

Introduction:

Please note, this is a serious document and all of it is important, so please read through till the end. While we make some jokes in here, please read thoroughly, and laugh. If you do not appreciate the snide comments, or are offended in any way, you should get over it immediately.

In addition to carefully following all assembly procedures, know this: **When your electric bike is turned on, it is ON, so that means you need to be ready for any torque applied to the pedal, and do not attempt to service the eBike in any way with the power turned on!** *Certain authors of certain Cyberbike manuals have been known to damage their fingers in the chainring while neglecting such warnings. Allegedly.*

NOTE: Be careful of sharp staples on box! We recommend wearing work gloves for all assembly and maintenance tasks. At Cyberbike safety is very serious. Please refer to a professional if you are—IN ANY WAY— not certain of your capabilities to perform the following instructions. Always make sure you have the latest revision by visiting or emailing support@cyberbike.com for fast and personalized assistance from the Cyberbike Customer Support Team



Welcome, and thank you for choosing Cyberbike, the eBike that Shreds! The engineers and management at Cyberbike have decades of experience in Design, Development and Manufacturing in the Bicycle, Motorcycle, and Automotive industries. That experience is what led to all that that lies ahead for you in the enjoyment of your new Cyberbike.

Please fully review the instructions below before enjoying your first ride. If you are not mechanically inclined and experienced or in any way doubt your capabilities to follow these instructions, it is important that a qualified bicycle mechanic/technician assemble and tune your eBike before riding, and be employed to properly MAINTAIN your Cyberbike going forward. With proper care and maintenance, your Cyberbike will provide many years of enjoyable transportation and adventure.

Don't be afraid to consult a professional— by asking questions you will learn a lot from the experts, and this knowledge will make your ownership experience more enjoyable and satisfying.

Remember, this is a motorized vehicle, and you and anyone you allow to ride your Cyberbike are fully responsible to ensure that it is in safe operating condition. These vehicles require regular inspection and maintenance, and you should check for the operability and condition of all key components before every ride, or throughout the day when riding on rough terrain. These systems that you are responsible for include drive chain, gears and shifters, tires, wheels, braking systems, seating, and all related hardware and con-

trols. Bolts loosen over time and use, inspect your bike regularly! Repair any crash or incidental damage before riding again.

Please wear the appropriate protective gear for your type of riding- a quality helmet at the very minimum- and adhere to all local, state, and federal regulations applicable to your ride. **We endorse gear from Kali Protectives.**

Safety means fun! Enjoy your Cyberbike!

Assembly

Step 1.

Tools required: Strong wire cutter or scissors

Be careful of sharp staples on box! The first thing to do when you open the box is, using a wire cutter, clip the zip-ties which hold the front wheel and brake disk to the main assembly while it is still in the box. Alternatively, you may completely open the box. Remove the wheel and set aside. Do the same for the seat post/seat assembly by clipping the ties. Be careful to not damage the brake disk while it is exposed off the bike.



Step 2:

Tools required: Strong wire cutter or scissors

Again being cautious of those damn staples (your author cut himself), remove the bike assembly from the box, careful to support the handlebars which should be loosely zip-tied to the main frame assembly. We recommend a bike stand, which you may use to mount the main "Seat Tube" portion of the frame, just above the rear suspension linkage. Alternatively, lay out a pad or blanket to prepare the bike for assembly, or support manually while performing step 5 below, or recruit another set of hands to assist.

Step 3:

Tools required: Strong wire cutter or scissors



A.) Clip the keys off the handlebar. The key is required only for *removing the battery*, and is not necessary to operate the bike. The battery may be easily charged while on the bike, so unless swapping batteries or removing the battery to charge separately, there is no need to remove the battery at all. For the most security, separate the keys and keep them in a safe place. Many people use a zip tie to re-secure one key to the handlebar, so it is always available. **DO NOT RIDE THE BIKE WITH THE KEY IN THE LOCK, THIS CAN RESULT IN THE BIKE SHUTTING DOWN UNEXPECTEDLY, AND/OR DAMAGE THE LOCKING MECHANISM.**

B.) If you do wish to remove the battery for charging, or to reduce the weight of your Cyberbike during set-up, follow these steps: Insert the key into the lock, turn counter clockwise, and remove the battery by pulling up firmly on the built-in battery handle. Charge your battery fully using the included charger. Remember, as with most Lithium Ion batteries, storing your eBike battery for long periods with the battery fully charged or fully discharged will lessen its life somewhat. Batteries never ship fully charged for this reason, but should provide several miles of riding right out of the box if you don't want to wait to enjoy your new Cyberbike!

Step 4

Tools required: Strong wire cutter or scissors

Clip remaining ties, removing all remaining foam packaging and protection,.. Be careful not to scratch your paint. Some small scratches and paint defects may occur in the manufacturing and transportation of your Cyberbike. Because Cyberbikes are designed for more rugged terrain than many, lesser eBikes, minor scratches come with the territory!

Step 5: Handlebars

Tools required: Strong wire cutter or scissors; 4mm Hex/Allen wrench; Torque wrench

If your bike is not on a bike stand, these steps may be done with the bike on its side, laying on a blanket or pad until installing the front wheel and using the included sidestand. (We don't recommend using grass because the hardware may get lost.)

Remove the (4) 4MM Hex/Allen bolts holding the front handlebar clamp on the Stem and secure them. You will reinstall them in a moment. Don't lose them. Put them in a pocket or in a tray. Don't lose them. Place the handlebar, centered into the stem and replace the outer clamp. Reinstall the 4 bolts that you didn't lose. If you didn't lose them, skip ahead, if you lost them, you now must drag your sorry ass to the hardware store and get "M5 x 20mm stainless hex head bolts" for the adjustable stem on the Mullet, when you'd rather be riding your new Cyberbike. You dumbass, I told you not to lose them. Call our support line for further ridicule. Just kidding, we've all done it.



Next, align the handlebar with markings inside the “window” on the steering stem cap and tighten the 4 bolts (that you didn’t lose) to approximately 4 Nm, or 3 foot pounds. We realize many people do not own a torque wrench (there is a great inexpensive set in our store at Cyberbike.com), but your Cyberbike is a motorized vehicle. Therefore, proper torque of important hardware and components is necessary to ensure maximum safety. Your local bike shop or mechanic will also be a good source of service, assembly and maintenance if you are not sure what you are doing. **Again, don’t be afraid to consult a professional– by**



asking questions you will learn a lot from the experts, and this knowledge will make your ownership experience more enjoyable and satisfying.

Step 6: Front Wheel installation

Tools required: Strong wire cutter or scissors

A great feature found on your Cyberbike Mullet Pro Limited Edition is the “Boost” axle on your front fork. It is the latest in performance hardware, really an integral part of the chassis of your Mullet Pro. Combined with the wider, tubeless ready wheels, high performance, all weather Maxxis Forekaster tires, and Wolf 34mm diameter forks with myriad suspension adjustments, your Cyberbike Mullet matches specs with some of the most expensive All-trail eMTBs in the segment.

To install your front wheel and axle into the forks, first remove all packaging material and recycle it (just kidding, that foam isn't recyclable, but we try to re-use as much as possible and are quite successful with that effort. Otherwise our packaging would be an environmental disaster.) Hey, you're not running a two-stroke motocross bike this weekend, you're on an eBike, so you are a part of the Solution. Be proud.

Pay Attention: Don't Lose Your Spacers!

AGAIN- WATCH OUT FOR SHARP STAPLES ON THE BOX! You should still be wearing your work gloves, anyway.

Your front wheel spacers are zip-tied to your front hub. Remove spacers by clipping zip ties and reassemble on hub. We get a lot of questions, it's a tight fit. You may need to gently pull the forks apart to get the heel in, and if you've squeezed the brake handle you may need to gently pry apart the brake disks with a large, flat head screwdriver. Make sure the captive nut is retained in the rotor-side of the fork.



The stepped spacer fits through the large washer, which then sits FLUSH against the wheel bearing. Don't worry about the alignment of the internal tube, and you may have to straighten it. The bearings may need to seat after the first time you install the wheel, but this will happen as you tighten the axle. Here are some detailed pictures to help:

2. Brake Caliper Adjustment

This should be done when initially installing the bike. It may take you more than one attempt to get perfect alignment, It is your responsibility to proper adjust or have professionally adjusted your brakes. It is also your responsibility to know your limitations of a motor vehicle that, when powered by you and or the mid-drive electric motor, along with the forces of gravity and centrifugal forces, result in serious power. Your brakes on your Cyberbike are also very capable, but you still must learn to apply, modulate and control them

Now, insert the wheel between forks and align the holes on the wheel/spacers with the holes in the forks. CAREFULLY align the brake rotor into the front brake caliper. from right (non-disk) side. It should fit easily, but if there is slight rubbing when spinning the front wheel, we will adjust the brake caliper (see below, only if necessary). Rotate using handle (handle can be pulled out, counter-rotated and re-engaged to tighten) Rotate crank handle clockwise by hand until tight.



Adjusting Brake Calipers:

Now is the time to make sure your brake calipers are aligned, by using the oval screws on the mounting brackets. If your wheel mounted and tightened correctly and straight, and you get what seems to feel like intermittent rubbing on the disk, the slotted mounting points on the brake calipers allow you to loosen the caliper mount slightly, engage the brake lever, and position the caliper to clear the brake disk slightly between the brake pads and either side of the brake rotor. Tighten and recheck for alignment. A little rubbing is natural, especially when new, but if you hear a coarse or grinding sound when the wheel turns, immediately check this important system and **do not ride until you are certain it is adjusted and operating correctly. See these pictures or consult a professional before riding if you are not certain about the adjustment or operation of your brakes.**



Oval caliper
adjusters

Lever reach adjustment



Step 7: Pedal installation

Tools required: 16mm or adjustable crescent wrench

Install pedals by threading into cranks– they are not identical! The left pedal threads counterclockwise. Use a large allen head from the inside (Preferable) or a wrench from the outside

Tighten fully using your 16mm wrench from the outside, or the pro method of using a 10mm allen from the inside.

Step 8: Dropper Seatpost

If you've never had a dropper seatpost before, you will probably find this feature to be a significant improvement in performance and convenience. Installation is not long, but can be a bit tedious, so we have produced an Oscar-winning short video that better explains this. Please visit the "Tech Tips" link at the top of any page at www.cyberbike.com

Once complete, you will want the seat height so your legs should not be quite fully extended (approx 10 degree bend) when the pedal is at the bottom lowest of the rotation of the crank. It is also a personal choice.

Step 9: Personalize your cockpit -

THIS IS SO IMPORTANT TO GETTING THE MOST OUT OF YOUR CYBERBIKE!

Tools that may be required: 2.5, 3, 4, and/or 5mm Hex/Allen wrench

This next step is where you adjust the position of the brake levers and control module on the bars, and adjust the reach of the brake levers for your own liking. Your Cyberbike offers customizable positioning of levers and controls, along with the seating. You may loosen, adjust, then retighten the pinch bolts and clamps which hold on your grips, levers, control head (power and settings buttons) display. **Adjusting your “cockpit” to fit your size and comfort zone is important to maximizing your control of your Cyberbike! Make it work for you!**

Wolf, Cyberbike, and Tektro Brand Hydraulic Brake Documentation

1. Pad Break-in Procedure

To ensure optimal performance and rider safety please abide by the following instructions.

Pad Types

Semi-Metallic (Red Backed): The semi metallic compound will bed in quickly operate with minimal noise but may wear quickly in wet conditions compared to a full metallic compound. These pads are best for riders looking for minimal noise, riders in dry conditions, or riders looking for optimal modulation.

Full Metallic or Sintered (Copper Backed): These pads may generate more noise when cold. Once heated up during use they should be relatively quiet. These pads will offer more bite, higher optimal operating temperature, and longer pad life over semi-metallic pads. Metallic pads are optimal for riders looking for maximum braking performance, riders in wet conditions, riders looking for maximum pad life, or riders looking for more bite/power.

Rotor Types

1-piece: Offered in 6 bolt only these rotors offer a lower cost and lower weight in 140/160mm configurations. In the 180/203mm configurations these rotors will be heavier and less stiff compared to a 2-piece rotor.

2-piece: Offered in both 6 bolt and centerlock. Due to the alloy center carrier 2-piece rotors will offer riders the lowest possible operating heat and be the stiffest rotor option possible. In addition, these will be the lightest option for 180/203/223mm rotors.

Pad/Rotor Bed in Procedures

1. Before beginning it is important to note TRP/Tektro rotors use a harder steel that may require a slightly more extensive bed in process than other manufacturers but they offer longer life. Please also note the pad type used as metallic pads require a longer bed in process before being ready to ride. Proper pad/rotor bedding is key to brake performance over the life of the pads and rotors. Failure to follow these procedures will result in poor brake performance for the life of the pads.
2. The following procedures are for new rotors and metallic pads. If using semi-metallic pads or used rotors, the bed in procedure may be quicker. For optimal brake performance it is best to follow complete instructions.
3. Begin by installing rotor and pads. Be careful not to touch the braking surface of the rotor or pad to avoid contamination. Also the rotor may heat up during the bedding process do not touch the rotor as it could be hot resulting in a burn or bodily harm. If a used rotor in being matched with new pads be sure to clean the rotor with isopropyl alcohol and clean shop towel before installing pads.
4. Once pads and rotors are installed take your bike to a flat area clear of obstacles. Then pedal your bike up to 15mph (24kph). Brake using the front brake only until you decelerate to 5mph (8kph) and release the brake. Be careful not engage the brake hard enough to stop the front wheel or lift the rear wheel off the ground. Stopping the wheel with the brake engaged will hold a hot pad to a hot rotor and can cause pad glazing which reduces brake performance. Repeat this process up to 20-25 times or until full brake power is achieved.
5. Once you have successfully bedded in the front brake repeat the process with the rear brake. When decelerating with the rear brake be careful not to stop the wheel from spinning or skid.

Source: <https://trpcycling.com/wp-content/uploads/2018/03/Pad-and-Rotor-Bedding.pdf>

Ready to ride?

Wait! Have you ready your operators' manual? There are instructions in there on how to better– and more safely– enjoy your Cyberbike, you should read it before shredding.

First and foremost Let's go over how to operate the brakes and power systems of your Cyberbike. The most important

part of your bike, once it is assembled correctly and ready-to-ride, is the braking systems, and it is critical that you know and are fully comfortable operating these powerful hydraulic disk brakes, and that they are adjusted and operating. Quiz question: what's most important? If you said, "brakes," you are correct. You may now turn on your bike!

Caution, when the bike is on and the power level is at "1" "2" "3" "4" or "5", rotating the crank at all via the pedal, ANY AMOUNT, will result in forward movement from the powerful motor system on your Cyberbike. Be ready! and get accustomed to it. Make sure you fully inform anyone who might touch your Cyberbike of these details, for everyone's safety.

OK, now, let's turn on your Cyberbike by holding down the power button on your control head, mounted on the left handle bar. Your Cyberbike should start at "0" power level, and this is a good place to start, if not level "1". You will be tempted to focus on the voltage display, the power settings or your speed on the display. Your safest and best performance will be with "EYES UP" at all times, and "level pedals" whenever coasting.

We thank you for choosing Cyberbike, and look forward to your valued feedback.
Ride safe and have fun!

Maintenance.

1. Try to not store your battery for long periods fully charged or depleted, 40% is optimal for storage
2. Avoid storage in excessive heat or cold. Remember your Cyberbike battery will perform a little less efficiently in temperature extremes.
3. Keep your brake rotors clean of oils and debris. Contamination may require replacement of brake pads.
4. You or your bike mechanic should regularly check all hardware, along with brake systems
5. Do not ride with damaged brakes, wheels, gearing, shifting components, or with damaged controls, or to wires or electrical components. This is important.
6. Spokes. Adjusting spokes and trueing the wheel are best left to professionals until you are adept at such maintenance.
7. For more advanced derailleur adjustments, we recommend Park Tools excellent online videos for self-service.
8. We recommend an appropriate torque wrench for bicycle service, along with a variety of other useful—and sometimes necessary—tools for proper Cyberbike maintenance