sprocket.
- The rear derailleur rubs the spoke protector.

Front Derailleur Adjustments

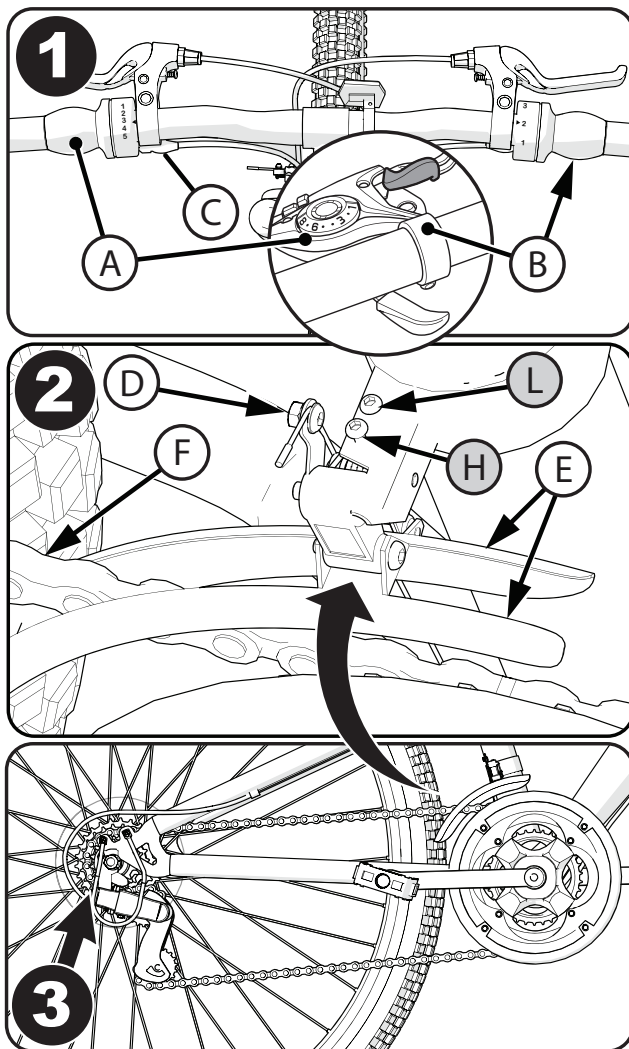
These instructions describe most adjustments that the shift system may need. If you can not adjust the shift system using these instructions, have a bicycle service shop do the adjustments that are needed.

The Handlebar Twist Grips (or Thumb Shifts) (**View 1**) control the Shift System. The Left Side **(A)** shifts the chain on the front sprockets (**View 2**). The Right Side **(B)** shifts the chain on the Rear Sprocket (**View 3**).

The front derailleur (**View 2**) has two adjusting screws. The “low” adjusting screw, sometimes marked **(L)**, limits how far the front derailleur and chain can move toward the frame. The “high” adjusting screw, sometimes marked **(H)**, limits how far the front derailleur and chain can move away from the frame.

Put the “low” adjusting screw **(L) in the correct position as follows:**

- Shift the chain onto the third largest rear sprocket and the smallest front sprocket.
- Turn the lever Barrel Adjuster **(C)** all the way IN.
- Loosen Nut **(D)** of the cable clamp.
- Turn the “low” adjusting screw **(L)** so the left inside edge of the chain cage **(E)** and the chain **(F)** just do not touch.
- Remove the slack from the cable wire and tighten Nut **(D)** securely.



Seat Installation

⚠ WARNING: To prevent the Seat coming loose and possible loss of control, the “MIN-IN” (minimum insertion) mark **(A)** on the Seat Post must be **BELOW** the top of the Seat Tube **(B)**.

STEP 1 - INSERT SEAT POST INTO SEAT TUBE:

- If needed, loosen Seat Post Clamp Screw **(D)** or open the Quick Release Lever **(E)**.
- Point the Seat forward and put the Seat Post **(C)** into the Seat Tube **(B)** with the “MIN-IN” marks **BELOW** the top of the Seat Tube as shown.

STEP 2 - BOLT SEAT CLAMP: (various models)

- With Seat Post **(C)** inserted according to **STEP 1** - Tighten Screw **(D)** securely so Seat supports the rider without moving.

STEP 3 - QUICK RELEASE LEVER: (various models)

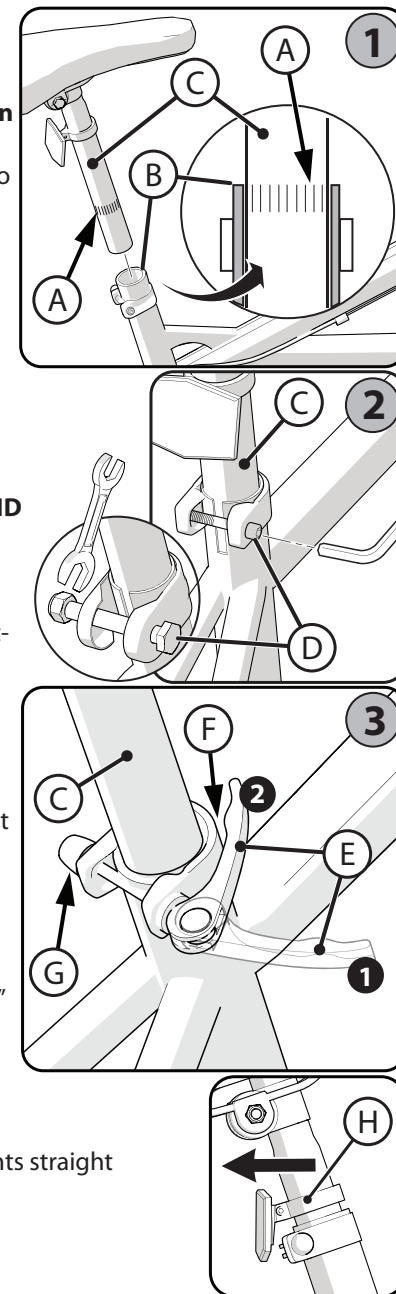
CAUTION: Operate the Quick Release Lever by **HAND ONLY - DO NOT USE TOOLS.**

1. As needed, open and close the Quick Release Lever **(E)** with one hand and tighten or loosen the Adjusting Nut **(G)** by hand, so that you first feel resistance to the Quick Release Lever when it is in the “OPEN” position **(1)**.
2. Push the Quick Release Lever to the “CLOSE” position **(2)** - It will take **strong force** to clamp securely so that the Quick Release Lever lays against the Seat Post Clamp **(F)**.

⚠ WARNING: You must use strong force to move the Quick Release Lever securely to the “CLOSE” position **(2)**. This ensures that the seat does not move during normal operation.

REFLECTOR: (as equipped)

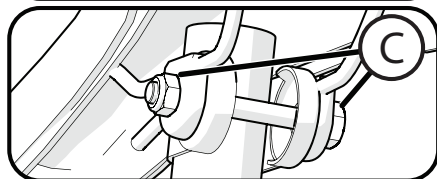
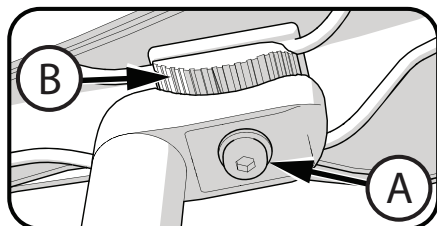
Position Seat Post Reflector (if equipped) **(H)** so it points straight backwards. Tighten Clamp Screw.



Seat Bolt Saddle Adjustment (various models)

SINGLE BOLT CLAMP:

1. Loosen the Clamp Bolt (A) sufficiently to allow any Serrations (B) on the mechanism to disengage before changing the saddle's angle.
2. With serrations fully re-engaged and saddle in a comfortable riding position, tighten the Clamp Bolt (A) securely to ensure the saddle will not come loose.



WARNING: Serrations on the mating surfaces of the Clamp can wear with use and adjustment. Check that the Clamp is tight and secure before each ride.

DUAL CLAMP:

3. Loosen Clamp Bolt/Nut (C) as needed and adjust Seat to a comfortable riding position.
4. With Clamp fully on Seat Post as shown, tighten Bolt/Nut (C) securely so that seat does not move when in use.

Testing Seat Clamp and Post Clamp Tightness

To test the tightness of the seat clamp and the post clamp:

- Try to turn the seat side-to-side and to move the front of the seat up and down.
- **If the seat moves in the Seat Clamp:**
 - Loosen the Seat Clamp Nut.
 - Put the seat in the correct position and tighten the Seat Clamp tighter than before.
 - Do this test again, until the seat does not move in the Seat Clamp.
- **If the Seat Post moves in the Seat Tube Clamp:**
 - Loosen the Seat Clamp Lever.
 - Put the Seat Post in the correct position and tighten the Seat Clamp Nut tighter than before.
- If necessary, tighten or loosen Hand Nut so that Quick Release tightens securely.
 - Do this test again, until the Seat Post does not move in the Seat Tube Clamp.

Rear Derailleur Adjustments - continued

Put the "low" adjusting Screw in the correct position as follows:

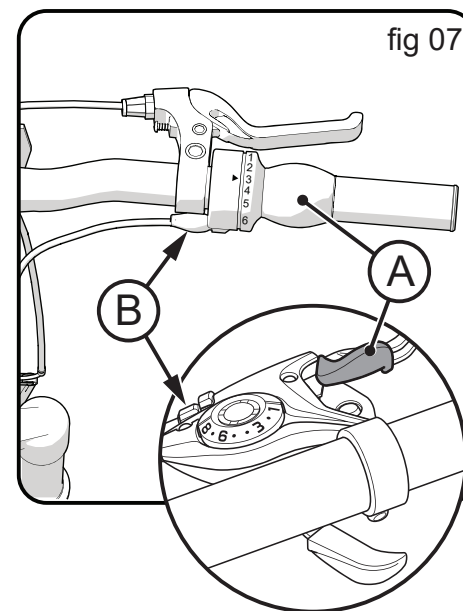
- Shift the chain onto the largest rear Sprocket (F).
- Loosen Nut of the cable clamp.
- Turn the "low" adjusting Screw (L) so the Jockey Roller is exactly below the largest rear sprocket. (fig 06)
- Tighten the Nut of the cable clamp.

Adjust the Index Shift System:

- Shift the chain onto the smallest rear sprocket.
- Without turning the crank, turn the Right Shift Control (A) one "click" rearward - or "click" thumb lever (fig 07).
- Slowly turn the crank forward.
- The chain should move from the smallest rear sprocket to the next larger rear sprocket.
- Turn the Adjusting Barrel (B) OUT as needed so the chain moves exactly on to the second rear sprocket and does not rub, jump, or delay.

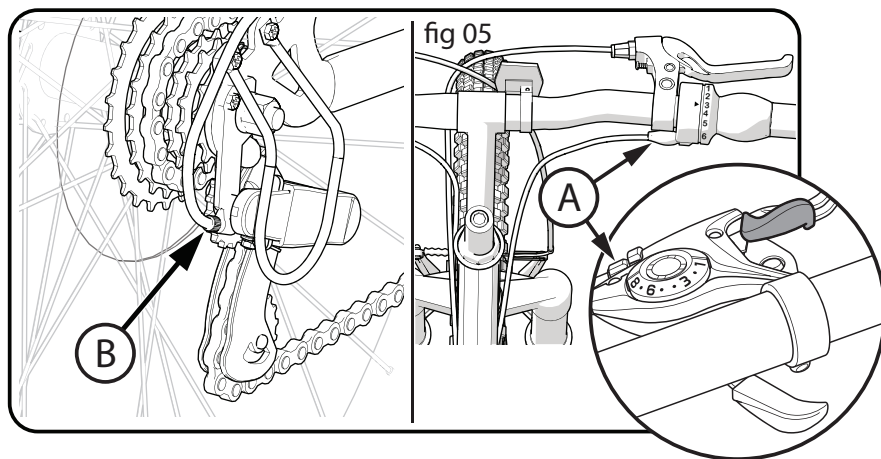
When adjusted properly, the shift system will operate smoothly with no chain rubbing.

NOTE: If you have trouble, take the bike to a bike shop.



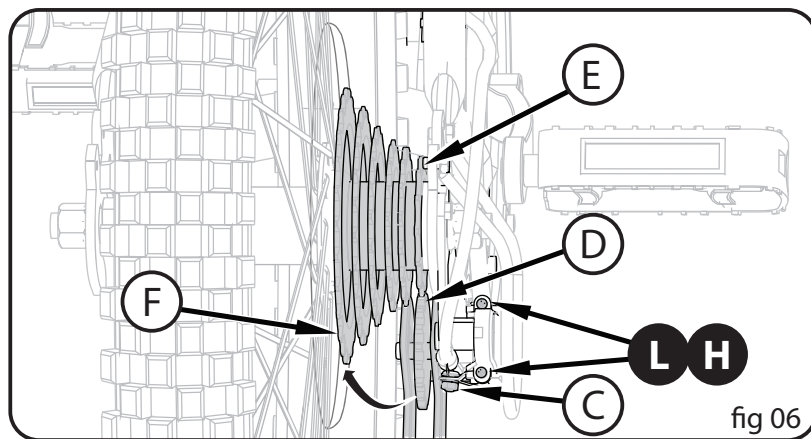
Rear Derailleur Adjustments

The rear derailleur has two adjusting screws. The “low” adjusting screw, sometimes marked **L**, limits how far the rear derailleur and chain can move toward the wheel. The “high” adjusting screw, sometimes marked **H**, limits how far the rear derailleur and chain can move away from the wheel.



Put the “high” adjusting screw in the correct position as follows:

- Shift the chain onto the smallest rear sprocket. Loosen Nut **C** of the cable clamp.
- Turn the lever Barrel Adjuster **A** and rear Derailleur Adjuster **B** all the way **IN** (**fig 05**).
- Turn the “high” adjusting Screw **H** so the Jockey Roller **D** is in line with the outside edge of the smallest rear Sprocket **E** (**fig 06**).
- Remove the slack from the cable wire and tighten the Nut of the cable clamp.



continued >>

Pedal Installation

CAUTION: There is a RIGHT pedal marked **R** and a LEFT pedal marked **L**.

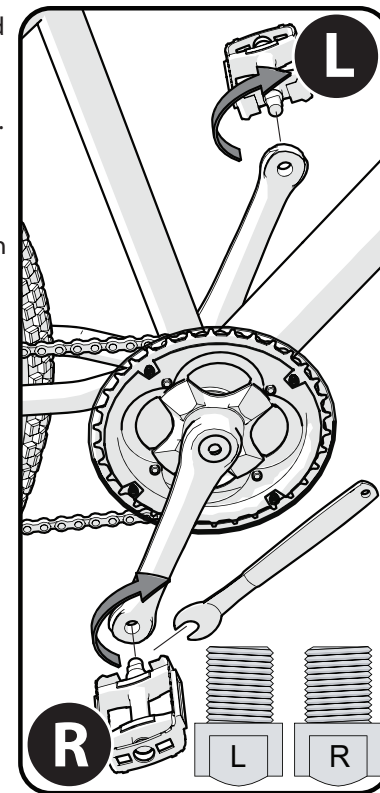
NOTE: A Pedal Wrench is preferred for attaching Pedals. A thin open-end wrench can also be used.

- The pedal marked **R** has right-hand threads. Tighten it in a **clockwise direction**.
- The pedal marked **L** has left-hand threads. Tighten it in a **counterclockwise direction (anti-clockwise)**.
- Turn the right pedal marked **R** into the right side of the crank arm, and the left pedal marked **L** into the left side of the crank arm.

Tighten the pedals:

- Make sure the threads of each pedal are fully into the crank arm.

WARNING: Ensure pedals are secure in crank arms so they will not loosen. Periodically check tightness.

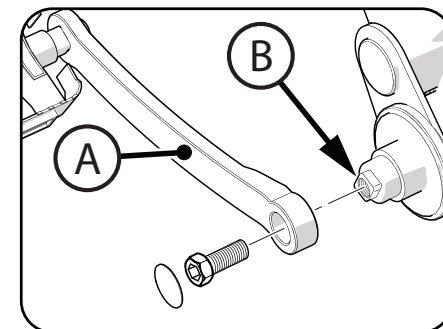


Three-Piece Cranks (various models)

Maintenance: Both Crank Arms **A** were tightened to the spindle **B** at the factory. After riding the bicycle the first few times, make sure the crank arms have not loosened. If either crank arm has loosened during this “break-in” period, re-tighten or have it tightened by a bicycle service shop.

Frequently check the tightness of the crank arms. If loose, tighten or have them tightened by a bicycle service shop.

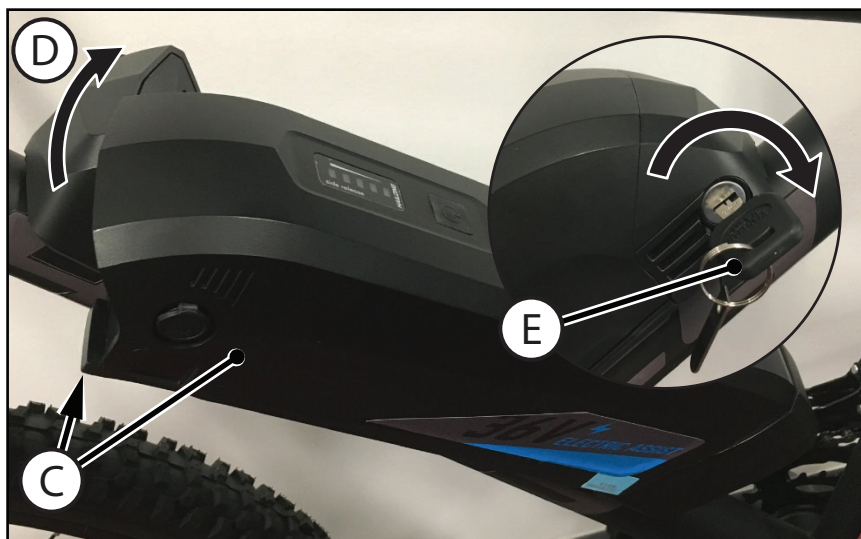
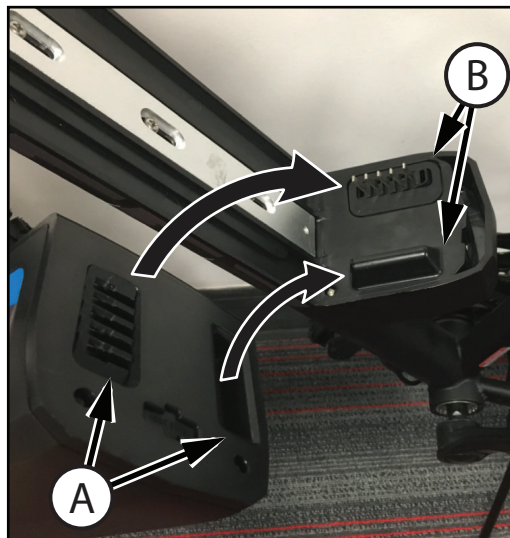
WARNING: If you ride the bicycle with a loose crank arm, the crank arm may fall off. The spindle may also damage the crank arm.



Drive Battery Installation

STEPS:

1. Insert and turn Key fully Counter Clockwise before starting.
2. On bottom of Battery, align Slot and Plug (A) with Tab and Pins (B) on Battery Mount and swing into place so that Battery Notch (C) slides into top of Battery Mount (D).
3. With Battery fully in place, turn Key fully Clockwise (E) to lock Battery in place.
4. Gently pull on battery to make sure it does not come lose. Remove key and keep in a safe place.



Shift System - continued

THESE ARE THE HIGHER GEAR COMBINATIONS:

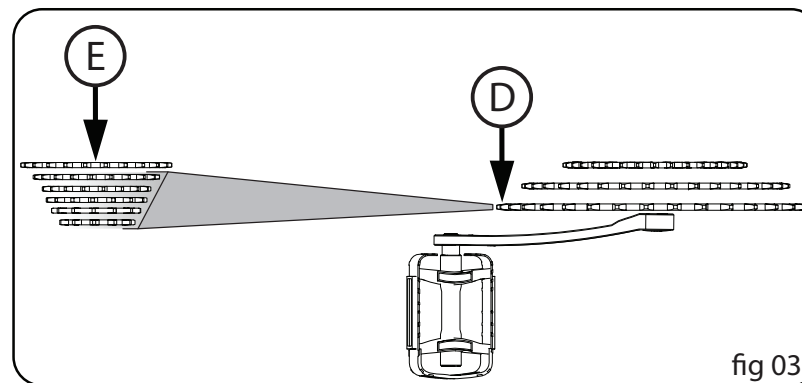


fig 03

- They allow you to pedal harder and at a slower rhythm, but with more distance traveled per pedal revolution.
- For the best performance in this case, do not use the largest rear sprocket (E).

THESE ARE THE MIDDLE RANGE GEAR COMBINATIONS:

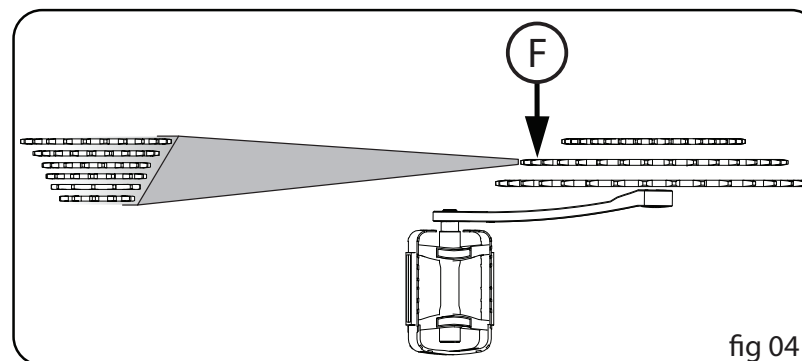


fig 04

- These overlap some of the higher and some of the lower gear combinations.
- On bicycles with three front sprockets, you may wish to keep the chain on the middle front sprocket (F) and shift the chain on the rear sprocket cluster.

Shift System - continued

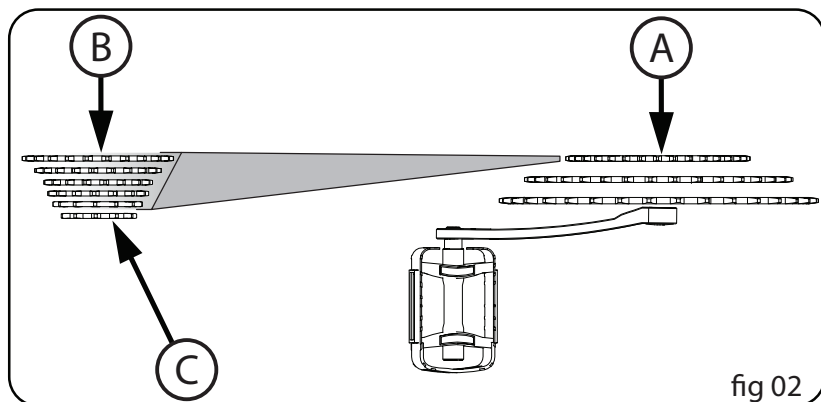
CAUTION: Do not force the shift levers. Shift only when pedaling forward and without strong force. Do not backpedal. Backpedaling can cause the chain to come off the sprockets. Backpedaling and shifting while not pedaling can damage the sprockets and stretch the cable wire.

There is no “correct gear” in which to ride the bicycle. The “correct gear” is the one that is comfortable to you.

To select a gear or sprocket combination while riding:

1. While pedaling, shift the chain onto different front and rear sprocket combinations.
2. You will feel a difference in the rhythm and ease of pedaling.
3. Shift the chain to the gear that allows you to pedal at a rhythm and effort that is comfortable to you.
4. When riding uphill or against the wind, you may wish to keep the chain on the smallest front sprocket **(A)** and shift the chain on the rear sprocket cluster **(B)**.

THESE ARE THE LOWER GEAR COMBINATIONS:



- They allow you to pedal easier and at a faster rhythm, but with less distance traveled per pedal revolution.
- For the best performance in this case, do not use the smallest rear sprocket **(C)**.
- When riding downhill or with the wind, you may wish to keep the chain on the largest front sprocket **(D)** and shift the chain on the rear sprocket cluster.

Charging the Drive Battery:

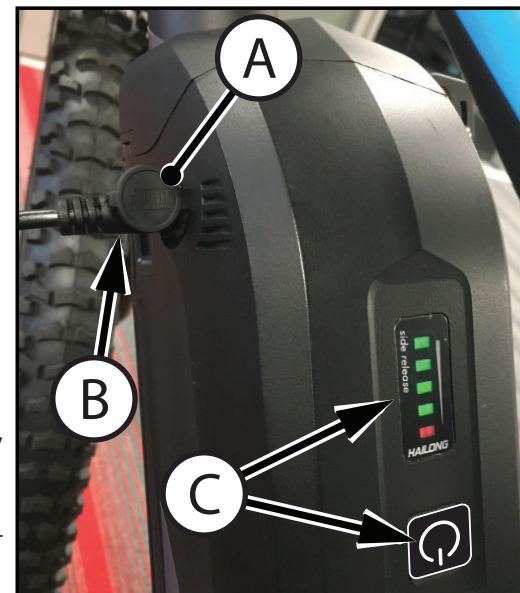


IMPORTANT! Before using the unit for the first time fully charge the Battery. Battery Charger will shut off when Battery is fully charged, but **never charge longer than 12 hours.**

NOTE: Your e-Bike Li-Ion Battery can be charged either installed in the bike or removed.

WARNINGS:

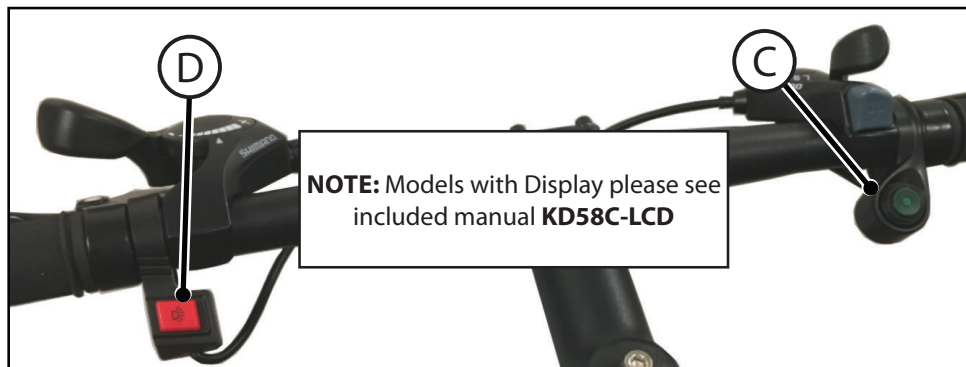
- All large Li-Ion batteries are a potential fire risk and should be charged in a safe place, preferably outside or in the middle of a garage floor.
- Never charge a lithium battery unsupervised inside a house or building.
- Only an adult who has read and understands the safety warnings should handle, charge or recharge of the battery.
- See other Battery Warnings in this manual.
- Check the drive battery and charger (supply cord, connector) for wear and damage before charging. Do not charge the battery if damage has occurred. Only replace with the same type and voltage rechargeable battery and charger supplied by the manufacturer.
- Only use the rechargeable battery (or equivalent replacement) and charger supplied with your vehicle.
- The drive battery should be charged when depleted, or if not used regularly, once a month. Failure to charge the battery as directed will cause permanent damage to the battery and will void the warranty.
- Charge only when battery has cooled to room temperature after a ride.



STEPS:

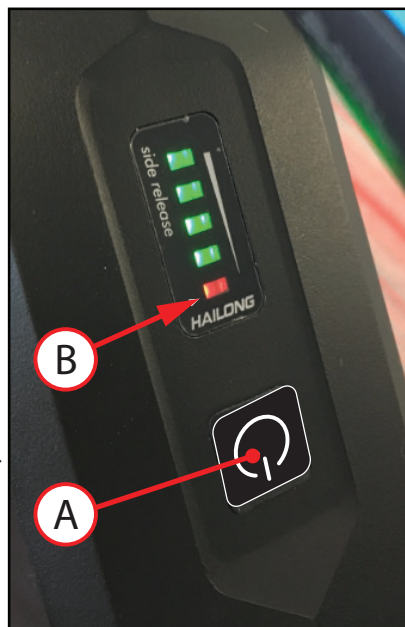
1. Turn power switch OFF.
 2. Open Charging Port **(A)**.
 3. Plug Charger plug into unit Charging Port **(B)**.
 4. Plug Charger into Wall outlet.
 5. When battery is fully charged, un-plug charger from the wall outlet and disconnect from charger port.
- The charger may feel warm during the charging. If excessively hot, unplug and replace.
 - This product has charging protection: When charging, all functions are turned OFF.
 - Battery Charge Level and ON/OFF Switch **(C)**.

NOTES:



1. **POWER ON:** Press the Battery Power switch (A), the battery output is turned on and green bars are displayed for about 5 seconds. Red Power light will stay on (B).
2. **ENGAGE BATTERY ASSIST:** Press the Green Thumb Button (C) to engage Battery Assist. (Button will light Green). Battery Assist will engage after a few pedal revolutions.
3. With Green Thumb Button ON, press left Red Thumb Button (D) to turn on Headlight. Press again to turn off.
4. **BATTERY ASSIST OFF:** Press Green Thumb Button (C) (light will go off) to turn off Power Assist.
5. **SHUTDOWN:** Press and hold the Battery Power switch (A) until the Red Light turns off. Battery is now off.

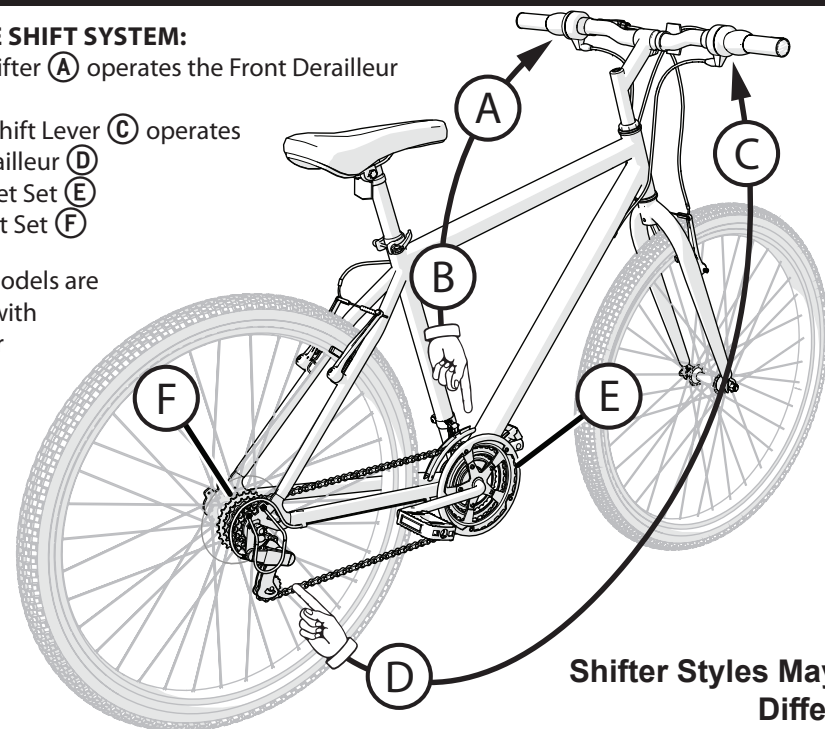
AUTO POWER OFF: When the battery is turned on and the working current is less than 500mA, lasting about 30min, the battery will shut off.



PARTS OF THE SHIFT SYSTEM:

- Left-hand Shifter (A) operates the Front Derailleur (B)
- Right-hand Shift Lever (C) operates the Rear Derailleur (D)
- Front Sprocket Set (E)
- Rear Sprocket Set (F)

NOTE: Some models are not equipped with Front Derailleur (B) and Front Shift Lever (A)



! WARNING:

- Never shift a derailleur onto the largest or the smallest sprocket if the derailleur is not shifting smoothly. The derailleur may be out of adjustment and the chain could jam, causing loss of control and injury.
- Never move the shifter while pedaling backward, nor pedal backwards immediately after having moved the shifter. This could jam the chain and cause damage to the bicycle and/or loss of control and injury.

OPERATE THE SHIFT SYSTEM AS FOLLOWS:

1. The rider turns the Rear Shift Control (C) around the handlebar (for twist shift models) or moves the shift lever (thumb shift models) to an index position
2. When the rear shift control moves into each position with a "click" sound, the shift is complete
3. The rider turns the Front Shift Control (A) around the handlebar (for twist shift models) or moves the shift lever to an index position (thumb shift models)
4. Each shift control pulls a cable wire that is attached to the derailleur.
5. The derailleur moves and guides the chain from one sprocket to another.
6. If there is some chain noise after the shift, turn the rear shift control a small amount to "trim" the rear derailleur.