GYROOR®

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GYROOR®

User Manual

C5Max

Electric Bike

Scan GYROOR Twitter QR code to get more informations.

1. Please check the tire pressure before riding,recommended tire pressure 1.4 BAR.

2. Please check battery level before riding and full charged.

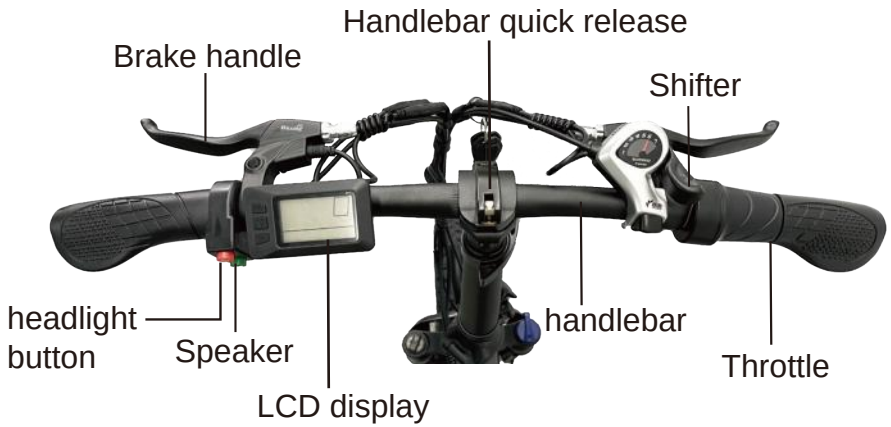
3. Please keep the original package one month at least.

4. Please charge once a month when not in use.

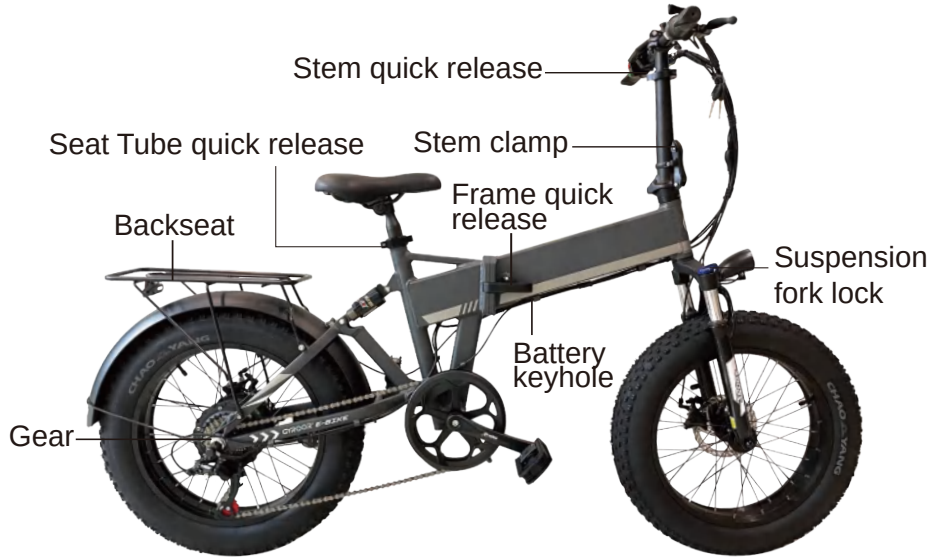
5. Please contact us directly if you need any help or experience any problems.

6. Our after-sales support email help@gyroor.com.

CONFIGURATION




Charge port
Absorber
Head light
Forks
Pedal
Disc
brake
Kickstand
Disc brake


Stem quick release
Seat Tube quick release
Stem clamp
Frame quick
release
Backseat
Suspension
fork lock
Battery
keyhole
Gear

PACKING LIST

E-bike	1
Charger	1
Manual	1
Seat	1
Folding pedal	2
Front fender	1
Tool	1 set

FULLY CHARGE BATTERIES BEFORE FIRST USE - Batteries should be fully charged immediately when they are received and immediately after each use for the recommended charge times

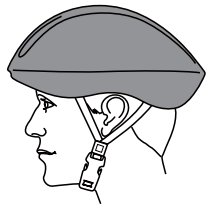
We recommend that you consult a bicycle specialist if you have doubts or concerns as to your experience or ability to properly assembly, repair, or maintain your bicycle.
Additional warning/cautions are in the assembly section of this manual

With proper care and maintenance your E Bike will provide ease of use and be fun to ride. Below are points that will help you to maximize the enjoyment you get from your new E Bike

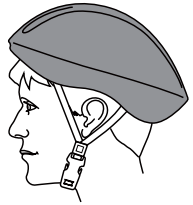
FACTORS TO MAXIMISE THE RANGE OF YOUE E BIKE.
Rider Input - The more the rider pedals the further the distance traveled. Continuous riding, as opposed to frequent stopping and starting, will yield the greatest range possible
Elevation Gain - The flatter the road the further the distance traveled
Weather - Cold weather can adversely affect the battery capacity
Wind - Traveling with a tailwind will increase distance traveled, traveling into a headwind will decrease distance travelled
Terrain - The smoother the terrain the further the distance traveled
Rider Weight - The lighter the rider, resulting in less drain on the batteries, the further distance traveled
Bicycle Maintenance - A properly maintained bicycle will yield the greatest range possible
Tire Pressure - Properly inflated tires have less rolling resistance and will be easier to pedal
Batteries - Properly charged and maintained batteries will yield the greatest range possible. Batteries stored in cold area (below 10C 0r 50 F) will reduced range. Batteries that have not been kept in optimum condition will show reduced range and run time.

HELMETS SAVE LIVES!!!

- ALWAYS WEAR A PROPERLY FITTED HELMET WHEN YOU RIDE YOUR BICYCLE.
- DO NOT RIDE AT NIGHT.
- CPSC RECORDS SHOW THAT ABOUT 35% OF BICYCLE RELATED DEATHS OCCUR AFTER DARK.
- AVOID RIDING IN WET CONDITIONS.
- CPSC RECORDS SHOW THAT ABOUT 65% OF INJURIES HAPPEN TO CHILDREN UNDER 15 YEARS OF AGE.
- RIDE ONLY WITH ADULT SUPERVISIOn



CORRECT FITT - MAKE SURE YOUR HELMET COVERS YOUR FOREHEAD.



INCORRECT FITTING. FOREHEAD IS EXPOSED AND VULNERABLE TO SERIOUS INJURY.

BEFORE YOU RIDE

ABOUT THIS MANUAL

It is important for you to understand your new E Bike. By reading this manual before you go out on your first ride, you'll know how to get better performance, comfort, and enjoyment from your new bicycle.

It is also important that your first ride on your new bicycle is taken in a controlled environment, away from cars, obstacles, and other cyclists.

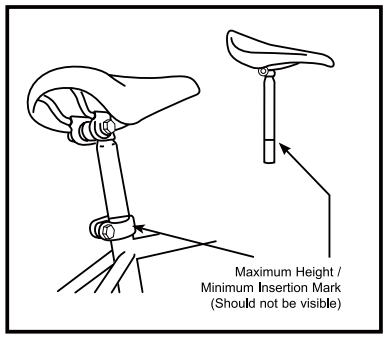
General Warning

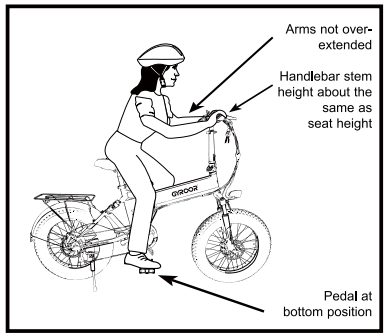
Bicycling can be a hazardous activity even under the best of circumstances. Proper maintenance of your bicycle is your responsibility as it helps reduce the risk of injury**.** This manual contains many "Warnings" and "Cautions" concerning the consequences of failure to maintain or inspect your bicycle. Many of the warnings and cautions say "you may lose control and fall." Because any fall can result in serious injury or even death. The warning of possible injury or death is not repeated where ever the risk of falling is mentioned.

A SPECIAL NOTE FOR PARENTS

It is a tragic fact that most bicycle accidents involve children. As a parent or guardian, you bear the responsibility for the activities and safety of your minor child. Among these responsibilities are to make sure that the bicycle which your child is riding is properly fitted to the child; that it is in good repair and safe operating condition; that you and your child have learned, understand and obey not only the applicable local motor vehicle, bicycle, and traffic laws, but also the common sense rules of safe and responsible bicycling. As a parent, you should read this manual before letting your child ride the bicycle. Please make sure that your child always wears an approved bicycle helmet when riding.

Your new bicycle was partially assembled in the factory and then partially disassembled for shipping. The following instructions will enable you to prepare your bicycle for years of enjoyable cycling. For more details on inspection, lubrication, maintenance and adjustment of any area please refer to the relevant sections in this manual. If you have questions about your ability to properly assemble this unit, please consult a qualified bicycle service specialist before riding. If you need replacement parts or have questions pertaining to assembly of your bicycle, contact Help@gyroor.com





RIDING POSITION

Seat Height

In order to obtain the most comfortable riding position and offer the best possible peddling efficiency, the seat height should be set correctly in relation to the rider's leg length. The correct saddle height should not allow leg strain from over-extension, and the hips should not rock from side to side when peddling. While sitting on the bicycle with one pedal at its lowest point, place the ball of your foot on that pedal. The correct saddle height will allow the knee to be slightly bent in this position. If the rider then places the heel of that foot on the pedal, the leg should be almost straight.

Under no circumstances should the seat post project from the frame beyond its "Minimum Insertion" or "Maximum Extension" mark. If your seat post projects from the frame beyond these markings, the seat post or frame may break, which could cause you to lose control and fall. Prior to your first ride, be sure to tighten the seat clamp properly. A loose seat clamp or seat post binder can cause damage to the bicycle or can cause you to lose control and fall. Periodically check to make sure that the seat clamp is properly tightened.

Reach

To obtain maximum comfort, the rider should not overextend his or her reach when riding.

To adjust this distance, the position of the seat can be altered in relation to the seat post.

Handlebar Height

Maximum comfort is usually obtained when the handlebar height is equal to or slightly higher than the height of the seat. You may wish to try different heights to find the most comfortable position.

SAFETY CHECKLIST

Before every ride, it is important to carry out the following safety checks:

1. Brakes

- Ensure front and rear brakes work properly.
- Ensure brake shoe pads are not over worn and are correctly positioned in relation to the rims.
- Ensure brake control cables are lubricated, correctly adjusted and display no obvious wear.
- Ensure brake control levers are lubricated and tightly secured to the handlebar.

2. Wheels and Tires

- Ensure tires are inflated to within the recommended limit as displayed on the tire sidewall.
- Ensure tires have tread and have no bulges or excessive wear.
- Ensure rims run true and have no obvious wobbles or kinks.
- Ensure all wheel spokes are tight and not broken.
- Check that axle nuts are tight. If your bicycle is fitted with quick release axles, make sure locking levers are correctly tensioned and in the closed position.

3. Steering

- Ensure handlebar and stem are correctly adjusted and tightened, and allow proper steering.
- Ensure that the handlebars are set correctly in relation to the forks and the direction of travel.
- Check that the handlebar quick release is properly adjusted and tightened.
- If bicycle is fitted with handlebar end extensions, ensure they are properly positioned and tightened.

4. Chain

- Ensure chain is oiled, clean and runs smoothly.
- Extra care is required in wet or dusty conditions.

5. Bearings

- Ensure all bearings are lubricated, run freely and display no excess movement, grinding or rattling.
- Check headset, wheel bearings, pedal bearings and bottom bracket bearings.

6. Cranks and Pedals

- Ensure pedals are securely tightened to the cranks.
- Ensure cranks are securely tightened to the axle and are not bent.

7. Derailleurs

- Check that front and rear mechanisms are adjusted and function properly.
- Ensure shifter and brake are attached to the handlebar
- Ensure derailleurs, shift levers and shift and brake cables are properly lubricated.

8. Frame and Fork

- Check that the frame and fork are not bent or broken.
- either If are bent or broken, they should be replaced.

9. Accessories

- Ensure that all reflectors are properly fitted and not obscured.
- Ensure all other fittings on the bike are properly and securely fastened, and functioning.
- Ensure the rider is wearing a helmet.

10. Motor Drive Assembly and Throttle

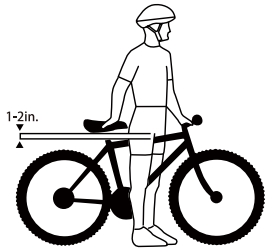
- Ensure all motor drive components are correctly mounted and functioning properly.

11. Battery Pack

- Ensure the batteries are in good operation condition and kept fully charged.

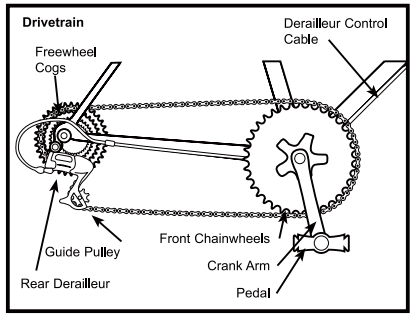
12. Quick release and locking mechanisms

- Eusure all the quick release and locking mechanisms are adjusted properly.



Frame Sizing Guide

Approximate Rider Leg Length	Suggested Frame Size for Racing/t ouring Bicycle	Suggested frame Size for Mountain, Hybrid, Comfort, or Cruiser Bicycle
61-69cm / 24-27 inches	-	37cm / 14.5 inches
66-76cm / 26-30 inches	-	43cm / 17 inches
71-79cm / 28-31 inches	50cm / 19.5 inches	45cm / 18 inches
76-84cm / 30-33 inches	55cm / 21.5 inches	50cm / 19.5 inches
79-86cm / 31-34 inches	57cm / 22.5 inches	52cm / 20.5 inches
81-89cm / 32-35 inches	60cm / 23.5 inches	53-56cm / 21-22 inches
86-94cm / 34-37 inches	63cm / 25 inches	58-60cm / 23-23.5 inches



GEARS - HOW TO OPERATE

Operating Principles

The rear derailleur is operated by the right shifter.To operate you must be pedaling forward.You can not shift derailleur gears when you are stopped or when pedaling backwards. Before shifting ease up on your pedaling pressure. For a smooth gear change when approaching a hill, shift to a lower gear BEFORE your pedaling speed slows down too much. When coming to a stop, shift to a lower gear first so it will be easier when you start riding again. If, after selecting a new gear position, you hear a slight rubbing noise from the front or rear gears, some adjustments may be necessary. Gently adjust the appropriate shifter using the barrel adjusters until the noise goes away. For optimal performance and extended chain life, it is recommended that you avoid using the extreme combinations of gear positions for extended periods. It is recommended that a trained bicycle technician perform all adjustments to the shifters and derailleurs.

Operate Shifter

Control the two button to adjust the gears from 1 to 7 or from 7 to 1.

Battery Care and Information

Proper maintenance of batteries will maximize their lifespan and capacity.

Care

Even with proper care, rechargeable batteries do not last forever. Every time the battery is discharged and subsequently recharged, its relative capacity decreases by a small percentage. You can maximize the life of your battery by following the instructions in this guide.

- Batteries should be fully charged immediately when they are received for the full recommended charge times.
  Li-Ion recommended charge time: 4-6 hours. For a complete, 100% charge, leave the battery on the charger for one full hour after the charger indicator light turns green.
- Never charge batteries for longer than 24 hours.
- SLA and Li-Ion batteries do not have a “memory.” Partial discharge/charge cycles will not harm the batteries’ capacity or performance.
- The rated output capacity of a battery is measured at 77°F (25°C). Any variation in this temperature will alter the performance of the battery, and shorten its expected life. High temperatures especially reduce overall battery life & run time.
- Always be sure to turn the bike/scooter power switch to “OFF” after each use. If you leave the power switch in the “ON” position, or your product has not been charged for a long period of time, the batteries may reach a stage at which they will no longer hold a charge.
- Be friendly to the environment! Be sure to recycle your old batteries at a local battery-recycling center. Do not throw them in the garbage!

CHARGING THE BATTERY

Builted in removeable battery. Please use manufacturer's original charger.

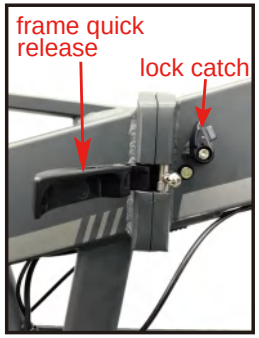
Charge Through the Charging Port

The charge port is on one side of the frame,please remove the dustproof plug then plug in the charger. When full charged,the indicator of charger turn green.

Remove the Battery Then Charge

Open the lock catch of quick release and then open frame quick release.The keyhole is under the frame as the picture, insert the key and turn clockwise one or two times,if does not work please turn clockwise while pushing inward until the battery lock hiden in the frame.Then pull out the battery and plug in the port to charge.

WARNING: Be sure to enable the battery lock after put the battery in frame again and then close the quick release and lock catch.Other wise the frame will unfold and the battery will fall off.



Bike Assembly Manual

Bicycle Assembly

Assembly Guides

For video guide,please search on detail page on amazon.

Getting Started

Open the carton from the top and remove the bicycle. Remove the straps and protective wrapping from the bicycle. Inspect the bicycle and all accessories and parts for possible shortages. It is recommended that the threads and all moving parts in the parts package be lubricated prior to installation. **Do not discard packing materials until assembly is complete to insure that no required parts are accidentally discarded.** Note: Your bicycle may be equipped with different style components than the ones illustrated.

Stem and Handlebar

Stem Installation

As picture 1,insert the upper part of the stem into the lower part.
Tips: please find the right position to install the stem.

As picture 2,close the stem locking;

as picture 3, close the lock catch;

as picture 4,open the stem quick release and loosen it to adjust the stem height to a comfortable position, then tighten it and close the quick release.

1


2


3


4

WARNING: Minimum insertion mark must be hidden in the stem.
Do not attempt to raise the stem too high, as there is a risk of falling.
Must close the silicone lock after close the stem locking.

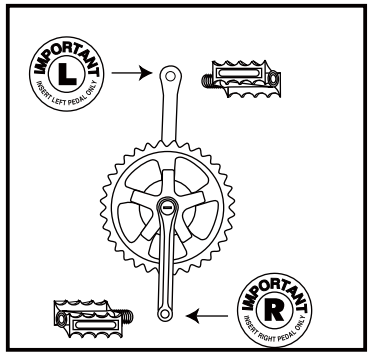
Handlebar Installation

Open the handlebar quick release and loosen it then adjust the handllebar to a suitable position, then tighten and close the quick release.

Seat

Loosen the seat post quick release then insert the seat tube and adjust it to suitable height then tighten the quick release and close it.

The seat post must be inserted so that the minimum insertion mark cannot be seen. The quick release mechanism must be tightened securely to prevent a sudden shift of the seat when riding. Failure to do this may cause loss of bicycle control.



Pedals & Crank Set

Look for the letters “R” for right, and “L” for left, stamped on each pedal spindle. Start threading each pedal by hand to avoid stripping the threads. Tighten with a 15mm narrow open ended wrench. Note that the right hand pedal attaches to the chainwheel side crank arm with a right-hand (clockwise) thread. The left pedal attaches to the other crank arm and has a left-hand (counter-clockwise) thread. It is very important that you check the crank set for correct adjustment and tightness before riding your bicycle.

Attachment of an incorrect pedal into a crank arm can strip pedal threads and cause irreparable damage. Before your first ride, please check to insure your pedals are attached correctly.

Seat Post Clamp - Quick Release

Many bicycle models use quick release (QR) levers to facilitate common tasks such as front wheel removal and seat height adjustment. When properly adjusted, quick release levers are both safe and convenient, but you must understand and apply the correct technique to adjust them properly before riding your bicycle to prevent serious injury or death from a fall.

Quick release levers use a cam action to clamp the wheel or other components in place. Because of their adjustable nature, it is critical that you understand how they work, how to use them properly, and how much force you need to apply to secure them.

Warning: The full force of the cam action is needed to clamp the wheel securely. Holding the nut with one hand and turning the lever like a wing nut is NOT a safe or effective way to close a quick release and will not clamp the wheel or other components safely.

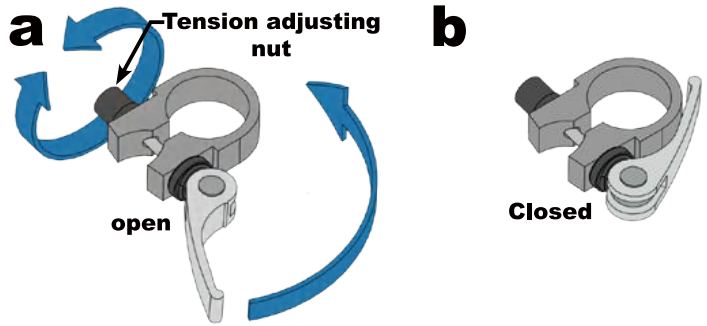
QUICK RELEASE USAGE

Riding with an improperly adjusted wheel quick release can allow the wheel to wobble or fall off the bicycle, which can cause serious injury or death. Therefore, it is essential that you:

1. Ask your dealer or a local bike shop to help you make sure you know how to install and remove your wheels safely.
2. Understand and apply the correct technique for clamping your wheel in place with a quick release.
3. Each time, before you ride the bike, check that the wheel is securely clamped.

Adjusting a quick release seatpost clamp

In a seatpost quick release system, the seatpost is clamped in place by the force of the quick release cam pushing against one side of the clamp and pulling the tension adjusting nut, by way of the skewer, against the other. The amount of clamping force is controlled by the tension adjusting nut. Turning the tension adjusting nut clockwise while keeping the cam lever from rotating increases clamping force; turning it counterclockwise while keeping the cam lever from rotating reduces clamping force. Less than half a turn of the tension adjusting nut can make the difference between safe clamping force and unsafe clamping force.



1. With the quick release clamp in the OPEN position, insert the seatpost, with saddle attached, into the bicycle's seat tube.

2. Swing the quick release lever into the CLOSED position.

3. Grab the saddle with both hands and attempt to rotate it (and thus rotate the seatpost in the seat tube).

4. you If are able to force the seatpost out of alignment with the frame, the seatpost clamp needs to be adjusted. Holding the quick release lever in the OPEN position with one hand, tighten the tension adjusting nut with your other hand about 1/2 turn clockwise.

5. Attempt to swing the lever into the CLOSED position. If the lever cannot be pushed all the way to the CLOSED position (figure b), return the lever to the OPEN position, then turn the tension adjusting nut counterclockwise one-quarter turn and try tightening the lever again. Repeat steps 3, 4 & 5 until proper quick release tension is achieved.

Front Wheel - Quick Release

Installing a quick release front wheel

In a quick release system, the wheel hub is clamped in place by the force of the quick release cam pushing against one dropout and pulling the tension adjusting nut, by way of the skewer, against the other dropout. The amount of clamping force is controlled by the tension adjusting nut. Turning the tension adjusting nut clockwise while keeping the cam lever from rotating increases clamping force; turning it counterclockwise while keeping the cam lever from rotating reduces clamping force. Less than half a turn of the tension adjusting nut can make the difference between safe clamping force and unsafe clamping force.

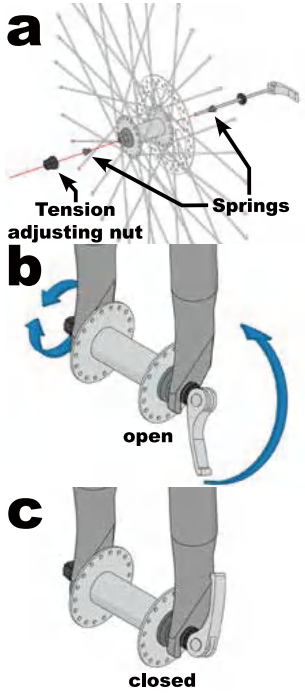
1. Remove the tension adjusting nut and one of the small springs, then slide the quick release skewer through the hub. If your bicycle has a disc brake, insert the skewer starting on the side with the brake rotor. Replace the spring and tension adjusting nut (fig a).

2. If your bicycle has rim brakes, disengage them to increase the clearance between the tire and brake pads.

3. Install the wheel into the dropouts, making sure the quick release lever is on the left side of the bicycle.

4. Holding the quick release lever in the OPEN position with one hand, tighten the tension adjusting nut with your other hand until it is nger tight against the fork dropout.

5. While pushing the wheel rmly to the top of the slots in the fork dropouts, and at the same time centering the wheel rim in the fork, move the quick-release lever upwards and swing it into the CLOSED position (fig b & c) The lever should now be parallel to the fork blade and curved toward the wheel. To apply enough clamping force, you should have to wrap your ngers around the fork blade for leverage, and the lever should leave a clear imprint in the palm of your hand.



Wa Rnin G: securely clamping the wheel takes considerable force. If you can fully close the quick release without wrapping your fingers around the fork blade for leverage, and the lever does not leave a clear imprint in the palm of your hand, the tension is insufficient. open the lever; turn the tension adjusting nut clockwise a quarter turn; then try again.

6. If the lever cannot be pushed all the way to a position parallel to the fork blade, return the lever to the OPEN position. Then turn the tension adjusting nut counterclockwise one-quarter turn and try tightening the lever again.

7. Re-engage the brake to restore correct brake pad-to-rim clearance; spin the wheel to make sure that it is centered in the frame and clears the brake pads; then squeeze the brake lever and make sure that the brakes are operating correctly.

Final Check

- After all adjustments have been made, shift through every gear several times at varying speeds. This will ensure all your adjustments are correct and will allow you to pinpoint any trouble areas. If you encounter any problems, refer to the appropriate section and make any necessary adjustments.
- Check the tire pressure and inflate each tube to the recommended psi as stated on the sidewall of the tire.
- Check that the kickstand operates smoothly and the kickstand bolt is secured tightly.
- Finally, examine the bicycle. Make sure all accessories are attached and all quick releases, nuts and bolts have been tightened securely.
- Correct maintenance of your bicycle will ensure many years of happy riding. Service your bicycle regularly by referring to the relevant sections of this manual, OR take it to a professional bicycle shop.
- Remember: Always wear a helmet and obey all traffic laws.

Never inflate a tire beyond the maximum pressure marked on the tire's sidewall. Exceeding the recommended pressure may blow the tire off the rim, which could cause damage to the bicycle and injury to the rider and bystanders.

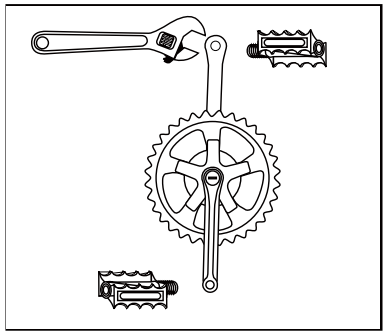
Tighten both rear wheel axle nuts or the quick release mechanism securely. Failure to do this may cause the rear wheel to dislodge from the frame dropouts resulting in serious damage or injury.

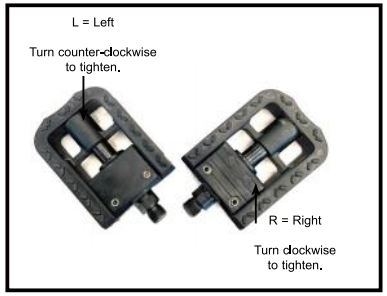
Correct routine maintenance of your new bike will ensure smooth running - Longer lasting components - Safer riding - Lower running costs

Every time you ride your bicycle, its condition changes. The more you ride, the more frequently maintenance will be required. We recommend you spend a little time on regular maintenance tasks. The following schedules are a useful guide If you require assistance, we recommend you see a bicycle specialist.

Schedule 1 - Lubrication

Frequency	Component	Lubricant	How to Lubricate
Weekly	Chain	Chain Lube or Light Oil	Brush On or Squirt
	Derailleur Pulleys	Chain Lube or Light Oil	Brush On or Squirt
	Derailleurs	Oil	Oil Can
	Brake Calipers	Oil	3 drops from oil can
	Brake Levers	Oil	2 drops from oil can
Monthly	Shift Levers	Lithium Based Grease	Disassemble
Every Six Months	Freewheel	Oil	2 squirts from oil can
	Brake Cables	Lithium Based Grease	Disassemble
Yearly	Bottom Bracket	Lithium Based Grease	Disassemble
	Pedals	Lithium Based Grease	Disassemble
	Derailleur Cables	Lithium Based Grease	Disassemble
	Wheel Bearings	Lithium Based Grease	Disassemble
	Headset	Lithium Based Grease	Disassemble
	Seat Post	Lithium Based Grease	Disassemble





DRIVETRAIN

The drivetrain of a bicycle refers to all parts that transmit power to the rear wheel including the pedals, chain, chainwheel, crank set and freewheel.

PEDALS

Pedals are available in a variety of shapes, sizes and materials, and each are designed with a particular purpose in mind. Some pedals can be fitted with toe clips and straps. These help to keep the feet correctly positioned and allow the rider to exert pulling force, as well as downward pressure, on the pedals. Use of toe clips with straps requires practice to acquire the necessary skill to operate them safely.

Inspection

Pedals should be inspected every month, taking note of the following areas:

- Check correct tightness into the crank arms.
  allowed to become loose, they will not only be dangerous but will also cause irreparable damage to the cranks.
- Check that pedal bearings are properly adjusted.
  pedals up and down, and right to left, and also rotate them by hand. If you detect any looseness or roughness in the pedal bearings then adjustment, lubrication or replacement is required.
- Ensure that the front and rear pedal reflectors
  securely fitted.
- Also ensure that the toe clips, if fitted, are securely
  the pedals.

Never ride with loose pedals.

Cruise Function

Keep the same speed about 7 seconds enter into cruise mode, turn the throttle and brake will cancel the cruise mode.
WARNING: Can not cancel the cruise mode until you turn the throttle and brake!

Suspension Fork Lock

Open the suspension fork lock to enable shock absorption, close the suspension fork lock to disable shock absorption. We advise you enable shock absorption on the uneven road surface.

Problem	Possible Cause	Remedy
Gear shifts not working properly	- Derailleur cables sticking/stretched/damaged - Front or rear derailleur not adjusted properly - Indexed shifting not adjusted properly	- Lubricate/tighten/replace cables - Adjust derailleurs - Adjust indexing
Slipping chain	- Excessively worn/chipped chainring or freewheel sprocket teeth - Chain worn/stretched - Stiff link in chain - Non-compatible chain/chainring/ freewheel	- Replace chainring, sprockets and chain - Replace chain - Lubricate or replace link - Seek advice at a bicycle shop
Chain jumping off freewheel sprocket or chainring	- Chainring out of true - Chainring loose - Chainring teeth bent or broken - Rear or front derailleur side-to-side travel out of adjustment	- Re-true if possible, or replace - Tighten mounting bolts - Repair or replace chainring/set - Adjust derailleur travel

Problem	Possible Cause	Remedy
Constant clicking noises when pedaling	- Stiff chain link - Loose pedal axle/bearings - Loose bottom bracket axle/bearings - Bent bottom bracket or pedal axle - Loose crankset	- Lubricate chain / Adjust chain link - Adjust bearings/axle nut - Adjust bottom bracket - Replace bottom bracket axle or pedals - Tighten crank bolts
Grinding noise when pedaling	- Pedal bearings too tight - Bottom bracket bearings too tight - Chain fouling derailleurs - Derailleur jockey wheels dirty/binding	- Adjust bearings - Adjust bearings - Adjust chain line - Clean and lubricate jockey wheels
Freewheel does not rotate	- Freewheel internal pawl pins are jammed	- Lubricate. If problem persists, replace freewheel
Brakes not working effectively	- Brake blocks worn down - Brake blocks/rim greasy, wet or dirty - Brake cables are binding/stretched/damaged - Brake levers are binding - Brakes out of adjustment	- Replace brake blocks - Clean blocks and rim - Clean/adjust/replace cables - Adjust brake levers - Center brakes
When applying the brakes they squeal/squeak	- Brake blocks worn down - Brake block toe-in incorrect - Brake blocks/rim dirty or wet - Brake arms loose	- Replace blocks - Correct block toe-in - Clean blocks and rim - Tighten mounting bolts

Problem	Possible Cause	Remedy
Knocking or shuddering when applying brakes	- Bulge in the rim or rim out of true - Brake mounting bolts loose - Brakes out of adjustment - Fork loose in head tube	- True wheel or take to a bike shop for repair - Tighten bolts - Center brakes and/or adjust brake block toe-in - Tighten headset
Wobbling wheel	- Axle broken - Wheel out of true - Hub comes loose - Headset binding - Hub bearings collapsed	- Replace axle - True wheel - Adjust hub bearings - Adjust headset - Replace bearings - Adjust QR mechanism
Steering not accurate	- Wheels not aligned in frame - Headset loose or binding - Front forks or frame bent	- Align wheels correctly - Adjust/tighten headset - Take bike to a bike shop for possible frame realignment
Frequent punctures	- Inner tube old or faulty - Tire tread/casing worn - Tire unsuited to rim - Tire not checked after previous puncture - Tire pressure too low - Spoke protruding into rim	- Replace Inner tube - Replace tire - Replace with correct tire - Remove sharp object embedded in tire - Correct tire pressure - File down spoke

PROBLEM	POSSIBLE CAUSE	REMEDY
Bicycle has reduced range and/or speed	Low batteries	Charge batteries for recommended time
	Faulty or old batteries	Replace batteries
	Low tire pressure	Inflate tires to recommended pressure
	Brakes dragging against rim	Adjust brakes and/or rim
	Riding in hilly terrain, headwind, etc.	Reduced range to be expected in these types of terrain and/or weather conditions
Hub motor makes a "clicking" noise and has reduce power and/ or shuts off	Low batteries	Charge batteries for recommended time
	Damaged planetary gears	Replace hub motor/wheel
No power when the switch is turned "ON"	Blown fuse	Replace fuse
	Loose connectors	Check all connectors
	Broke wire	Inspect all wires for damage
	Faulty switch	Replace switch and retest
	Faulty controller	Replace controller and retest
Bicycle operates OK but battery gauge does not light up	Loose connectors	Check throttle and/or battery gauge connectors
	Damaged wires	Inspect all wires
	Faulty battery gauge	Replace battery gauge
Battery gauge lights up but bicycle does not operate	Faulty brake inhibitor	Replace brake inhibitor(s) and retest
	Loose motor wire connector	Check motor wire connector
	TMM sensor not adjusted	Re-adjust TMM sensor

PROBLEM	POSSIBLE CAUSE	REMEDY
Bicycle runs at full speed without pedaling	Faulty sensor (Enlightened Series)	Replace sensor and retest
	Faulty throttle	Replace throttle and retest
	Faulty controller	Replace controller and retest
Bicycle works in TAG mode but not in PAS mode	Sensor and sensor ring not aligned	Realigned so gap between sensor and sensor ring is 1-2mm
	Faulty "White Box"	Replace "White Box" and retest
Battery indicates full charge when tested at the charger port but bicycle does not operate	Blown fuse	Replace fuse
	Loose connectors	Check all connectors
	Poor contact between battery terminals	Inspect and clean battery terminals
Throttle (on bicycles so equipped) does not spring back to neutral position	Grip jammed against throttle	Reposition grip so gap between it and the throttle is 1-2mm
	Faulty throttle	Replace throttle
Bicycle has intermittent power	Loose connectors	Check all connectors
	Loose fuse	Check fuse connector
	Damaged wires	Inspect all wires
Charger shows a full charge in an unusually short amount of time	Faulty charger	Replace charger
	Faulty batteries	Replace batteries
Indicator light on charger not illuminated when charger is plugged into outlet	Outlet has no power	Check outlet for power
	Blown fuse (Li-Ion chargers)	Replace fuse
	Faulty charger	Replace charger
Charger (Li-Ion) indicator light only flashes orange and never changes to red	Damage wire from charger port to battery	Inspect wire
	Faulty batteries	Replace batteries

LCD Display

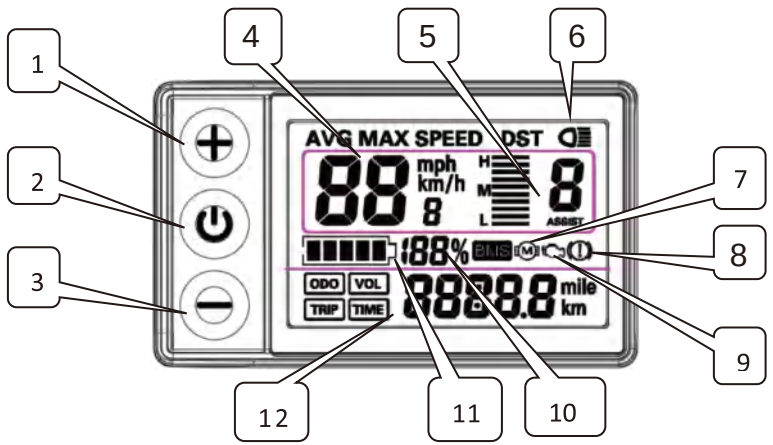
Features:

display function Speed display, battery indicator, fault prompt, total mileage, single mileage

Operating Manual for LCD Instruments

Distinguished users, before you use the S866 LCD instrument, please read this operation manual in detail.The manual will guide you to use the instrument correctly to realize various vehicle control and vehicle display functions.

I. Function and Display



1	+	Operation button UP key	8	(!)	Brake sign
2	⏻	Operation button SW key	9		Troubleshooting (not used)
3	−	Operating button down key	10	88% BMS	BMS Battery Percentage Display
4	km/h	Real-time riding speed (metric)	11		5Section Electricity Indicator
	mph	Real-time riding speed (British system)	12	km	Riding mileage (metric system)
	AVG	Indication of Single Average Cycling Speed		mile	Riding mileage (British system)
	MAX	Single Maximum Cycling Speed Display		ODO	Accumulated mileage display
5	ASSIST	Help shift		TRIP	Single ride mileage display

6		Lantern Open Sign		VOL	Battery Real-time Voltage Display
7	(M)	Motor fault indication		TIME	Single ride time display

II. Functional operation

1Turn on and turn off

Long press ⏻ Keyboard, boot; long press ⏻ Key, shut down.

2Display Interface 1

Long press ⏻ Keyboard, boot, enter the display interface one.

2.1Help shift

Short press + or − Key, switch 1-5 mode. The lowest power level in 1 mode and the highest power level in 5 mode 0 gear powerless function.

2.23mph to promote function

Hold down − Key, Vehicles travel at speeds not exceeding 3mph. hold down − Key again, function revocation.

2.3Multifunctional Area Display

Short press ⏻ Key, looping switch to view ODO-TRIP-VOL-TIME-AVG-MAX-ODO information.

3Fault code display

Status code (decimal)	State meaning	note
0	The normal state	
1	keep	
2	The brake	
3	Assist sensor fault (Riding logo)	Not implemented here
4	6 km/H cruise	
5	Real-time cruise	
6	Battery under voltage	
7	Motor fault	
8	throttle fault	
9	Controller failure	
10	Communication receiving failure	
11	Communication transmission failure	
12	BMS communication failure	
13	Headlight fault	