CURRIE TECHNOLOGIES
Hybrid Electric Bicycles & Scooters

IZIP
HYBRID ELECTRIC BICYCLES

Gasoline Alternative

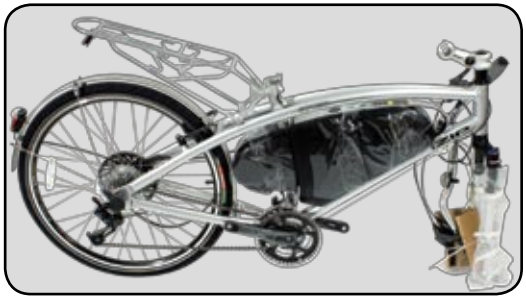
IZIP EXPRESS ASSEMBLY GUIDE

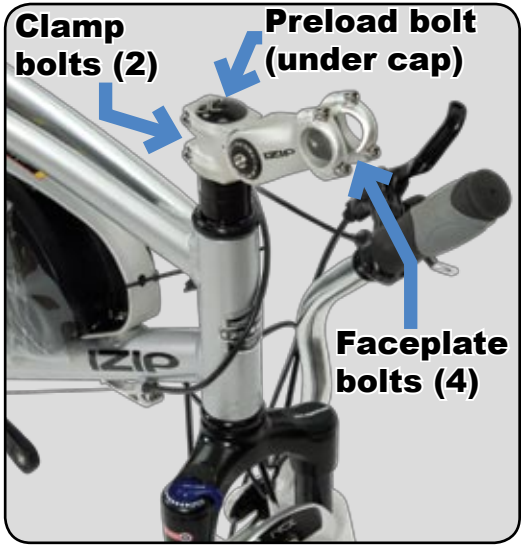
Assembling your Express

1. Carefully remove the Express from its box. You should have a friend help you do this, as the bike is heavy. **Cut the cable ties holding the front wheel and the seatpost/saddle assembly to the frame and set those pieces aside for now. Stand the Express upright on its fork and rear wheel.**

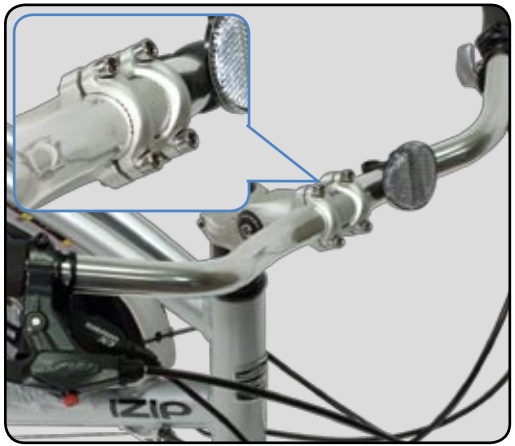
2. Remove the protective packaging around the handlebar region, then **cut the cable ties holding the handlebar to the frame.**

3. Remove the small black cap on top of the stem and **loosen the 5mm "preload" bolt under it one or two turns. Loosen the two 4mm "clamp" bolts** about two turns each. With these three bolts loosened, you should be able to **rotate the stem (while holding the fork in place) so it is facing forward.** Note the stem's alignment with the fork; it should be parallel to the direction that the front wheel will rotate. You should also go back and adjust the stem direction again once you finish assembling the bike to make sure it is properly aligned with the front wheel.





Express stem, rotated forward to proper position



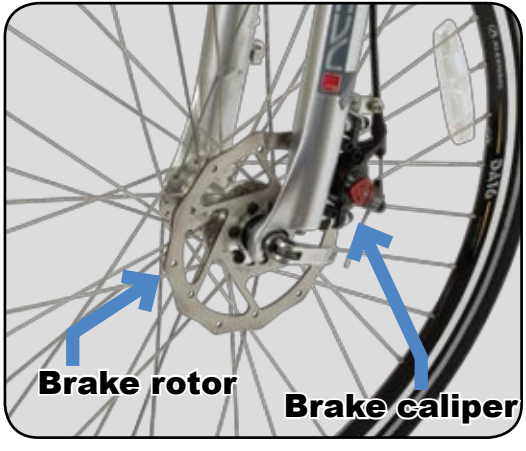
Faceplate & handlebars attached; gaps above and below handlebar are equal indicating even tightness

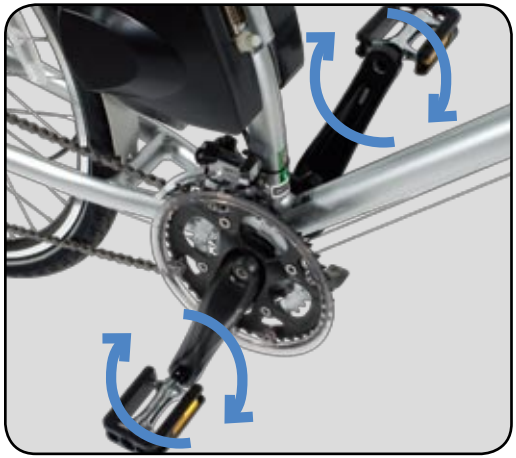
4. Tighten the three stem bolts from the previous step, making sure you **tighten the 5mm preload bolt first, then the two 4mm clamp bolts**. Do not overtighten the preload bolt; You can achieve the proper tightness by first making the bolt as tight as you can reasonably get it, then backing off about a half turn. If the bolt is too loose, the front end of the bike will rattle when you ride—undo the two clamp bolts, then tighten the preload bolt by 1/2 turn and retighten all bolts. If the bolt is too tight, steering will feel stiff and rough—undo the two clamp bolts, then loosen the preload bolt by 1/4 turn and retighten all bolts. The two clamp bolts should be tightened firmly as they are responsible for keeping the handlebars in line with the wheel as you ride.

5. Undo the four stem faceplate bolts and remove the faceplate. Install the handlebar in the recession between the stem and faceplate, then **re-install the four bolts**. When installing the handlebar, **make sure the brake and shifter cables are not twisted around each other or around the bike frame**. When re-attaching the faceplate, **make sure that the handlebar is centered in the stem**—you can gauge this using the knurled center section of the bar—and that the **faceplate bolts are tightened evenly**, indicated by the faceplate/stem gaps above and below the handlebar being equal.

6. Remove the packaging from the seatpost, lightly apply grease to the inside of the frame's seat tube, then **insert the seatpost into the frame** and **secure it by closing the quick release clamp.** See the section in this manual discussing quick release levers for more information on the topic; **it is extremely important that you understand and properly secure this clamp, as it affects your safety!**

7. Remove the packaging from the front wheel and **install the quick release skewer found in your parts box**; see the appendix to this guide discussing quick release levers for more information on this procedure. **Lift the front end of the bike up, knock the black plastic axle block out of the fork, then slide the wheel into the dropouts** (fork ends), making sure the disc brake rotor is guided into the slot in the brake caliper. **Adjust and close the quick release lever securely,** referring to the section of this manual discussing quick release levers. **It is extremely important to your safety that you understand and properly secure this lever!**



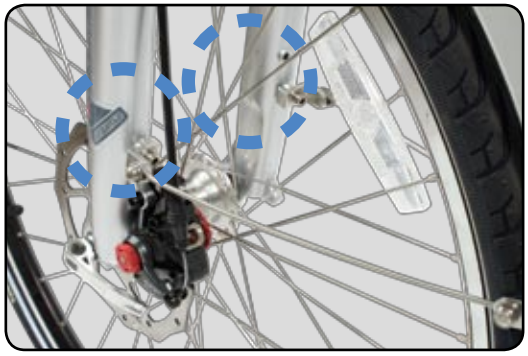


8. Find the pedals in your parts box. Grease the threads and **thread them securely into the crank arms** using a 15mm open-end wrench. Note that the pedals have opposite thread directions and must go on a specific side of the Express. The pedal meant for the right-side (the side of the Express with the chain and gears) has a standard thread, which is tightened clockwise. The left-side pedal has a reverse, non-standard thread. It must be turned counter-clockwise to be screwed in. The pedals are marked ‘R’ and ‘L’ for “Right” and “Left.”

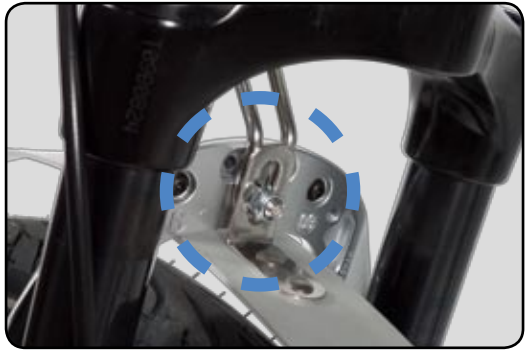
9. Roll the drive belt onto the rear pulley wheel (opposite the cassette and derailleur). The belt is shipped unattached to prevent deformation. If the belt feels loose, you should refer to the “belt tension adjustment” section of your owner’s manual for information on adjusting the drive system.

10. Find the front fender—it ships attached to the front wheel—and **bolt the two long standoffs to the fork as shown**. Do not attach the top bracket yet; you will need to install the headlight in the next step before doing so.

11. Find the headlight in your parts box. Slide the light bracket onto the bolt that sticks through the fork bridge, then **slide the fender's top bracket onto the same bolt** and **tighten the 10mm nut.**



Fender standoffs, bolted to fork

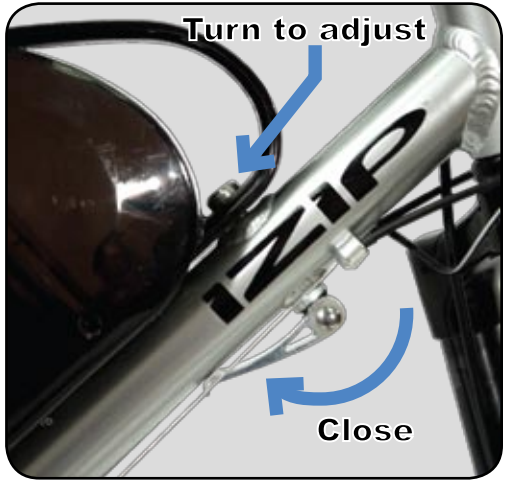


Fender and headlight brackets, attached to fork bridge

12. Remove the electrical tape covering the light connection terminals (attached to the bike), being careful not to let them touch each other (this could cause a short or sparking if the battery is turned on). **Find the two black pieces of heat-shrink tubing in your parts box** and **slide one onto each wire. Connect the wires** leaving the light to their corresponding wires on the bike; one of the wires on each side has a white line indicating its polarity—these wires should be connected to each other. **Slide the heat-shrink tubes over the connected terminals** and **shrink them with a lighter or heat-gun** to cover and waterproof the terminals. **Use cable ties to route the headlight wire along the left brake cable and the fork crown,** away from the wheel, fender, and suspension.

Before your first ride

- **Read your Express owner's manual**, especially the "Introduction", "Operation", "Rider adjustment", and "Battery care" sections.
- **Remove all remaining packaging on the bike**.
- **Charge your battery.** Refer to the "Charging your battery" section of the owner's manual for detailed instructions.
- **Make sure the battery locking lever is properly adjusted.** Swing the battery locking lever open and then close it again. Note the amount of tension required to close the lever; if properly adjusted, the lever will exert firm resistance against being closed, and the battery will feel securely connected to the frame after you do so. If the lever closes without much resistance, or if the battery is able to move or rattle in the frame after the lever is closed, simply finger-tighten the mushroom-head on top of the locking pin about a half turn at a time (clockwise) until the lever closes with firm resistance and the battery is held securely. Refer to the "Battery installation" section of your owner's manual for more information on this system.



- **Make sure the battery pack is fully connected to the Express.** Open the battery locking lever, then push the battery pack back against the motor plate as far as it will go.
  Refer to the “Battery installation” section of your owner’s manual for full instructions on properly installing the battery pack

- **Check the operation of your front and rear brakes** by pushing the bike 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. To check the clamp bolts, stand over the front wheel, holding it with your thighs, then try to turn the handlebars. If the handlebars can be turned independently of the wheel, the clamp bolts must be tightened further.

- **Make sure your front and rear wheels are secure in the frame.** Refer to the appendix to this guide for detailed instructions on using quick release levers.

- **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.

Quick release levers (wheel)

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:

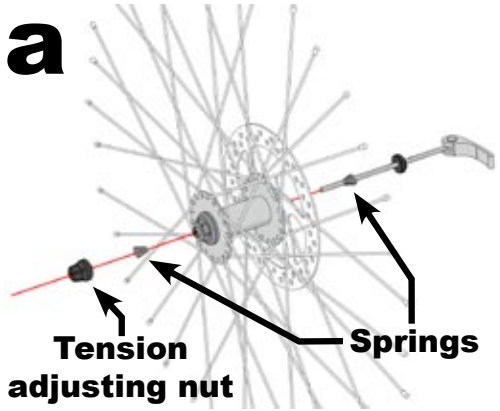
1. Ask your dealer or a local bike shop to help you make sure you know how to install and remove your wheels safely.

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.

Installing a quick release front wheel

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

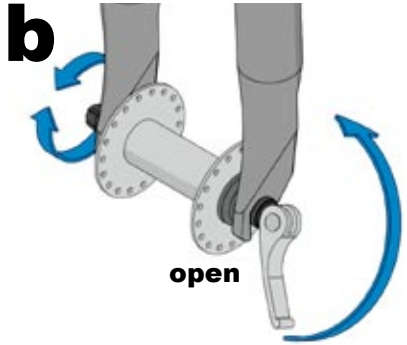


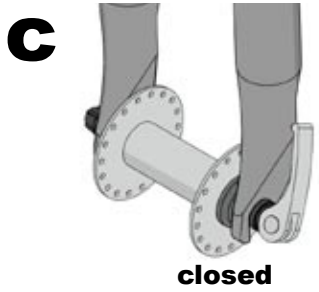
1. Remove the tension adjusting nut and one of the small springs, then slide the quick release skewer through the hub. If your bicycle has a disc brake, insert the skewer starting on the side with the brake rotor. Replace the spring and tension adjusting nut (figure **a**).

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

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

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





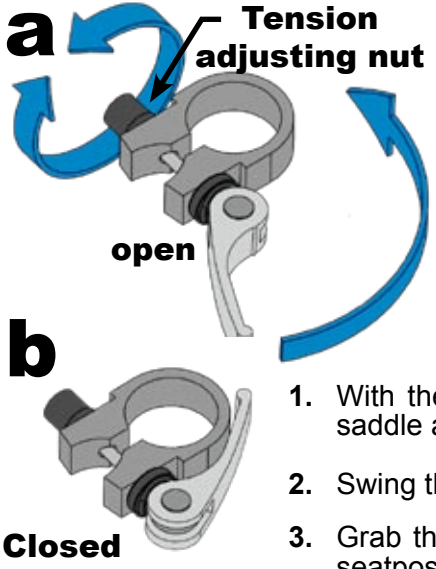
5. While pushing the wheel firmly to the top of the slots in the fork dropouts, and at the same time centering the wheel rim in the fork, move the quick-release lever upwards and swing it into the CLOSED position (figure **b** & **c**) The lever should now be parallel to the fork blade and curved toward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

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

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

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

Quick release levers (seat clamp)



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 (figure **a**).
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.

CURRIE TECHNOLOGIES

Hybrid Electric Bicycles & Scooters

9453 Owensmouth Ave, Chatsworth, CA 91311
Phone: +1 800.377.4532
Fax: +1 818.734.8199

www.currietech.com