



E-TrikeKit™

Electric Tricycle Conversion Kit System



Owner's Manual and Installation Guide

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The E-BikeKit™

The ultimate electric bicycle conversion solution

This complete conversion system has everything you need "out of the box" to convert your conventional bike into a high-quality electric bike.

Important: When not in use (ex: during winter), store the battery fully charged and recharge it at least once every 30 days.

Important: Don't forget to program your LCD (page 11)

If you do not have the mechanical ability to correctly and safely install this kit, you should obtain the services of a professional bicycle shop or other qualified technician. Installation and use of this kit will create a vehicle that has exposed moving parts, electrical connections and high powered batteries.

Any or all of these components can be dangerous.

Because this kit is installed, maintained and operated by the purchaser, Electric Bike Technologies, Inc. disclaims any responsibility for injury, damage or other consequences arising from the use of this product. Each installation will be different and therefore it is the responsibility of the purchaser to determine the best way to install the kit on a particular bicycle. The following instructions should be considered as general guidelines only - your installation will be slightly different.

Federal Law mandates that no person under the age of 16 shall operate a motorized bicycle. Always wear a helmet, ride responsibly and observe all Federal, State, and Local laws.

Kit Box Contents:

- 1 x Hand-Built Wheel w/ Disc Compatible Hub Motor
- 1 x 36/48V 22A Brushless Motor Controller
- 1 x LCD Display
- 1 x Throttle (Split-Twist w/ reverse)
- 2 x E-Brake Handles (left & right)
- 1 x Extension Wire – Motor
- 1 x 3-to-1 wire - Throttle/E-Brakes/LCD (4-to-1 for 2x brakes is available on request)
- 1x PAS sensor
- 1x 12-magnet split-disc PAS ring
- 1 x Owner's Manual

Included Accessories:

- 1 x Universal Torque Arm - Stainless Steel
- 1 x Freewheel (rears only)
- 14 x zip ties
- 2 x C-Washers
- 1 x Battery Wire Harness (kit without battery only)

Installation Guide

Video instructions online at:

<http://ebikekit.com/installation-videos>

1: Check your bike

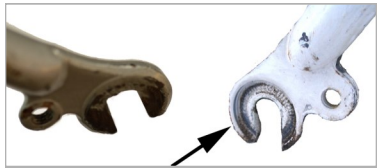
The E-BikeKit fits most bikes, but you should check for compatibility:

Front conversion:

- **100mm (4 inches) of space** between the front dropouts (this is standard for most bicycles)
- **Quick release tabs:** forks designed for quick-release axles require the use of *c-washers* to fill the indentations. Check for quick release tabs.



You need 100mm (4 inches) here



*Quick release tabs (right) and none (left)
Left dropout filed to fit axle (see below)*

- **10mm (13/32 inch) of clearance** The dropouts need to accommodate a 10mm axle. If everything else is okay, but the axle won't fit, remove the paint from the inside of the dropouts carefully using a file.



10mm (13/32 inch) here

2: Put your tire on and install the wheel

- **Install a tire on the E-BikeKit Wheel:** move your old one over, or install a new set. Don't use screwdrivers or anything sharp!

- **Disc mounts on the left:** The motor is on the correct way when the 6 bolts for the disc mount are on the left side of the bike.



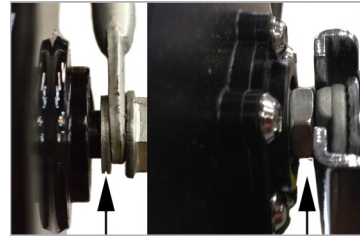
Disc bolts go on the left of the bike

- **Quick release indent:** C-Washers are needed for dropouts with quick release indents. Otherwise, you don't need them.



Put the c-washer inside the QR tabs

- **Inside washers and tabbed washers:** Motors that use tabbed washers should have the tab at the bottom on the dropout, facing through the dropout on either the inside or the outside. All motors need a washer or locknut on the inside of the dropouts.



Some motors use a tabbed washer. It faces down and through the dropouts. All motors use an inside washer or lock nut

- **Install the torque arm** will go on the wire side or non-wire side of the hub. It can face to the front or back of the bike. Some bikes will need one or two spacers (use c-washers) to keep it clear of the frame. Tighten the hose clamp fully—it should deform and match the shape of your fork. Then tighten the bolt on the *torque arm*.



Connect the arm to axle and frame

- **Tighten the axle nuts:** once the axle is straight in the dropouts, tighten the nuts to 35ft-lbs (or normal force with a 10-inch wrench)

3: E-brakes, throttle, & LCD

Install E-brakes:

- Remove your grips
- Remove your old brake lever
- Slip the E-brakes on your bars and tighten the clamp with a *5mm allen wrench*
- Insert your brake cable into the lever on the brake handles

It's optional!

You don't have to use the E-brake, but it's good for safety—it will cut power to the motor as soon as you squeeze the brake lever. The kit will work without a brake, though—just don't install it.

Two brakes to choose from:

Most trikes have only one hand brake, either left or right, so the kit includes both—choose the one that fits best on your trike. An accessory wire for connecting 2 brakes at once is available separately for trikes that need it.

Install Throttle:

- Make sure the grips are off and any brake levers are installed
- Slip the throttle onto the right handle bar
- Make sure the buffer is in place
- Tighten the clamp with a *3mm allen wrench*

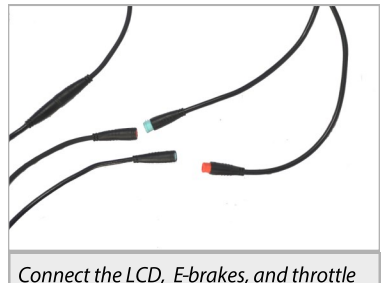


Grips:

- Reinstall the grips
- A little hair spray or Windex helps them slip on and stay put

Connect Wiring:

- Line the arrows up before inserting



3: PAS Installation (Optional)

PAS Overview

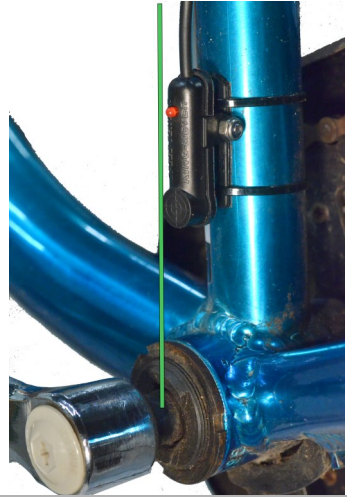
The PAS is a Pedal Assist Sensor - it senses how quickly you are pedaling (cadence) and uses that to run the motor. It is compatible with the throttle - you can use the throttle at any time while using the PAS, and vice-versa.

Compatibility

The magnet ring is a split-ring meant for installation without removing cranks or bottom bracket. It will fit on square-taper-spindle 3-piece-cranksets with 8mm or more of exposed spindle. It can also fit on some American (one-piece-cranksets).

The magnet ring will not fit external bearing, press-fit, or internally geared bottom brackets.

The sensor is meant to be zip-tied on the seat tube of the bike as shown. For mounting on tricycles or unusual bikes you may need a bracket to mount to in place of the seat tube. The sensor must "point" at the center of the bottom bracket spindle (see photos)



Zip-tie the sensor to the frame. Note the line: sensor points at the center of the bb spindle, not away from the center.

The sensor in the kit is meant to mount only on the left side of the bike. It will not fit all bikes, particularly bikes with narrow bottom bracket spindles. If the sensor cannot fit on your bike, pedal assist cannot be used. With some spindles a dab of hot glue can help fix it in place if the fit is loose.

You must use a right-side sensor (sold separately) to mount the sensor on the other side, but on many bikes there is not enough space for right-side mounting or the small chainring (<26t) interferes. The magnet will not fit on the right side of American (Ashtabula One-Piece Cranks) without modification.

Disabling PAS or Throttle

Setting ST9 can disable throttle or PAS (see page 14).



Just unplug the cable to disable throttle or PAS

You can also disable PAS by unplugging it from the controller or disable throttle by unplugging it from the 4-to-1 wire.

Installation

(left side only)

The magnet ring is directional - the side that faces the sensor is labeled "Working surface"

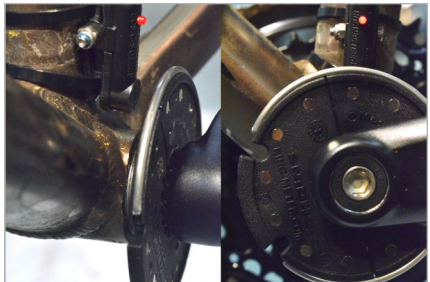
1. push the two halves together
2. Install the snap ring
3. Align the target on the sensor with the center of a magnet.
4. Remove the adhesive backing and zip-tie the sensor within 4mm of the magnets.
5. You must line the magnet disc up so it spins straight.
6. A right-side sensor is available separately, but will not fit all bikes (IE: some triple chainrings, or American (Ashtabula one-piece-crank))
7. Hot glue or epoxy can help hold the magnet disk in place if needed.



Push the two halves together



Install the snapping



Fit the sensor to the bike

Troubleshooting

The red light on the PAS sensor will

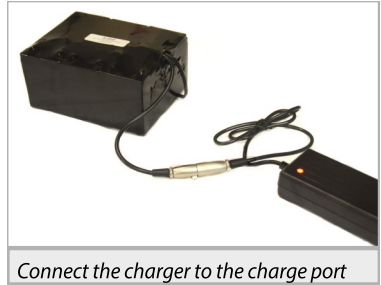
blink when a magnet passes it in the forward-pedaling direction.

- *Light is does not blink:* sensor is not aligned with BB center, or not aligned with magnets in disc. Or sensor is not plugged in.
- *Light blinks when pedaling backwards but not forwards:* disc or sensor is backwards. Correct mounting is on the left side of bike with the disc "working surface" label facing the sensor and the sensor pointing at the center of the bottom bracket spindle.





4: Charge your battery

Charging:




- First plug the charger into the wall
- Then plug the battery into the charger
- The LED should come on now
- When the LED turns green, charging is done



SLA

-  *Green:* battery disconnected or charge not needed
-  *Red:* battery charging
-  *Green:* charge complete
-  *Flashing:* charge complete / equalize

Lithium

-  *Flashing Green:* charger not connected to battery
-  *Red:* battery charging
-  *Green:* charge complete

Battery care:

- **Charge right away** when you receive your kit, the batteries are only partially charged. Charge them fully before use.
- **Charge after every use** as soon as you can, charge your battery fully.
- **Maintain your battery's health** by storing it fully charged, and charging it at least once every 30 days when you're not using it.

5: Secure a bag battery

SLA batteries should be stored inside the battery bag.

- Unplug your battery from the charger
- Run the power wire out through the grommet in the bag
- Strap the battery securely to the bag with the internal Velcro strap

Aluminum case Lithium Batteries

Please follow these instructions if you purchased an E-BikeKit Lithium battery pack

Please see <http://ebikekit.com/installation-videos> for additional instructions

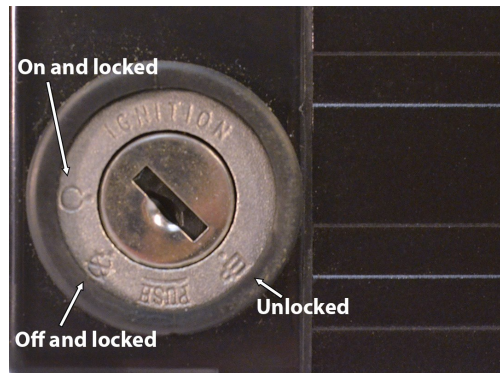
Charging

- Charge the battery before first use and after each ride.
- The charging plug is under the carrying handle.



Lock and Switch

- The key must be in the "on" position to use.
- To remove the battery, push the key in while turning to "unlock," then remove the key before removing the battery.



6: Mount the controller

The controller can be securely attached in one of these three ways

- **Under rack or basket** using the zip-ties
- **Inside the battery bag** with the excess wire secured
- **On the bike frame** using the band clamps or zip ties



On the basket, in the bag, or on the frame

7: Hook it up

Now you're ready to finish making the connections. Line the arrows on the connectors up and push them together

- Now you can connect the 4-to-1 wire to the controller
- Connect one end of the motor extension wire to the motor
- Connect the motor extension wire to the controller
- Connect the battery to the controller

8: Run the wiring

- Tuck the cables into the Flex Route, secure with the Cobra Ties
- Be sure you have enough slack to move your handlebars freely



Secure the wires with zip ties

9: Final adjustment

- Skip to page 13 and use the instructions to set up the LCD
- Double-check that the brakes are adjusted and functioning
- Lift the wheel from the ground and push the throttle
- Watch the wheel spin
- Test the E-Brakes (if installed)
- Inspect the kit to be sure that the wheel is secure and hasn't moved
- Enjoy!

LCD Quickstart Guide

Please see <http://ebikekit.com/installation-videos> for additional instructions

Turning the system On and Off



Turn the system on: Press and hold the “M” button to turn on or off.

Operation

The up and down arrows turn the “Assist level” for the throttle / PAS up and down.

The selected level is shown on the screen (0-5).

Backlight: Hold the “up” arrow to turn the backlight on or off.

Up and Down:
Turn the “assist level”
of the throttle / PAS
up and down

On / Off button
hold for 3 seconds

Trip A/B, ODO, Avg

Note: geared 500w “Performance” motors feature an internal clutch to reduce drag, and can not read speed when not in use.

The bottom area shows ODO, Trip A, or Trip B. The top area shows Current, Average, or Max speed.

Cycle through displays by pressing the “M” button once.



Reset: the “Trip” to 0 by pressing and holding “M” and “down” arrow for 3 seconds. ODO cannot be cleared.

LCD Quickstart Guide

Please see <http://ebikekit.com/installation-videos> for additional instructions

Initial Settings

You will need to set your wheel size, motor type, and battery type in order to get an accurate readout on the screen.

1. Press and hold the up arrow and the down arrow at the same time

- This opens the settings menu
- Navigate the settings menu by pressing the “m” button once to go to the next setting
- Change a setting by pressing the up or down arrow to change
- Save and close by holding down the “m” button for 3 seconds

2. Navigate to ST3 (wheel size setting)

- Select your wheel size using the up and down arrows

3. Navigate to ST4 (motor type setting)

- Select DD-5 for Direct-Drive 500w (“heavy duty” or E-TrikeKit systems)

4. Navigate to ST5 (battery type setting)

- Choose your battery:
 - 36-li for 36-volt lithium
 - 48-li for 48-volt lithium
 - 36SLA for 36-volt Sealed Lead-Acid
 - 48SLA for 48-volt Sealed Lead-Acid
 - DIY - input your own settings in menu VO0 to VO5

5. Turn the screen off and back on again

- Many settings do not save or take effect until you power off and on

Up and Down:

Hold both for 3 seconds to open menu

press up or down to change setting

M-button:

press once for next setting

Hold for 3 seconds to save and close



LCD Quickstart Guide

Please see <http://ebikekit.com/installation-videos> for additional instructions

PAS Settings

PAS settings are in setting ST8

ST8 is broken down into settings P1, P2 and P3

- P1. *PAS Start-up Delay* - This is the number of magnets that must pass by the sensor before the PAS engages. Fine-tuning this setting can help control how soon the motor turns on when starting from a stop-light, or when resuming pedaling after coasting, for instance. *Default: 5*
- P2. *PAS power ratio*
Default: 5
- P3. *PAS scaling (total # of magnets)* - Turn this down to increase the proportion of motor speed relative to pedaling speed. IE: if you want to go faster with less pedaling, turn this number down. If you find that the motor cycles on and off while you are pedaling, turning this number down can help. **For most riders, set this between 20 and 30.**
Default: 7



- Many settings do not save or take effect until you power off and on.

Other Settings:

ST1: display mile / km

ST2: speed limit in KM

ST3: wheel size (for speed / trip / ODO display on screen)

ST4: motor type (for speed / trip / ODO display on screen)

ST5: battery type (for battery meter display on screen)

ST6: assist level steps (default 0-5) – this controls how many notches you get – 3, 5, or 9, and what the lowest setting is - a “0” setting that disables motor and PAS or 1 as the lowest.

ST7: current limit – controls the overall motor current maximum. This is for continuous. Peaks are allowed to go above this by a couple amps. Turning down this setting essentially can reduce your “motor wattage” - **you should set this to 20 usually**

ST8: PAS settings (see above)

ST9: Drive-mode settings (Throttle only / PAS only / both throttle and PAS)

1-3 both (default)

1-1 PAS only (turn this on to disable throttle. Alternatively you could just unplug the throttle... this could allow you to make the bike a California class 1 (20mph no throttle) or class 3 (28mph no throttle)

1-2 Throttle only (or just unplug the PAS sensor)

VO-0 to VO-5: custom voltage settings

Use this in conjunction with ST5-DIY to fine-tune the voltage response for the battery meter 13
display or set up your own battery

LCD Troubleshooting

The E-BikeKit™ LCD also provides 5 troubleshooting error codes.

E-BikeKit™ LCD Dashboard
 36 & 48 volt / direct-drive & geared motor programmable
 (for use with the 2017 E-BikeKit™ brand model only, no retrofits)

Troubleshooting Dashboard Indicators
 Displayed in "speed" area
 21: Current / Short
 22: Throttle / Short
 23: Phase / Motor cable
 24: Hall / Motor Cable
 25: E-Brake
 30: Communication / Controller

Troubleshooting:

Error Code	Probable Causes
21	Current issue - damaged motor cable (short circuit). Controller problem or motor problem.
22	Throttle - Throttle stuck on when screen powered-on or bent pin on 3-to-1 wire
23	Motor Phase (Power) Issue - motor cable not plugged in all the way. Current (ST7) too low for conditions. Controller
24	Motor Hall Sensor Issue - Motor cable not plugged in all the way, bent small pin on motor cable or damage to wire on motor cable
25	E-Brake - brake stuck on before power-on or not plugged in fully
30	Communications - (controller problem or bent pin) See page 16 for wiring and bent pin checks Otherwise, 4-to-1 accessory cable or controller may be damaged.

Kit Troubleshooting

If your motor isn't running, follow these steps to find the problem. Start with the first, test the kit after each step, and go for a ride when it's working!

- **Unplug everything and plug it all back in** one at a time, go over each plug. Sometimes a plug can get pulled loose.
- **Check for bent pins** by shining a flashlight in the plug. Also look for a tell-tale scratch on the female plug showing here a pin was not aligned correctly. A bent pin can be hard to spot because it only has to bend a little bit to be a problem.
- **Look for broken wires** — if you can see worn insulation, cuts, or gouges, you may need to replace a wire that's been damaged.
- **Check your E-Brakes** — if you're using E-Brakes on the kit, and the lever gets stuck open, the motor will be shut off.
- **Disconnect your E-Brakes** — a bad switch in the E-Brakes could shut the motor off.
- **Test battery voltage** with a multimeter. Be very careful not to short the red and black wires together. 36 volt batteries should measure at least 35 volts and 48 volt batteries should measure at least 47 volts.
- **Call us up** we're here to help. Call toll free: 1-866-882-EBIK(3245)



Check for bent pins



Make sure the E-Brake is closed



Test the battery voltage.

Specifications

SLA Batteries

Voltage	36v	48v
Amp-Hour Capacity	9ah	9ah
Range	8-16 miles	8-15 miles
Top Speed (26" wheel) "heavy duty"	15mph	20mph
Weight	17lbs	22lbs
Dimensions	10.5x6x3.75	10.5x6x3.75
Cycle life	250 cycles to 80%	250 cycles to 80%

Lithium Batteries

Voltage	36v	36v	36v	48v	48v	48v
Amp-Hour Capacity	9ah	10ah	20ah	9ah	10ah	20ah
Range	10-22 miles	12-26 miles	20-44 miles	10-22 miles	12-26 miles	20-44 miles
Top Speed ("Performance" 500w geared)	700c: 16mph 26": 15mph 24": 14mph 20": 13mph			700c: 21mph 26": 20mph 24": 19mph 20": 18mph		
Top speed ("heavy duty" 500w direct-drive 6x9)	15mph	15mph	15mph	20mph	20mph	20mph
Weight	4.7lbs	7.7lbs	10.6lbs	5.8lbs	9.7lbs	14lbs
Dimensions	7 3/4" x 3 5/16" x 2 3/4"	11.7"x6"x2.7"	7 3/4" x 7 1/4" (x 2 3/4"	7 3/4" x 5 1/8" x 2 3/4"	15"x6"x2.7"	9 1/2" x 7 1/4" x 3 3/8"
Cycle life	700—1800 cycles	700—1800 cycles	700—1800 cycles	700—1800 cycles	700—1800 cycles	700—1800 cycles
Temperature	30F - 100F DO NOT CHARGE below 40 F			Allow 2 hours to warm to room temp before charging		

Lithium Chargers

Input voltage (AC)	100-240V 50/60Hz
Output voltage (DC)	54.6V \pm 0.2V (48V Charger) 42V \pm 0.1V (36V Charger)
Output current	3A \pm 0.1A
Fully charged output	0.15A \pm 0.1A
Safety features	Short circuit protection, reverse polarity protection, over-voltage protection, over-current protection
Usage	Fast-charge Not for continuous use Unplug after charging to prevent damage to batteries
Certifications	UL TUV-GS CE KC SAA ROHS

SLA Chargers

Input voltage (AC)	100-240V 50/60Hz
Output voltage (DC)	54V \pm 0.2V (48V Charger) 42V \pm 0.1V (36V Charger)
Output current	36v: 2A \pm 0.1A 48v: 3A \pm 0.1A
Fully charged output	0.15A \pm 0.1A
Safety features	Short circuit protection, reverse polarity protection, over-voltage protection, over- current protection
Usage	Fast-charge Not for continuous use Unplug after charging to prevent damage to batteries
Certifications	UL TUV-GS CE KC SAA ROHS

Top Speeds

Wheel/Wheel Size/Motor Type	TOP SPEED AT 36 Volts	TOP SPEED AT 48 Volts
20"/500w Direct-Drive	13 MPH (21KPH)	18 MPH (29KPH)
24"/500w Direct-Drive	14 MPH (22KPH)	19 MPH (30KPH)
26"/500w Direct-Drive	15 MPH (24KPH)	20 MPH (32KPH)
700c/500w Direct-Drive	16 MPH (25KPH)	21 MPH (34KPH)

Maintenance Schedule

All bikes require regular maintenance to ensure safety and performance. Electric bikes require more care since they're ridden farther and faster than conventional bikes.

Wheel tune-up

- **The first 50-100 miles** of a wheel's life will stretch and settle the spokes—after this period the wheel should be tuned up by a bicycle mechanic
- **Every 3 months or 400 miles** thereafter, the wheel should be serviced again
- **Wheels will last** much longer and break fewer spokes if they get this attention

Prior to each ride

- **Check your wheels** especially the wheel with the hub motor. Spokes should be tight and the wheel should not have play
- **Check the frame** the dropouts and connection to the torque arm should be tight and secure
- **Pump up your tires** under-inflated tires can cause serious damage if you bottom-out the rim on a pothole or curb. But don't overdo it—too much pressure makes the tires rock-hard.
- **Check cables, brakes, wires** working brakes are crucial, and the brake cables are an important part of this. If you're using e-brakes, lift the wheel off the ground and run the throttle. Make sure the E-brakes cut power like they should
- **Double-check battery** make sure it's fully charged, securely fastened, and the connections are tight.

After each ride

- **Turn it off** by pressing and holding the *red power button*
- **Check for damage** to your tires, to your frame, and to your wheels
- **Charge your battery** to keep it healthy
- **Clean your bike** and don't let things get gummed up

Every three months

- **Inspect your frame and fork** paint cracks, blisters, or bulges might indicated damage
- **Check components** your seatpost, your rack, your seat, stem, handlebars, cranks, brakes—make sure nothing is bent or loose
- **Check your wiring** make sure the connectors are rust-free and don't exhibit corrosion or burning

Every six months

- **Inspect bearings** in your headset, non-electric hub, pedals, and bottom bracket. These bearings need period adjustment and replacement.

Keep an eye on bolts

- **Rear rack**
- **E-brake and brake handles**
- **Brake cable anchors**
- **Brake centering**
- **Brake pads**
- **Throttle clamp**
- **Shift lever mounts**
- **Seatpost clamp**

This schedule is recommended to ensure that your e-bike remains safe and reliable. If you're uncomfortable performing any of this maintenance on your bike, you should visit a bike shop for assistance.

Take care of your E-Bike and it will take care of you!

Limited Warranty

The E-BikeKit is warranted to the original retail purchaser when purchased directly from an authorized Electric Bike Technologies dealer or from the EBikeKit.com online store (<http://www.ebikekit.com/>), to be complete and free from defects in materials and workmanship. All Electric Bike Technologies product warranties are effective from the date of purchase by the end user provided the product is purchased in NEW condition.

Hub Motors and Parts Warranty

500w Direct-Drive Hub Motors - 1 year

SLA (Sealed Lead Acid) Battery Packs - 6 months or 150-250 cycles

E-BikeKit Lithium Batteries - 1 year

Kit, Parts, and battery chargers - 1 year

Battery Packs are warranted from the date of purchase. A pack will be deemed defective if it fails to deliver 80% of nominal capacity within 6 months of purchase when discharged at 1.5C with a static resistive load following full charge with an approved charger. Please note that SLA battery packs are rated for 150-250 charge cycles. This means that their normal lifespan can be from 5-9 months or regular use. Irregular charging, deep discharges, and storage without maintenance charging can limit the life of an SLA battery. Even within the 6-month warranty period, SLA batteries that have been used heavily are not eligible for warranty.

What is Not Covered by the E-BikeKit Warranty

"Spin Out" - Spinning out the axles inside of your dropouts - We are unable to be there when the kit is installed so it is up to you to understand the high torque involved at the dropouts and install them correctly. If your dropouts are not correctly suited to fit the axle then you should not install the kit on those forks. Get new forks, file the forks to the axle fit "flush" or contact us to return the kit. We will not refund or replace a motor that has been "spun out."

"Over Voltage" - Connecting a larger battery larger than 60 nominal volts can damage the controller, wires and/or connectors. Damaging any kit component or motor by connecting the wrong battery type is not covered under our warranty. The E-BikeKit controller will work with any 36 volt or 48 volt (57v nominal max) battery pack. Using the controller with any battery larger than 57 nominal volts will void the warranty for your controller.

Water Damage to the Battery/Improperly Caring for the Battery - The battery warranty does not include damage from power surges, use of improper charger, improper maintenance or other such misuse, or normal wear. E-BikeKit battery packs are water resistant and fine for use in the rain but should NEVER be submerged in liquid.

The E-BikeKit should not be left outside in the elements. Store indoors. Damage caused by water, dropping or any collision is NOT covered under warranty.

* Batteries need to be stored fully charged and kept in a cool dry environment. They should be charged immediately after every use and never stored for long periods of time empty or without maintenance charging.

Warranties are limited to replacement of parts and/or products determined by E-BikeKit, at its sole discretion, to be defective. In cases where multiple components are missing, you may be redirected to the retailer for assistance.

E-BikeKit Limited Warranty does not cover or apply to the following: Normal wear and tear; any damage, failure and/or loss caused by accident, shipping, misuse, neglect, abuse and/or failure to follow instructions or warnings as stated on the product or in the applicable owner's manual or other printed materials provided with the product; damage, failure and/or loss caused by the use of the product for stunt riding, ramp jumping, competition, off-road use, acrobatics, trick riding or other similar activities, or use in any other manner for which such products were not specifically designed.

This warranty does not apply to any products or components, mechanical and/or electrical, which have in any way been altered from their original configuration by any person. Electric Bike Technologies, Inc. will not be liable and/or responsible for any damage, failure or loss caused by any unauthorized service or use of unauthorized parts.

Rentals, Commercial Use & Non- Authorized or 3rd Party Sellers:

The E-BikeKit Limited Warranty does not cover or apply to any Electric Bike Technologies, Inc. product used for rental or commercial purposes unless the specific product is designated, labeled or marketed by Electric Bike Technologies, Inc. as acceptable for rental or commercial use. All products used for rentals are warranted across the board for a period of 90 days.

The E-BikeKit Limited Warranty does not cover or apply to any Electric Bike Technologies, Inc. product sold by a non-authorized reseller or retailer.

The E-BikeKit Limited Warranty does not cover or apply to any replacement, maintenance or accessory parts not sold directly by Electric Bike Technologies, Inc. to the original retail purchaser.

Disclaimer

The E-BikeKit electric bicycle motor kit is supplied as a set of do-it-yourself parts for the user to install on their bicycle. Because this kit is installed, maintained and operated by the purchaser, Electric Bike Technologies, Inc. disclaims any responsibility for injury, damage or any other consequences arising from the use of this product.

Each installation will be different and therefore it is the responsibility of the purchaser to determine the best way to install the kit on their particular bicycle. The provided instructions should be considered as general guidelines only - every electric bike conversion will be slightly different. If you do not have the mechanical ability to correctly and safely install this electric bicycle kit, you should obtain the services of a professional bicycle shop or other qualified technician. Installation and use of this e-bike conversion kit will create an electric motor vehicle that has exposed moving parts, electrical connections and high powered batteries. Any or all of these components can be dangerous! Federal Law mandates that no person under the age of 16 shall operate a motorized bicycle. Always wear a helmet, ride responsibly and observe all Federal, State and Local laws.

Warranty Claims

Those parts and/or products which are determined by E-BikeKit to be defective and to qualify for warranty replacement will be provided at no charge, only after a valid warranty claim is processed by E-BikeKit Customer Service Department. Warranty claims must be made by the original purchaser by submitting a warranty service request online at <http://ebikekit.com> within the warranty period (stated above). Shipping & Handling fees will apply to all orders placed for warranty parts and/or products and will be invoiced to the customer/warranty claimant at the time said parts and/or products are shipped from E-BikeKit.

E-BikeKit, at its sole discretion, has the option of replacing with a new part, or factory re-certified part. The Limited Warranty stated herein is in lieu of and expressly excludes all other warranties not expressly set forth herein, whether expressed or implied by law or otherwise, including, but not limited to, any warranties for merchantability and/or fitness for any particular purpose. E-BikeKit shall in no event be liable or responsible for incidental or consequential losses, damages or expenses in connection with their products. The liability of Electric Bike Technologies, Inc. hereunder is expressly limited to the replacement of goods complying with this warranty or at the sole discretion of Electric Bike Technologies to the repayment of an amount equivalent to the purchase price of the product in question.

Federal Electric Bicycle Law
HR 727



SECTION 1. CONSUMER PRODUCT SAFETY ACT.

The Consumer product Safety Act (15 U.S.C. 2051 et seq) is amended by added at the end of the following:

LOW-SPEED ELECTRIC BICYCLES

SEC. 38. (a) Notwithstanding any other provision of law, low-speed electric bicycles are consumer products within the meaning of section 3(a)(1) and shall be subject to the Commission regulations published at section 1500.18(a)(12) and part 1512 of title 16, Code of Federal Regulations.

(b) For the purpose of this section, the term 'low-speed electric bicycle' means a two- or three-wheeled vehicle with fully operable pedals and an electric motor of less than 750 watts (1 h.p.), whose maximum speed on a paved level surface, when powered solely by such a motor while ridden by an operator who weighs 170 pounds, is less than 20 mph.

(c) To further protect the safety of consumers who ride low-speed electric bicycles, the Commission may promulgate new or amended requirements applicable to such vehicles as necessary and appropriate.

(d) This section shall supersede any State law or requirement with respect to low-speed electric bicycles to the extent that such State law or requirement is more stringent than the Federal law or requirements referred to in subsection (a).

"We recommend you laminate this sheet and keep with you when riding"

Your notes here:

Your notes here:

Your notes here:

Your notes here:



For Additional Information Visit:

WWW.EBIKEKIT.COM

1-866-882-EBIK(3245)

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