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Cap Rouge

Electric Bicycle Conversion Kit Instruction Manual



Owner`s manual and installation instruction

The ultimate electric bicycle conversion solution

This complete conversion system has everything you need 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.

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, 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 for your installation. Always wear a helmet.

Kit Box Contents:

- 1.** 1 x Hand Built Hub Motor wheel
- 2.** 1 x LCD or LED display
- 3.** 1 x Brushless Motor Controller
- 4.** 1 x Throttle
- 5.** 2 x eBrake Sensors
- 6.** 1 x Connection Lead – Motor
- 7.** T4 Main Harness
- 8.** 1 x PAS
- 9.** 10X Cable ties
- 10.** 1 Set washers

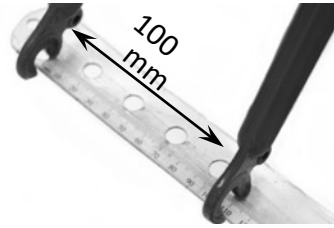
Installation Guide

1: Check your bike

Cap Rouge Hub motor conversion kit 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.



Rear conversion:

- **135mm (5 & 5/16 inches) of space** between the rear dropouts (this is standard for most bicycles)



Both:

- **10mm (13/32 inch) of clearance** the dropouts need to accommodate a 10mm axle. If everything else is okay, remove the axle paint from the inside of the dropouts if you need extra clearance.



2: Put your tyre on and install the wheel

- **Install a tire on the conversion kit wheel:** move your old one over, or install a new one. Don't use screwdrivers or anything sharp!
- Double check that the axle is flush and straight in the dropouts, then tighten the nuts.

How tight?

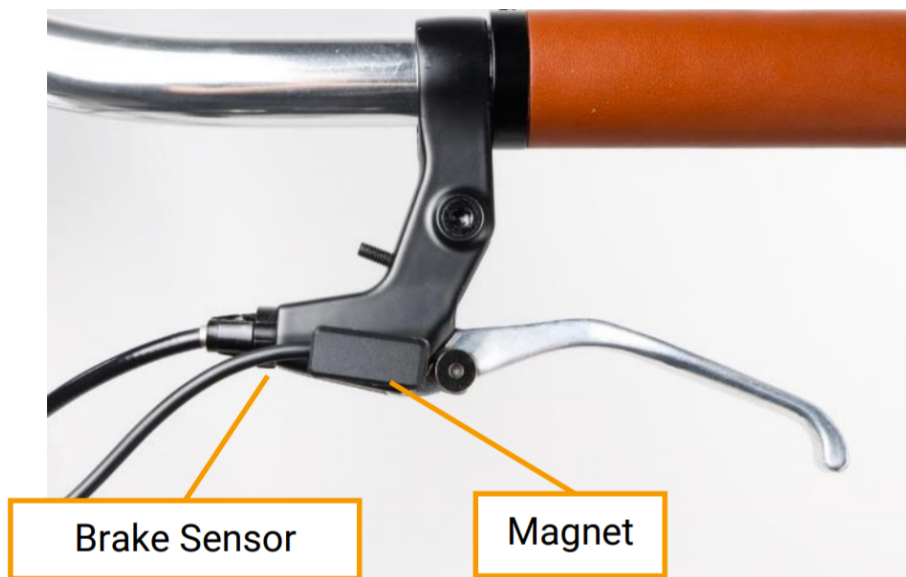
Pretty tight. Around 250-350 in lb. If you use a 10inch wrench and reasonable force, you'll be fine, but too much will cause damage!

- Adjust your brakes—the new rim probably doesn't match your old one exactly, so tighten or loosen and align your brakes so they keep the pads off the rim and stop you quickly.

3: eBrakes, throttle, & LCD

Install eBrakes:

1. Fit the brake sensor to the outside of the brake lever
 - a. Stick the sensor to the brake lever base
 - b. Stick the magnet to the brake lever



2. Check the position of the sensor
 - a. The magnet should be close when the brake lever is not used & far when brake is engaged
 - b. Plug the sensor(s) into the handlebar bracket
 - c. Test by turning on the power pack and holding the ▼ button to activate the walk mode and check the brake sensor stops the motor turning



It's optional!

You don't have to use the eBrakes, but they're good for safety, they'll cut power to the motor as soon as you squeeze the brakes, but the kit will work without one, or either of them.

Install Throttle:

- Make sure the grips are off and any *brake* handles are installed for the side which you are installing the throttle
- Slip the throttle onto the right or left handle bar
- Make sure the buffer is in place
- Tighten the clamp with Allen key



Grips:

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

Connect Wiring:

- All cables are one to one-to one, Listen for two clicks

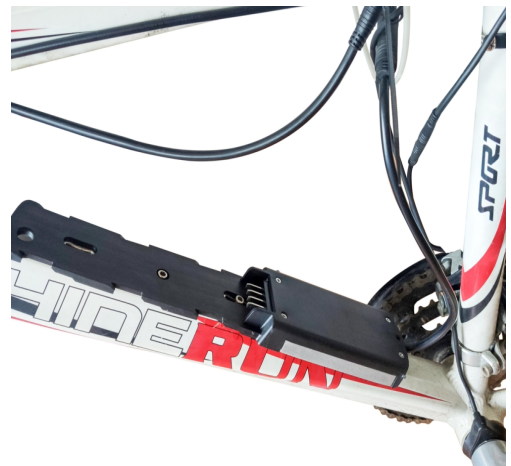
Install LCD:

- Make sure LCD is fixed tight on the handlebar

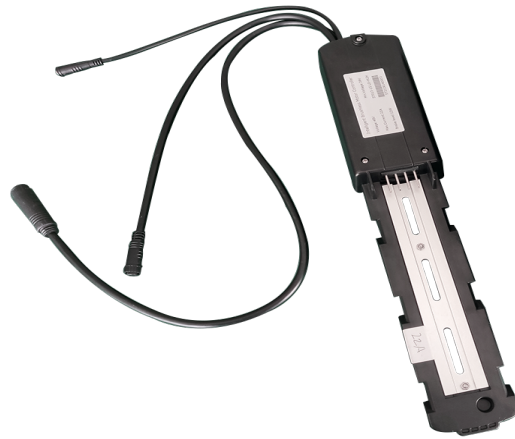


5: Mount the controller

- The controller can be secured with the existing drink bottle holes. We recommend drilling new holes (7mm drill bit required) and installing M5 rivnuts (with a rivnut tool and M5 rivnuts) in the place where you want the battery to sit. Alternatively, you can use heavy duty cable ties, or put into a small bag.



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- If controller without quick release plug, the connections instruction are as below picture.



6: Mount the PAS

Remove crank.

Add magnet plate, and make sure arrow side is inside.
Install sensor on frame, make sure sensor is very close to magnet point. This is very important.



7: Connection everything up

Now you're ready to finish making the connections. Line the arrows on the connectors up and push them together nice and snug. They need to be pushed all the way in to work properly.

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- Now you can connect the 4to1 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
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8: Run the wiring

- Secure the wires with cable ties
- Be sure you have enough slack to move your handlebars freely

Note: Do not tighten cable ties too tightly on any of the wires, otherwise you may damage the internal wires.

9: Charge your battery

Charging:

- First plug the charger into the power supply
- Then plug the battery into the charger
- The LED should come on now
- When the LED turns green, charging is done
Unplug both the charger and the battery, this is important .



Battery care:

- Charge right away when you receive your kit, the batteries are only partially charged. Charge them fully before use.
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10: Final adjustment

- Press LCD power button.
- 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 eBrakes (if installed)
- Inspect the kit to be sure that the wheel is secure and hasn't moved
- Enjoy!

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