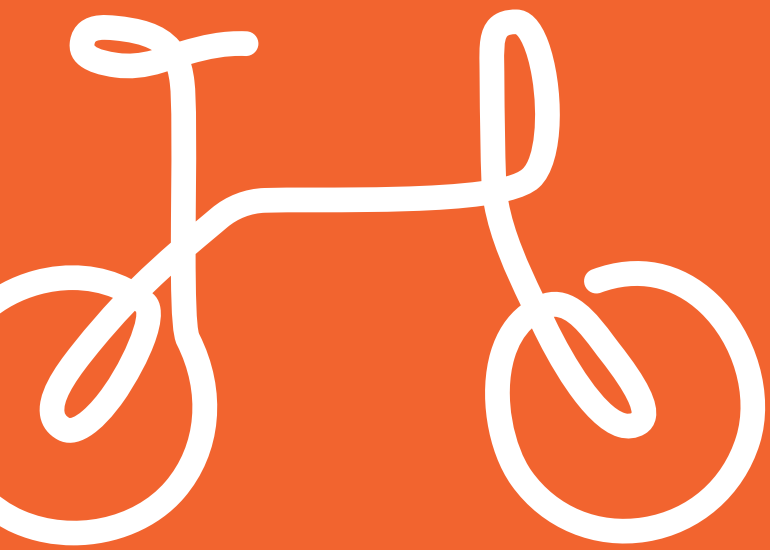
Mycle

The Classic User Manual



Meet Mycle.
Your New Best Mate.

Equipped with motor-powered assistance, the Mycle Classic brings a boost to every journey. To get the most out of your bike – and ensure you're using it safely and correctly – make sure you read this manual before you get out on the road.

Technical Info

Net bike weight: 22kg
Maximum load: 100kg
Dimensions: L 167cm x H 105cm x W 42cm
Frame & Fork: Steel
Wheels: 24 inch
Crank: Prowheel 48T
Rear cassette: Shimano MF-TZ500-7
Shifters: Microshift 7S/P
Motor: 250w high speed motor
Maximum speed: 25km/h (15mph)
Power assist levels: 5
Capacity: 36V 9.6Ah
Charging time: 4 hours

Imported and distributed by Mycle Ltd.

Your Mycle Classic has been designed in accordance with the requirements of European standards: EN 14764 and EN 1519 which comply with safety requirements.

Contents

WARNING Incorrect assembly, maintenance, or use of your ebike can cause component or performance failure, loss of control, serious injury, or death. Even if you're an experienced bike rider, you must read and understand the entire manual and any documentation provided for subcomponents or accessories before riding. If you are not sure you have the experience, skills, and tools to correctly perform all assembly steps in the manual, consult a local, certified, reputable bike mechanic.

WARNING Battery care. Damage to your ebike's electrical system caused in any manner, including water intrusion, improper storage and miss handling of connectors, can lead to battery failure, electrical system malfunction, exposed wires, or electrical fire and consequent property damage, injury, or death. Follow all recommendations to minimize chance of water damage or damage to the battery. This includes storing, handling and maintaining your battery properly.

WARNING Using a damaged battery or charger (including damage to connectors and cables) can create additional bike damage or a fire hazard. If you experience any of the following, cease use immediately and contact Mycle support :

- Your charger's flexible power cord or output cable or any of the electrical cables on your bike is frayed, has broken insulation, or any other signs of damage
- Your battery or charger is physically damaged, non-functional, or performing abnormally
- Your battery or charger experienced a significant impact from a fall or crash, with or without obvious signs of damage,
- Your charger becomes too hot to touch (it's designed to get warm with normal use), makes a funny smell, or shows other signs of overheating. Store any damaged battery or charger in a safe location and, as soon as possible, recycle or otherwise dispose of it according to local rules

WARNING Due to the extra wear of e-bike components and bolts, you will need to perform routine checks, maintenance and servicing more frequently than a regular bike. It is important to take your e-bike to a qualified technician if you are in doubt. Upon your routine pre-ride checks and maintenance, if any of your components do not work as they should and can't be fixed by yourself when identified, cease riding the bike immediately until it's been inspected by a reputable, qualified technician or Mycle Support. Failure to do so may result in damage to the part or bike, serious injury to yourself or others, pose a fire risk and even cause death.

- M-Check your bike to make sure it's safe to operate **before every ride.** Failure to check can result in an e-bike malfunction and cause serious injury or death.
- Your cables, spokes and chain will stretch after an initial break-in period of 50-100miles (80-160km), and bolted connections could loosen. Always have a certified bike mechanic perform a tune-up on your bike after your initial break-in period (depending on riding conditions such as total weight, riding characteristics, and terrain). Regular inspections and tune-ups are particularly important for ensuring that your bike remains safe and comfortable to ride. For servicing intervals, see pages 26 & 27 of this manual. For M-Check guidance view at www.mycle.co.uk/pages/pre-ride-e-bike-m-check

WARNING Never touch the brake rotor, especially when the wheel and/or bike is in motion, or serious injury could occur. Hand oils can cause squeaking and decrease brake performance; do not touch the brake rotor while inspecting, opening, or closing the quick-release lever.

WARNING E-Bikes are not suitable for people under the age of 16.

Always wear a helmet

Watch the weather

General Safety

Your Mycle Classic has been built and tested in the UK by our trained Cytech bike technicians. However, before trying out your Classic, make sure you carry out the routine checks listed in the MAINTENANCE section of this manual.

When you first try the bike, make sure the handlebars are pointing forward and the road ahead is clear. The assistance will be triggered when you move the pedals. Ensure your riding complies with the Highway Code and all traffic rules.

Electric bikes are not suitable for children under the age of 16, and it is illegal for them to ride on public highways. Riders under the age of 18 should be supervised by an adult.

We recommend starting your first ride at level 1 (minimal assist), then increasing assistance levels as you grow in confidence. When pushing the bike, always set pedal assist to level 0 to stop the bike accelerating if you accidentally knock the pedals.

Be extra careful when riding in difficult weather conditions, such as rain, cold, ice and snow, as well as at night. Reduce your speed and allow for longer stopping distances on slippery surfaces.

When transporting your bike on an external rack, we recommend you remove the battery and store it in a cool place. We recommend you wear protective clothing when cycling, such as a helmet and gloves.

Failure to follow these warnings could result in an accident, injury or damage to your Classic. Mycle cannot take responsibility for any faults or damage that occurs from improper maintenance or lack of safety checks.


Meet Your
Mycle

Get started by understanding all the parts and components of Your Mycle Classic.

Vehicle

1. Saddle
2. Seat/Battery
3. Seat Clamp
4. Rear Brake
5. Hub Motor
6. Rear Derailleur
7. Handlebar
8. Frame
9. Fork
10. Front Brake
11. Crankset

Handlebars

1. Shift Lever
2. Brake
3. LCD Display

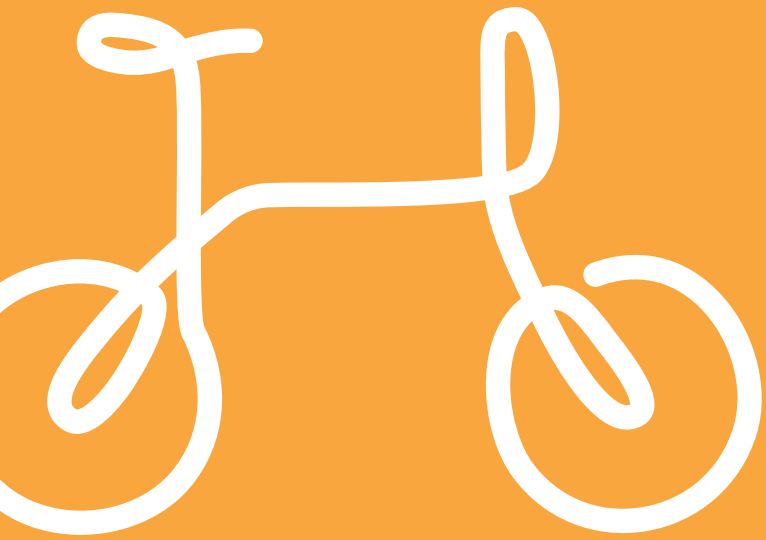
Battery/Seat

1. Charging Port

WARNGING: Improper removal or impact to the battery connector can lead to damage causing sparking or even a fire. Regular inspection of the condition of the battery cable and connection is very important and should be part of your pre-ride check. Make sure the locking collar is fully released before removal via gripping the metal housing and pulling down to prevent damage to the cable. If at a point you have noticed that the battery connection has become loose or the black plastic end has started to show thread between the mental housing or any exposed wires. Stop using the battery immediately and contact Mycle support.

Quick Set-up

Before you get out on the road, make sure your bike is correctly set up and aligned to your height.



Handlebar

1. Release the lever
2. Set the brakes and gears to a position that suits you
3. Re-fix the lever

Seatpost

4. Open the lever to release the seatpost
5. Set the height of your saddle
6. Re-fix the lever

Power Assist

The Power Assist feature is what makes Mycle special. You can switch from fully manual to high speed assistance at the push of a button.

Power Assist is initiated by the pedals and operated through the On Board Display. Simply pedalling the bike will create an additional level of power to increase your riding speed or help you tackle hills. Switch between the different levels, in combination with the gears, to maintain a steady pace over varying terrain.

High Power

Tackle Hills

On Board Display

Level 0 *fully manual*

Level 1 *for low speeds & flat riding*

Level 2 *for low speeds & gentle slopes*

Level 3 *for faster speeds & slopes*

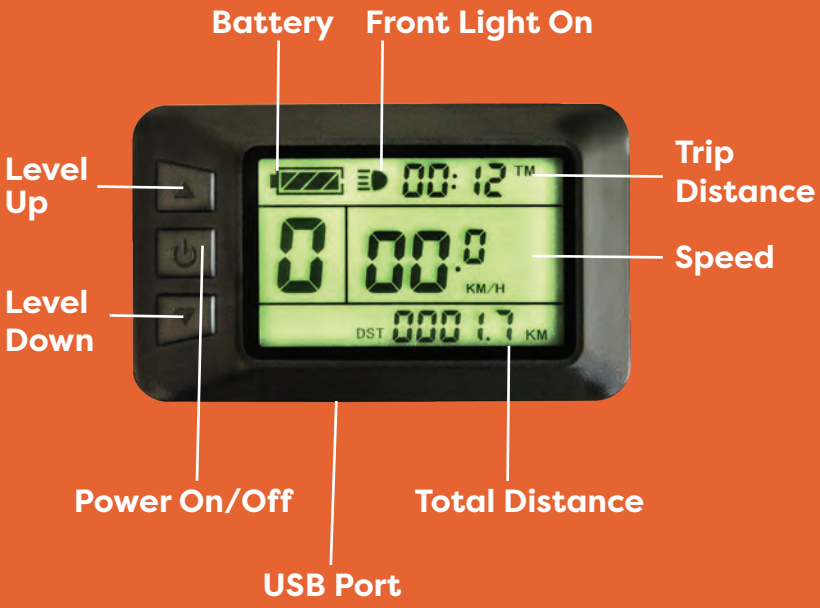
Level 4 *for faster speeds & uphills*

Level 5 *for high speeds & uphills*

Be aware that using the higher power assist levels for prolonged periods will use up the battery more quickly.

On Board Display

Everything you need to know about your bike appears on the On Board Display. It's also equipped with a USB interface so you can charge your phone as you ride.



Get Started

Hold the Power button for two seconds to switch on and off.

Use The Light

Hold down the Level Up button for two seconds to switch on the front light.

Hold down the Level Up button for two seconds to switch off the front light.

Operate Power Assist

Use Level Up and Level Down to switch between Power Assist modes.

Walking Mode

Hold down the Level Down button for two seconds to walk with the bike – it will advance at 6km an hour.
Be aware that the bike will lurch forward in this mode.


High Power
Uniformly Balanced

Your Mycle Classic's innovative design means that the battery is hidden in the seat post. The battery can be charged both with the seat post connected to the bike, or by itself.

The battery is delivered with a minimum charge. Before riding for the first time, you must fully charge it for at least 5 hours. After charging, we recommend the battery sits for 20-30 minutes before use.

Make sure you charge the battery for at least 2 hours, at least once a month, maintaining a charge level of around 50%. When not in use, store the battery in a dry environment, ideally between 12-22°C. Always charge the battery before storing, or before periods of non-use.

Charging while connected

Simply remove the waterproof cover and plug the charger into the charging port located under the saddle. Remember to replace the cover when charging is complete.

Charging while removed

Remove the seat post by unscrewing the connection port and loosening the seat clamp. Repeat these steps to reconnect. If disconnected, always bring the battery inside to charge.

Battery Range

The range can vary depending on;

- The level of assistance
- The weight of the user
- The gradient of the road
- Tyre inflation
- Wind resistance
- Pedalling effort
- Starting and frequency of stops
- The outside temperature

Battery Life

Battery performance will decline after prolonged use. Depending on usage patterns, the energy capacity can reduce by 20% to 30% (charge and discharge) for lithium batteries. When discarding batteries, please make sure you do so responsibly through an authorised recycling centre.

Battery Safety Precaution

- Only use the battery with this bike.
- Only use the specific charger supplied.
- Do not expose the battery to heat or charge it in direct sunlight.
- Do not disassemble or modify the battery.
- Always charge the battery in a well ventilated area.
- Do not connect the (+) and (-) battery connections with a metallic object.
- Do not expose the battery to liquids.
- Do not use a damaged battery.
- Do not continue to charge the battery beyond the recommended charge time.
- Do not use the battery if it emits an unusual smell, becomes unusually hot, or if something seems abnormal.
- Keep the battery out of the reach of children.

Charger Safety Precautions

- Only use the charger supplied with this bike.
- Avoid contact with water while charging the battery. If a plug becomes wet, dry thoroughly before use.
- For indoor use, do not expose the battery charger to rain.
- Do not short circuit the charger pins.
- Do not dismantle or modify the charger.
- Always place the charger in a well ventilated and dry environment.
- Warning: Explosive gases. Avoid flames and sparks. Provide adequate ventilation during charging.
- Do not use the charger with a damaged power cord or plugs.
- Do not touch the charger with wet hands.
- Make sure that the charger plug is correctly connected to the mains for charging.
- Disconnect the power supply before connecting or disconnecting the connections on the battery.
- Do not touch the charger for too long during charging (risk of superficial burns).
- Do not position the charger in an unstable manner.
- Do not cover the charger to avoid overheating during charging.
- This charger is designed to charge the Lithium battery supplied with this bike only.
- Keep out of reach of children, this product is not a toy.
- Do not expose the product to a heat source.
- Do not immerse the product.
- The external flexible cable of this product cannot be replaced; if the cord is damaged, the item should be discarded.

The Tyres

We recommend you check the tyre pressure before each ride, as under- or over-inflated tyres can affect ride quality, as well as causing premature wear and damage, and increasing the risk of an accident. The correct psi is on the side wall of the tyre.

The Spokes

Whilst your Mycle bike has been built and tested to the highest standard by Cytech certified technicians, it is important that your bike is serviced regularly, including the tightness of your spokes. Spokes are essential to supporting the maneuverability of your bike and we always recommended spoke maintenance is carried out by a specialist to protect the safety of you and your Mycle.

The Pedals

Your pedals are labeled with an L and R to indicate left hand threading or right hand threading. When you sit on the bike, the left hand side here corresponds to the left pedal. It is important pedals are attached to the bike in the correct direction, so they tighten as you cycle and the threading doesn't cause irreparable damage to the crank arm. Once on, the pedals should feel tight and secure. If they feel loose, we recommend having them adjusted by a bike repair professional to prevent damage.

The Bell

Make sure the bell is correctly installed, aligned on your handlebars and in easy reach.

The Brakes

The right handle operates the front brake and the left handle operates the rear brake. We recommend you split your braking force 60/40 between the front and the rear, and to use the brakes to control your speed as well as for stopping. E-bike brakes will wear quicker than a non-motor powered bike, and should be properly checked before every ride for your safety. You should be able to achieve the maximum braking power without the brake levers touching the handles. Your brakes should be biting the disc evenly and sharply. Your brakes and discs should be kept free from rust. If this is not the case, stop riding your bike immediately and have your brakes adjusted by a bike repair professional. Remember, stopping distances can be longer in slippery conditions.

The Wheels & Motors

When the motor engages, there will be a slight noise that may increase as the motor works harder – this is normal. We recommend you tighten the spokes on the wheels after the first month of use. Motor cables should be kept is as new condition. I there is any signs of wear or exposed wires, please cease to ride your Classic immediately and seek support from Mycle customer care. If the motor is intermittent, check the cable is properly connected by unplugging and plugging back in.

Components on your Classic may become worn and require attention over time. If the service life of a part has been exceeded, it could break suddenly, risking injury. Cracks, scratches and discoloration can indicate that a component has exceeded its service life and should be replaced. If in doubt, seek professional advice or contact Mycle.

Maintenance

While your Mycle Classic has been built and tested in the UK by our trained Cytech bike technicians, it's important that you make the following routine checks before you first ride the bike, then on an ongoing weekly basis. We also recommend getting your bike periodically checked by a professional.

Routine Checklist:

√ Check the tightness of the crank, wheel, stem, pedals, hanger and seat clamp.

√ Check the brakes are correctly adjusted and working.

√ Check the tension of spokes and wheels.

√ Check the bearings of the bottom bracket, wheels, steering and pedals.

√ Check general levels of wear, particularly to brake pads, transmission, cables and tyres.

√ Check that lights and all electrical components are working, including the motor cut off

√ Check the condition of the battery cable and connection. If any wires are exposed, stop using the battery immediately and contact Mycle support

√ You should still carry out a pre-ride check before every ride. You can find more details at www.mycle.co.uk/pre-ride-check

Cleaning

Rinse your bike with fresh water after each use, particularly if it has been exposed to sea air, in order to avoid corrosion. Clean with a sponge and warm water, or using a non-pressurised water jet.

Lubrication

Regular lubrication of moving parts is essential to avoid corrosion. Pay particular attention to the ball bearings located in the axis of the wheels, chain, derailleur and cables of control. We recommend you use a specialist oil for the chain and the derailleur, and grease for other components.

Warranty

Your Mycle Classic comes with a 12 month warranty covering parts and labour (if returned to Mycle). Should you opt to have your bike worked on by an independent qualified bike repairer we will happily send you replacement parts subject to the terms of our warranty and with prior authorisation from us.

- Any component replaced under these warranty terms will be covered for the remaining warranty period of the bike.
- Any components replaced under warranty must be returned to Mycle and will become property of Mycle.
- We may from time to time at our discretion make repairs to defective parts falling outside of the warranty period. Such work shall not be deemed an admission of liability.

Exclusions

Contractual warranty excludes damage or defects caused by: abnormal use, lack of maintenance, accidental damage, prolonged exposure to moisture or liquid or non-compliance with recommendations.

- The bike must not have been used for competitions, inadequately maintained, incorrectly serviced or incorrectly used external factors such as shocks, lightning storms, current surges, short circuit, etc.
- Damage caused by excess exposure to the elements (e.g. rust caused by not storing bike indoors).
- Modification of electrical components or any modifications (e.g. additions not included when bought).
- Paint, varnish, saddles and bike graphics.
- Parts that are expected to wear as part of their normal function such as tyres, brake pads, brake cables, handlebar grips, freewheels etc.
- Should a warranty claim become necessary, Mycle shall not be liable for the cost of transportation of the bike to or from a repair site selected to fulfil the repair, work, or labour on the bike as set out under these warranty terms, including costs associated with loss of use, inconvenience, lost time, commercial losses or other incidental or consequential damages.
- Commercial use of the bike.

Recommended Service Intervals

Regular inspection and maintenance are key to ensure bikes function as intended, and to reduce wear and tear on their systems. Recommended service intervals are meant to be used as guidelines. Real world wear and tear, and the need for service, will vary with conditions of use. We generally recommend inspections, service, and necessary replacements be performed at the time or mileage interval that comes first in the following table. You should still carry out a pre-ride check before every ride. You can find more details at www.mycle.co.uk/pre-ride-check

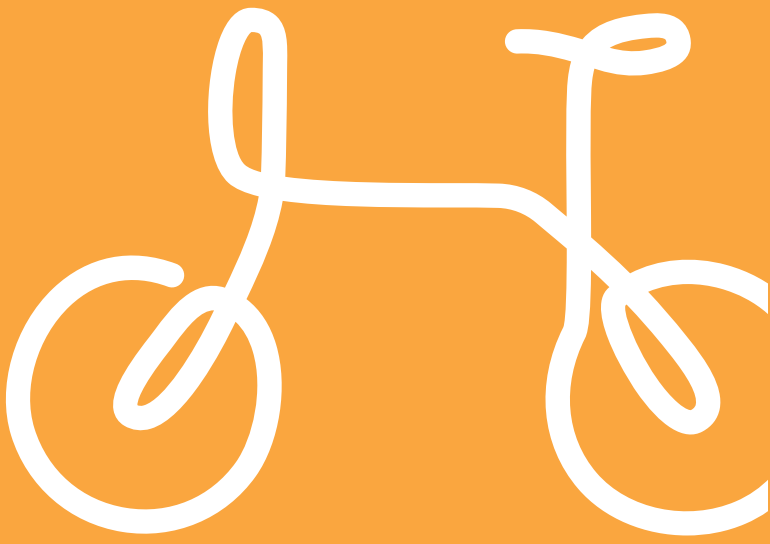
Weekly (100-200 miles / 160-320 km)		
Inspect	Service	Replace
• Check hardware for proper torque: See Recommended Torque Values chart. • Check drive train for proper alignment and function (including the chain, freewheel, chain ring, and derailleur). • Check wheel trueness and for quiet wheel operation (without spoke noise). • Check condition of frame for any damage.	Clean frame by wiping frame down with damp cloth. Use barrel adjuster(s) to tension derailleur/brake cables if needed.	• Replace any components confirmed by our Technical Support or a certified, reputable bike mechanic to be damaged beyond repair or broken.

Monthly (250-750 miles / 400-1200 km)		
Inspect	Service	Replace
• Check brake pad alignment, brake cable tension. • Check bike is shifting properly, proper derailleur cable tension. • Check chain stretch. • Check brake and shifter cables for corrosion or fraying. • Check spoke tension. • Check accessory mounting (rack mounting bolts, fender hardware, and alignment).	• Clean and lubricate drive train. • Check crank set and pedal torque. • Clean brake and shift cables. • True and tension wheels if any loose spokes are discovered.	• Replace brake and shift cables if necessary. • Replace brake pads if necessary.

Every 6 months (750-750 miles / 400-1200 km)		
Inspect	Service	Replace
• Inspect drive train (chain, chain ring, freewheel, and derailleur). • Inspect all cables and housings.	• Standard tune-up by certified, reputable bike mechanic is recommended. • Grease bottom bracket.	• Replace brake pads. • Replace tyres if necessary. • Replace cables and housings if necessary.

How To's

To keep your e-bike in top condition, we've put together the following how to guides. If you are unsure, you should always seek advice from a reputable, qualified technician to make sure the tuning or fix is properly executed.



How to use your gears

It might seem obvious, but using your gears effectively can make a massive difference to how your e-bikes perform up will and the pedaling effort required. Follow our top tips on using your gears:

On the right-hand side of the handle bar you will find a gear shifter trigger and gear selection display integrated with the brake lever.

The trigger with the large thumb panel will shift the gears up to an easier gear (sprocket) these will be best for climbing hills and getting your self going.

The trigger with the small thumb panel is for changing down the gear (sprocket) making the resistance harder ideal for downhill and flat ground allowing you to reach higher speed.

Tuning your gears:

“I'm struggling to change gear!”

You will need to tune your gears as the cable natural stretches through use. A common indication of this happening is the gears struggle to move into the selected gear or the gears a slipping.

On the rear derailleur you have 2 screws that sit next to one another sitting slight proud of the body. These screws adjust the limit of how far the derailleur can move at either end of the gear selection.

1- Ensure your bike is secured in a bike stand or is placed securely with the rear wheel elevated off the floor.

2- Using the gear shifter press the trigger with the small thumb panel. Click through all the gears till it stops clicking.

3- Using the limit screws ‘H’ screw using a Philip’s screwdriver turn counter or clockwise to align the derailleur to sit directly above the small sprocket.

4- Using the trigger with large thumb panel on the shifter click through until it stops.

5- Using a Philip's screwdriver this time on the 'L' screw, turn counter or clockwise till the derailleur sits directly above the largest sprocket.

6- Return to the smallest sprocket following step 2.

7- While turning the pedals shift up one gear using step 4. If the gear moves smoothly to the next gear continue to the next.

8- If you find a gear that the derailleur is struggling to shift up into. Using the barrel adjuster located at the point the gear cable joins the derailleur. Turn this counter clockwise one click at a time till the chain changes into the selected gear.

9- Using the shifter continue shifting and checking each gear till you rear the largest sprocket.

How to change the display unit

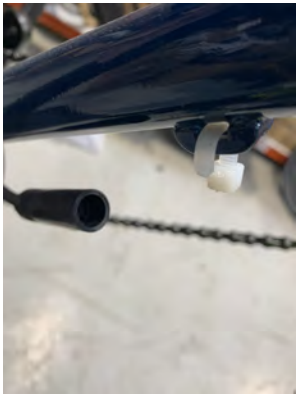
Knowing how the caballing on your display unit is really helpful if you ever need to change your display or check your display connection. Find out how below:

Tools you will need:

--19mm socket or spanner
-10mm socket or spanner
-4mm hex key
-4 small zip ties
-Philips screwdriver
-Cutting Pliers

Before working on your bike please make sure it is safe to work on by using a bike stand or by turning it upside down so it rest on its handle bar and seat. Use an old towel, piece of cardboard or rag to protect the saddle and handlebar when on the floor.

1. Disconnect batter Battery.



2. Disconnect the motor, snip the zip tie off that held the motor cable to the frame.

3. Remove rear wheel (19mm socket or spanner)

4. Using a 3mm Hex key remove the controller cover box. 4 screws. 2 at the top of the cover and 2 at the bottom.

5. Following down from the display unit find the correct connection inside the controller box and disconnect the cable at the controller end.

6. Tie a 3ft length of string to the disconnected cable and using a small zip tie, secure it to the cable (be careful not to tie it to close to the exposed wires and connector).

7. Remove the cable management bung at the top of the head tube.

8. Carefully pull the display cable through the down tube hole and out the top tube cable management hole. Ensure you leave string hanging out the down tube to repeat this process in the opposite order.

9. Unravel the cable management ties to release the display cable fully.

Unscrew the display unit using a Philips screw driver.

Attach new display unite using the Philips screw driver.

10. Untie the string from old cable and remove zip tie. Reattach the string and add a new zip tie to the new cable end.

Repeat steps 1-10 in reverse order.

How to change your display from km to m

Here's how to get into the setup screen where you can configure the bike parameters:

- Power on your bike
- Immediately hold down the "up" & "down" arrows until the screen
- backlight turns on.
- Release all buttons and then press the following buttons in this order
- to enter the setup menu
- "Power" - "up" - "down" followed by -
- "Up" - "power" - "down"
- You will see a 25 flashing on the display, press the power button
- until the km/h sign flashes (normally 3 clicks), use the up arrow to
- change the display to mph.
- Hold down the power button to exit the menu.
- Hold down the power button to turn off the display.
- Next time you power on the bike it will be in mph.

How to tune your brakes

You should always check your brakes are in full working order before each ride and as part of weekly, monthly and 6 monthly servicing by a professional qualified technician. The rate of wear is quicker on a E bike to a manual bike due to motorized parts. If you are unsure in any way, please seek professional help and guidance.

When your bike is brand new the cable can stretch. This can make the brakes feel less responsive.

As your brake pads wear and cable stretches you can adjust your calliper and lever to give a more consistent bite point. The bite point is the point of which the pads grip the disc generating the friction to control your speed and to stop. The correct bite point should occur after a small amount of squeezing on the lever. Furthermore the lever should not travel to the handle bar to find the bite point
If your pads are always rubbing on the disc this will give you a very early bite point when squeezing the lever. When your pads are low and/ or the cable has stretched you will have a late bite point.

'I'm pulling on my brakes but i have no power!'

1. Using the barrel adjuster on the caliper body where the cable enters into the caliper.

2. Turning the barrel adjust counter clockwise half a turn at a time, this will put more tension on the cable giving an earlier bite point as your pads wear. Equally turning the barrel adjuster clockwise will release tension on the cable giving a later bit point.

3. When turning the barrel adjuster be sure to not turn the thread part of the adjuster so it is no longer visible on the mounting arm to the caliper.

4. Return to the break leave to check the feel of the brake on every half turn of the barrel adjuster.

5. If using the barrel adjuster has not found your preferred bite point feeling. Using a 5mm hex key you can use the piston adjuster on the caliper body. This is located on the side of the caliper facing in to the wheel. As seen below.

6. Turning the piston adjuster counter clockwise will draw the pads away from the disc giving a later bite point. Turning the adjuster clockwise will bring an earlier bite point. Winding the adjuster too far in will result in the pads rubbing on the disc.

7. Continue to adjust till you find a preferred bite point. Be sure to check the feel of the lever on each adjustment.

'My Brake lever is not responsive any more!'

The brake lever should not touch the handle bar under heavy braking. If you find that the Lever is touching or is very close to the handle bar repeat the steps above till you find a brake feel that suit you.

How to change your brake pads

You should always check your brakes are in full working order before each ride.

The rate of wear will differ on an e-bike to a manual bike due to the additional weight and a higher average speed. Other factors effecting pad wear are, rider and cargo weight, terrain and the distance you cover.

When your bike is brand new the cable can stretch. This can make the brakes feel less responsive. If you are unsure in any way, please seek professional help and guidance.

As your brake pads wear and cable stretches you can adjust your calliper and lever to give a more consistent bite point. The bite point is the point of which the pads grip the disc generating the friction to control your speed and to stop. The correct bite point should occur after a small amount of squeezing on the lever. Furthermore, the lever should not travel to the handle bar to find the bite point If your pads are always rubbing on the disc this will give you a very early bite point when squeezing the lever. When your pads are low and/ or the cable has stretched you will have a late bite point.

For further information please see 'How to adjust your brakes'.

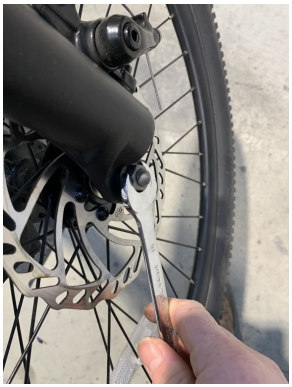
Checking and replacing your brake pads.

Both your front and rear brake operate and are checked in the same way.

Tools you will need:

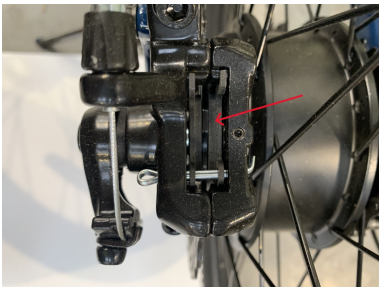
-5mm hex key.
-Pliers.
-15mm spanner or socket (front wheel) 19mm spanner or socket (rear wheel).
-New pads which can be found at www.mycle.co.uk/collections/brake-pads
- Very small flat head screwdriver or pick.
- Disc brake cleaner.

1. On the main calliper body you will find a rectangular opening where the disc spins through the pads. Within this opening you will find your brake pads. To do a quick pad level check you will first need to remove your wheel. You can achieve this by firstly making the bike safe to work on by either using a bike stand or by turn the bike upside down so the bike rest on its handlebar and saddle.



2. Remove the wheel from the brake you wish to work by using the corresponding sized spanner or socket.

3. Once the wheel is removed you are able to look down this opening. There you will see the main calliper body, pads (see image right)



4. Once you have located the pads you should see a hook end facing toward the front of the bike and an eyelet facing the rear of the bike. Through this eyelet you will see split pin. Using the pliers straighten out the bent end of the split pin and pull through. This will release the pads. The pads will stay in place due to a penny magnet. To remove the pads simply pull the pads into the centre of the opening and pull out.

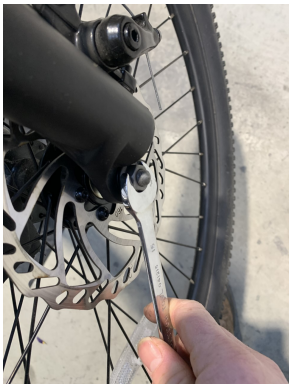
A health pad will look similar to the image right. The braking surface of the pad clearly sits proud of the backplate of the pad.

5. When inspecting your brake pads look for any damage to the pad surface and any discoloration. The pad should have clear dark or light grey metallic appearance. If there is any discoloration on the pad you should only use a bicycle disc brake cleaner (ensure you follow the instruction on the can) and a clean rag to clean the pad.

6. Before fitting the pads back into the caliper be sure to clean any dirt that sits in and around the penny magnet. Use the disc brake cleaner to remove any residue on the penny battery and piston body.

7. You are now ready to replace or refit your brake pads. Place the pads back into the caliper body with the eyelet hole lining up with the split pinholes. Refit the split pin and pend the longer edge out to secure it.

8. Fit your wheel back in being careful to line up the disc to fall in-between the pads. Tighten up the wheel nuts or quick release.



“I have fitted new pads, but my wheel won't spin and making a rubbing noise!”

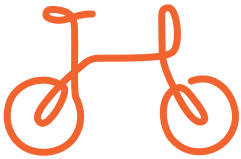
For new pads. You will need to adjust the piston position and turn the barrel adjuster. Turn the barrel adjuster on the caliper body clockwise to release tension on the cable. Using the 5 mm hex key turn the bite point adjuster located on the wheel side of the caliper. Turn the key counterclockwise to draw the pad in and counterclockwise to draw the pad out as required to your preference. Be sure to check the lever on each quarter turn of the pad adjuster. To ensure the lever does not reach the handle bar under heavy braking.

Moving People And Planet Forward

Our Mission

The biggest change starts small, and we believe that a better planet isn't a million miles away. Change is just on your doorstep – get out on your Mycle and go find it!

Connected Communities



Cleaner Transport

We're on a mission to challenge the health issues facing the world today by making sustainable travel alternatives fun and accessible for everyone. We are champions of people and planet – and care about both in equal measure. By using our bikes and scooters to get around, not only will you cut emissions and improve air quality, you'll also improve your quality of life by riding happy and connecting with your local community.

Local Living

Power To You

We believe a better world is possible, so we're on a mission to encourage more planet-friendly habits by making cleaner, sustainable travel alternatives accessible for all.

Mycle

The Classic
User Manual