E-GLIDE ELECTRIC BIKE OPERATING INSTRUCTIONS

www.e-glidebike.com

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General Warning

Like any sport, bicycling involves the risk of injury and damage. By choosing to ride a bicycle, you assume the responsibility for that risk, so you need to know, and practice, the rules of safe and responsible riding and of proper use and maintenance. Proper use and maintenance of your ebike reduces risk of injury.

Become accustomed to the bikes power control system before operating. The throttle allows the bike to attain full power immediately. Inexperience riders should take extra care when first applying the throttle. The pedal assist feature is also a powerful option and riders need to understand power settings and its operation before first use.

A Note for Parents and Guardians

The E-Glide S/T is not designed for use by children. As a parent or guardian, you are responsible for the activities and safety of your child. It is your responsibility to BE SURE your child wears a helmet if you choose to let him ride the S/T, and that he be familiar with its operation.

Always TURN OFF THE POWER before mounting or dismounting the bike.
Read the battery pack and detailed charging instructions in “Battery Management”.
You should fully charge the lithium battery according to the charging instructions before your first ride.
Keep your bike indoors when not in use.

BATTERY MANAGMENT

About the Battery

Your S/T lithium battery is made from Panasonic 18650 lithium cells, the same type of cells found in Tesla EV's. The battery is removable and can be charged on or off the bicycle. The battery is sealed and maintenance free, you must never open the battery as this will void the warranty. Each battery has a specific serial number and barcode which can be found on the underside of the battery.

Charging the Battery

You will need to charge your battery prior to powering the bike for the first time. The battery may be in hibernate state which could take over 8 hours for the initial charge. Charge your battery as follows:

1. Lift the charging port rubber cover open at the bottom of the battery, exposing the DC 2.5mm Power Jack (charging port). There is also a 5v USB power source/communication port. Do not use the USB port other than to power a light or charge a cell phone.

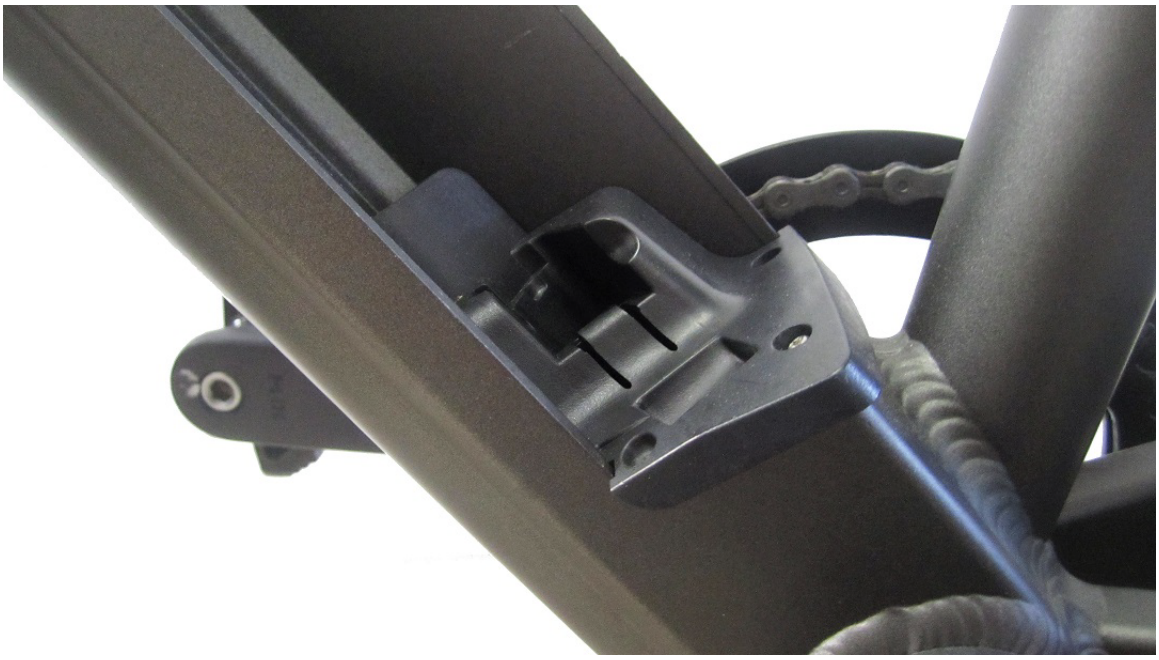
2. Plug the charger into a wall outlet. When ON the light will display green and when charging, it will display red.

3. Plug the DC 2.5mm Jack into the battery charging port, confirming a tight connection. The charger light will display red as it starts charging. Upon being fully charged (up to 8 hours initially), the charger will light green. Disconnect the charger from the battery.

4. NEVER leave the charger connected to the battery after the battery is fully charged. As the battery drains via the BMS (Battery Management System), the charger will continuously charge the battery. This is not good for lithium batteries and will decrease the life of the battery.

Installing the Battery

The S/T's battery mounts on the downtube of the bicycle from the left side.



1.To mount the battery, you would first slide the base of the battery into the frame’s lower docking mount (closest to the crankset)

2. Then move the battery sideways into the lock position.
The S/T’s battery mounts on the downtube of the bicycle from the left side.

3.The battery will be a tight fit. ALWAYS confirm the battery is locked in place by pulling the top of the battery sideways. By pulling on the battery, this will assure the battery has locked into position.

Removing the Battery

Insert key into battery lock, turn key and pull lever at same time, and pull battery off of bike.

Storing the Battery

The Li-ion battery the S/T utilizes is the latest technology in Li-ion battery cells. It is recommended that you do not store the battery in hot conditions. If the bicycle is being stored indoors in a cool environment, the battery should be stored on the bicycle in the "OFF" position. The battery should be kept away from fires or sparks and also away from possible water damage. The battery is water resistant and not water proof. Avoid wet conditions such as rain or cover your battery in the rain. Store the battery in a cool dry place and charge to a maximum 80% every 90 Days.

LED Battery Indicator

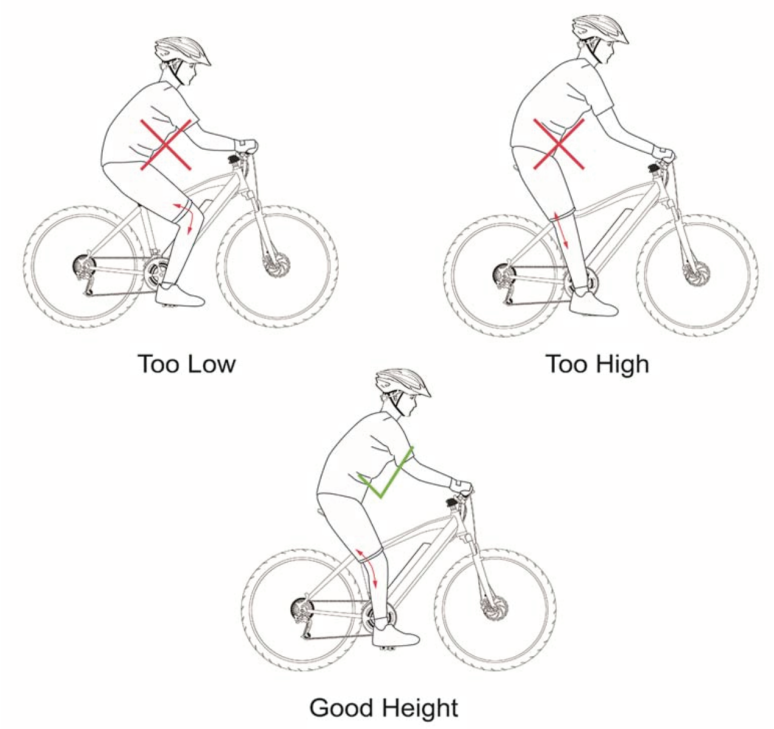
There is an LED indicator on the battery itself. The indicator has 4 LEDs lights displaying 4 levels of remaining voltage. When pressing the Battery ON / OFF rubber panel switch at the top of the battery to the ON position, the indicator will light 1, 2, 3 or 4 LED lights according to the remaining voltage in the battery. 4 LED lights if 75% to full charge. The voltage needed to power the motor is a minimum of 30V. If only 2 LED lights remain, the battery is now at > 50% depletion and must be recharged. The battery also has a USB port for phone charging.

BASIC INSTRUCTIONS

Bicycle fit It is very important your S/T is properly adjusted for comfort and to avoid the possibility of losing control while riding. The saddle and handlebar can be adjusted to allow for a safe and comfortable riding position.

Seat Adjustment

The ball of your foot, when resting on the pedal, should only allow for a slight bend at the knee when seated. Raise or lower the seat tube for proper adjustment.



WARNING: The seat post includes a minimum insertion mark. It is important you do not allow the seat post to be clamped below this mark. This mark must be inserted into the frame pass the top of quick release clamp. If clamping below this mark, it can cause the seat post to break, failure to follow this warning could result in serious injury or death.

CAUTION: The seat tube quick release clamp must be checked for tightness to ensure the saddle will not accidentally slide into the seat tube when riding. This can cause a rider to lose balance and may result in a fall.

Suspension Seatpost Adjustment

Your S/T had an adjustable suspension seatpost. Remove the seatpost. There is a knob on the bottom of the seat post. Turn as marked for softer or firmer ride.

Safety First

It is important you follow your local bicycle laws but also it is important you ride safely. Below are examples of understanding how to ride your new S/T safely. Always wear an approved helmet when riding your bike, and follow the helmet manufacturer's instructions for fit, use and care of your helmet.

Mechanical Safety Check

Check the condition of your bicycle before every ride:

• **Nuts, bolts and straps:** Make sure nothing is loose. Lift the front wheel off the ground by two or three inches then let it bounce on the ground. Anything sound, feel or look loose? Do a quick visual and tactile inspection of the whole bike. Are there any loose parts or accessories? If so, secure them. If you're not sure, ask someone with bike experience to check.

• **Tires and Wheels:** Make sure tires are correctly inflated

• **Brakes:** Check the brakes for proper operation. Squeeze the brake levers. Are the brakes properly releasing? All control cables seated and securely engaged? Do the disc brake pads grasp the rotors within an inch of brake lever movement? Can you apply full braking force at the levers without having them touch the handlebar? If not, your brakes need adjustment. Do not ride the bike until the brakes are properly adjusted.

• **Quick Releases:** Make sure seat post and front wheel quick release levers are properly adjusted and all are in the locked position.

• **Handlebar and saddle alignment:** Make sure the saddle and handlebar stem are parallel to the bike's center line, clamped and bolts tightened enough so that you can't twist them out of alignment. If not, align and tighten them.

• **Handlebar ends:** Make sure the left handlebar grip and right throttle grip are secure and in good condition. If not, replace them.

WARNING: All Quick release levers must be closed and the clamps or axles tight. One loose quick release lever can cause the rider to lose control and cause serious injury or death.

Before Your First Motorized Ride

Before your first ride study this manual in its entirety. Make sure you are comfortable and confident when sitting on the bicycle. If an adjustment does not feel right or something feels loose, check to ensure you are properly fitted to the bike and do a mechanical safety check as explained in the previous section. Make sure you fully charge your battery with the appropriate charger included.

Riding an Electric Bike

Riding an electric bike is like riding a non-electric bike but there are some differences to note. An electric bike is slightly heavier and requires more time to stop due to higher traveling speeds. Your bike is also equipped with a powerful motor that provides a boost noticeable when starting from a stop. The boost is exhilarating, but you must be comfortable with the sensation before riding in crowded or congested areas. To maximize battery life, assist with pedaling, engage throttle to 90% or less and add considerable coasting with no throttle to your riding. Your battery is a finite resource and proper riding techniques will prolong its distance per charge.

Using the Throttle

the half throttle works just like a motorcycle throttle. Twist for more power. The throttle overrides the Pedal Assist System, instant power can be had at anytime.

Watching for Obstacles Around You

Your new S/T travels at higher speeds than most riders are accustomed to, when compared to pedaling a traditional bicycle. It is very important you are aware of your surroundings and obstacles which may appear near you. You must watch the road surface you are traveling on which could cause the tires to slip or cause a flat. Examples are soft shoulders, rocks, pot holes, uneven paths, grates, construction sites. Due to the higher rate of speed when riding under motor power versus pedaling, objects will advance into your path at a faster rate. Pay attention to other riders in your area, automobiles, motorcycles, pedestrians, poles, intersections and road signs to name a few. The S/T resembles a traditional bicycle and people walking, driving or standing may not realize you are on a motor powered vehicle and misjudge your traveling speed.

WARNING: Hitting a pot hole, soft shoulder or other road deviation may cause you to lose control, be thrown and cause serious injury or death.

Best Practices for Extending Range and Battery Life

• When riding under power, you can enhance distance by holding the throttle at 10% below full throttle.

• When riding under power, add as much non-powered coasting (similar to traditional pedaling) by releasing the throttle and allowing the bike to freely coast under its own momentum. This will greatly increase the distance between charges.

• Familiarize yourself with throttling (10% below full), peddling and momentum coasting to optimize the distance per charge.

• Pedal to assist the motor when climbing hills and accelerating from a stop. Steep inclines will require pedaling by the rider to power over the hill as to not OVERHEAT the motor.

• Avoid sudden starts and stops.

• Accelerate slowly.

SAFETY

Following are safety tips, it’s good to re- learn them, read them, BE SAFE!

The Basics

Below is a safety guideline according to the US Consumer Product Safety Commission in regards to riding a bike:

• Always wear a helmet to help prevent head injuries.
• Observe all traffic laws and signals, just as automobiles must do.
• Don’t ride double or attempt stunts.
• Ride near the curb in the same direction as traffic.
• Find alternate routes, rather than ride through busy intersections and heavy or high-speed traffic.
• Walk -- don't ride -- your bicycle across busy intersections and left turn corners.

• Avoid riding in wet weather. When wet, handbrakes may require a long distance to stop.
• Avoid riding in the dark. If you do, be sure the bike is equipped with a headlight, a taillight and reflectors. Apply retro-reflective trim to clothing, or wear reflective vests and jackets.
• Avoid loose clothing or long coats that can catch in pedals or wheels. Leg clips or bands keep pants legs from tangling in the chain.
• Avoid crossing raised sewer grates.
• Regular maintenance is essential for safe riding. Refer to the maintenance recommendations. If you do not have basic mechanical skills, an authorized dealer should perform repairs and maintenance.
• Align (or "true") wobbly wheels for better control. Spokes also may need adjustment.
• Replace all missing, damaged, or worn parts; for example, brake pads, chainguards, chain links, spokes, screws and bolts, handlebar grips.
• Tighten and/or adjust loose parts. 13
• Periodically inspect frame, fork, spindles and other components for cracking.
• Parts should be adjusted to manufacturer's torque specifications.
• Inflate tires to recommended pressure, and replace worn tires.

Safety Guidelines

Below are guidelines according to the NHSTA (National Highway and Traffic Safety Administration) on bicycle safety.

• **Protect Your Head:** Wear a Helmet - Never ride a bicycle without wearing a properly fitted helmet. Helmets are proven to be 85-88 percent effective in preventing traumatic brain injury, the primary cause of death and disabling injuries resulting from cycling crashes. Wear a helmet that meets the U.S. Consumer Product Safety Commission (CPSC) standard (see inside of helmet for presence of a label).

• **Assure Bicycle Readiness:** Ensure Proper Size and Function of Bicycle - Make sure the bicycle fits you: Stand over the top of the bicycle – there should be minimum 3 inches of clearance from the frame bar. Seat height — as previously mentioned, with the ball of your foot on the pedal, the fully extended leg should have a slight bend. Check all parts of the bicycle to make sure they are secure and working well: The Handlebar should be firmly in place and turns easily. The wheels must be straight and secure; the quick release rear axle must be secured.

• **Stop It:** Always Check Brakes Before Riding - Always control your speed by using your brakes. Apply the rear brake slightly before the front brake. Always keep your brakes adjusted. If you cannot stop quickly, adjust your brakes. When your hand brake levers are fully applied, they should not touch the handlebars. Ride slowly in wet weather and apply your brakes earlier, it takes more distance to stop.

• **See and Be Seen:** Wear clothes that make you more visible. Always wear neon, florescent, or other bright colors when riding a bicycle.

• **Avoid Biking at Night:** It is far more dangerous to bicycle at night than during the day. The ST requires LED lights for night time riding. If you must ride at night, you should also do the following: wear retro-reflective clothing or material, not just white or florescent, especially on your ankles, wrists, back, and helmet. Only ride in areas familiar to you. Brightly lit streets are best. Always assume you are not seen by a driver. Children should NOT ride at night.

• **Go With the Flow:** The Safe Way is the RIGHT Way - Ride on the right side in a straight, predictable path. Always go single file in the same direction as other vehicles. Riding against traffic puts you where motorists don't expect you. They may not see you, and may pull across your path, or turn into you.

• **Check for Traffic:** Always Be Aware of the Traffic Around You - Over 70 percent of car-bicycle crashes occur at driveways or other intersections. Before you enter any street or intersection, check for traffic. Always look left-right-left, and walk your bicycle into the street to begin your ride. If you are already in the street, always look behind you for a break-in traffic, then signal before going left or right. Watch for left or right turning traffic.

• **Learn Rules of The Road:** Obey Traffic Laws - Bicycles are considered vehicles. Bicyclists must obey the same rules as motorists. Read your State drivers handbook, and learn and follow all the traffic signs, laws, and rules for operating a vehicle on the road. Always signal your moves. Be courteous to pedestrians and other vehicle operators. Never wear headphones while riding as they impair your ability to hear traffic. Become familiar with the accommodations that are available for bicyclists in your area. These include bicycle lanes and routes as well as offroad paths. Take advantage of these whenever possible.

• **"Drive" with Care:** Share the Road - When you ride, consider yourself the driver of a vehicle and always keep safety in mind. Choose to ride in the bike lane, if available. If the roadway or bike lane is wide, ride to the right; if the lane is narrow, you may choose to ride in the middle of the lane. Take extra precautions when riding on a roadway. Bicycles are smaller than automobiles, and don't protect the operator like an automobile. You should: Make eye contact, smile, or wave to communicate with motorists. Courtesy and predictability are a key to safe cycling; be considerate and aware of motorists and pedestrians. Learn to anticipate their actions. Remember, pedestrians have the right of way; Ride far enough away from the curb to avoid the unexpected from parked cars (i.e. opening doors or drivers pulling out without checking); Keep control of your bicycle: look behind you while maintaining your bicycle in a straight path; be able to ride with one hand on the handlebars and signal a turn. (Practice these skills in a parking lot); Always look over your shoulder, and if possible, signal before changing lanes; Make sure that books, clothes, and other items are securely attached to the bicycle or carried in a backpack; and Use bells, horns, or your voice to alert pedestrians and bicyclists that you are approaching or passing.

• **Stay Focused:** Stay Alert - Never wear headphones; they hinder your ability to hear traffic. Always look for obstacles in your path (potholes, cracks, expansion joints, railroad tracks, wet leaves, drainage grates, or anything that could make you fall). Before going around any object, scan ahead and behind you for a gap in traffic, signal your intentions to move, and then follow through with your intentions. Be aware of the traffic around you. Ride defensively. Use extra care when riding in wet weather, ice, frost, or snow. Slow your speed and allow extra time and space to stop. Use extra care when crossing bridges which are extra slippery under wet conditions. Use caution when crossing a railroad track; cross tracks at a 90-degree angle and proceed slowly.

Wet Weather Riding

Whenever possible, you should avoid riding your bicycle in the rain. Riding a bicycle in the rain is like driving a car in the snow. You will not be able to stop as fast and must leave a larger distance between you and the obstacles around you. Your brakes will not work as efficiently when they are wet. You will not be able to turn as sharp without the danger of slipping. You must also ride away from or be cautious around painted lines, pot holes, sewer or drain grates, rail road crossings, bridges, wet leaves and any other area where a slippery surface can appear with water. Keep an eye out for puddles and turn your lights on if you have them. If you live in an environment where rain riding is expected, you should install front and rear fenders if you have not already done so. Use a cover for your bicycle if leaving it outdoors. Extensive rain can seep into the controller and battery and cause water damage.

Night Riding

Almost anywhere in the world today, bicycle night riding requires front and rear lights on your bicycle. Your S/T has built in headlight and taillight, that runs off the main battery. Always wear retro-reflective clothing or material, not just white or florescent, especially on your ankles, wrists, back, and helmet. Only ride in areas familiar to you. Brightly lit streets are best. Always assume you are not seen by a driver. Children should NOT ride at night.

RIDING YOUR S/T

First Motorized Ride

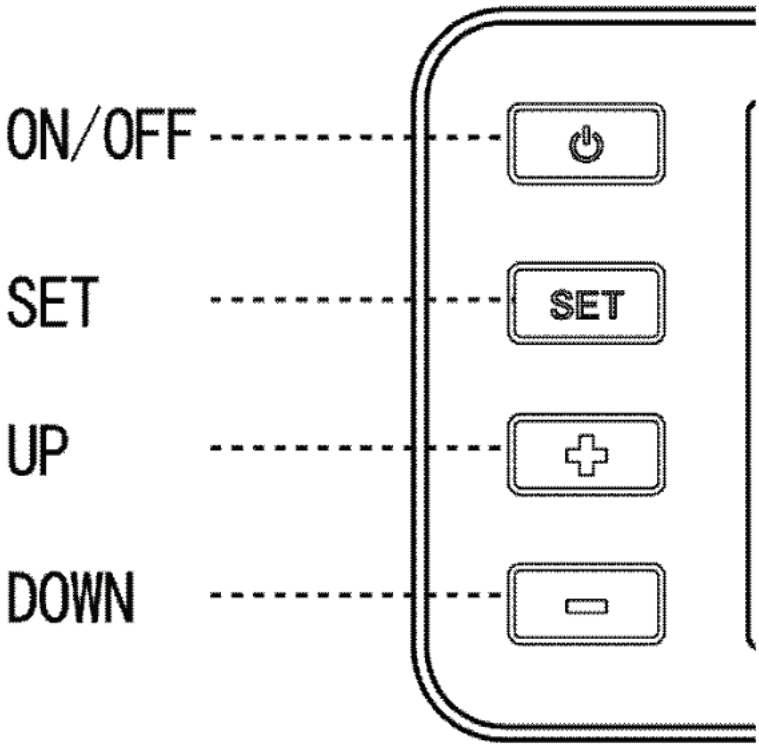
When you buckle on your helmet and go for your first familiarization motorized ride on your new bicycle, be sure to pick a controlled environment, away from cars, other cyclists, obstacles or other hazards. Ride to become familiar with the brake levers against throttling, variable throttle performance while pedaling your new bike and not pedaling. The first motorized ride should be initially pedaling and then slowly pressing down on the throttle to feel the engagement of the HUB motor. Familiarize yourself with the sensation of power.

• Familiarize yourself with the braking action of the bike. To test the brakes at slow speed, shift your weight toward the rear and gently apply the brakes, rear brake first. Sudden or excessive application of the front brake could pitch you over the handlebars. Applying brakes too hard can lock up a wheel, which could cause you to lose control and fall.

• Your bike has a front suspension system, familiarize yourself with how the suspension responds to braking application and rider weight shifts.

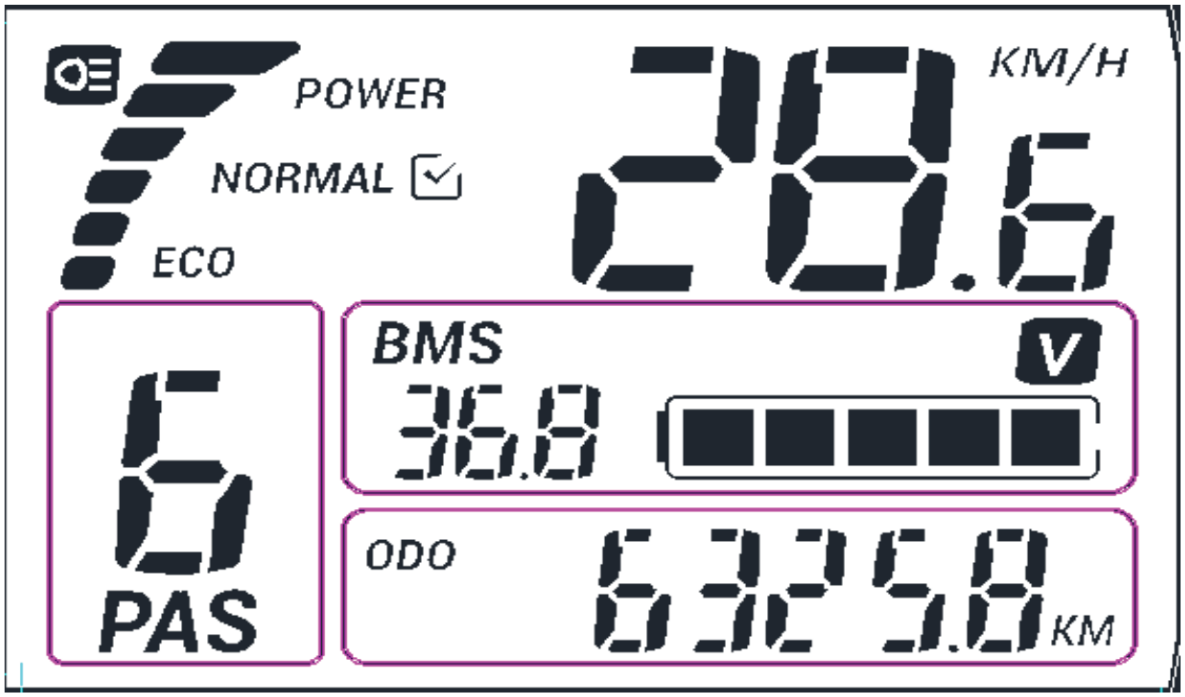
• Check out the handling and response of the bike; and check the comfort

• Start-up Procedure/LCD Basics/Lights
The LCD Screen has four buttons, ON/OFF, SET, UP, AND DOWN



Normal Operation Screen Illustration

• Hold on/off and LCD will go on. This will also turn on the electric bike system. The LCD will provide Normal Default screen and will display:



Current Display - Shows discharge current, each mark is 2amps

Riding Mode Selection - There are three modes for riding with arrow selection, Power, Normal, and Eco. The default option is Normal.

Riding Speed - Displayed in MPH or KM/H

PAS Level - Displays Pedal Assist Levels 1 through 5

Battery Current/Battery Level - BMS displays battery voltage, and battery level.

Odometer - Displays total distance traveled

• **Backlight/Running Lights On** - With the power on, click the on/off and turn on the backlight. Click it again to turn off the backlight. Headlights/Taillights will go on/off with Backlight.

• **Pedal Assist Level Selection** - Click UP or Down to change PAS level from 1 - 5.

• **Riding Mode Selection** - With LCD powered on, hold SET button until LCD screen PAS level shows 0. Click UP or Down to move arrow to select POWER, NORMAL, OR ECO riding mode. Once selected, push and hold on SET button until screen goes back to normal.

• **Shutting Down** - On/Off button until LCD screen shuts down. Bike is now turned off.

LCD Operation Manual: www.e-glide.com/lcdopperation

Suspension Fork

Your S/T is equipped with a Suntour XCR32 Air Suspension Fork. Features are Magnesium Lowers, Pre-load Adjustment, Rebound Adjustment, Speed Lock out Lever and 100mm travel.

• **Speed Lock Out Lever** - The lock out lever, found on the handlebars, allows for instant full suspension or lock out (no suspension), by just pushing the lever.

• **Pre-load Adjustment** - Controlled by turning the knob on the top of the right fork leg. Turn the knob clockwise to increase the spring pre-load, and counter clockwise to decrease the spring pre-load.

• **Adjusting Rebound Damping** - Rebound damping allows you to adjust the speed with which the fork rebounds after being compressed. Turn the adjusting screw, found on the bottom of the right fork tube, counter-clockwise (less damping) to increase the extension (rebound) speed of your fork. To reduce the extension (rebound) speed, turn clockwise (more rebound). To find the right rebound speed, turn the adjusting screw as far clockwise as possible (slowest extension). Put your entire body weight on the suspension fork and let it rebound abruptly. Now decrease the rebound gradually and repeat this procedure until the suspension fork almost jumps when it rebounds.

PARKING STORAGE & TRANSPORT

Please follow these basic parking, storage and transport tips to ensure your bike is well cared for on and off the road.

• When pushing the vehicle manually, turn off the power to avoid accidental acceleration from the motor.

• It is recommended to park indoors. o Switch the power off, and any lights to conserve battery. Remove the key from the bike and ensure the battery is locked to the frame or removed and brought with you for security.

• If you have to park outdoors in rain, or wet conditions you should only leave your ST outside for a few hours and proceed to park the bike in a dry location afterwards in order to allow all the systems to dry out. Much like a regular bike, use in wet conditions mandates a more regular maintenance schedule to ensure your bike does not become rusty, corroded and to ensure all systems are always working safely.

• Do not park, store, or transport your ST on a rack that is not designed for the size and weight of the bike.

• Locking up your bike is recommended to ensure your bike is secure and the chance of theft is reduced. Use a hefty lock, such as a Kryptonite lock. If there are any doubts, remove your battery and seat, and cable lock the front wheel as well.

THIS BIKE IS A HIGH THEFT ITEM, BE SURE TO TAKE PRECAUTIONS.

• When storing your bike or carrying your bike on a rack for transport, you can remove the battery pack to reduce the weight of the bike and make lifting and loading easier.

MAINTENANCE & BICYCLE CARE

To ensure safe riding conditions you must properly maintain your bike. You should follow these basic guidelines and see your certified local bike shop seasonally to ensure your bike is safe for use.

• Properly maintain batteries by keeping them fully charged when not in use.

• Never immerse the bike or any components in water as the electrical system may be damaged.

• Periodically check wiring and connectors to ensure there is no damage and the connectors are secure.

• To clean, wipe the frame with a damp cloth soaked in a mild non-corrosive detergent mixture. Do not spray the bike with water. Dry with a cloth.

• Store under shelter; avoid leaving it in the rain or exposed to corrosive materials. If exposed to rain, dry your bicycle afterwards and apply anti-rust treatment to chain and other unpainted steel surfaces.

• Riding on the beach or in coastal areas exposes your bicycle to salt which is very corrosive. Wash your bicycle frequently and wipe or spray all unpainted parts with anti-rust treatment. Damage from corrosion is not covered under warranty so special care should be given to extend the life of your bike when used in coast areas or areas with salty air or water.

• If the hub and bottom bracket bearings have been submerged in water they should be taken out and re-greased. This will prevent accelerated bearing deterioration.

• If the paint has become scratched or chipped in the metal, use touch up paint to prevent rust. Clear nail polish can also be used as a preventative measure.

• Regularly clean and lubricate all moving parts, tighten components and make adjustments and required.

Tire Pressure

WARNING: Never inflate a tire beyond the maximum pressure marked on the sidewall. Exceeding maximum pressure may blow the tire off the rim, causing damage to the bike and injury to the rider and bystanders.

WARNING: There is a safety risk in using gas station air hoses or other air compressors. They are not made for bicycle tires. They move a large volume of air very rapidly, and will raise the pressure in your tire very rapidly, which could cause the tube to explode.

Tire pressure is given either as maximum pressure or as a pressure range. How a tire performs under different terrain or weather conditions depends largely on tire pressure. Inflating the tire to near its maximum recommended pressure gives the lowest rolling resistance; but also produces the harshest ride. High pressures work best on smooth, dry pavement. Very low pressures, at the bottom of the recommended pressure range, give the best performance on smooth, slick terrain such as hard-packed clay, and on deep, loose surfaces such as deep, dry sand. Tire pressure that is too low for your weight and the riding conditions can cause a puncture of the tube by allowing the tire to deform sufficiently to pinch the inner tube between the rim and the riding surface.

CAUTION: Pencil type automotive tire gauges can be inaccurate and should not be relied upon for consistent, accurate pressure readings. Instead, use a high quality dial gauge

Tire, Tube, Wheel and Axle Repair

The S/T was designed for ease of servicing. Repairs are no more difficult than on a traditional bicycle. Any neighborhood bicycle shop should be able to repair a flat, change a tire or replace a wheel. Please review the following chapter on how to remove and replace the front and rear wheel of your S/T.

Removing the Rear Motor Wheel

1. The wheel incorporates a motor wire quick disconnect for removing the wheel. To remove the wheel following these instructions, it will only take a few minutes. Read the instructions fully before first attempting to remove the wheel.

2. Prior to removing the wheel, shift the bicycle into gear 9 or 10 (the small COG/sprocket on the rear cassette. It will be easy to remove the wheel if the chain is at the end of the cassette. Make sure to spin the crank while shifting gears.

3. Remove the battery for safety.

4. To work on your bicycle, it may be easier to turn the bicycle upside down by placing blankets on the ground and resting the bicycle on the saddle and handlebar.

5. Locate the motor disconnect weather proof plug on the left side of the bike frame 6 inches from the motor axle and separate the connector. Cut the cable tie with snips.

6. On each axle nut there is a rubber nut protector, remove these protectors simply by pulling on them. On the wired side of the axle, slide the rubber protector up the wire only a few inches.

7. Using a wrench, turn counter clockwise each axle nut until the axle washers are loose.

8. Remove the wheel from the frame by pulling on the wheel.

9. The 10 speed freewheel mounted to the motor can be slid out away from the chain with no issue. The spring of derailleur may cause the lower pulley to get in the way of removing the wheel. Simply pull the pulley out of the way.

Installing the Rear Motor Wheel

1. The rear motorized wheel easily installs onto the rear frame dropouts within a few minutes. Follow the instructions below on installing the rear motor wheel. One cable tie will be needed to install the motor. Read the instructions fully before attempting to install the wheel.

2. Pull or push the rear derailleur lower pulley with chain out of the way of the dropouts.

3. Now check to make sure the chain is not in the way and align the wheel above (below if bike is on kick stand and not upside down) the dropouts and pay attention to the lining up of the disk brake rotor into the brake caliper (between the pads).

4. Prior to inserting the wheel into the dropouts, pull the chain onto the cassette.

5. Slide the motor into the frame dropouts by aligning the axle into the dropouts. The axle has flat edges which require the axle to enter the dropouts from the bottom. The axle with the motor wire protruding is to enter the left side dropout (the left side is when standing behind the handlebar).

6. Now check to make sure the chain is not in the way and align the wheel with the dropouts and pay attention to the lining up of the disk brake rotor into the brake caliper (between the pads).

7. Each axle side has washers and a nut. Slide the washers over the axles and tighten nuts by hand.

8. Using a wrench, fully tighten axle nuts. Axle nuts should be tightened to 250 lb*in.

9. Plug motor connection by aligning arrows on each end of the connector and slide together.

10. Once connectors are plugged, you must test the connection.

Re-install the battery, turn on the bike.

Pull the motor wheel off the ground (if the bicycle is not upside down) and turn the throttle to test the motor. If the motor turns, the connection is solid. If motor does not turn, re check the motor cable connection

11. After confirming a solid connection, use a new cable tie to connect the motor cable to the side of the frame and once tightened, cut off any excess amount.

Removing & Installing the Front Wheel

1.The front wheel on the S/T can be removed or installed without tools. A quick release skewer through a hollow axle is utilized for easy and quick wheel removal. A quick release skewer is a rod that has a threaded acorn nut on one end and a cam lever assembly on the other end. The cam lever applies pressure and locks the axle in place. The majority of higher quality bicycles produced in the last decade incorporates this design. When removing the wheel, it will be easier to turn the bicycle upside down and rest the bicycle in its saddle and handlebar. Place a few blankets on the ground as not to scratch the saddle or handlebar controls. To remove the wheel, follow these steps:

2. Locate the quick release and pull the quick release lever open and away from the fork dropout.

3. Opening the quick release lever will loosen the grip on the fork and then loosen the acorn nut to clear the safety tab sat fork dropouts. When installing the wheel, it is the reverse process of —removing the wheel'. Follow these instructions to install the wheel:

4. Slide the wheel axle into the fork dropouts, confirming they are mounted in the dropouts with no space.

5. Install the axle quick release skewer. With the quick release fully open, tighten the acorn nut until a slight resistance.

6. Once tightened, close the quick release lever with force to clamp and lock the axle into the dropouts. The force must be strong enough for the axle not to later become loose. It should take some effort to close the lever but not so much that you are straining or feel you are damaging the quick release. You should not be able to easily open the quick release lever.

7. Test to see if the quick release lever will open with 1 finger. If it opens, you must perform the previous step again until the quick release lever clamp is tight.

Motor Controller Replacement

The controller is considered the "brains" of the ebike and is located at the top of the down tube behind the top battery mount. The controller has been designed to be easily changed if an issue was to occur. To access the controller, you would need to remove the top of the battery mount with a Philips screwdriver. If it ever needs to be replaced, it's just plug and play.

MAINTENANCE SCHEDULE

Maintenance Schedule	Each Ride	Weekly	Monthly	6 Months	Yearly
Tire Pressure	X				
Tire Condition	X				
Visual Inspection	X				
Brake Lever Pressure	X				
Quick Releases	X				
Handlebar Alignment	X				
Saddle Alignment	X				
Battery Pack Locked	X				
Wheel Check	X				
Inspect Frame Condition (include welds for fissures)		X			
Clean and Lubricate Chain		X			
Check Brake Pads		X			
Lubricate Forks			X		
Lubricate Brakes & Cables			X		
Lubricate Folding Mechanism			X		
Check All Bolts and Torque Settings			X		
Clean Bicycle			X		
Charge Battery			X		
Check Wheel Spokes			X		
Inspect Rim Condition			X		
Inspect Saddle, Rails and Clamp			X		
Grease Pedal Bearings				X	
Check HUB Bearings				X	
Check Headset Bearings				X	
Check Bottom Bracket Bearings				X	
Replace Brake Pads					X
Replace Brake Cables (depends on use)					X
Replace Tires (depends on use)					X

TORQUE SETTINGS

Torque Item	lb per In	lb per Ft	N M
Axle nut (front motor)	250 lb*in	20.8 lb*ft	28.25
Bottom bracket	420 lb*in	35 lb*ft	47.46
Brake lever clamps (at handlebar)	70 lb*in	5.8 lb*ft	7.91
Cassette/Freewheel	300 lb*in	25 lb*ft	33.9
Chainring bolts	80 lb*in	6.7 lb*ft	9.04
Crank bolt	350 lb*in	29.2 lb*ft	39.54
Crank bolt cap (if applicable)	100 lb*in	8.3 lb*ft	11.3
Derailleur bolt	80 lb*in	6.7 lb*ft	9.04
Disc brake caliper bolts (at frame)	80 lb*in	6.7 lb*ft	9.04
Disc rotor bolts	55 lb*in	4.6 lb*ft	6.21
Disc Brake Cable Arms (pinch bolt)	55 lb*in	4.6 lb*ft	6.21
Headset locknut	150 lb*in	12.5 lb*ft	16.95
Kickstand bolt	100 lb*in	8.3 lb*ft	11.3
Pedals	300 lb*in	25 lb*ft	33.9
Saddle rail clamp bolts (M6)	140 lb*in	11.7 lb*ft	15.82
Shifter (at handlebar)	20 lb*in	1.7 lb*ft	2.26
Stem adjustable bolts	150 lb*in	12.5 lb*ft	16.95
Stem clamp binder bolts (4 bolts)	60 lb*in	5 lb*ft	6.78
Stem steerer tube bolts	80 lb*in	6.7 lb*ft	9.04
Throttle	25 lb*in	2.1 lb*ft	2.825
V brake bolts (at frame)	80 lb*in	6.7 lb*ft	9.04
Quick Release (at half way tighten the lever with resistance)			

ONLINE RESOURCES

Assembly Instructions:

http://e-glidebike.com/index.php/bikes/e-glide-s-t-electric-bike

Brake Manual:

http://www.trpbrakes.com/userfiles/file/Tektro%20MTB/HDC330%20Manual.pdf

Bleed Instructions:

https://www.youtube.com/watch?v=HWssERgU2fw

Brake Pad Replacement:

https://www.youtube.com/watch?v=YFXEieKKtGo

Shimano Deore Derailleur Info and Adjustment:

http://cycle.shimano-eu.com/content/sacbike/en/home/components11/mountain/deore1/rd-m615-sgs-s.html

https://www.youtube.com/watch?v=wQncKmddahk

LCD Display Manual:

http://www.e-glide.com/lcdopperation

Suntour Fork Owners Manual:

http://www.srsuntour-cycling.com/fileadmin/user_upload/Downloads/Consumer/Bike/Owners%20manuals/2014/general-fork-manual-english-web.pdf

WARRANTY

E-Glide S/T LIMITED 1 YEAR WARRANTY

ST's bicycle components including frame, forks, stem, handlebar, headset, seat post, saddle, brakes, lights, bottom bracket, crank set, pedals, rims, spokes, wheel hub, freewheel, cassette, derailleur, shifter, motor, throttle, controller, wiring harness, LCD display, kickstand, reflectors and hardware are warranted to be free from manufacture defects in materials and/or workmanship for a 1 year period from the date of original purchase. Wear and tear is not covered under warranty. The lithium ion batteries are warranted to be free from manufacturing defects in materials and/or workmanship for a 1 year period from the date of original purchase. The battery warranty does not include damage from power surges, use of improper charger, improper maintenance or other such misuse, normal wear or water damage.

TERMS OF WARRANTY

This warranty only applies to the original owner of a E-Glide S/T bicycle. This warranty does not apply to rental or commercial use bicycles. This warranty is expressly limited to the replacement of defective parts at the sole discretion of E-Glide. This warranty does not cover any damage or defects resulting from failure to follow instructions in the owner's manual, acts of God, accident, misuse, neglect, abuse, commercial use, alterations, modification, improper assembly, wear and tear, installation of parts or accessories not originally intended or compatible with the bicycle as sold, operator error, water damage, extreme riding, stunt riding, or improper follow-up maintenance. This warranty does not include consumables or normal wear and tear parts (tires, tubes, brake pads, cables and housing, grips). E-Glide will not be liable and/or responsible for any damage, failure or loss caused by any unauthorized service or use of unauthorized parts. In no event shall E-Glide be responsible for any direct, indirect or consequential damages, including without limitation, damages for personal injury, property damage, or economic losses, whether based on contract, warranty, negligence, or product liability in connection with their products. All claims to this warranty must be made through E-Glide. Proof of purchase may be required with any warranty request.