



**CURRIE TECHNOLOGIES**  
Hybrid Electric Bicycles & Scooters

**IZIP**  
HYBRID ELECTRIC BICYCLES



**IZIP VIA MEZZA ASSEMBLY GUIDE**

## Assembly Tools



### *Included in your parts box:*

- Pedals
- Toolkit (4+5mm combo wrench, 13+15mm combo open-end wrench)
- Touch-up Paint

### *Helpful Tools:*

- Scissors
- Bicycle grease
- 10mm wrench

*Assembly will take about an hour*

**Note:** When working on your bicycle as instructed by this guide, please refer to the torque values chart on the final pages 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 bicycle 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.

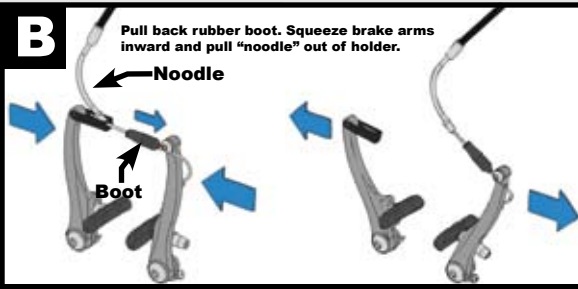
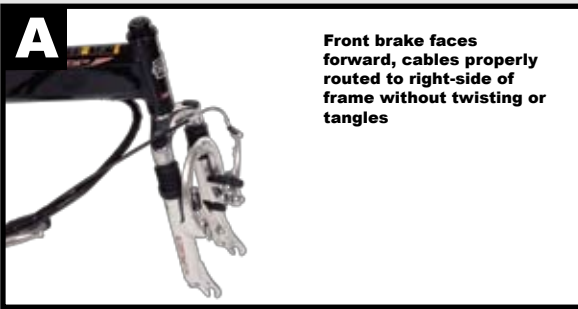
Because bicycle parts tend to be greasy, it is recommended that you lay down a tarp or sheet to protect your floor if assembling the bike indoors. It is best to remove the protective packaging during the assembly process only as needed, leaving some intact to protect the bike during assembly.

During assembly it may be helpful to reference the photos on the cover of this guide and on the bicycle box 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.



Please recycle  
packaging materials!



## Unpacking and Preparation



- 1. Carefully remove the bicycle from the box.**  
You should have a friend help you with this, as it is heavy. If you are alone, you can lay the box on its side and gently slide the bike out. **Stand the bicycle upright on its fork and rear wheel**, supported by the kickstand.
- 2. Find the parts box and charger box.** Inside the parts box you will find the tools and components you need to complete this assembly. At this point you can **begin charging your battery**. The battery is usually packaged in a brown cardboard box underneath the bike. The charger is in a small white box, usually rubber-banded to the rack. Recommend charge time is 6-8 hours. Plug the charger first into the wall outlet, then into the port on the side of the battery. 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 (6-8 hours).

## Front Wheel

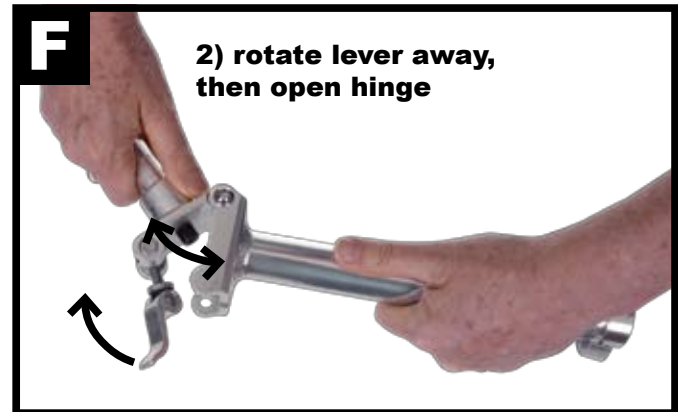
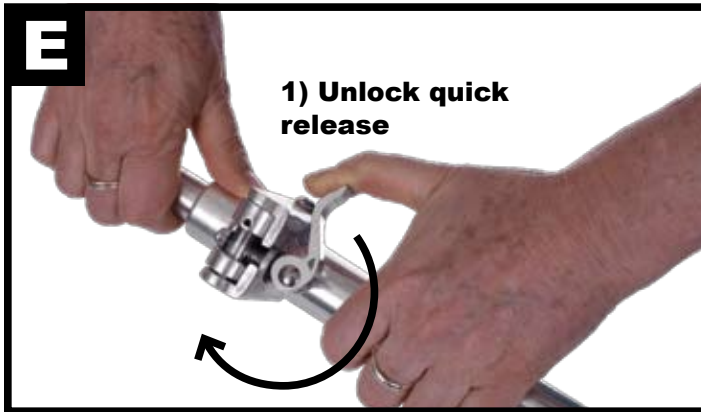
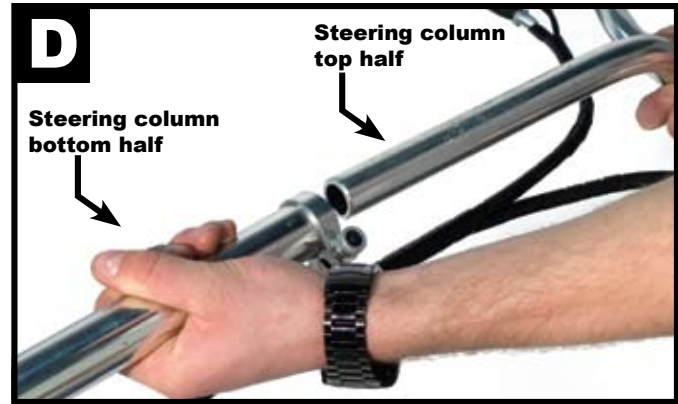


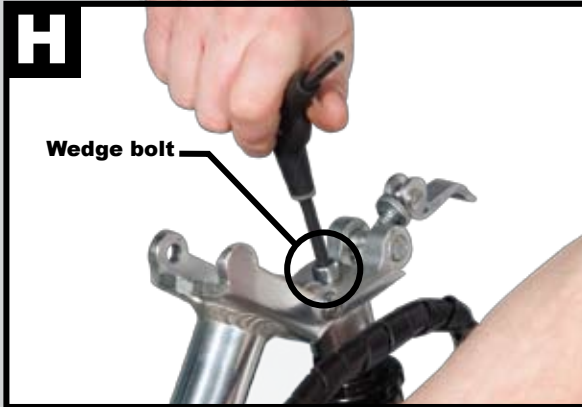
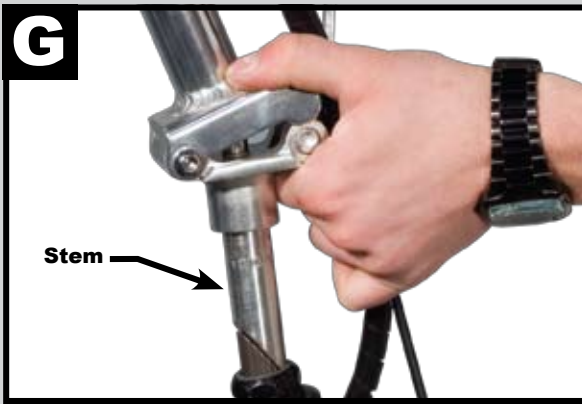
- 3. Cut the zip-ties holding the front wheel to the bike frame, then set the wheel aside for now. Make sure the fork is properly aligned to the bike;** the brake should be facing away from the frame, and the cables should not be twisted or tangled (Photo **A**).
- 4. Release the front brake** by pulling back the rubber boot, squeezing the brake arms together, then removing the "noodle" from its holder (Photo **B**). This will allow you to install the front wheel. You will need to reattach the brake by reversing this step once the front wheel is installed.
- 5. Remove the plastic dropout protector from the fork, then install the front wheel. Tighten the axle nuts completely** with the supplied 15mm wrench (Photo **C**). Close the brake by reversing step 4.

## Handlebars



6. Locate the bottom half of the steering column (usually zip-tied to the handlebars, not attached to bike by any cables). Open the quick release clamp and insert the top half of the steering column (attached to the bike) into it (Photo **D**). Close the quick release securely, referring to the appendix to this guide discussing quick release clamps for more information.
7. **Unlock the handlebar post hinge, then fold the hinge open** (Photos **E** & **F**).





8. Remove black plastic the protective caps from the stem and head tube.
9. Slide the end of the steering column (the stem) fully into the bicycles head tube (Photo **G**), align the handlebars so they will be perpendicular to the front wheel when they are raised, then tighten the wedge bolt inside the hinge securely with the included 6mm Allen wrench (Photo **H**). **It is vital to your safety that this bolt is tightened securely! Failure to fully tighten the bolt could cause the wheel to turn away from the handlebars, causing a crash.**
10. Raise the handlebars (Photo **I**), then lock the hinge quick release lever (by reversing step 7). If the quick-release lever does not provide a fair amount of resistance against being closed, or if the handlebars do not feel securely clamped after closing the lever completely, you will need to **re-adjust the lever by tightening the 10mm preload-adjusting nut** (Photo **J**) until the lever closes tightly.



## Seatpost



- 11. Unpack the saddle and seatpost. Open the quick-release lever on the bicycle's seat tube, then insert the seatpost into the seat tube. Set the saddle to a comfortable height, then close the seat tube quick release (photo **K**), referring to the appendix to this guide on quick release clamps.**

## Pedals



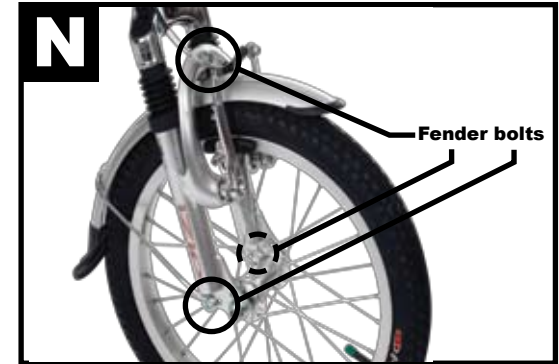
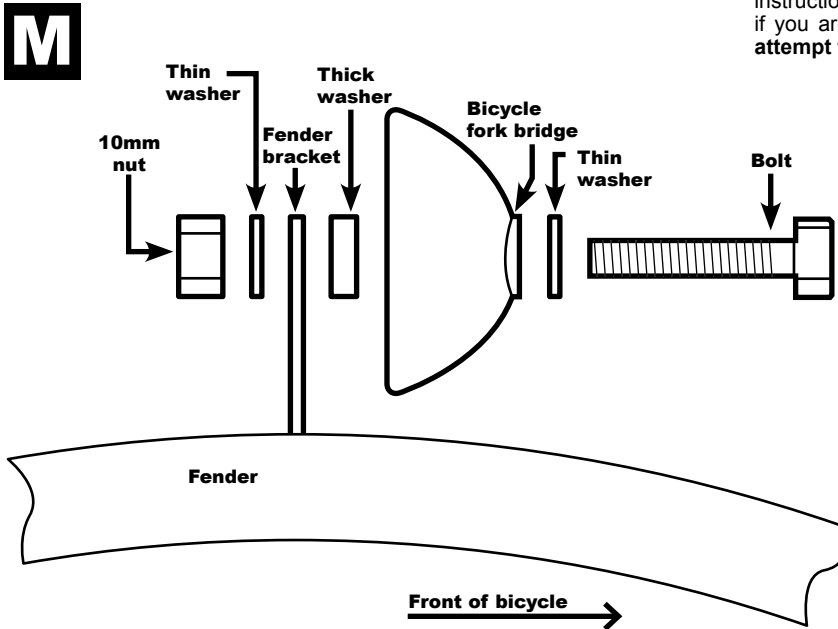
- 12. Find the pedals in your parts box. Grease the threads and thread them securely into the crank arms using a 15mm open-end wrench (Photo **L**). Note that the pedals have opposite thread directions and must go on a specific side of the bicycle. The pedal meant for the drive-side (the side of the bicycle with the 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. The pedals are marked 'R' and 'L' for "Right" and "Left."**



## Fenders

**13.** Install the front fender using the three bolts already attached to the fork; see diagram **M** & photo **N**. Make sure the fender does not rub against the wheel or interfere with the front brake.

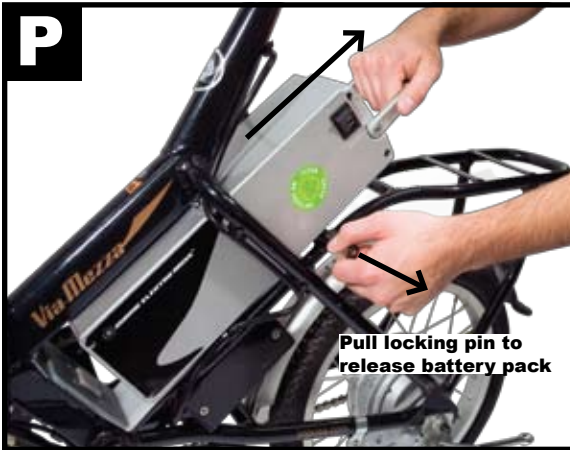
**14.** Adjust your front and rear brakes. Your brakes may not be fully adjusted from the factory; refer to your owner's manual for detailed instructions on brake adjustment or consult a professional bike mechanic if you are not comfortable making these adjustments yourself. **Do not attempt to ride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



## Folding

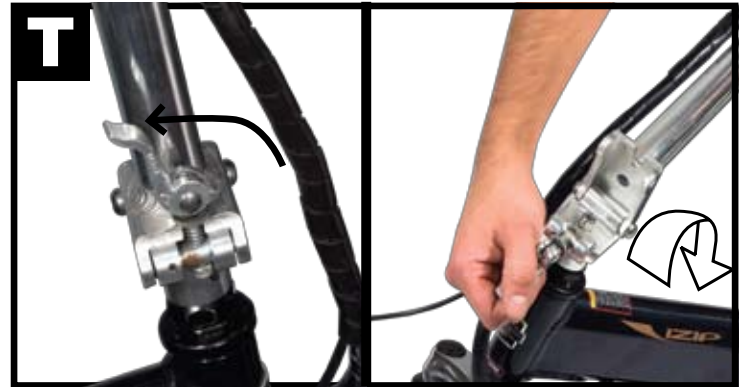
Your Izip Via Mezza folds at two hinges; one on the frame and one on the steering column.

1. Unplug the battery, pull the locking pin (left side) to release it, then pull the battery pack out of the frame. (Photos **O** and **P**)
2. Fold the pedals by pushing the black portion towards the frame, then swinging it down (Photo **Q**). Repeat for the opposite side.





3. Open the seat post quick release, then lower the saddle completely. See the appendix to this guide discussing quick release clamps for more information.
4. Slide the top handlebar section down completely and lock in place
5. Open the quick release securing the handlebar hinge, then fold the bars down. See the Handlebars section of this assembly guide for more information.



- 6.** Unlock the frame hinge by opening the quick release lever, swinging it outward, then pulling the lever upward to disengage the locking pin (Photos **U** and **V**). Fold the frame in half at this hinge. This procedure is similar to folding the handlebars.



## Battery

### **Installation:**

Your bicycle comes with a 24 volt sealed lead acid battery. To install the battery, simply **slide it into the empty space behind the seat**, as shown in photo **W**. You may need to release the locking pin on the left side of the bicycle to do so, as shown in the photo.

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 6-8 hours to reach a full charge.



## Operation

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

The Via Mezza 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 bike.**
- **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.
- **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 all frame quick release levers are tightened securely.** See the appendix to this guide discussing quick releases for more information.
- **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.
- **Test power:** lean the bike on its kickstand, raising the rear wheel off the ground. When the bike is powered on (indicated by the throttle lights) you can test system power by twisting the throttle and watching the rear wheel. Refer to the troubleshooting chart on this page for assistance if the bike will not power on.

*Refer to owner's manual for detailed troubleshooting chart*

<b>Bike won't turn on (no lights on throttle)</b>	Battery not seated properly against rack terminals Need to press handlebar ON/OFF switch Battery not charged
<b>Throttle lights work, but motor will not run</b>	Bike may be in Pedal Assist mode. Press the green button next to the throttle to change to Twist-and-Go mode.
<b>Brakes rub when riding</b>	Re-adjust brakes, referring to owner's manual
<b>Gears/chain make clicking or grinding noises while riding</b>	Re-adjust drivetrain, referring to owner's manual
<b>Can someone help me with...?</b>	Call the Currie Technologies technical and customer service department at <b>1-800-377-4532</b>

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## 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.

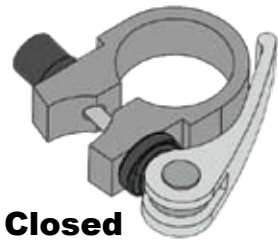
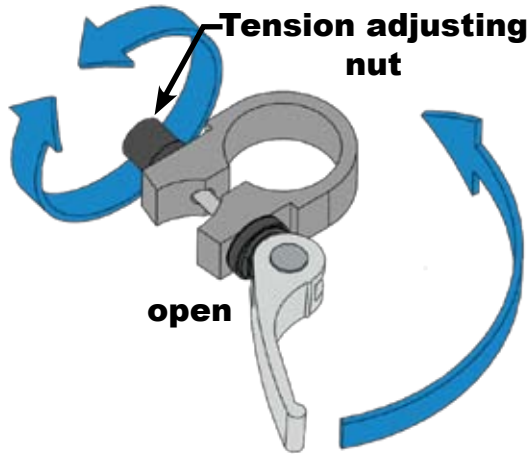
Quick release levers use a cam action to clamp the wheel or other components in place. Because of their adjustable nature, it is critical that you understand how they work, how to use them properly, and how much force you need to apply to secure them.

**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.

## BICYCLE TORQUE VALUES

<u>Component</u>	<u>Recommended Torque Value (in-lb)</u>	<u>Nm</u>
<b>Headset, Handlebar, Seat area</b>		
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
<b>Crankset, Bottom Bracket, Pedal area</b>		
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
<b>Derailleur, Shift lever area</b>		
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

## BICYCLE TORQUE VALUES, CTD.

<u>Component</u>	<u>Recommended Torque Value (in-lb)</u>	<u>Nm</u>
<b>Wheel area</b>		
Wheel axle nuts to frame/fork	260 - 390	29.4 - 44.1
<b>Brakes</b>		
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







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