

# STINGER

## OWNERS MANUAL

**ELECTRIC** ELECTRIC MOTORBIKES FOR RAD HUMANS  
PUBLISHED: JANUARY 2023  
VERSION 1

# MOTOR BIKE

# 2023

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# A MESSAGE FROM OUR FOUNDER

**WITH GREAT POWER, COMES GREAT RESPONSIBILITY.**

At Huck, we continually seek advancements in product design and quality and we bring these ideas and product enhancements to our bikes often. Therefore, this manual contains the most current product information available at the time of printing.

Because of this, your bike may differ from the information supplied in this owner's manual. If this is the case, please check the FAQ section of our website as this is kept up-to-date. No legal claims can be made on the basis of data in this manual.

If the time comes to sell your Huck, please ensure that this manual stays with the bike; it is, by law, an important part of the vehicle. If you have any questions concerning the operation or maintenance of your bike, please contact the Huck Support team or your Huck dealer.

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# YOU KICK ASS!

Congratulations and thank you for purchasing a Huck Electric Motorbike; we are excited to welcome you to the community of Huck riders.

This manual is designed to provide you with a better understanding of the set-up, operation, inspection, and basic maintenance requirements of your new ride. Please read this manual carefully and completely before operating. Do not attempt to operate this electric-motorbike until you have attained adequate knowledge of its controls and operating features, and until you have been trained in safe and proper riding techniques.

We hope this guide provides you helpful information in getting to know your bike and the confidence to maintain your bike like a boss.

We are, and always will be, grateful for your support and ongoing relationship. Without you there would be no Huck Brand.

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# ABOUT YOUR HUCK MOTORBIKE

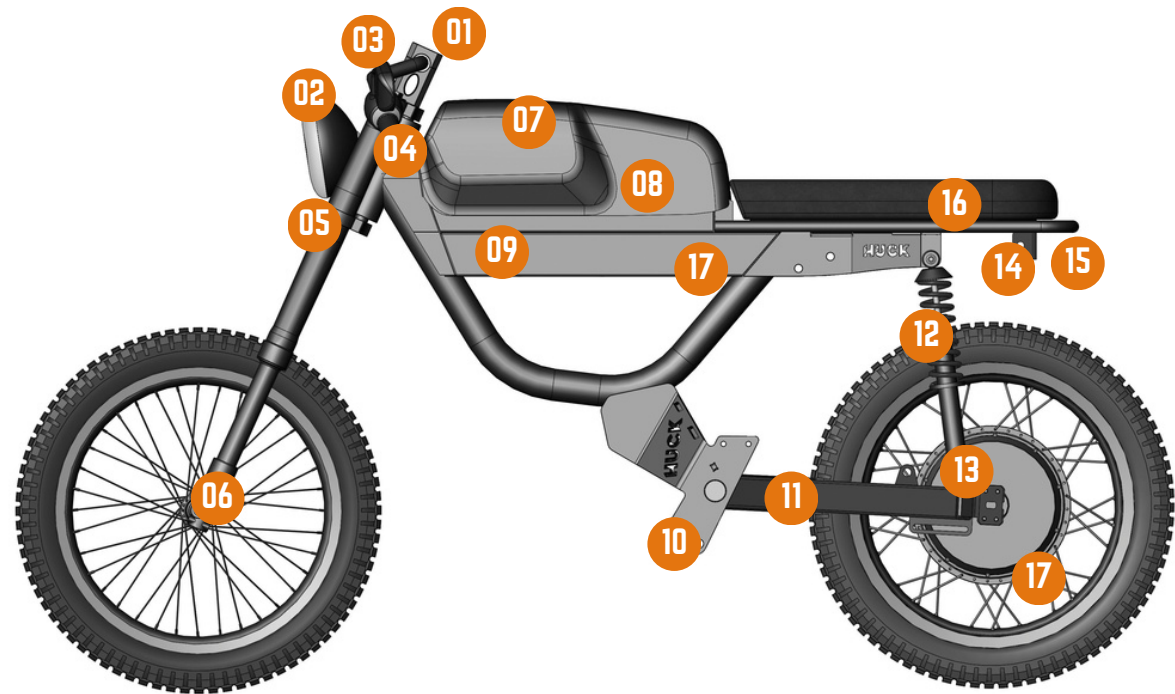
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# YOUR HUCK MOTORBIKE

## COMPONENTS

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1. Throttle
2. Headlight
3. Brake Levers
4. Light Controls
5. Horn
6. Front Brake Caliper
7. Top Tank Cover
8. Battery
9. Electronics Box
10. Foot pegs
11. Swing Arm
12. Rear Shocks
13. Rear Brake
14. Signals
15. Taillight
16. Seat
17. Motor & Controller



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# TECHNICAL INFORMATION

## SPECIFICATIONS

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Weight	165lbs
Height (handlebars)	42" (handlebars)
Seat height	30-32"
Width (handlebars)	32" (handlebars)
Length Wheelbase	51"
Max speed	45+ mph
Drive train	3000w Hub Motor
Payload (incl rider)	275lbs (incl rider)
Rear Suspension	320mm Shocks
Front Suspension	700mm Inverted Forks

## VEHICLE CLASS

USA: Moped  
USA: Motorcycle

## LICENSE REQUIREMENTS

Dependent on state laws.  
Dependent on state laws.

### CALIFORNIA PROPOSITION 65

**WARNING:** Certain motorcycles contain or emit chemicals known to the State of California to cause cancer and birth defects or other reproductive harm. In addition, certain fluids contained in vehicles and certain products of component wear contain or emit chemicals known to the State of California to cause cancer and birth defects or other reproductive harm.

### CALIFORNIA PERCHLORATE ADVISORY

**Warning:** Certain components of this motorbike contain lithium batteries, which may contain perchlorate material.

**Warning:** All information in this publication is based on the latest production information available at the time of approval for printing. Huck Cycles Corporation reserves the right to make changes at any time without notice.

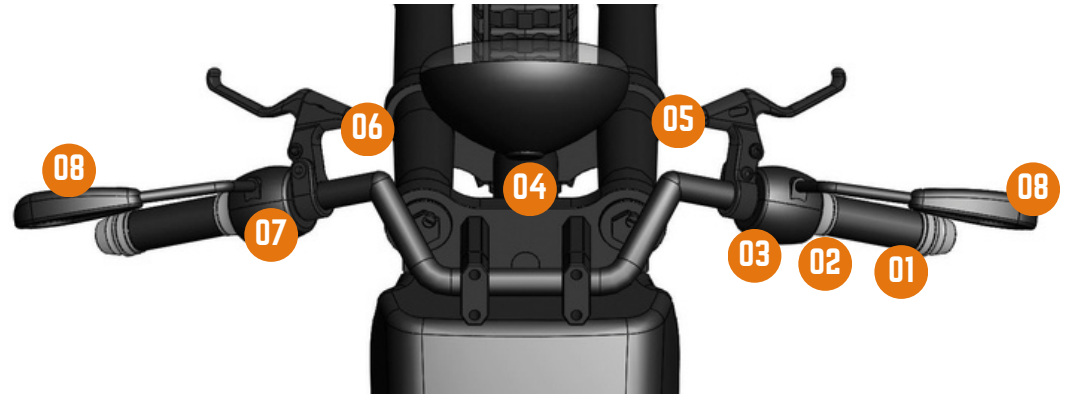
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# HANDLEBAR LAYOUT

## COMPONENTS

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1. Throttle
2. Mode Switches
3. Park Button
4. Display
5. Front Brake Lever
6. Rear Brake Lever
7. Left Switch Assembly
  - a. Hi/Low beams
  - b. Turn Signals
  - c. Horn
  - d. Sport Burst
8. Mirrors





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# KEYS AND ALARM

## YOUR KEYS

Each Huck comes with two keys...these are the only set for your bike. if you lose them the entire key system must be replaced.

Do not lose them :)

## POWERING YOUR HUCK

Insert the key into the key slot on the ignition switch attached to the display mount. Turn to the right and the system will power on. Turn left and...you guessed it, the bike turns off. Remove keys after every ride.

## ALARM (OPTIONAL)

The optional alarm (alarms are only installed if you added them as an upgrade) works only when the battery is plugged into the bike and charged. Your key does not need to be on.

With your alarm set, the bike throttle will not work. Should the bike be moved with the alarm on, a loud siren will blast until the unlock button is pressed. The throttle and controller are rendered locked if the alarm is set and the bike is tampered with.

While the alarm is meant to be a deterrent to theft, it will not prevent it. so we also suggest a chain lock or if possible, locking your bike inside.

- Remote start on the alarm has been disabled for safety reasons.

## USING THE ALARM

- 1.Press the lock icon to lock or set the alarm
- 2.Press the unlock icon to unlock or disable the alarm



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# THROTTLE & MODES

## YOUR KEYS

1. Throttle
2. Mode Switches
  - a. Mode 1 - 18mph Learn
  - b. Mode 2 - 30mph Street Legal
  - c. Mode 3 - 45mph+ Off Road Play

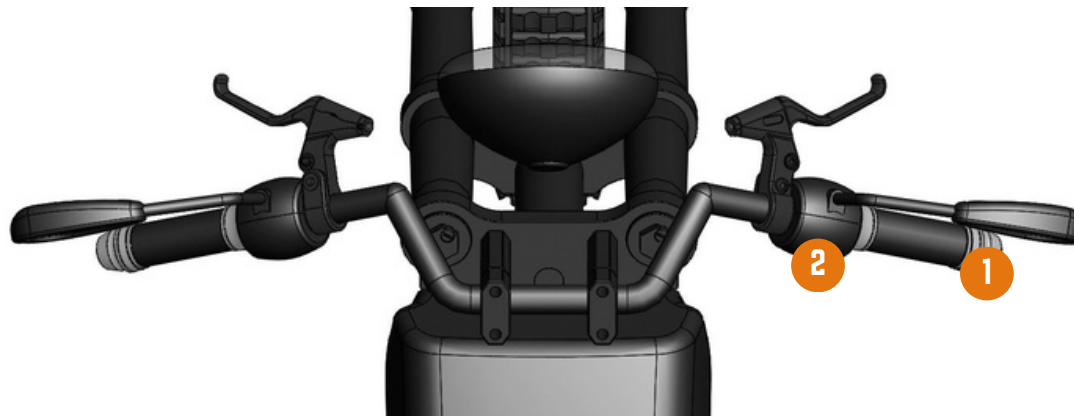
## Throttle

To accelerate, twist the throttle towards you. There are no gears or clutch, so the throttle controls all acceleration from start to top speed (excluding gravity). To maintain a constant speed, hold the throttle in a constant position. If you let go of the throttle, the bike will start to decelerate.

Once your bike battery drops to 50% you will enter low voltage mode which will prevent high speed and high torque to allow proper range to get home. Voltage sag is normal. The greater the acceleration the greater the sag. For greater range keep throttle use linear.

## Modes

Modes can be used in any position at any time. Start out in 1, 2 or 3 depending on your comfortability. Mode 2 is legal moped speeds and should be used while riding on a public road.



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# DISPLAY

## GENERAL

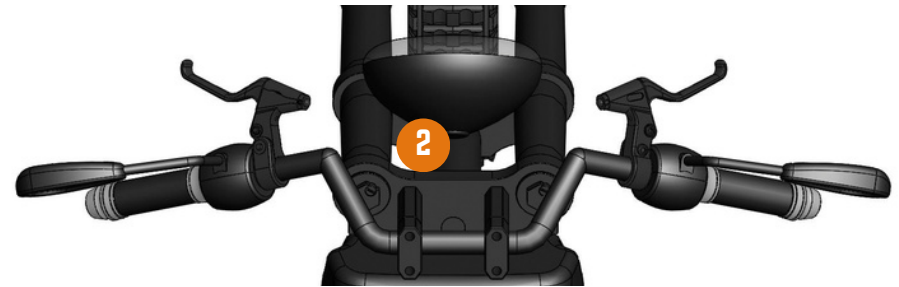
The display makes keeping track of your riding easy and shows all the important information, including speed, battery pack level, odometer, trip meter, lighting and bike status. Tell-tale lights indicate warnings, a low power pack, directional indicators, the headlight, and an illuminated "P" light when the bike is in a park and non-ridable mode.

## Charge Level

The charge level is calculated using coulomb counting. Accurate state of charge (SOC) is displayed on the left side of the display, split into segments starting at 100%. If your display is registering the wrong % check the little black connectors coming out the display - if 60v connect them if 72v disconnect. You will experience voltage sag while riding. This is common among electric vehicles and is not to be a concern.

## Odometer and Trip Meter

To (ODO) is seen when the bike is initially turned on, once the display starts up and cycles, the trip meter (TRIP) view becomes visible. To reset the trip meter, turn the bike off and back on.



## Speed

This is where your speed is displayed. Speed is based on the voltage of the bike and the size of the tires. If these change from the original programming the speed will be off.

## Lights

On the left and right sides of the display you will notice the icons as they light up depending on the lights you are using. High beam lights up similar to a motorcycle or car display and dims the LCD display.

## Warning Light

If there is a system issue, the warning light will flash and an error code will be displayed in the odometer area.

When you brake you will notice an (!) icon. This is normal indicating the brake is engaged.

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# LIGHTS & CONTROLS

## Light Controls

On the left side of the handlebar you will find the lights control switch:

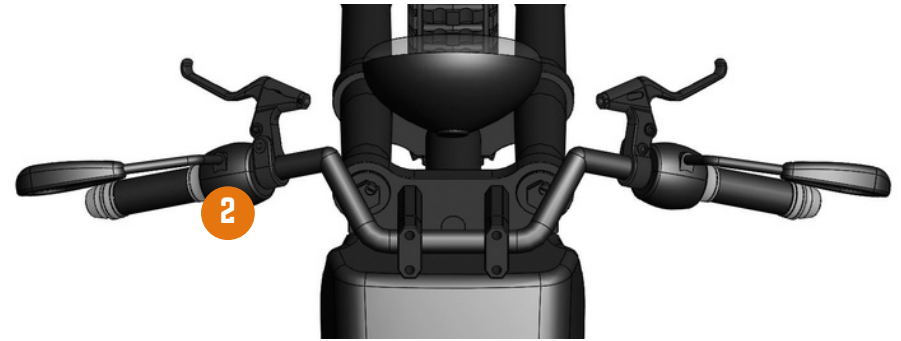
1. Headlight high/low beam
2. Indicators (turn signals)
3. Horn
4. S - Sport Burst

The headlight and tail lights are turned on via the slider on the right side or throttle side switches.

Ensure your lights are on at all times while riding, and ensure you manually slide the turn signal switch back to the center each time they are used.

The **High Beam** function is activated by pushing the headlight switch forward. The headlight must be on low beam while driving behind or coming at other vehicles.

**Sport Burst** - S Button - NA



## Lighting

The Stinger makes use of low energy LED lighting for all lighting sources. The DOT approved headlight has running, high and low beam modes for maximum visibility, both on the road and trail. Do not use the high beam during the day, when coming up behind a vehicle, or when approaching oncoming traffic.

The rear light incorporates the tail light, brake light, and number plate illuminating light into one unit. Turn signal lights are also able to be connected to the tail light for simple rear layout (optional).

DOT approved turn signals are provided in the front and rear. The system is connected via a Huck specific wiring harness. If replacement lights are needed, please reach out to Huck or your Huck dealer.

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# BRAKES & PROPER BRAKING TECHNIQUES

## **BRAKE**

We have developed the brake system with large diameter DOT approved brake lines, rotors and fittings, as well as sensor switches that are connected to the controller and electrical system. The brakes work in conjunction with the controller, and Hub Drive to provide assisted braking that uses the motors in addition to the brake system to provide ultimate stopping power.

To slow down, allow the throttle to return to neutral position and then apply the brakes: left = rear, right = front.

The motors provide two levels of regenerative braking that assist in slowing down the bike.

The first level of regenerative braking automatically activates when the throttle is returned to neutral. This provides a level of braking similar to engine braking.

The second level of regenerative braking activates when the brake lever is held. This provides a higher level of braking and assists the mechanical brakes.

## **DON'T: BRAKE AND THROTTLE**

As a safety feature, the brakes kill the throttle and prevent it from sending signal to the controller. Do not hold the brakes and throttle together and then release the brakes as this opens the connection allowing throttle to engage based on where you have it twisted. The result may create an unsafe riding experience.

When you brake you will notice an (!) icon on the display. This is normal indicating the brake is engaged.

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# SUSPENSION

Over the years we have made a number of changes to the suspension on our bikes. Your Stinger is shipped with the most accommodating set of front and rear suspension options for a wide range of rider types and riding styles. Upgrades are available from Huck or other motorcycle parts suppliers.

## FRONT SUSPENSION

- 680mm to 730mm inverted front forks

The front suspension rebound controls and spring preload adjustment to soften or stiffen the suspension have been preset.

Triple tree specs:

- 48mm top clamp
- 54mm bottom clamp
- 41mm headset cups and bearings sets

## REAR SUSPENSION

- 280mm to 340mm rear suspension

No adjustments are required.

### Optional Upgraded Shock:

To adjust the rear spring preload, wind the disk at the base of the spring clockwise to lessen the spring force; twist counter-clockwise to increase the spring force. The rear suspension preload and rebound controls should be set equally on both sides of the bike.

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# EVERYTHING ELSE

## WIRING

The Stinger has a wiring design which minimizes the additional wiring required for DOT road legal lighting. With IP65 rated connections and a modular design, the Stinger's wiring design keeps visual disruption to a minimum while maximizing serviceability. A simple waterproof plug and play system.

## SEAT

The Stinger comes standard with a large 2-person capable cushioned seat to provide a comfortable platform for the rider to sit on. It fastens to the frame via four bolts and can be replaced or swapped out with ease.

## TANK

The Stinger comes with a vintage styled 1978 replica tank which is the cover for the battery. The tank is made out of ABS plastic with an all new Acrylic cap to add brilliant color and durability. The tank can be maintained with many off-the-shelf automotive cleaners and waxes. Get a scratch and buff it out with ease.

## FOOT PEGS

The Stinger has 2 potential locations for your foot peg mounts. If the location chosen by Huck during build does not fit your riding style, a simple set of metric allen-wrenches will allow you to move them to the other location.

Foot pegs replacements are available from Huck or your Huck dealer, or any other motorcycle parts supplier.

## FRAME

Your frame was designed and fabricated in North Carolina from good old American steel. Steel, while extremely strong and durable, can be harmed by the elements and corrosive chemicals - such as standing water, salt and salt water. Please ensure you take proper care of the bike frame and all metals parts to prevent them from rusting or being damaged. A light coat of protectant has been applied prior to shipping, but it is suggested that you clean and use automotive protectant on a regular basis.

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# POWERTRAIN

## CONTROLLER

All new for the 2023 is the upgraded Sabvoton 72150 Electronic Control Unit (ECU) or controller which talks to all areas of the bike. It controls the throttle, talks to the display and motor, regulates power, speed and use of voltage/amperage to and from the battery, and enables bluetooth connectivity to maximize the riding experience.

## BATTERY SYSTEM

The battery system is a 60V50Ah lithium-ion removable power pack. This specially designed power pack provides high discharge rates for top power, speed and an effective riding range per charge and has a charge time of 6-8 hours. The battery pack will function properly in temperatures of 35 degrees F to 110 degrees F.

While we used 72v batteries in previous years, we found them to be less efficient and overkill for the motor size, speed and power needed.

The power pack comes with a wall charger that is designed to be plugged into a normal 110-120v wall outlet.

## HUB DRIVE

The Stinger powertrain is driven by a powerful QS Motor 3000w hub drive. The drive internals have been wound in a way to allow more power to be pushed into the bike and the enclosure has a new sealing system to deliver a drive capable of surviving in tough, hard working environments, where exposure to mud and water are constant. The drives are engineered to use regenerative braking which will assist in slowing the bike down while sending a small charge back to the battery.

## WHEELSET

The bike wheels are 17 x 1.85" DOT rims. DOT are standard, providing an excellent balance between street comfort and off-road grip. A wide range of tire options are available for your different applications with full off-road knobby tires available.



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# RECEIVING YOUR HUCK

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# RECEIVING YOUR HUCK INSPECT

- Inspect your Huck Cycles shipment immediately for any damage before the delivery driver leaves and file a claim **immediately** with the driver.
- Do not sign-off on the delivery unless you are positive no damage has occurred. This will help with shipping damage claims and speed up the process.
- Take photos and video of any damage, and date the images if possible. Keep all packaging and paperwork until the inspection has been completed.
- All damage reports must be submitted to Huck Cycles customer service representatives within 24hrs of delivery
- Contact **[huckfinn@hucknc.com](mailto:huckfinn@hucknc.com)** for return or replacement instructions.

All Huck Cycles are carefully inspected and ridden before they are delivered. Even after the cycles are inspected, some technical issues, scratches and blemishes can occur. The following information offers a guide to help you to identify an issue, report it and if possible, repair it yourself.

If you are unable to solve an issue with your Huck, take it to an authorized dealer at your convenience. If there are no dealers in your area, please contact your Huck Cycles Customer Service Representative ([huckfinn@hucknc.com](mailto:huckfinn@hucknc.com)).

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# RECEIVING YOUR HUCK FIRST RIDE

- Step 1** Lift up the seat and plug in your battery as they are disconnected for safety during shipping.
- Step 2** Plug the charging port into the battery.
- Step 3** Turn the key to check the voltage. **If charge is required - see charging section.**
- Step 4** Ready to Ride? (did you read the manual?) Grab your helmet and let's go. Gloves and helmet on, Kick stand up, turn the key so the display is on. you will see "P" on the display. this is a park/safety feature and disengages the throttle. to engage the throttle, press the "p" button on the right switch. Once pressed you will see "00" on the display. This means the throttle is now engaged and active.
- Step 5** It's time! Slowly twist the throttle in a smooth motion back towards yourself. As you feel the motor engage and the bike starting to roll forward give the throttle a little more love and bring your feet up to the pegs. You are off!
- Step 6** Practice starting off, stopping and turning until you feel comfortable before setting off on your first big ride.

# 3

# BATTERY & CHARGING

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# BATTERY & CHARGING

# UNDERSTANDING RANGE

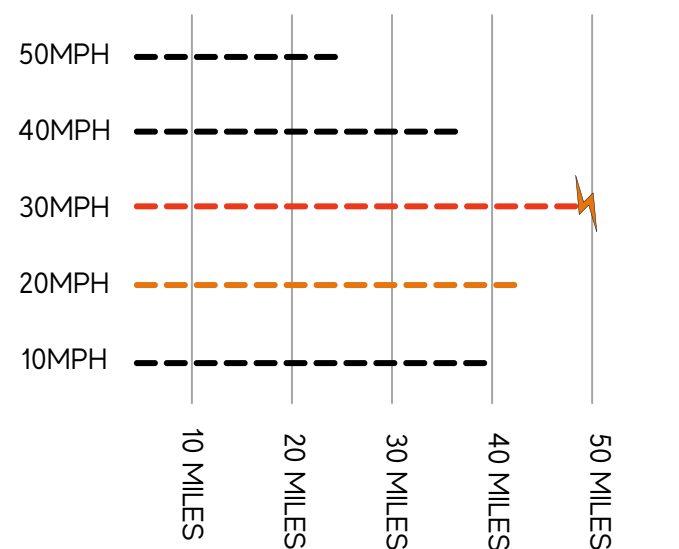
## How far can I go?

Your range in a battery-powered vehicle is affected by similar variables to a combustion engine vehicle: carried weight, load, incline, speed, and terrain, among others.

The graphic provides an easy to understand picture of how speed and efficiency affect range. The ranges expressed below are tested on closed asphalt testing tracks with an 175lbs rider and are provided here for guidance only.

- At Full speed - 45-50mph - Max distance is 25-30 miles or less
- The Most efficient speed -28-30mph- Max distance 40-50 miles
- Aggressive throttling uses a significant amount of energy to get the rider and bike up and going and decreases overall range. Riders in cities with more starts and stops will see less range than those in areas with longer, consistent ride times. The more aggressive the throttling the greater the voltage sag you will notice on the display. This is normal with electric bikes in general but more noticeable with higher powered systems.

**RANGE CHART**



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## BATTERY & CHARGING

# BATTERY MAINTAINENCE

- Step 1** To charge the battery, grab the charger that arrived with the bike. (charge when battery is between 20-40% remaining). Ensure the bike is turned off.
- Step 2** Plug the charger directly into a wall outlet. Using an extension cord is bad and can damage the charger... so please don't do it.
- Step 3** Under the seat plate, you will find a passthrough charger port, connect your charger to this port. Ensure the bike is off.
- step 4** The LED light on the charger should light up. If not, check the on/off switch on the back of the charger (some chargers only).
- When charging, the LED will light up and the charger fan will come on.
  - Charge 6-8 hrs. or until the charger LED light is solid green for a full charge. 2hrs for 70-80% charge.
- step 5** Unplug the charger from the charging port and then the wall socket.

If a charge error occurs, disconnect the charger from the power supply and wall socket. Reconnect. If flashing persists, contact your Huck Dealer.

When charging:

- Keep away from any sparks or flames..
- Do not charge if cables, charger, or power supply are damaged.
- Use charger in dry, indoor conditions between 40 - 100 degrees Fahrenheit only and with adequate ventilation.
- When finished: replace the waterproof cap over the charging socket on the power supply.

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# BATTERY

# LIFE EXPECTANCY

## LIFE CYCLE OF YOUR BATTERY

The Battery uses high discharge Lithium-Ion cells. These are selected for their cyclic durability and safety. Power supply performance and lifespan is affected by a range of factors, from everyday usage to environmental conditions. For normal users, the power supply should last a significant period of time. The pack life is measured in 'Discharge Cycles'. The cells used are rated to retain 99% of their capacity up to 1000 full discharge cycles and will decrease from there.

The cell performance will degrade in either high heat (110°F) or very low temperatures (35°F).

Huck is exploring a take back program for the batteries when they reach their end of life, where they will either be repurposed or recycled.



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# RIDER SAFETY



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# RIDER SAFETY

# SAFETY

## Riding Safely

Due to its electric drive motor, the Stinger is silent when on and very quiet in operation. When not in use, be sure to remove the keys from the ignition to prevent accidental activation of the throttle.

When riding the Stinger, regardless of the application, you should always:

- Ride the Stinger within the limits of the bike specifications.
- Follow your local road laws and regulations, both on- and off-road, and ride within your limits.
- Be aware of your surroundings, other people, animals, and other vehicles.
- Drive to the conditions. When is wet or loose terrain, drive and corner slower than on dry and smooth roads.
- Never operate the Stinger when fatigued, impaired, or under the influence of drugs or alcohol.

## On-Road

- Watch for changes in traffic.
- Check your blind spots and signal when turning or changing lanes.
- Abide by local riding laws, regulations, and posted speed limits.
- Be mindful of other road users; never ride in a way that could cause harm to others.
- Use your horn appropriately.
- Extra care should be taken when riding in wet, frosty, and/or windy conditions, and when riding over road markings.

## Off-Road

- Watch for changes in terrain.
- Abide by local off-road riding laws and regulations.
- Use your horn as a warning signal where it's appropriate.
- Do not 'wheely' or jump the Stinger. This can damage the hub motors, causing gear shock when the motor accelerates rapidly in the air and then decelerates instantly when it hits the ground again.

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# RIDER SAFETY

# RIDING YOUR HUCK

## **Riding Your Huck**

Riding a motorcycle, moped or dirt bike is very different than riding a traditional bike. Please do not attempt to ride your bike until you are familiar with the handling the bike, the weight of the bike and have watched experts demonstrate proper riding and turning techniques.

## **Properly Steering or Turning**

At Huck, we build rides that are more like a motorcycle than a mountain bike. Learning how to ride, and steer, a new bike can be intimidating. The biggest question we get is - "how should I steer my new ride if I am a beginner?"

There are two ways to steer a motorcycle, one is by using counter steering or push steering and the other is by just turning the handlebars to go the direction you want to go. Counter steering is used whenever you are traveling over 15mph, normal steering is used when you are traveling below 15mph.

Motorcycles turn by leaning (counter), you make a motorcycle lean by pressing on the grip in the direction you want to go. Press the left grip – lean left – turn left, press the right grip – lean right – turn right. It really is that simple but I see new riders and some bad experienced riders try all kinds of physical gymnastics to turn a motorcycle. It is really as simple as pushing on the grip on the side you want the motorcycle to lean to. It should be smooth and with very little effort. Once you get the feel for the “press” it will take a lot of effort out of your ride.



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# MAINTENANCE

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# MAINTENANCE

# CLEANING

## CLEANING

It's important to keep your Huck in a good working order so it's ready to go when you are. To ensure it's always in the best condition possible, you should clean your bike after every ride.

- Incorrect cleaning methods can void your warranty, so take care and make sure you follow the below points.

### Is the bike resistant to all types of weather conditions?

All Huck Motorbikes are approved according to the DOT regulations and classified like any other motorcycle on the market. There are issues of driving in light rain or having the motorcycle standing outdoors other than normal driving conditions being limited due to slippery roads and decreased visibility.

### Can I store my bike outside?

Storage outside is not recommended as the elements cause wear and tear on the bike. Like most electric motorbikes, damage from water and sun are likely if left out even for only a week. If you have the leather saddle as an option, it should be treated with care. If you plan on charging your bike outside, keep the charger in a dry environment while the wire is plugged in.

## Do:

- Clean your Huck after each day of use, especially when exposed to dirty terrain or salt water.
- Before cleaning, turn the bike off and remove the key. Ensure all power outlets, including the power pack, have their rubber seals securely in place.
- Wash by hand with a bucket and sponge. You can also clean the bike with a low pressure hose, and soft automotive cleaning brush or sponge.

## Do not:

- Do not water blast or use a high pressure hose on the bike.
- Do not submerge electrical parts – they are protected from the rain and splashes, but should not be left in water.
- Do not use cleaning products that are not specifically designed for cars or motorcycles. They may contain ingredients that could scratch the finish or harm components of the bike.

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# MAINTENANCE

# WHEELS AND TIRES

## FRONT WHEEL

The front wheel has spacer inserts which are installed on the axles. These inserts are specific for installation in the front fork. If you wish to change the tires or are removing the wheel for any reason, ensure you place the spacers back in place on the sides that you removed them.

### Front Spokes

The wheel needs to be inspected on a periodic basis for physical damage, loose or worn components, alignment problems and, most importantly, spoke tension. I'd give my rims the once-over if I whacked a pothole or maybe ran over the neighbor's kid's bicycle (don't ask) or say every 200 miles. Of course, since the whole job takes maybe 10 minutes you may want to perform it on a more regular basis.

### Front Tires

17" x 2.75" are used as the standard

## REAR WHEEL

This wheel is important to keep well maintained as it takes the most stress of the two. Keeping the wheel clean and spokes tightened is critical for the safety of the rider and the longevity of the bike.

### Rear Spokes

The extra power and weight of the bikes hub means that the rear are more susceptible to spokes loosening and potentially breaking. Broken spokes are a pain to replace so please check them often and tighten as needed. A simple spoke tool from a motorcycle parts supplier or Amazon can be used to tap and tighten.

### Rear Tires

17" x 2.75" are used as the standard

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# MAINTENANCE

# BRAKES AND BRAKE PADS

## THE MOST COMMON MAINTENANCE ITEM

The bike includes front and rear hydraulic disk brakes, operated by levers on the handlebars. Brake pads typically need changing every 4-6 months but depending on your riding style you may require changes more often.

Ensuring your brake pads are in good condition is critical to your safety. Check the brake pads regularly, especially when a lot of heavy braking has occurred. Replacement brake pads are available at [huckcycles.com](http://huckcycles.com)

To replace the brake pads:

1. Unscrew the pin on the top of the caliper body with a number 3 Allen key, remove the end clip and pull the pin out.
2. Remove the brake pads from the top of the caliper and discard. Guide new brake pads in, from the top of the caliper, until the holes line up. Do not touch the pad surface with your skin.
3. Re-install the fastening pin and tighten with the Allen key.  
Replace the end clip

## WARNING

Brake rotors get hot during braking. Allow sufficient time for brakes to cool before touching or doing any maintenance.

## Brake Calipers

While the brake calipers are made for a motorcycle class bike, and are very durable for the riding style of the Stinger, it is possible that debris, sand or salt may get into them. If you hear a sudden noise or feel a throbbing the brakes when squeezed, you may have something caught in them. Please come to a stop and check them immediately for damage or debris.

## Brake Fluid

Your Stinger comes with a clear brake fluid reservoir full with DOT 4 brake fluid. This should last you 4-6 months, however, the life of the fluid will depend on your braking style. To add more fluid simply remove the top cap from the reservoir and add the appropriate amount of DOT 4 fluid.

Watch our DIY video for more information.

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# MAINTENANCE

# BATTERY

## LITHIUM-ION 60V50AH

The lithium-ion battery and charger are designed to work exclusively with the Stinger. Do not attempt to use any battery or charger other than those supplied by Huck. Extra power supplies and chargers can be purchased from Huck or your Huck dealer.

- Lithium-ion batteries do not suffer from the same charge memory problems as other batteries, therefore they can be topped up at any time.
  - Charge your battery fully at least once a month to ensure the health of the battery.
  - Secure the battery in place when riding.
  - Do not drop the battery into the Stinger from a height. Lower it into place carefully.
  - Do not submerge the battery or the Stinger.
  - Store in a cool place indoors when not in use.
  - Do not burn the battery or place it near heat sources.
  - Keep away from children.
  - Do not attempt to open the battery. This will void the warranty. If you have any issues, please contact Huck.
- When possible, charge your Stinger indoors and at a temperature between 42°-100°F. Charging the battery outside of this temperature range could damage your battery or affect performance and life span.
  - Lithium is deemed a Class 9 Dangerous Good, so the battery should always be charged in a non- flammable environment (on a concrete floor, steel shelf, etc).
  - If storing for an extended period, ensure the battery has between 50% and 90% charge. Storing the battery with either full or too low a charge can cause cell damage, reducing the battery's life.



# 6

# TROUBLESHOOTING



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# TROUBLESHOOTING

# COMMON ISSUES

## A FEW OF THE MOST COMMON ISSUES AND SOLUTIONS

We've collected together a few common problems that have a simple fix. If you suspect your bike may be damaged or is functioning improperly, contact Huck or your Huck dealer for assistance.

- Bike won't turn on.
  - Check that your battery is charged up.
  - Check the power supply connection is fully plugged in.
  - Did you turn the key on :)
- Bike is turned on, but it won't go.
  - Check the "p" button and display reading is 00.
  - Are you squeezing the brakes?
  - Check the temperatures. If your bike was stored in a cool or hot location the battery may have shut down in protect mode.
- Bike is on and going, but the lights aren't working.
  - Is the slide turned on (Right switch controls)
- Bike is cutting out at throttle twist.
  - This can happen when voltage is low and the high-amperage sag drops the voltage below safe cutoff.
  - Did you play with your settings?
- Voltage drops with throttle twist.
  - It is normal to see a voltage drop with a heavy twist of the throttle,
- Bike not charging.
  - We ship the bikes with the battery disconnected to ensure no damage happens to the battery during transport. Please read the owners manual and then properly follow the steps to plug the battery into the bike and the charging port.
- **P is for Park**
  - We've added a new safety feature this year to our models called "Park". When the bike is turned on it defaults to "P" or park, which prevents the throttle from engaging. Press the P button on the throttle switch assembly to disengage the park function. Once you see "Ready" and 00 on the display, the bike is ready to ride. Please be in the habit of using the Park function to prevent an accidental throttle twist.
- How do I register?
  - The bike will arrive unregistered together with the original Certificate of Origin. You will have to arrange the registration yourself. Please contact your local DMV or dealer for help.
- Can I buy spare parts for my Huck?
  - Yes, either at your local dealer or through us! We recommend you do it through your local dealer if one is available to you.
- I have an issue with my bike, where do I get support?
  - Contact your local dealer or send us an email at [huckfinn@hucknc.com](mailto:huckfinn@hucknc.com) if you have any problems with your bike.



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# WARRANTY & LEGAL

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# WARRANTY & LEGAL

# WARRANTY COVERAGE

## WARRANTY

Huck Cycles warrants your new bike, components and optional add-on products to be free from defects in material and workmanship with a 1 year manufacturer warranty.

These components include, frame, handlebars, forks, seat, lights, tank, brakes, throttle, controller, bottom bracket, LCD display, kickstand, motor, controller, wiring harness, reflectors, rims, hardware, wheel hub, and pegs. All other original components, and all Huck supplied replacement parts, and accessories, are warranted to be free from defects in material or workmanship for a period of one year from the original date of purchase. This warranty applies only to bikes purchased new from, and assembled by, Huck Cycles.

Unless otherwise provided, the sole remedy under the above warranty, or any implied warranty, is limited to the replacement of defective parts with those of equal or greater value at the sole discretion of Huck.

Unless within the free 14-day replacement period, you will be responsible for labor costs associated with warranty replacements.

## NOT COVERED BY THE WARRANTY:

THE ABOVE WARRANTY, OR ANY IMPLIED WARRANTY, DOES NOT COVER NORMAL WEAR AND TEAR. ALL WARRANTIES ARE VOID IF THE BIKE IS MODIFIED FROM ITS ORIGINAL CONDITION OR IS USED FOR OTHER THAN NORMAL ACTIVITIES, INCLUDING, BUT NOT LIMITED TO, FAILING TO FOLLOW THE OWNER'S MANUAL OR USING THE MOTORBIKE FOR COMMERCIAL ACTIVITIES OR IN COMPETITIVE EVENTS, INCLUDING BUT NOT LIMITED TO RACING, SPEED GREATER THAN 45MPH, STUNT RIDING, RAMP JUMPING OR SIMILAR ACTIVITIES, AND TRAINING FOR SUCH ACTIVITIES OR EVENTS. HUCK MAKES NO OTHER WARRANTIES, EXPRESS OR IMPLIED. ALL IMPLIED WARRANTIES, INCLUDING THE WARRANTIES OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE, ARE LIMITED IN DURATION TO THAT OF THE EXPRESS WARRANTIES STATED ABOVE. SOME STATES DO NOT ALLOW LIMITATIONS ON HOW LONG AN IMPLIED WARRANTY LASTS, SO THE ABOVE LIMITATION MAY NOT APPLY TO YOU. THIS WARRANTY GIVES YOU SPECIFIC LEGAL RIGHTS, AND YOU MAY ALSO HAVE OTHER RIGHTS WHICH VARY FROM STATE TO STATE.

**\* The warranty applies only to the original owner of the bike.**

**\*\* Your warranty is voided if you reprogram the controller settings or add aftermarket components to the wiring system.**

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# WARRANTY & LEGAL

# LEGAL STUFF (SORRY WE HAVE TO)

## LEGAL

IN NO EVENT SHALL HUCK BE RESPONSIBLE FOR DIRECT, INCIDENTAL OR CONSEQUENTIAL DAMAGES, INCLUDING, WITHOUT LIMITATION, DAMAGES FOR PERSONAL INJURY, PROPERTY DAMAGE, OR ECONOMIC LOSSES, WHETHER BASED ON CONTRACT, WARRANTY, NEGLIGENCE, PRODUCT LIABILITY, OR ANY OTHER THEORY.

Some states do not allow the exclusion or limitation of damages, so the above limitation or exclusion may not apply to you. Some states do not allow the exclusion or limitation of incidental or consequential damages, so the above limitation or exclusion may not apply to you.

## WARRANTY PERIOD:

- New Bike Guarantee - we offer full replacement of defective parts with free shipping in the US within the first 14 days of your bike delivery. After 14 days the customer is responsible for all return shipping costs.
- For all PRODUCTS, this warranty expires 1-year from the date the PRODUCTS were delivered to the BUYER unless excluded from warranty or otherwise voided from coverage under warranty.
- Mechanical components are covered by a 1-year warranty against manufacturing defects.
- Stinger frames are covered by a 1-year warranty against manufacturing defects.
- Battery packs are covered for a period of 1-year on manufacturer defects only.
- Other electronic components are covered under warranty for a period of 1-year from the date of delivery.

**Manufacturing Defects** - A product “contains a manufacturing defect when the product departs from its intended design even though all possible care was exercised.” This includes products that are physically flawed, damaged, or incorrectly assembled.

“Defects” shall mean material defects in the condition or quality of the motorbike or any part thereof, which affect the safety, serviceability and/or ride-ability of the motorbike.



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# BADASSADORS

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# JOIN THE CLUB AND BECOME A BADASSADOR

**A BRAND AMBASSADOR IS LIKE A BRIDGE TO THE BRAND FOR THE PUBLIC, AN ADVOCATE, AND A POSITIVE PRESENCE ONLINE.**

Ambassador expectations:

- Add @huckcycles ambassador to your Instagram or social bio
- Add huckcycles.com to your IG bio link
- Post and tag @huckcycles and #huckyeah on Instagram or social with messaging about sustainability and your discount code during non-sale periods
- Help drive awareness to Huck's promotions, product launches and ongoing initiatives
- Join the Huck Social groups (FB, Reddit, etc.) to connect and engage with current and prospective Huck owners

Benefits of being in our official Wolfpack:

- Get early access to sales, exclusive discount codes, earn free product, and more
- Make money for every sale you refer with your exclusive discount code
- For each purchase made with your discount code, you will be paid a commission of the net sales at the end of every month
- Alternatively, you may choose to receive a store credit as sales commission towards more Huck products
- Exclusive access to the Huck Ambassadors Network
- The opportunity to be featured on our social & website
- Make friends! You're part of our family now.

Visit our Website to learn more and join today!



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# ABOUT HUCK

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# ORIGIN STORY



## A LITTLE BIT ABOUT US

Founded in 2019 by Brett McCoy and based in Cornelius, NC, Huck Cycles is a global Electric Motorbike brand that produces American made, hand built electric rides. We are Veteran owned and operated and leverage local North Carolina suppliers for as many components of our bikes as possible.

## HUCK ISN'T A BIG OPERATION

Huck is the culmination of that ever present search we are all on - equal parts destination and journey. Life, oftentimes, becomes the void in between Point A and Point B. Filling that gap with the thrill of the ride and an excitement that makes the journey as important as the destination, is our ultimate goal.



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# MAINTENANCE LOG

DATE

NOTE




**ELECTRIC MOTORBIKES  
FOR RAD HUMANS**

**EMAIL**  
[huckfinn@hucknc.com](mailto:huckfinn@hucknc.com)

**PHONE**  
704-218-9497