



CURRIE TECHNOLOGIES
Hybrid Electric Bicycles & Scooters

eZip
ELECTRIC POWERED BICYCLES



eZip TRICRUISER ASSEMBLY GUIDE

Assembly Tools



Included in your parts box:

- Pedals
- Quick release skewer
- Reflectors (if not already installed)
- Toolkit (4+5mm combo Allen wrench, 13+15mm combo open-end wrench)

Helpful Tools:

- Scissors (for cutting zip-ties)
- Bicycle grease
- Phillips-head screwdriver
- Allen wrenches: 4, 5, & 6mm
- Open-end wrenches: 9, 10, 14, 15, & 17mm or adjustable crescent wrench
- Needle-nose pliers

Assembly will take 1 - 2 hours

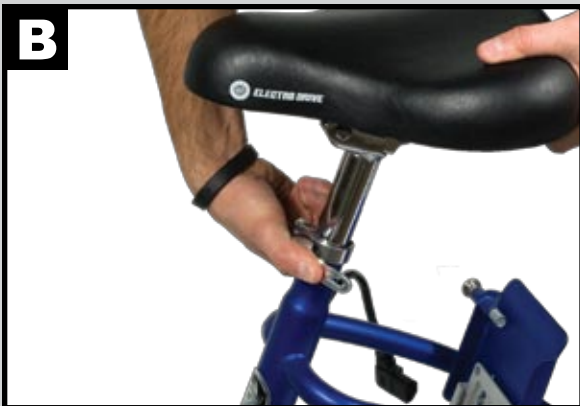
Note: When working on your tricycle as instructed by this guide, please refer to the torque values chart (Pages **18** and **19**) for detailed torque requirements. Under- or over-tightened components may loosen or break, causing a fall.

Steps in this guide that call for the use of bicycle grease do so in the interest of keeping your tricycle in working condition for as long as possible. Grease is not absolutely vital to the assembly of this product, but failure to apply it as directed could cause parts to seize over time and irreparably damage the frame or components.

Because tricycle parts tend to be greasy, it is recommended that you lay down a tarp or sheet to protect your floor if assembling the trike indoors. It is best to remove the protective packaging during the assembly process only as needed, leaving some intact to protect the trike during assembly.

During assembly it may be helpful to reference the photos on the cover of this guide if you are unsure of any steps.

Please take the time to read the battery care and storage section of your manual for useful information on prolonging the life of your battery.

A**Battery plugged in to charger****B**

Unpacking and Preparation



- 1. Carefully remove the rear end sub-assembly and the main frame sub-assembly from their boxes;** you should have a friend help you with this, as these parts are heavy. Find the parts box packaged with the main frame sub-assembly and set it aside for now.
- 2. Remove the battery from the main frame sub-assembly** (see the Battery section on page 14 for more information).

Begin charging the battery—this will take about 10 hours. The battery is inside the main frame sub-assembly. The charger is in a small white box, packaged with the main frame sub-assembly. A solid red or blinking green light on the charger (depending on model) indicates the battery is charging properly. A solid green light indicates that the charger has entered trickle charge mode, and your battery is at least 80% full. For maximum range, please charge for the full recommended time period (8-10 hours).

Seatpost



- 3. Apply grease to the inside of the seat tube, then insert the seatpost and close the quick release tightly** (Photo B). It will help during the next steps if you lower the saddle all the way down; it can be adjusted to a comfortable height before your first ride.

Refer to the appendix to this guide for more information on the use and adjustment of quick release levers. **It is vital to your safety that you understand and properly secure this lever!**



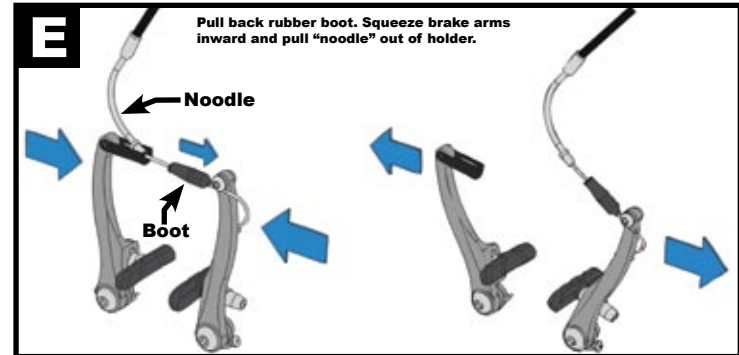
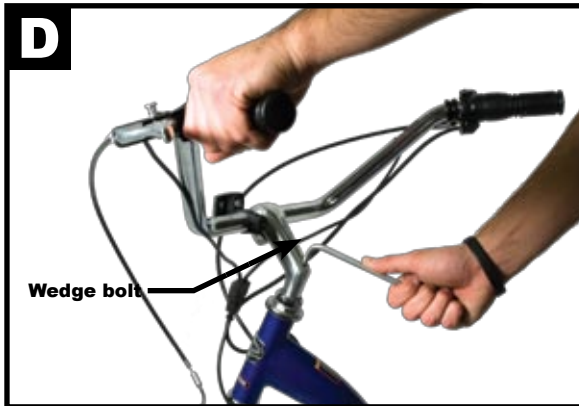
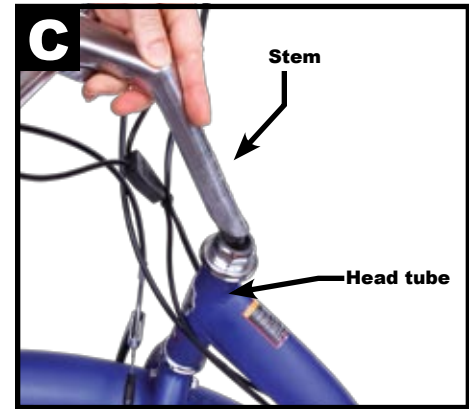
Please recycle
packaging materials!

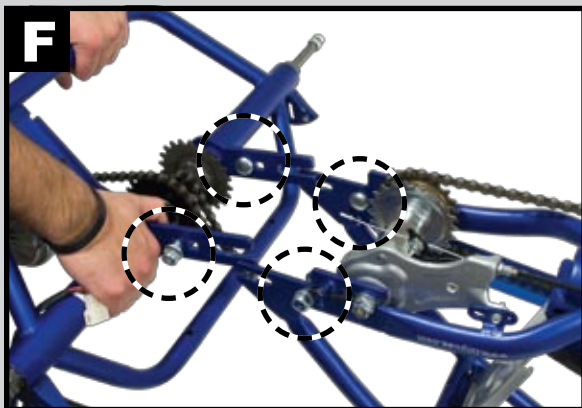
Handlebars and Stem



4. Locate the stem, attached to the center of the handlebars. **Remove the black plastic cap** covering its end, then **insert the stem into the tricycle's head tube**. Make sure the fork is rotated so the front brake faces away from the frame. Align the handlebars to be perpendicular to the fork, then **tighten the wedge bolt on top of the stem** (Photo **D**). **It is extremely important that you properly tighten the wedge bolt**. Leaving this bolt too loose can result in the handlebars turning away from the wheel, causing a crash. See the "Before your first ride" section of this guide for more information.

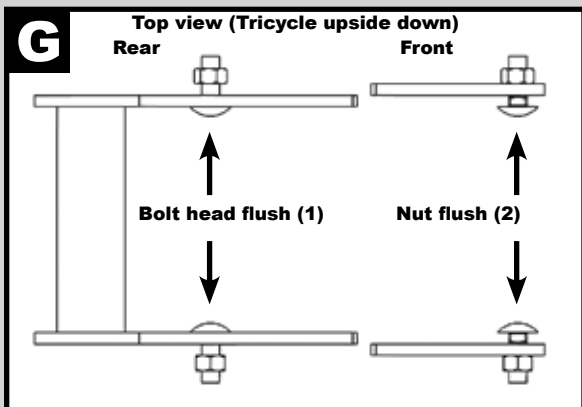
5. Release the front brake by pulling back the rubber boot, squeezing the brake arms together, then removing the "noodle" from its holder (Photo **E**). This will allow you to install the front wheel later. You will need to reattach the brake by reversing this step once the front wheel and front fender are installed.





Rear end

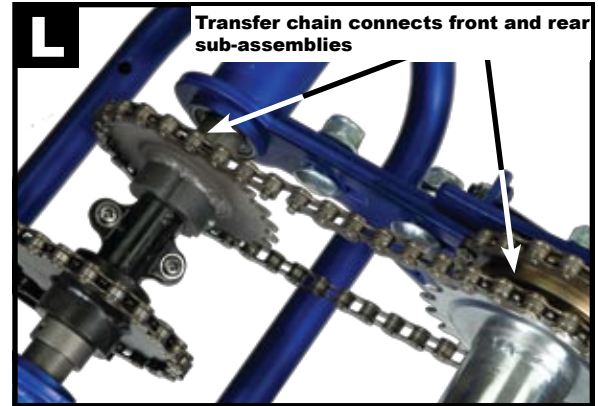
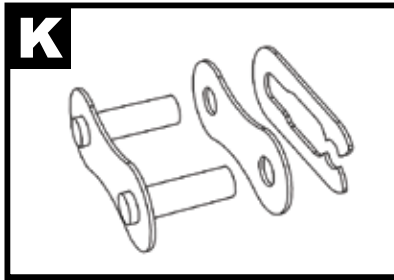
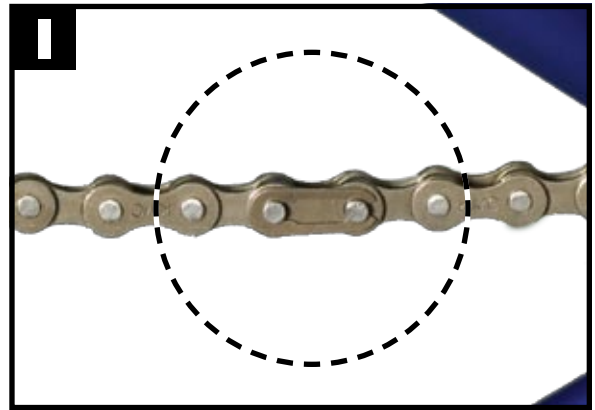
6. Turn the tricycle upside down, so its weight rests on the seat and handlebars. Be careful not to damage the seat or the handlebar-mounted brakes and throttle. **Make sure the battery is not installed in the frame!**
7. Fully loosen, but do not remove, the four carriage bolts shown in Photo **F** using a 17mm wrench.
8. To assist in the next step, **make sure the heads of the bolts attached to the rear end sub-assembly are pushed flush with the frame** (Diagram **G-1**). The bolts attached to the frame itself should be pushed in the opposite direction (Diagram **G-2**).
9. Slide the rear-end assembly into the main frame (Photo **H**), making sure the washers attached to the four carriage bolts sit to the outside of the frame, against the nuts. **Make sure the rear axle is perpendicular to the frame**, but do not tighten the bolts yet.

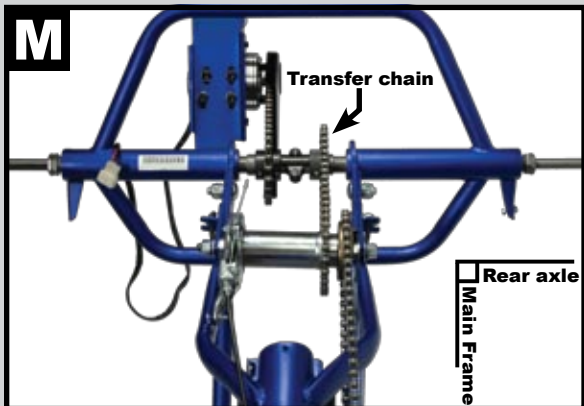


10. Locate the extra chain wrapped around the rear axle, hereafter referred to as the “transfer chain.”

11. Find the transfer chain’s master link (Photo **I**). This link is designed to be easily detached. **Using a pair of needle-nose pliers, slide the link’s face plate completely off** (Photo **J**). The entire link will then slide away from the chain, breaking the chain in half (Diagram **K**).

12. Wrap the transfer chain around the two gears shown to connect the front and rear sub-assemblies.





13. Close the transfer chain by reattaching the master link, then reversing step 11 to snap on the face plate.

14. Make sure the front and rear frame sections are perpendicular to each other. Adjust the tension of the transfer chain by sliding the rear end towards or away from the main frame; when properly adjusted the chain should have about 1/4in of vertical play. Tighten the four carriage bolts from step 7, then re-check the rear-end alignment and transfer chain tension.

Front Wheel



15. Locate the front wheel—it can be differentiated from the rear wheels because it is the only one with hardware already attached to its axle. Remove the black plastic dropout protector from the tricycle's fork and the two disc-shaped axle protectors from the front wheel, then loosen the hardware attached to the front wheel and insert the wheel into the fork as shown in Photo N. Tighten the axle nuts securely with a 15mm wrench.

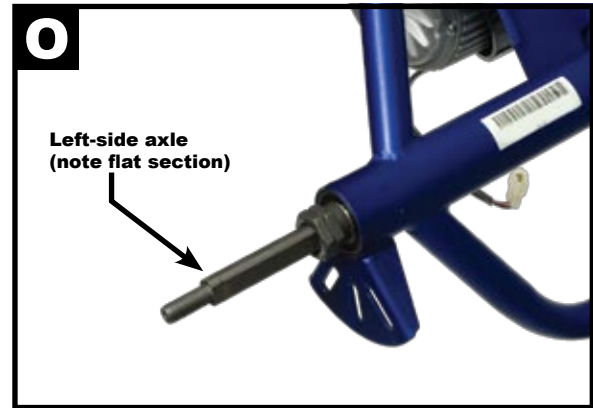
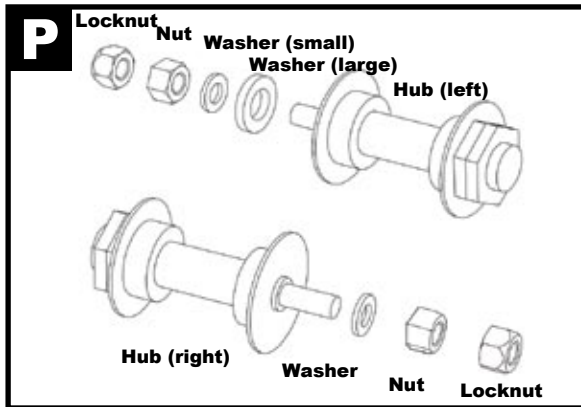


Rear Wheels



16. Remove the hardware from the rear axles (one or two washers and two nuts) **slide the rear wheels onto their respective axles**. Notice that the one rear axle has a flat section, while the other does not—this prevents the wheels from being incorrectly installed.

17. Attach the rear wheel hardware as shown in Diagram P. **Tighten the four axle nuts securely** with a 17mm wrench.



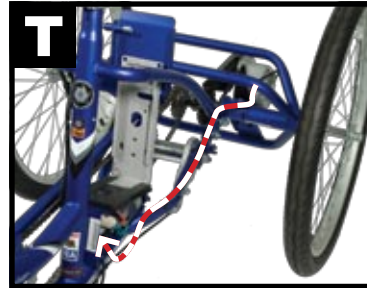
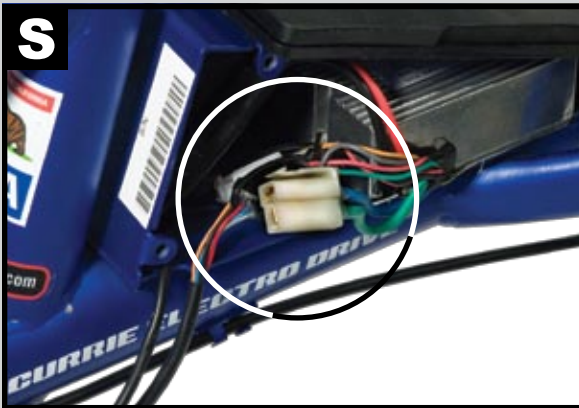
Motor Connection



18. Flip the tricycle right-side-up for final assembly.

19. Open the controller box on the tricycle's left side (when viewed from behind) with a Phillips-head screwdriver (Photo **R**), then **plug the motor into the open connector** shown in Photo **S**.

20. Route the motor wire along the frame using zip ties to secure it to the frame (Photo **T**). **Close the controller box**, routing the wires out the gap in the bottom of the box as shown in Photo **U**.



Fenders & Basket



21. Locate the two rear fenders (with attached red reflectors). The fender hardware is already attached to the rear end of the tricycle. Using this hardware, **install the fenders** as shown in Photo **V**, with a Phillips-head screwdriver and an 8mm wrench.

22. **Fold the basket into shape**, securing the corners with the attached silver pins (Photo **W**).

23. **Attach the rear basket** using a Phillips-head screwdriver and a 10mm wrench to tighten the four bolts (Photo **X**). To make sure the basket is aligned properly, you should loosely fasten all four bolts before tightening any of them





24. Install the front fender using the three bolts shown in Photo **Y**, then **close the front brake** (see step **5** & Photo **E** on page **4**). Make sure the fender does not interfere with brake operation (Photo **Z**).

Pedals



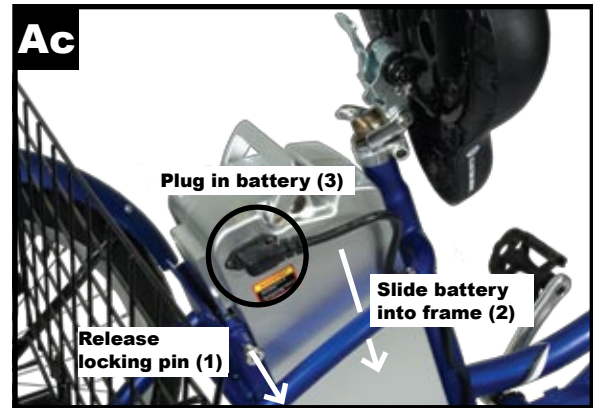
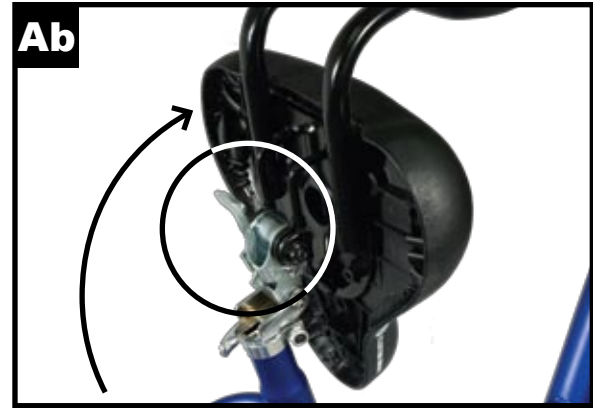
25. Find the pedals in your parts box. Grease the threads and thread them securely into the crank arms using a 15mm open-end wrench (Photo **Aa**). Note that the pedals have opposite thread directions and must go on a specific side of the bicycle. The pedal meant for the drive-side (the side of the bicycle with the main chain and gears) has a standard thread, which is tightened clockwise. The non-drive-side pedal has a reverse, non-standard thread. It must be turned counter-clockwise to be screwed in.



26. Flip the seat forward using the release lever below it. This allows access to the battery compartment.

27. While pulling the locking pin outward (**Ac-1**), **slide the battery into the frame (Ac-2)**. Once the battery is seated, release the pin to lock the pack in place, then **connect the battery plug (Ac-3)**.

28. Adjust your front and rear brakes. Your brakes may not be fully adjusted from the factory; refer to your owner's manual for detailed instructions on brake adjustment or consult a professional bike mechanic if you are not comfortable making these adjustments yourself. **Do not attempt to ride your bicycle without properly adjusting the brakes!**



This page intentionally left blank

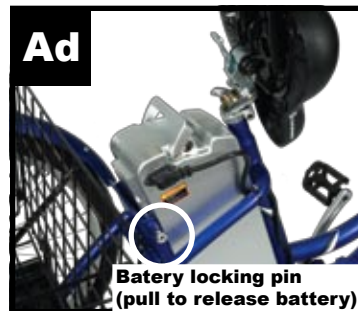
Battery



Installation:

Your tricycle comes with a 36 volt Sealed Lead Acid (SLA) battery. To install the battery, simply slide it into the tricycle frame while pulling the battery locking pin shown in photo **Ad**.

This type of battery does not have a 'memory', and riding on a partial charge will not harm the battery in any way. Recharge time for this battery is 8-10 hours to reach a full charge.



Operation



To turn your tricycle on, simply toggle the battery's ON/OFF switch to the ON position. The lights on the throttle (Photo **Ae**) will illuminate, indicating the charge level of the battery.

The Tricruiser uses the Currie "Twist and Go" (TAG) system. Simply twist the handlebar-mounted throttle towards you to power up the motor.



Before Your First Ride...

- **Remove all remaining packaging on the trike.**
- **Check the operation of your front and rear brakes** by pushing the trike forward and operating the brake levers.
- **Check the tightness of all nuts and bolts**, especially the stem bolts and the bolts securing the brake levers and shifters to the handlebars.
- **Make sure the stem's wedge bolt is tight.** Check that it is tightened properly by standing over the front wheel, holding it with your thighs, then trying to turn the handlebars. If the handlebars can be turned independently of the wheel, the wedge bolt must be tightened further.
- **Make sure your front wheel is secure in the frame.**
- **Make sure your tires are filled to the pressure recommended on the sidewall.** Over- or under-inflated tires can blow off the rim and cause a fall. We recommend using a bicycle pump with pressure gauge.

Refer to owner's manual for detailed troubleshooting chart

Trike won't turn on (no lights on throttle)	<ul style="list-style-type: none">• Power plug not fully connected to battery—check battery connection.• Battery not charged.
Brakes not effective	<ul style="list-style-type: none">• Re-adjust brakes, referring to owner's manual. Do not ride your tricycle without properly adjusted brakes!
Gears/chain make clicking or grinding noises while riding	<ul style="list-style-type: none">• Check the chain tension between the front and rear ends of the tricycle (set in step 14)
Can someone help me with...?	<ul style="list-style-type: none">• Call the Currie Technologies technical and customer service department at 1-800-377-4532.

Appendix: Quick Release Levers

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

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

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

QUICK RELEASE USAGE

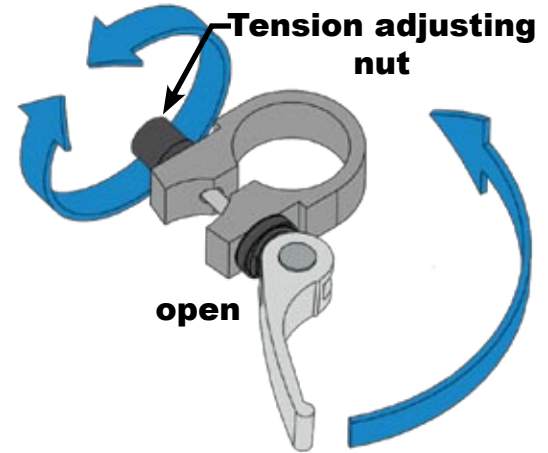
Riding with an improperly adjusted wheel quick release can allow the wheel to wobble or fall off the bicycle, which can cause serious injury or death. Therefore, it is essential that you:

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

Adjusting a quick release seatpost clamp

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

1. With the quick release clamp in the OPEN position, insert the seatpost, with saddle attached, into the bicycle's seat tube.
2. Swing the quick release lever into the CLOSED position.
3. Grab the saddle with both hands and attempt to rotate it (and thus rotate the seatpost in the seat tube).
4. If you are able to force the seatpost out of alignment with the frame, the seatpost clamp needs to be adjusted. Holding the quick release lever in the OPEN position with one hand, tighten the tension adjusting nut with your other hand about 1/2 turn clockwise.
5. Attempt to swing the lever into the CLOSED position. If the lever cannot be pushed all the way to the CLOSED position (figure b), return the lever to the OPEN position, then turn the tension adjusting nut counterclockwise one-quarter turn and try tightening the lever again. Repeat steps 3, 4 & 5 until proper quick release tension is achieved.





<u>Component</u>	<u>Recommended Torque Value (in-lb)</u>	<u>Nm</u>
Headset, Handlebar, Seat area		
Seat fixing bolt (seat rail binder)	174 - 347	19.7 - 39.2
Stem handlebar binder bolts (2)	174 - 260	19.7 - 29.4
Stem wedge (binder) bolt - quill type for threaded headset	174 - 260	19.7 - 29.4
Threaded headset locknut	130 - 150	14.7 - 16.9
Threadless stem clamp bolts	120 - 144	13.6 - 16.3
Crankset, Bottom Bracket, Pedal area		
Chainring bolt (aluminum)	44 - 88	5.0 - 9.9
Chainring bolt (steel)	70 - 95	7.9 - 10.7
Crank bolts	305 - 391	34.5 - 44.2
Pedal (into crank)	307 - 350	34.7 - 39.5
Derailleur, Shift lever area		
Front derailleur cable pinch	44 - 60	5.0 - 6.8
Front derailleur clamp mount	44 - 60	5.0 - 6.8
Rear derailleur cable pinch bolt	35 - 45	4.0 - 5.1
Rear derailleur mounting bolt	70 - 86	7.9 - 9.7
Shift lever (MTB thumb-type)	22 - 26	2.5 - 2.9
Shift lever (SRAM "grip-shift" type)	17	1.9



<u>Component</u>	<u>Recommended Torque Value (in-lb)</u>	<u>Nm</u>
Wheel area		
Wheel axle nuts to frame/fork	260 - 390	29.4 - 44.1
Brakes		
Brake cable pinch bolt (linear pull)	53 - 69	6.0 - 7.8
Brake caliper (linear pull) to frame/fork	45 - 60	5.1 - 6.8
Brake lever (MTB type)	53 - 69	6.0 - 7.8
Brake pad to caliper	50 - 70	5.6 - 7.9
Disc brake caliper mount	60 - 90	6.8 - 10.2
Disc rotor to hub	35 - 55	4.0 - 6.2



CURRIE TECHNOLOGIES[®]

Hybrid Electric Bicycles & Scooters

9453 Owensmouth Ave, Chatsworth, CA 91311

Phone: +1 800.377.4532 Fax: +1 818.734.8199

www.currietechnologies.com

