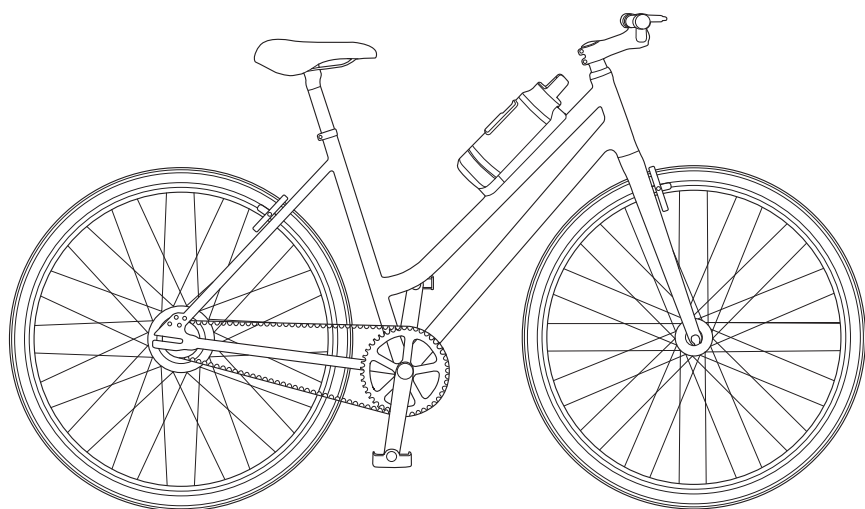
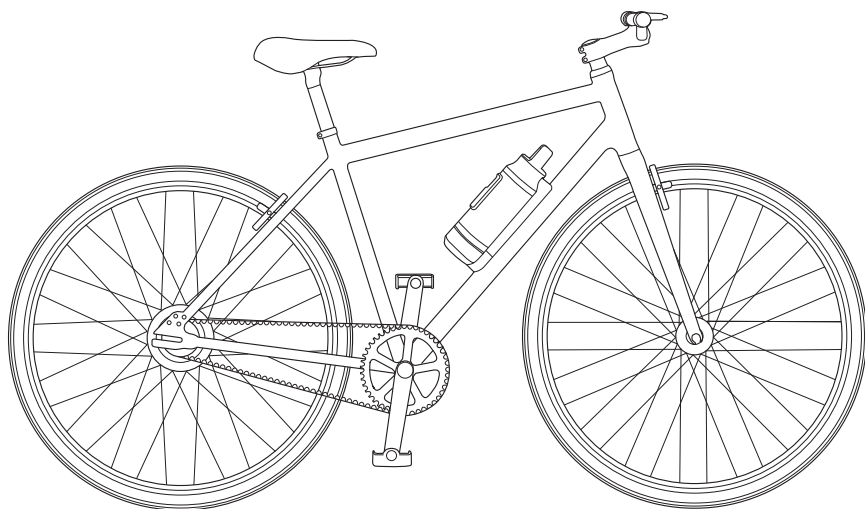




eBike Sport and City

eBike: EB01 and EB02



OPERATING MANUAL

IMPORTANT SAFEGUARDS:



**IMPORTANT: READ ALL INSTRUCTIONS BEFORE USE.
RETAIN INSTRUCTIONS FOR FUTURE REFERENCE.**



WARNING: Basic safety precautions should always be observed when using an electrical appliance to reduce the risk of fire, electrical shock or serious injury.

The term “eBike” throughout this manual refers to your Electrically Power Assisted Cycle.

Personal Safety:

- This eBike is intended for use as a commuter and trekking bicycle. It is not intended for off-road use in rough or extreme conditions. Using the eBike for any other purpose may result in serious injury.
- Before you ride this eBike, practice riding in a safe area free from hazards such as traffic and obstacles. Take time to learn the eBike's controls and performance. Practice using the controls and become familiar with the power, handling, and braking, and gain the experience necessary to avoid any hazards you may encounter when riding on busy roads.
- It is your responsibility to identify and follow all local laws and regulations, including fitting your eBike with any additional equipment necessary to comply with local laws.
- Observe the applicable traffic regulations.
- At night your eBike MUST have white front and red rear lights lit. It MUST also be fitted with a red rear reflector and amber pedal reflectors.
- Never ride with no hands.
- Adopt a speed that reflects the terrain as well as your riding ability.
- Use designated cycle paths when not using public roads.
- When riding your eBike, wear close-fitting pants, or use a bicycle clip. Loose clothing can get between moving parts and cause serious injury.
- Wear clothing that attracts attention when cycling.
- When riding your eBike, you should wear a bicycle helmet that conforms to current regulations.
- Your eBike saddle should be as close as possible to horizontal. Do not tilt the saddle backwards, as this can lead to pain and physical injury.
- Your eBike may be heavier than a conventional bike. Take care when pushing, carrying, or lifting, such as when loading into a car or

mounting onto a bicycle carrier.

- We DO NOT recommend that you use a bicycle trailer with your Gtech eBike.
- You can fit a Gtech approved luggage carrier to your eBike. Please check with the manufacturer to make sure that a child seat can be safely attached to the luggage carrier.

eBike Safety:

- You must be over 14 to ride an eBike.
- The drive assist system is limited to a maximum continuous power rating of 0,25kW (250W) and a maximum speed of 25Km/h, (15.5 mph).
- Your eBike is designed for a maximum permitted overall weight (rider + luggage + bicycle) of 126kg. The maximum permitted weight of the rider (85kg) plus luggage (25kg) is 110kg.
- Do not submerge your eBike in water.
- Be aware that the acceleration and speed at which you are travelling may be faster than you are used to, especially when starting off.
- Ride within your limits and ability.
- Other road users may not realise that you are on an eBike and that you are capable of travelling at faster speeds.
- Do not step on the pedal before sitting on the saddle to avoid unexpected start up of the motor. Take care not to rotate the pedal when pushing or handling the bike to prevent unexpected start up of the motor
- Take care in wet, cold, or icy conditions when it is easier to lose control. Ride more slowly, be aware of the level of grip when cornering, and allow time to brake more gradually over a longer distance to avoid the risk of skidding.

Electrical Safety:

- Only use batteries and chargers supplied by Gtech.
- Never modify the charger in any way.
- The charger has been designed for a specific voltage, always check that the mains voltage

is the same as that stated on the rating plate.

A charger that is suitable for one type of battery pack may create a risk of fire when used with another battery pack; never use the charger with another appliance or attempt to charge this product with another charger.

- Before use, check the charger cord for signs of damage or ageing. A damaged or entangled charger cord increases the risk of fire and electric shock.
- Do not abuse the charger cord. Never carry the charger by the cord.
- Do not pull the cord to disconnect from a socket; grasp the plug and pull to disconnect.
- Don't wrap the cord around the charger when storing.
- Keep the charger cord away from hot surfaces and sharp edges.
- The supply cord cannot be replaced. If the cord is damaged the charger should be discarded and replaced.
- Do not handle the charger or the appliance with wet hands.
- Do not store or charge the appliance outdoors.
- The charger must be removed from the socket before removing the battery, cleaning or maintaining the appliance.

Battery Safety:

- This appliance includes Li-Ion batteries; do not incinerate batteries or expose to high temperatures, as they may explode.
- Shorting the battery terminals may cause burns or fire.
- When the battery pack is not in use, keep it away from paper clips, coins, keys, nails, screws or other small metal objects that could make a connection from one terminal to another.
- When you dispose of the appliance remove the battery and dispose of the battery safely in accordance with local regulations.
- You must always use the battery in accordance with the instructions on the battery label.
- Liquid ejected from the battery may cause irritation or burns.
- In an emergency situation contact professional help immediately.
- Leaks from the battery cells can occur under extreme conditions. Do not touch any liquid that leaks from the battery. If the liquid gets on the skin wash immediately with soap and water. If the liquid gets into the eyes, flush them immediately with clean water for a minimum of 10 minutes and seek medical attention. Wear gloves to handle the battery and dispose of immediately in accordance with local regulations.

Drive Belt Safety:

- Do not roll, pry, twist, invert or bend the belt back on itself.
- Do not zip tie the belt.
- The acceptable temperature range for your belt drive is -53°C to 85°C.
- Do not lubricate the belt drive.
- Keep body parts and clothing away from the belt drive when in motion, otherwise they might get caught in the belt drive.
- Replace the belt drive if there are any signs of wear and tear.

Brake Safety:

- Regularly check your brakes for signs of wear and tear. Any worn parts must be repaired or replaced immediately.
- Be careful while getting used to the brakes. Practice emergency stops in a place clear of traffic until you are comfortable controlling your eBike.
- Wet weather reduces your braking power and the grip of the brakes. Reduce your speed and be aware of longer stopping distances when cycling in wet conditions.
- Braking on unpaved surfaces will differ. Be sure to practice braking on different surface types.
- Ensure that braking surfaces and brake pads are free of wax, grease and oil.

Maintenance:

- Many parts on your eBike are subject to a higher degree of wear due to their function and depending on their use. Have your eBike checked regularly at a professional bike shop and have the worn parts replaced.
- After an accident or crash you must take your eBike to a bike repair specialist to make sure that it is safe to ride. Be aware that damage may be invisible. Failure to do this may result in serious injury.
- Any form of crack, scratches or change of colouring in highly stressed areas indicate that the life expectancy of the part has been reached and it should be replaced immediately.
- To avoid unexpected start up if the pedals are turned, ensure the battery is removed from the bike before carrying out any maintenance.
- Make sure that all screws and bolts are tightened securely and to the prescribed tightening torques before riding.
- You must always use genuine replacement parts when performing maintenance on your eBike.
- Regularly check the tyre pressures (maximum 75psi) and regularly check the tread depth of tyres.
- Do not modify your eBike and its electrical components in any way.

Thank you for choosing a Gtech eBike

"I started Gtech to create sensible, easy to use products, which do a great job. Your opinion is important to us. Please take the time to write a review of the eBike by emailing us at support@gtech.co.uk. We will use your feedback to improve our products and services and let other people know what it's like to be part of the Gtech family."

Nick Grey – Inventor, owner of Gtech

There are several useful "how-to" videos on the Gtech website.



Motor Assistance

Your ebike is ridden as a conventional bike but with the benefit of motor power assistance. The motor will only switch on and provide power assistance when you are pedaling. When you are not pedaling the motor will switch off. The level of motor power is automatically controlled depending on the speed that you pedal. If freewheeling without pedaling or if the ebike is stationary there will be no power assistance. Above 15mph (25km/h) there is no power assistance in accordance with the legal limits. If the battery is switched off or fully discharged there will be no power assistance but you can still pedal as a conventional bike.

Warranty registration:

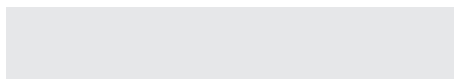
We have registered your warranty for you.

Keep your receipt with this manual, as you will need it if you ever have a warranty claim.

You may also need your VIN number, which is on the frame of your eBike.

PRODUCT VIN NUMBER:

You can find this on the underside of your eBike, between the pedal cranks.



Frame choice

The Gtech eBike comes in two different frame sizes, designed to fit a wide range of people. The Sport is a cross-bar model and the City is a step-through with a comfort seat. Apart from those differences the bikes are similar. Although the Sport has been used as the example throughout this manual, everything mentioned applies to the City model too.

Sport

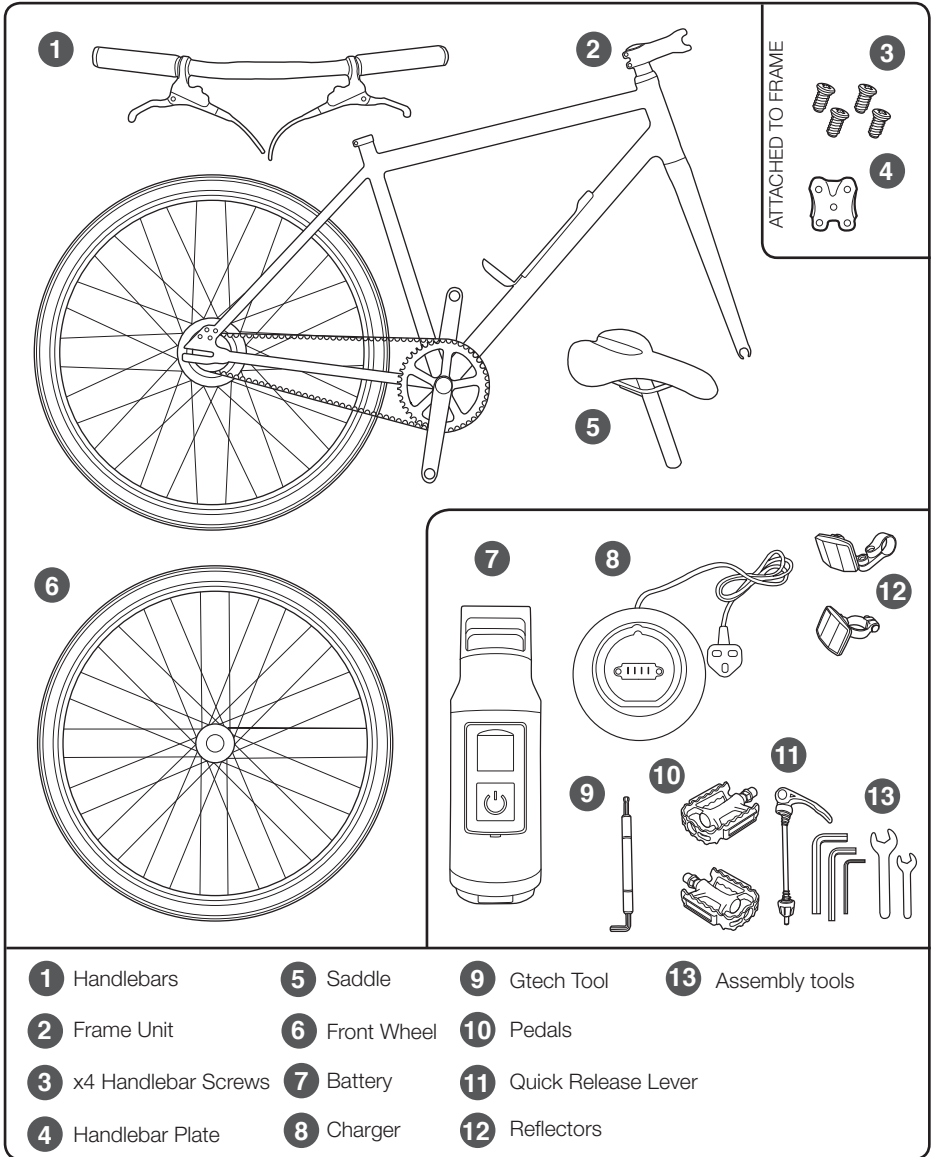


City



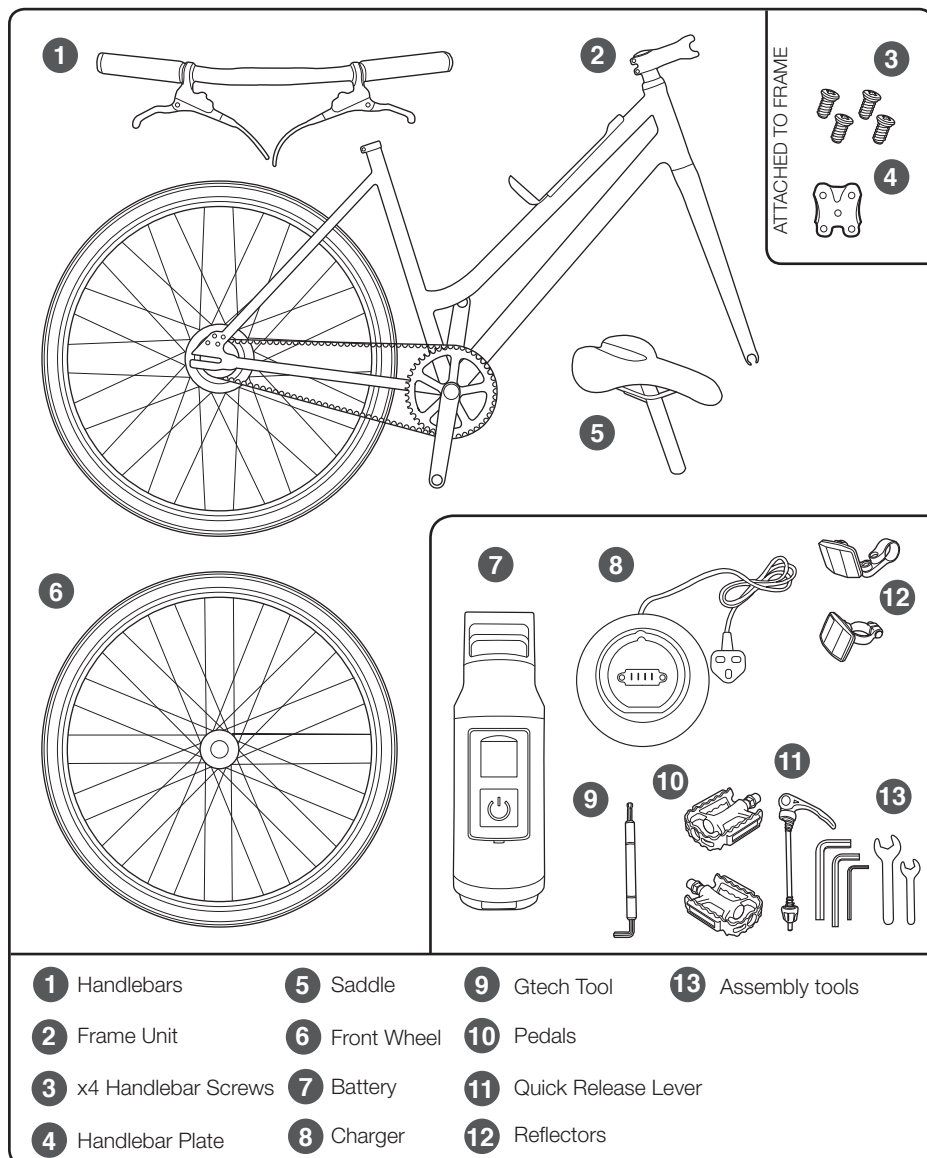
What's in the box: Sport

Your Gtech eBike comes partially assembled. You will, however, need to complete the assembly. By following these instructions you should be able to do this with minimal fuss. Please pay particular attention to the safety messages.

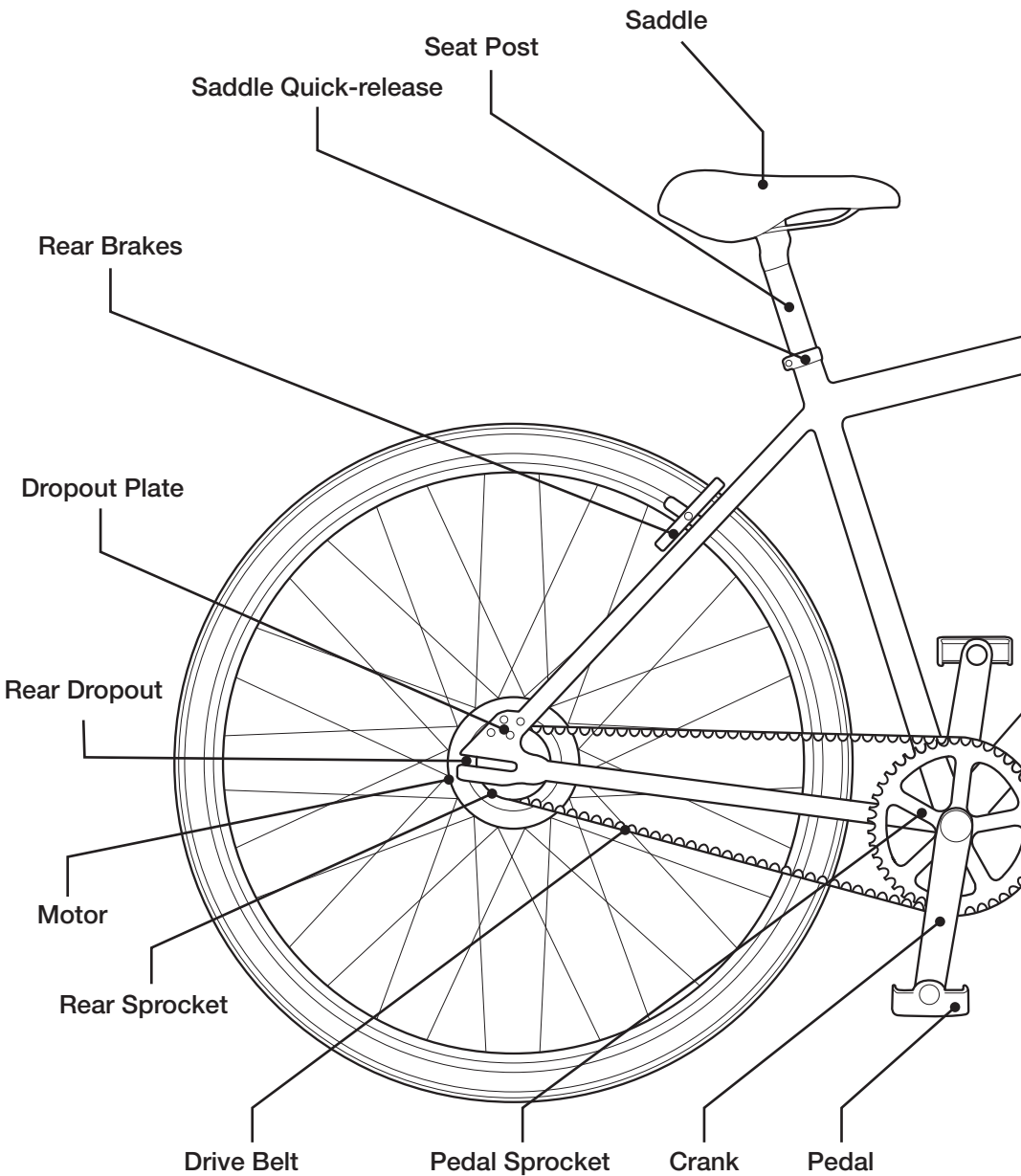


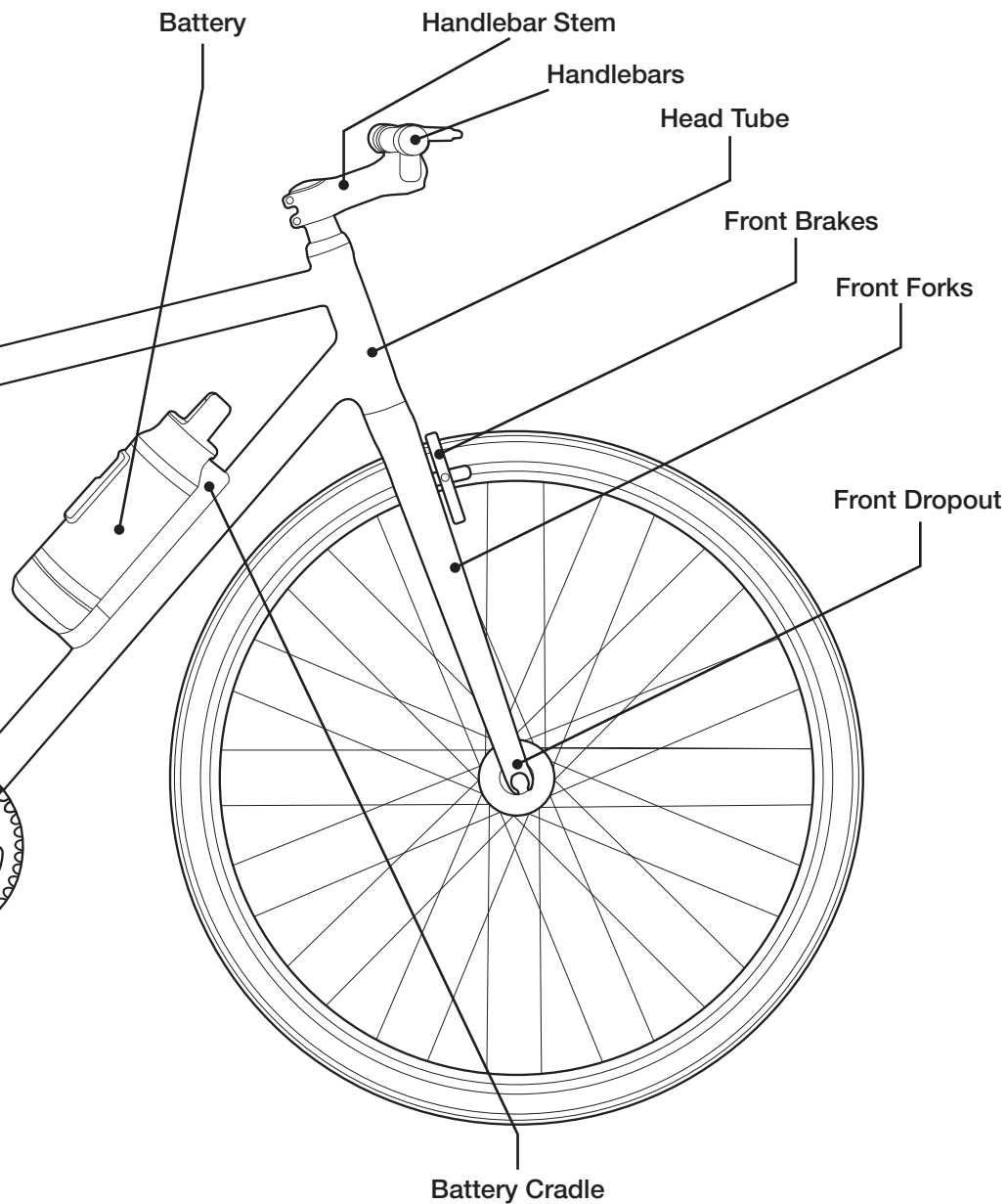
What's in the box: City

Your Gtech eBike comes partially assembled. You will, however, need to complete the assembly. By following these instructions you should be able to do this with minimal fuss. Please pay particular attention to the safety messages.

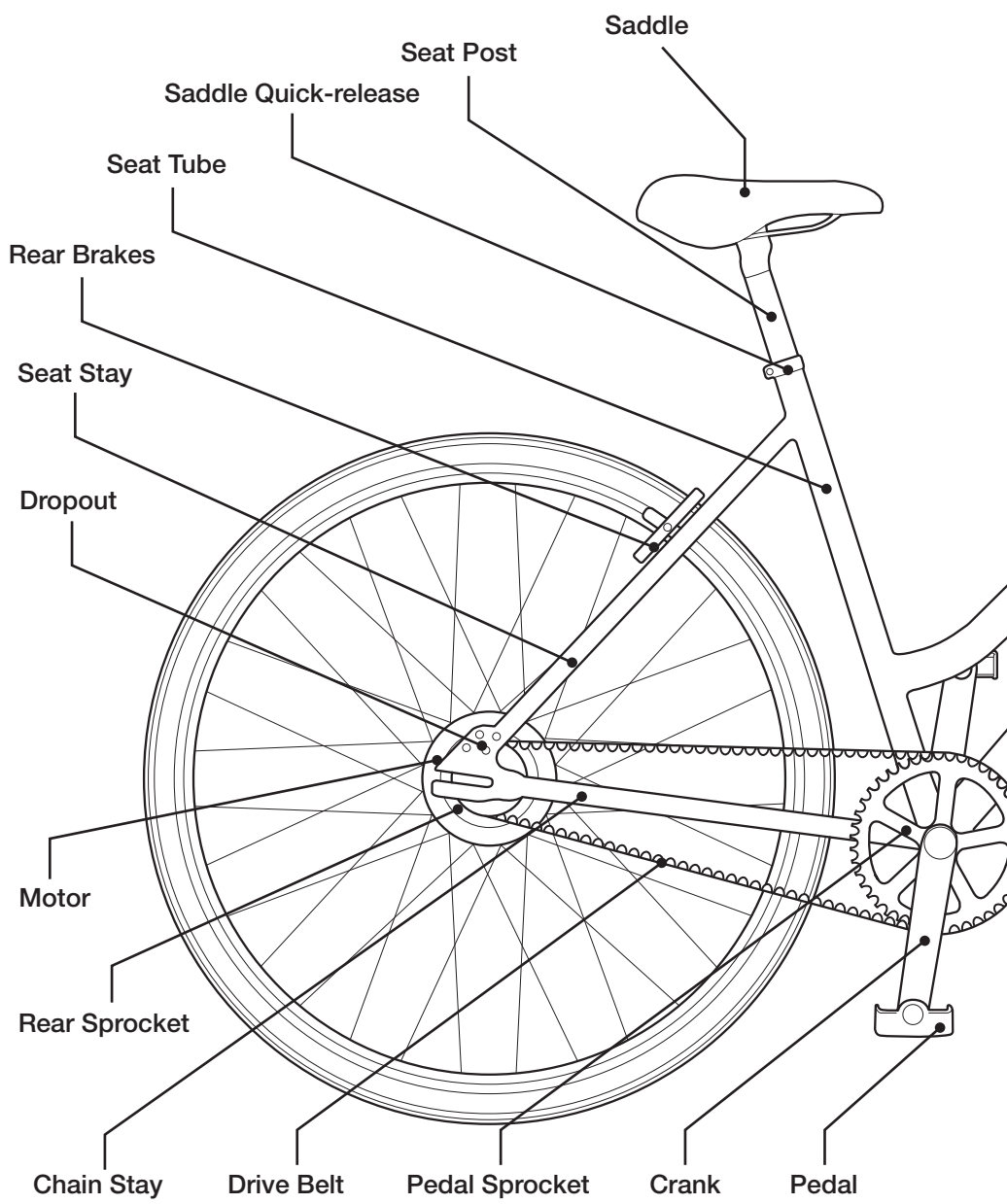


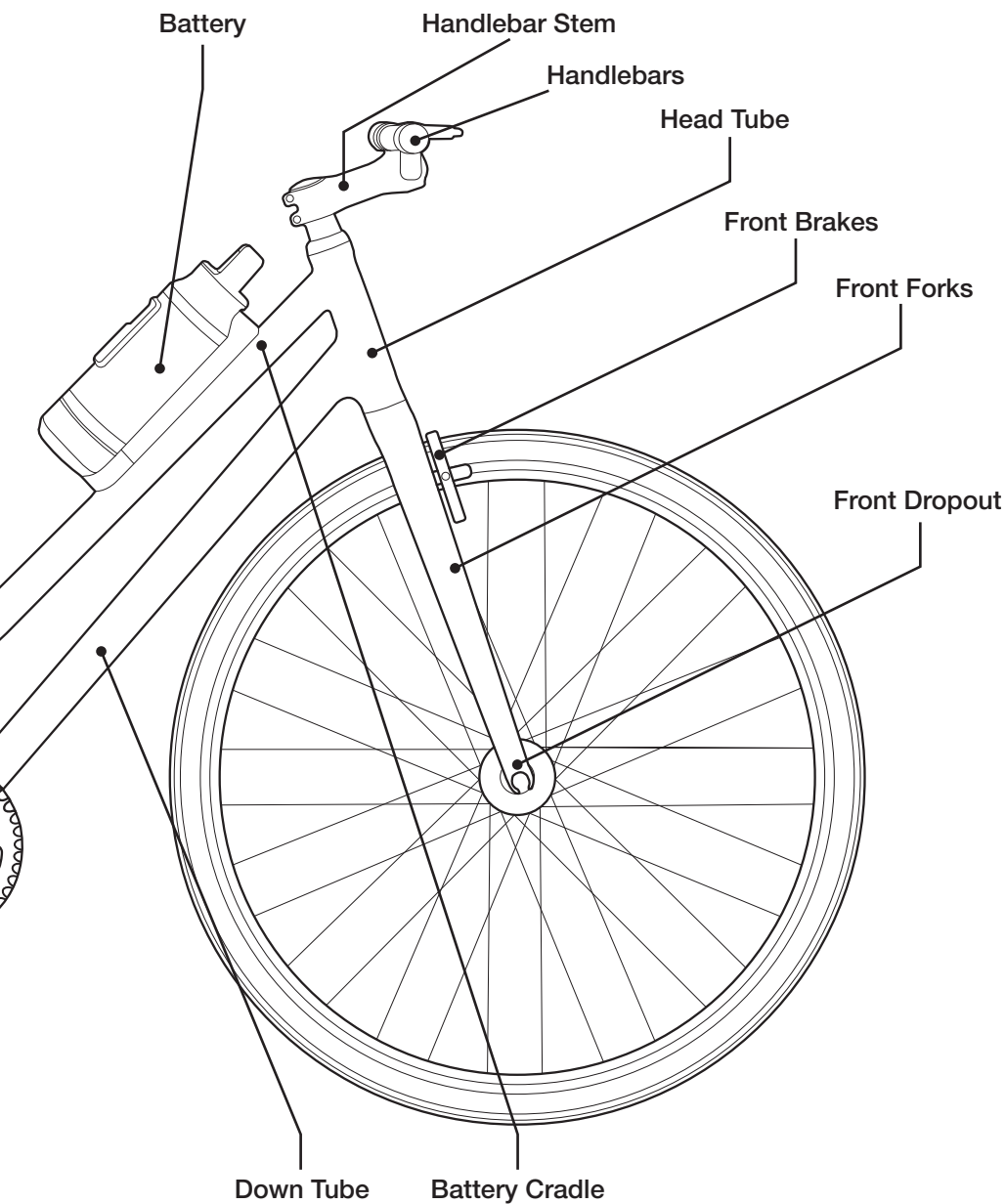
eBike Sport: parts





eBike City: parts





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Storing the Gtech tool



You will need to use your Gtech tool for the following instructions and throughout the manual. The Gtech tool is located in the bottom of your battery and can also be stored here when the battery is attached to the bike.

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Make sure that you follow all of the instructions in this manual carefully to assemble your eBike correctly before use.


We recommend that you build your eBike on a large, flat and soft surface. You may need to put something down on the surface to stop your eBike from getting scratched.

Carefully remove all of the packaging and ties from your eBike, as well as the 4 black plastic wheel protectors and fork spacer. Take care not to damage or scratch the bike.

Check that you have all of the correct parts before you start to assemble your eBike. See page 6 - 7.

For more information about the names and locations of the different parts of your eBike see page 8 - 11.

 **Make sure that the battery is removed from the bike before fitting any parts.**

 **Make sure that all screws are tightened securely before using your eBike. For the correct tightening torques see page 69.**

Attaching the handlebars



Place the eBike frame upright on a flat surface, you may need to put something down on the surface to stop your bike frame from getting scratched. Make sure that the handlebar stem is sticking out forwards and the brakes face the front. You can adjust this by turning the front forks around.



Using the Gtech tool, carefully unscrew the handlebar plate from the handlebar stem by turning the screws anti-clockwise. Keep the 4 handlebar screws and washers safe – you will need them later.



Hold the handlebars in place at the centre of the handlebar stem, making sure that they are centred and the correct way round – the lines on the centre of the handlebars will help you do this.



The brake levers should be horizontal and facing away from the bike. The handlebars can be rotated and adjusted to a comfortable position if required.



Place the handlebar plate so that it's in front of the handlebars and aligned with the holes on the handlebar stem.

Note: The handlebar plate can go either way up.



Note: When fitted, the handlebar plate will not fit flush against the handlebar stem. There will be a small gap. Ensure that the gap is even on the top and the bottom of the handlebar.



Carefully insert the four screws (with washers) making sure the threads are engaged well. Screw in by hand, starting with two that are diagonally opposite.



Using the Gtech tool, tighten all of the screws evenly by turning them clockwise. Tighten in small increments in a criss-cross pattern. The handlebars should be secure but do not over-tighten the screws.



Make sure that all of the screws are tightened securely, so that the handlebars do not move if you try and twist them backwards and forwards.



IMPORTANT: After fitting the handlebar check carefully before your first ride. Loose or incorrect fitting of the handlebar can lead to loss of control and the risk of serious injury.



Should you have any concerns regarding the assembly of the handlebar we recommend your Ebike is checked by an experienced mechanic or a professional bike shop.

Attaching the saddle

The seat tube has a quick-release fitting on it to make it easier to attach and adjust the saddle's height. To operate the quick-release, follow these instructions:
Refer to page 38 for adjusting the saddle to the recommended height and position.



1. Pull back the quick-release lever.
2. Insert the saddle post into the frame.



Drop the saddle's seat post down to its lowest position and make sure that the saddle is in line with the eBike's frame.



Close the quick-release by firmly pushing on the quick-release lever, so that it lies flat against the frame.



Check that the saddle cannot move once the quick-release is closed. If it does move, tighten the adjusting nut, until you need to use the palm of your hand to close the quick-release lever.



When closed, the quick release lever must lie flat against the frame, fork and saddle clamp, otherwise it could snag on obstructions when the bike is moving. This could lead to serious injury.

How to fit the front wheel

Make sure that the 2 black plastic wheel protectors have been removed from the wheel. Be careful when removing these, so they do not snap off and become stuck in the wheel. Remove the front fork spacer.



Place the frame upside down on a flat surface, resting the saddle and handlebars on the floor. You may need to put something down on the surface to stop your bike frame from getting scratched.



Turn the black adjustment nut anti-clockwise and remove it from the front wheel quick release lever. Keep the adjustment nut safe.



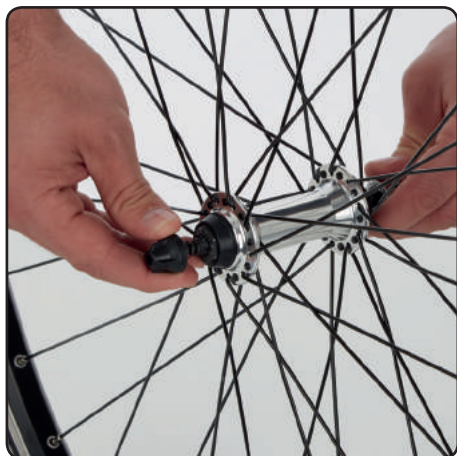
Remove the spring that was closest to the adjustment nut and keep it safe.



Push the quick-release through the centre of the front wheel.



Fit the spring onto the quick release shaft, with the narrow end facing towards the wheel.



Screw the adjustment nut onto the end of the quick-release, next to the spring, by turning it clockwise. Only 2 to 3 turns are required, leaving a gap to slot the front wheel onto the forks.



Note the direction of rotation marked on the tyre should be the same as on the rear wheel. Align the front wheel with the fork holders and slot in place, ensuring that the wheel fits tight within the fork holders.



While holding the quick-release lever in line with the wheel hub tighten the adjustment nut on the opposite side by turning it clockwise until resistance is felt.



Push the quick-release lever fully closed. You should need to use the palm of your hand to close the quick release lever with as much strength as possible.



If the lever is too easy to close return it to the open position and tighten the adjustment nut a quarter turn clockwise. Repeat as required. If the lever is too stiff to close return it to the open position and loosen the adjustment nut a quarter turn anti-clockwise. Repeat as required.



The closed position is with the lever in line with the front fork with "close" visible.



Make sure that the wheel can rotate freely.



Make sure the quick release lever is in fully closed position and that the wheel is attached securely. Incorrect fitting may result in the wheel becoming loose when riding or the quick release lever snagging on obstructions. This could lead to serious injury.

Should you have any concerns regarding fitting the wheel we recommend your bike is checked by a professional bike shop.

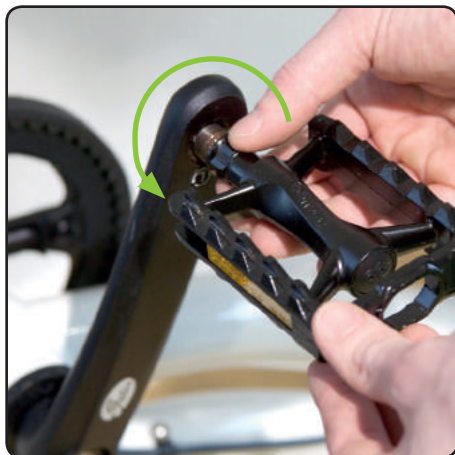
Fitting the pedals



Match the pedal marked **L** with the crank marked **L**, located on the opposite side to the drive belt. Carefully align the pedal into the crank hole. Poor alignment will damage the screw thread. Tighten by using your fingers to turn the pedal spindle **anti-clockwise**.



Match the pedal marked **R** with the crank marked **R**, located on the opposite side to the drive belt. Carefully align the pedal into the crank hole. Poor alignment will damage the screw thread. Tighten by using your fingers to turn the pedal spindle **clockwise**.



Make sure you rotate the pedal by the hexagonal section, not the pedal itself, which will just spin free.



Fully tighten both pedals from behind the crank, using the 6mm allen key provided.

Assembling the front brake

Stand your eBike in an upright position.



The front brake arms and brake cable are located at the top of the wheel, in front of the forks.



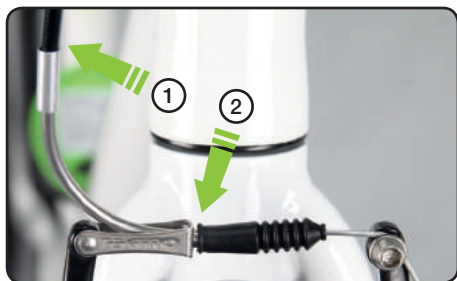
Squeeze the brake arms together.



Pull the silver cable guide and then insert the end into the slot in the cable holder. You may need to move the black rubber cable cover to do this. The brake cable may be tight to pull across.



Release the brake arms. The cable should pull itself into the correct position, with the cable guide slotting into the cable holder.



Check the brake cable is located in 3 positions:

1. Into the cable guide
2. The cable guide is slotted into the cable holder
3. The brake cable is in the brake lever adjuster barrel.



Push the black rubber cable cover across, so that it is flush against the cable holder.



If the brake cable is too tight the cable guide will not locate into the cable holder. The brake cable will need adjusting and follow the instructions for adjusting the brake cable on page 25.



WARNING: Do not use your eBike if the brakes have not been correctly fitted and adjusted. If in doubt have them checked by an experienced mechanic or bike shop.

Adjusting the brake cable

The following instructions apply to the front and rear brakes. Both brakes must be checked and adjusted correctly before riding. When each of the brake levers are pulled the surface of both brake pads on either side of the wheel should push onto the wheel rim at the same time.



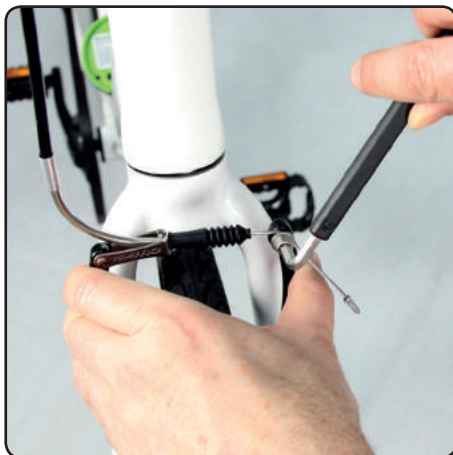
Using the Gtech tool, loosen the cable clamp screw on the brake arm until the cable is free to move through the clamp.



Unscrew the brake lever mount adjuster barrel and locking ring as far as possible without the adjuster barrel becoming detached from the brake lever.



Squeeze the brake arms together so the brake pads touch the wheel rim. Pull the end of the cable through the clamp until it is tight. You may need someone to help with this.



Tighten the cable clamp to secure the cable then release the brake arms.



Screw the brake lever mount adjuster barrel and locking ring fully into the lever. Tighten the locking ring against the brake lever mount.



Pull the brake lever and check that the pads press onto the wheel. When applied the brake lever should move about half the distance to the handle bar grip. The wheel should spin freely without the brake pads rubbing on the wheel rim.



If the brake lever touches the handlebar grip then unscrew the brake lever adjuster barrel by a few turns. Make sure the lever no longer travels all the way back to the handlebars.



Hold the adjuster barrel and tighten the lock ring against the brake lever mount.

Aligning the brake pads

The brake pads should be aligned accurately against the wheel rim. Check both the left and right brake pads are correctly aligned, on both the front and rear brakes.



Squeeze the brake arm so the pad touches the wheel rim and check it touches the centre of the wheel rim. If the brake pad overhangs the wheel rim or rubs the tyre it will need to be adjusted.



To adjust the brake pad loosen the brake pad fixing screw.



Press the brake arm and position the brake pad position so that it touches the wheel rim with no overhang above or below the rim.



Hold the brake pad in the correct position against the wheel rim and tighten the fixing screw.

Adjusting brake travel

Your brake pads should hit both sides of the wheel rim at the same time. If this doesn't happen you will need to adjust them. If the brake arms are misaligned from a centre position so one side touches the wheel rim before the other then follow these steps.



Pull the brake lever and observe any difference in movement of the brake arms.



Locate the brake spring adjuster screws at the bottom of the brake arm that is moving towards the rim the slowest.



Turn the screw slightly clockwise to tighten it until the gaps are equal on either side of the wheel and the brake pads touch the wheel at the same time. You may need to loosen the screw on the opposite brake arm by turning it anti-clockwise.



The brakes on either side of the wheel rim should now appear symmetrical when applied.



If there is excess cable sticking out this can be tucked into the slot on the rear of the brake arm.



IMPORTANT: Before riding your bike check the brake cables are secure, the brakes are correctly adjusted, and operate. Incorrect fitting or alignment of the brakes can lead to the risk of serious injury.

Should you have any concerns or uncertainty we recommend your bike is checked by a professional bike shop.

Attaching the reflectors

The clear reflector faces to the front of the eBike and is fitted to the handlebar.



Use a Philips head screwdriver to turn the screw anti-clockwise to remove. Retain the nut.



Clip the reflector to the handlebar. Locate the nut and insert the screw and turn clockwise to secure the reflector in place.



Take the rear (red) reflector and remove the screw as per the front reflector.



Clip the reflector to the seat post. Insert the screw and turn clockwise to secure the reflector in place.

Assembling the kickstand

The kickstand is an optional accessory available through www.gtech.co.uk



Unscrew and remove the screw and washer from the kickstand. Keep them safe.



The hole for fixing the kickstand is in front of the rear wheel.



Position the kickstand below the frame. Check that there is clearance between the kickstand and the tyre.



Fit the screw with washer through the hole. Tighten by using your fingers to turn the screw clockwise.



Securely tighten the screw using the 8mm allen key provided.

Note: If mudguards are also being fitted the kickstand screw is used to fix the rear mudguard. See page 35.



The kickstand should now touch the floor when in use.



IMPORTANT: Do not sit on the bike with all your weight supported by the kickstand. It is only intended to support your eBike.

Assembling the mudguards

The mudguards are an optional accessory available through www.gtech.co.uk

Front mudguard (shorter length mudguard)



Insert a round head screw through the hole in the front mudguard.



Place the mudguard stay over the screw. Note that the front mudguard stay is slightly longer than the rear. Fit a washer and nut by turning clockwise.



Hold the nut with the 8mm spanner to stop it rotating and tighten the screw clockwise using the 3mm allen key provided.



Place the front mudguard over the wheel. The fixing bracket is positioned up to the hole at the back of the front forks.



Insert a fixing screw and tighten using the Gtech tool provided.



Position the stays against the fixing holes at the bottom of each side of the front forks. Insert a fixing screw at each side and tighten clockwise using the Gtech tool provided.

Rear mudguard (longer length mudguard)



Insert a round head screw with washer through the hole in the rear mudguard.



Place the mudguard stay over the screw. Fit a washer and nut by turning clockwise. Hold the nut to stop it rotating with the 8mm spanner and tighten the screw clockwise using the 3mm allen key provided.



The mudguard bracket fits over the frame hole in front of the rear wheel.



Insert the large screw through the mudguard bracket and frame hole. Fit a washer and the large nut by turning clockwise.



Hold the nut with the 13mm spanner to stop it rotating and tighten the screw clockwise using the 8mm allen key provided.



Clip the fixing bracket onto the mudguard.

Note: if a kickstand is being fitted the kickstand screw can be used to fix the rear mudguard.



Slide the fixing bracket until it is against the frame. Insert a fixing screw and tighten clockwise using the Gtech tool provided.



Position the stays against the fixing holes at the bottom of the chainstays. Insert a fixing screw at each side and tighten clockwise using the Gtech tool provided.

Finding the correct saddle height



Sit on the bike saddle.



Try to reach the pedal with your heel when it is in the bottom position. Your knee should be more or less fully straight.



Place the balls of your feet on the centre of the pedal. If your knee is now slightly bent, the saddle height is correct.



If you need to adjust the saddle height see page 38.



Never adjust the saddle so the minimum mark (marked on the saddle post) is above the top of the saddle tube, otherwise you could injure yourself or damage the saddle post.

Adjusting the saddle height



Pull back the quick-release lever.



Adjust the saddle to the correct height for you, making sure that the stop mark is not above the saddle tube. See page 37 for advice about finding the correct saddle height.



Close the quick-release by firmly pushing on the quick-release lever, so that it lies flat against the frame.



Check that the saddle cannot move once the quick-release is closed. If it does move, tighten the adjusting nut, until you need to use the palm of your hand to close the quick-release lever.

Adjusting the saddle angle and travel



1. The screw for adjusting the saddle is located beneath the saddle.

2. Whilst looking up at the base of the saddle, turn the screw anti-clockwise to loosen it.

Now that the saddle is loose you can move it horizontally forwards or backwards to improve your reach to the handlebars.



You can also tilt the saddle up and down slightly to adjust for comfort.



Turn the screw clockwise to tighten it.

Attaching the battery



Sit the battery in the base of the battery cradle, located on the down tube. Make sure that the green power button is facing outwards, away from the down tube.



Push the battery firmly down towards the frame. It will click when it is in place.

Removing the battery



To remove the battery, squeeze the green trigger, then pull the carry handle to release the battery from the cradle.



Pull the battery away from the frame to remove it.

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Ready for your first journey? Before you go out adventuring check that the following steps have been completed in accordance with the instructions in the assembly section. We want to ensure you get the most out of your new eBike and by following the list below you will be ready to get out there with confidence.

Before you start riding, check that:

	Yes.	If not see page
1. The wheels are mounted properly.	<input type="checkbox"/>	19
2. The brakes work properly.	<input type="checkbox"/>	25
3. The saddle is the comfortable.	<input type="checkbox"/>	37
4. The saddle post is at the correct height.	<input type="checkbox"/>	38
5. The belt drive is correctly fitted.	<input type="checkbox"/>	58
6. The bolts, nuts and screws are tightened.	<input type="checkbox"/>	69
7. The pedals are firmly attached.	<input type="checkbox"/>	22
8. The air pressure in the tyres is correct.	<input type="checkbox"/>	50
9. The battery is charged and attached.	<input type="checkbox"/>	42

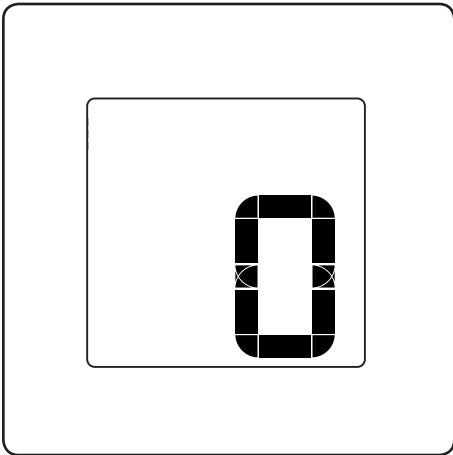


Before riding:

Should you have any concerns on the assembly of your bike we recommend having it checked by a professional bike shop.

Charging battery

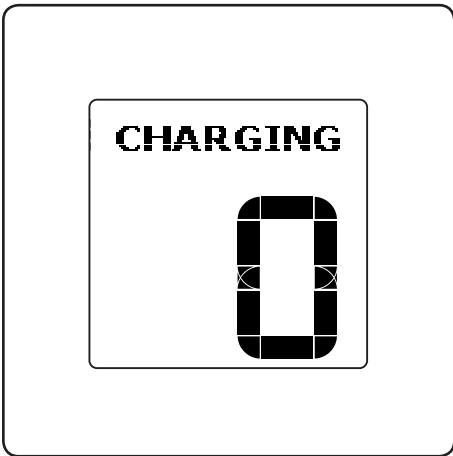
The LCD indicates the percentage of remaining capacity.



When the LCD display reads 0, you will need to recharge your battery.



You will need to remove the battery from your eBike to charge it. Plug the charger into the wall, then sit the battery on the charge base with the cable exiting from the rear.



The LCD display will display that it is charging.



After 3 hours the battery will be fully charged.



Always fully charge your battery before storing. For optimum performance, we recommend that you store the battery indoors during the winter months.



It is important that you charge the battery according to the instructions located on the charger.

Turning your eBike on

Your battery has two power settings – Eco and Max. Use whichever mode that suits your ride. Eco mode will allow you to travel further by reducing the assistance.



Press the green power button on your battery.



The LCD screen shows how much charge is in the battery. Your battery will remember the power mode it was last in.



To toggle between Max and Eco mode, press the power button once.



The LCD screen will tell you which power mode you are in.



To turn the battery off, press and hold the green power button for two seconds.



You can still check how much charge is left in your battery when it is not attached to the bike. Briefly press the green power button to display the level of charge.



Don't worry if you forget to turn off your battery – it will turn itself off after a short time.

USB Port



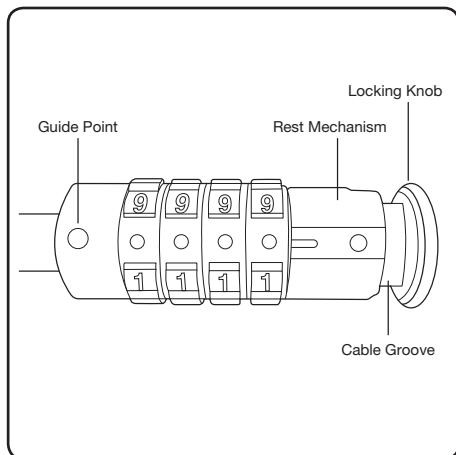
There is a USB port located on the front of the battery, at the bottom. It can be used to charge devices whilst you are out and about.

The USB Port is covered with a water proof rubber seal. Pull back the rubber seal to reveal the USB Port.

Cable Lock

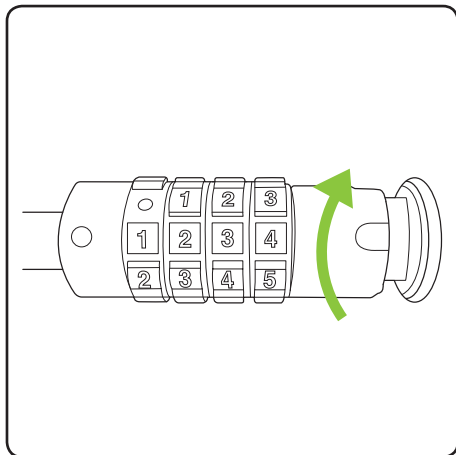
The cable lock is an optional accessory, available from www.gtech.co.uk

How to unlock

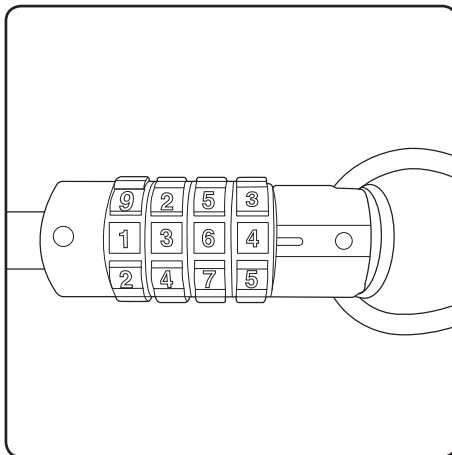


1. Line up the guide point to **0-0-0-0**.
2. Pull the locking knob out.

Changing the code sequence



1. With the locking knob pulled out, twist the reset mechanism away from you.
2. Turn the numbers to select the code sequence of your choice.



1. Twist the reset mechanism back towards you, then place the looped cable end into the cable groove and close the locking knob.
2. Turn the numbers to a random sequence to securely lock the cable.

Securing the lock to the bike



Feed the looped end of the cable lock through the handle of the battery.



Continue to feed it through the spokes of the front wheel, making sure it goes behind the frame of the bike.



Pull the locking knob out and place the looped cable end into the cable groove.



Push the locking knob down to close and turn the numbers to a random sequence to securely lock the cable.

Brake Controls



The left brake lever activates your rear brakes.

The right brake lever activates your front brakes.

Always use both brakes together.

Emergency braking

When emergency braking, your weight will shift forwards, reducing the load on your rear wheel. This can cause your rear wheel to slip, which is dangerous, especially when riding downhill. When emergency braking, keep your weight back and as far down as possible.

Brake smoothly and remember your front brake will take more load when braking harder.



You should regularly check your brakes to make sure that they are working correctly.

Maintenance

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In this section you will find a break down of adjustments and replaceable parts. To keep your eBike performing at its best you will need to regularly maintain these parts. You must always use genuine replacement parts.



Always remove the battery from the ebike before carrying out any maintenance to avoid unexpected start up of the motor if the pedals are turned.

General maintenance

- Check the pressure and profile of the tyres.
- Check the brakes for wear and make precise adjustments from time to time.
- If you notice a problem with the spokes on one of your wheels, have it repaired immediately by a qualified bike repair specialist.

Cleaning

Clean your bike by removing dirt with a soft bristled brush and then washing with warm water. Regular cleaning of your bike will lengthen its lifespan. Be careful not to use too much water near the battery. After cleaning, dry your bike using a soft cloth. Only wash the belt drive with water.



Never use a high-pressure cleaner, it could damage the electrics on your eBike.

Inflating the tyres

Before starting to inflate your tyres, check that the pump is in the correct mode for your tyre valve. For the Gtech eBike, it will need to be in Schrader mode.



Remove the valve cap.



Briefly press down on the valve to make sure the valve doesn't stick and to remove any loose dirt.



Press the pump nozzle onto the tyre valve stem as far as it will go.



Lift the thumb lock lever into the locked position.



The wear indicator is the black line that runs around your wheel rim. If the wear indicator becomes invisible the rim should be replaced.



Pull out the end of the bicycle pump and push down to start inflating the tyre, continue to do this until you have reached the desired tyre pressure. Do not inflate beyond the maximum tyre pressure – printed on the sidewall of the tyre.



Release the thumb lock by pushing the lever back down.



Remove pump nozzle from the valve stem.



Replace the dust cap.



The correct pressure for the tyres on the Gtech eBike is: min 50psi, max 75psi. Do not over or under inflate the tyres.

Removing the front wheel



Detach your brakes, which are located at the top of the front forks, from the front wheel rim by closing the brake arms using your thumb and index finger and lifting out the brake cable. If there is not enough play, loosen the adjusters at the handlebars.



Place the frame upside down on a flat surface, resting on the saddle and the handlebars. You may need to put something down on the surface to stop your bike frame from getting scratched. Pull the quick-release lever on the front wheel, so that it is fully open.



Loosen the adjustment nut by turning it anti-clockwise approximately 5 full rotations.



Remove the wheel.

Removing the rear wheel



Detach your brakes, which are located at the top of the rear forks, from the wheel rim by closing the brake arms using your thumb and index finger and lifting out the brake cable. If there is not enough play, loosen the adjusters at the handlebars.



Adjust the saddle so that it is at its lowest position. Turn the bike upside down and place on a soft surface.



Locate the hub connector cable on the left hand side of the frame (the same side as the drive belt). Using the tool undo the cable guide holding the hub connector cable in place.



Disconnect the hub connector cable.





Loosen the bolts on either side of the wheel by placing the tool through them and turning anti-clockwise. If it's too tight use a 15mm spanner or socket wrench. **Do not remove the bolts.**



Locate both of the belt tension adjusters at the rear forks and, using the tool provided, turn them anti-clockwise to loosen. Make sure you hold onto the rear wheel whilst doing this.



Slide the wheel forwards as far as you can towards the frame to loosen the belt.



To feed the drive belt off the pedal sprocket:

1. Rotate the pedals slowly.
2. Feed the slackened belt off the pedal sprocket towards the frame.



Take the drive belt off the rear wheel sprocket and move around the rear forks, away from the frame.



The drive belt needs to stay resting in this position.



Slide the wheel backwards off the frame to remove.

Replacing the inner tube

You will need a 700C x 35/43c inner tube. These can be ordered at www.gtech.co.uk or can be purchased from good bike shops. If changing the tyre at the same time, you will need a 700 x 38C tyre. You will also find it easier if you have a tyre lever handy.



Remove the wheel from your bike and then remove the dust cap from the tyre valve.



Push the Gtech tool into the tyre valve to let out the air.



You may need to push down on the tyre to help remove the air, whilst still pushing down on the tyre valve.



1. Push a tyre lever in underneath the outer tyre.
2. Push the tyre lever upwards to pull the outer tyre over the wheel rim.



Run the tyre lever all the way around the tyre.



1. Push the inner tube valve in, towards the tyre.
2. Remove the inner tube from between the outer tyre and rim.

To replace...



Check the inside of the outer tyre for sharp objects that may have damaged the inner tube and remove them. Be careful not to injure yourself.



Partially inflate the inner tube.



1. Insert inner tube into the tyre at the valve location.
2. Pull the valve through the hole in the rim.



Feed the rest of the inner tube evenly around the inside of the tyre.



Use the tyre lever to push the edge of the outer tyre under the wheel rim, all the way around the tyre.



Inflate the inner tube to the correct pressure. Refit the wheel onto the bike (see page 32).



The correct pressure for the tyres on the Gtech eBike is: min 50psi, max 75psi.
Do not over or under inflate the tyres.

Handling the drive belt:

At any time when you need to handle the drive belt follow these safeguards:

- ⚠ Make sure you read the safety instructions for the drive belt under Important Safeguards (see pages 2-3) before you handle the belt.



DO NOT ROLL ON

DO NOT PRY ON





Remove the rear wheel (see page 52).



Undo the four nuts on the dropout plate (on the same side as the pedal sprocket) by using the tool provided to turn them anti-clockwise.



The nuts are in two parts, ensure you keep both parts safe.



Be careful when removing the last bolt, as the dropout plate will come off.



Take the belt off the pedal sprocket.



Feed the belt through the gap towards you to remove the belt.



Feed the new belt through the gap in the dropout.



1. Rest the drive belt over the pedal sprocket next to the frame.
2. Rest the other end of the drive belt over the outside of the rear fork.

Attaching the rear wheel



Place the dropout plate back onto the bike and align with the holes. Insert all four nuts and tighten them securely.



Place the frame upside down on a flat surface, resting on the saddle and the handlebars. You may need to put something down on the surface to stop your bike frame from getting scratched.



Make sure that the belt tension adjuster bolts are horizontal and facing the rear of the bike. **The drive belt should be resting on the outside of the rear fork.**



Slot the rear sprocket, cable end first, into the rear wheel fork, making sure that it is on the same side as the pedal sprocket.



Slide the wheel back into place, keeping it pushed forwards on the rear fork, this will reduce the distance between the sprockets, helping you to attach the drive belt.



Replace the drive belt onto the rear wheel sprocket, making sure that the teeth are lined up.



Rotate the pedals slowly and line up the teeth to feed the slackened drive belt onto the pedal sprocket.



Slide rear wheel backwards, making sure that the belt stays on the sprockets. This creates the initial tension on the belt.



Keep the rear wheel in this position and tighten the belt tension adjuster screw that is on the same side as the drive belt and sprockets.



To align the rear wheel with the frame, tighten the other belt tension adjuster screw, located on the opposite side. You might need to adjust the first screw again before the wheels line up.



Make sure that you do not tighten the belt too much as this will make it hard to pedal.



Carefully turn your eBike upright (the rear wheel will not be fully secure) and locate the tension marker on the frame of your eBike.



Push down on the belt directly above the tension marker with your index finger. Make sure that there is 1 cm of movement when you push on the belt.



If the tension is not correct, turn your eBike upside down and adjust the belt tension adjuster screws. Tighten the screws to create more tension and loosen them slightly to reduce tension. Check the belt tension again.



With your eBike upside down, tighten the nuts on either side of the wheel by placing the tool through them and turning clockwise.



1. Reconnect the hub connector cable by lining up the arrows and pushing together.
2. Tighten the cable guide to hold the hub connector cable in place.



Turn the eBike the correct way up and reconnect the battery. You will need to reattach and adjust your brakes (see page 23).

Adjusting the brake cable

You should not be able to pull the brake levers all the way back to the handlebar grip. Over time the brakes will wear down and you will need to tighten the brake cable. Minor adjustments can be made at the brake levers to tighten the brakes.



Locate the reach adjuster ring where the brake cable enters the brake lever on the handlebars. Unscrew the ring by turning it anti-clockwise.



Unscrew the barrel adjuster by a few turns. This will reduce the amount of travel in the brake lever. Make sure that the brake lever no longer travels all the way back to the handlebars. Check the wheel can spin freely without the brake pads rubbing on the wheel rim.

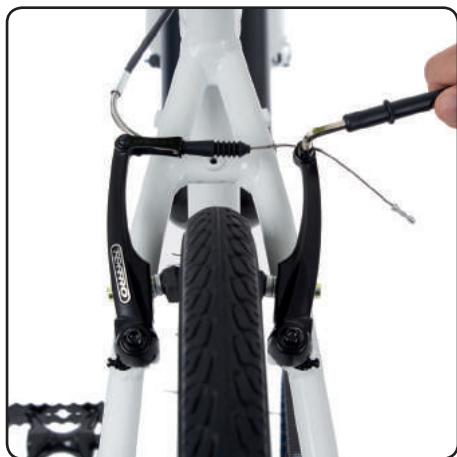


While holding the adjuster barrel in place, tighten the locking ring clockwise against the brake lever mount.



Make sure that the slots in the adjuster barrel and locking ring are not facing upwards or forwards, as this will allow water and dirt to enter more easily.

If necessary further adjustment can be made at the brake arms.



Using the Gtech tool provided, loosen the cable clamp screw until the brake cable is free to move through the clamp.



To tighten the brake cable, pull the brake cable through the clamp a little. If you need to loosen the brake cable, push the brake cable through the clamp a little.



Tighten the cable clamp to secure the cable.



If there is now excess brake cable sticking out, you will need to tuck this behind the brake arm. Hook the excess into the slot located on the rear of the brake arm, so that it is secure.

Refer to pages 25 to 29 for more information on adjusting the brake cable and brake pads.

Replacing the brake pads

You can judge the wear of your brake pads by the appearance of the grooves. If the pads are worn down to the bottom of the grooves, you will need to replace them immediately with a new set of linear pull brake pads.



Squeeze the brake arms together using your thumb and index finger and lift out the brake cable guide.



Loosen the brake pad fixing screws.



Remove the old brake pad. Make sure to keep any screws and washers.



Insert the new brake pad. Screw the new brake pad into place.



Hold the brake pad so that its whole surface rests against the wheel rim and re-tighten the screws.



Close the brake arms together using your thumb and index finger and put the brake cable guide back in place.



It is absolutely essential to remember to adjust the brakes after replacing the pads. See page 25.

Refer to pages 25 - 29 for adjusting the brake cable and aligning the brake pads.

EBIKE TECHNICAL SPECIFICATION

	Sport	City
eBike model	EB01	EB02
Battery model	126A0001	126A0001
Battery	36V 5.6Ah Li-Ion	36V 5.6Ah Li-Ion
Charging period	3 hours	3 hours
Battery charger output	42V DC 2.0A	42V DC 2.0A
Weight	16kg	16kg
Frame	20" Aluminium	17" Aluminium
Motor	36V 250W Rear Hub	36V 250W Rear Hub
Modes	Max Eco Off	Max Eco Off
Drive Train	Gates Carbon Drive	Gates Carbon Drive
Brakes	Linear Pull Brakes	Linear Pull Brakes
Wheels	700C Aluminium	700C Aluminium
Tyres	700 x 38C	700 x 38C
Minimum inside leg	73cm (29in)	68cm (27in)
Maximum inside leg	94cm (37in)	89cm (35in)

TIGHTENING TORQUES (IN NEWTON METRES)

Handlebars	5	5
Handlebar stem	8	8
Saddle	22	22
Motor	40	40

Warranty – Terms and Conditions

Your 2-year warranty will be automatically registered for you.

If your Gtech eBike breaks, don't worry, we're here to help.
Go to www.gtech.co.uk or call 01905 345 891 for assistance.

WHAT ISN'T COVERED

Gtech does not guarantee the repair or replacement of the product as a result of:

- Normal wear and tear.
- Wear and tear of consumable items e.g. tyres, inner tubes, brake pads and handlebar grips.
- Accidental damage, faults caused by negligent use or care, misuse, neglect, careless operation or riding of the eBike which is not in accordance with the Gtech eBike operating manual.
- Use of the eBike for anything other than normal domestic purpose.
- Use of parts and accessories, which are not Gtech genuine components.
- Improper assembly, servicing or maintenance.
- If it is modified in any way.
- Repairs or alterations carried out by parties other than Gtech or its authorised agents.
- Damage caused by overloading the eBike with excessive weight.
- Damage caused when mounting or removing accessories from the eBike.
- If you are in doubt as to what is covered by your warranty, please call the Gtech Customer Care Helpline on 01905 345 891.

SUMMARY

- The guarantee becomes effective at the date of purchase (or the date of delivery if this is later).
- You must provide proof of delivery/purchase before any work can be carried out on the eBike. Without this proof, any work carried out will be chargeable. Please keep your receipt or delivery note.
- All work will be carried out by Gtech or its authorised agents.
- Any parts that are replaced will become the property of Gtech.
- The repair or replacement of your eBike is under guarantee and will not extend the warranty period.
- The guarantee provides benefits which are additional to and do not affect your statutory rights as a consumer.

If you purchased directly from Gtech your details are already registered on our system and your 2 year warranty will be applied automatically.

EC Declaration of conformity

Models EB01 and EB02 are electric power assisted cycles and have been developed in accordance with:

2006/42/EC The Machinery Directive

2014/30/EU The Electromagnetic Compatibility Directive

and are in conformity with the applicable requirements of the following standards:

EN15194:2009+A1:2011 Cycles. Electrically Power Assisted Cycles - EPAC Bicycles

ISO4210-2:2015: Cycles. Safety Requirements for Bicycles - Part 2: Requirements for city and trekking, young adult, mountain bikes and racing bicycles.



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