



megamo

USER MANUAL



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**THANK YOU FOR
YOUR TRUST IN
MEGAMO.**

ENJOY YOUR RIDE!

megamo

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INTRODUCTION

This user manual contains information necessary to use your Megamo bicycle and to get the most out of it.

Failure to follow the instructions and/or warnings contained in this manual is the sole responsibility of the rider or, if the rider is a minor, the rider's guardian.

Always wear a helmet and goggles when riding a bicycle, and always observe the Highway Code.

It is recommended that you contact a Megamo dealer if you do not clearly understand any of the contents of this manual or if you do not have the proper tools.

Your bicycle meets the safety requirements of EN 15194 safety requirements for electric bicycles.

No part of this manual may be reproduced in any form without express permission.

WARNING

These instructions contain important information about the safety, operation and maintenance of your bike. Read these instructions before riding your new bike for the first time and keep them in a safe place.

KEY TO ICONS

WARNING

This symbol indicates actions required to avoid a potential hazard that could endanger the physical integrity and even the life of the user, as well as damage to property.

ATTENTION

This symbol indicates a hazardous situation, which may cause minor or moderate injury if the instructions given are not followed and the necessary safety measures are not taken.

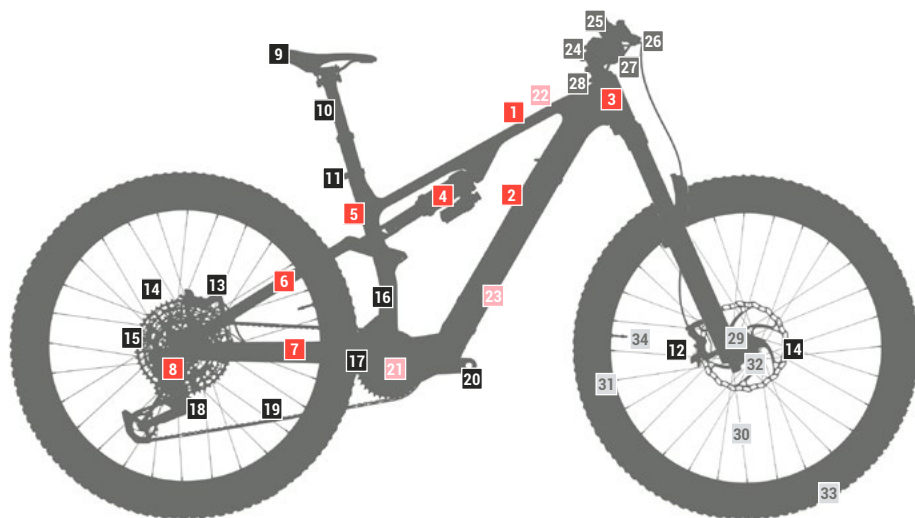
NOTICE

This symbol warns you of incorrect behaviour which is not related to personal injury but which may harm the environment or cause damage to property.

PARTS OF THE BICYCLE

E-MTB

The different parts and components of a Megamo electric mountain bike are shown below.



- 1 Top tube
- 2 Down tube
- 3 Head tube
- 4 Shock
- 5 Seat tube
- 6 Seatstay
- 7 Chainstay
- 8 Derailleur hanger

COMPONENTS

- 9 Saddle
- 10 Seat post
- 11 Seat clamp
- 12 Front brake

- 13 Rear brake
- 14 Disc rotor
- 15 Sprocket cassette
- 16 Chain guide
- 17 Chainring
- 18 Rear derailleur
- 19 Chain
- 20 Crank

ELECTRICAL COMPONENTS

- 21 Motor
- 22 Display
- 23 Battery

- 24 Stem
- 25 Handlebar
- 26 Brake lever
- 27 Shift lever
- 28 Headset

WHEELS

- 29 Front axle
- 30 Radius
- 31 Rim
- 32 Tyre
- 33 Valve

USES IN ACCORDANCE WITH THE CONDITIONS

CONDITION OF USE

Our product design team has designed your Megamo bicycle for specific conditions of use, use your Megamo bicycle only for its intended use, otherwise there is a risk of an accident with unforeseeable consequences.

Use contrary to the intended use will result in the loss of warranty.

There is no one type of bicycle that is suitable for all purposes. Your Megamo dealer will help you find the right Megamo bike for your needs.

CONDITION OF USE

Megamo bicycles according to condition of use 4 are all-terrain bicycles with full suspension and medium travel. These bicycles are used, for example, for sports and competition use with very high technical demands on roads.

Megamo bicycles according to condition of use 4 are suitable for use on unpaved, uneven roads and paths as well as on difficult and partly rocky terrain and unpaved trails. Their use requires technical riding skills. Jumps/drops at a height of more than 120 cm are permitted.

They are also designed for descents on unpaved trails at speeds of less than 40 km/h. Especially when jumping, violent landings with excessively high loads can occur, which can lead to damage and injury.

Megamo recommends to participate in a training course to acquire riding skills.

However, these bikes are not suitable for regular and long-term use in bike parks or for training and competitions in the categories freeride, dirt and downhill as well as for extreme freeride and downhill, dirt jump, slopestyle or for very aggressive and extreme use.

Due to their design and equipment, Megamo bikes according to condition of use 4 are not suitable for use on public roads. Before use on public roads, these bicycles must be equipped with the prescribed devices (lighting, bell).

Megamo bicycles according to condition of use 4 are not intended for regular, long-term use on bike parks. They are also not designed for the practice of tricks, high jumps, etc.... Nor for freeride, dirt and downhill competitions. For your own safety, do not overestimate their capabilities. Often, observing a professional's riding style can lead to attempts to emulate more complex riding styles than those corresponding to the rider's skills, which can be dangerous to the rider's life and health and even to third parties.



Always wear suitable protective clothing.




The use of trailers, child seats and luggage racks on Megamo bicycles is not permitted under condition of use 4. Please note that Megamo assumes no liability or warranty for the use of trailers, luggage racks and child seats.

Megamo Bicycle models of condition of use 4:

NATIVE

LIFESPAN

 Like any mechanical component, the bicycle is subject to wear and mechanical stress which limits its service life. The service life will depend on the design, material and manufacture as well as the conditions of use, such as rider's weight, frequency of use, aggressiveness of riding, cleaning and maintenance, environmental conditions, etc.... Therefore, their limit cannot be calculated before use. Therefore, and given that exceeding the useful life of the bicycle may cause sudden failure causing damage to the rider, it is advisable to periodically check the bicycle and to consult an official Megamo dealer whenever doubts arise in this respect.

Excessive flexing, abnormal functioning, cracks or colour changes in areas of high mechanical stress may be symptoms that the bicycle or a specific component has reached the end of its useful life and needs to be replaced.

INFORMATION ON THE MAXIMUM PERMITTED TOTAL WEIGHT


The maximum permissible total weight is calculated as follows:


Weight of bicycle + Weight of rider + Weight of luggage (e.g. rucksack, panniers) + Weight of child seat, trailer including cargo, persons or animals (if permitted) = Maximum permissible total weight (kg)

For information on the maximum permissible total weight of each model, please see the explicit section under "Warranty".


City and touring bicycles	Children's bicycle	Offroad bicycle	Road bicycle	BMX
The maximum permissible weight must not exceed: Aluminium: 120 kg Carbon: 110kg	The maximum permissible weight must not exceed: 12"/14": 33 kg 16": 45 kg	The maximum permissible weight must not exceed: Aluminium: 120 kg Carbon: 110kg	The maximum permissible weight must not exceed: Aluminium: 120 kg Carbon: 110kg	The maximum permissible weight must not exceed: Category 1: 60 kg Category 2: 100 kg

BEFORE FIRST USE

 It is essential to carry out the following checks and adjustments and to undergo a fitting process before using the bike for the first time.

 The following guidelines also apply in cases where you intend to use a bicycle whose condition is unknown.

Before first use, in addition to the following instructions, carry out all the checks listed in the chapter "Safety checks".

 Ergonomic adjustments affect the control, comfort and performance of the rider-bicycle system. Correct adjustment can make a significant difference in increasing or decreasing safety and enjoyment.

The following setting instructions consist of a series of basic notions which are intended to cover the minimum requirements in this respect.

For further information, please consult an official Megamo dealer or a biomechanical specialist.

When making adjustments there is a specific risk of entrapment.

SIZE CHECK

Choosing the right bike size to fit the rider is essential for maximum comfort, performance and safety when cycling.

For this purpose, the website megamo.com, within each bicycle model and according to some basic data of the cyclist, recommends the most appropriate size according to the measurements of each user.

If you want to get the most out of your bike fit, it is recommended to have a complete bike-fitting with an expert bike fitter.

FUNCTIONAL CHECK

Ensure the tightening torque and correct functioning of the following components:

- Seat clamp.
- Tyre pressures.
- Check brakes.
- Check front and rear derailleur for proper operation.
- Check wheel centering and mounting.
- Check the correct tightening torque of the pedals.

- Optimal saddle height: For comfortable pedalling, the saddle should be adjusted from a seated position, with the heel on the pedal spindle and the pedal in the bottom position. The leg should be fully extended, see figure (A). During pedalling, the leg should be slightly bent, see figure (B).



A POSITION FOR ADJUSTING THE SADDLE




B POSITION IN MOTION

PERIODIC CHECKS AND ADJUSTMENTS

In general, Megamo bicycles do not require any greasing during the first few kilometres of use, but periodically, every 250 km, the following adjustments should be checked:

- Adjustment of cranks, pedals, wheel axles, headset, wheel centring, tyre pressure, hardware and general condition of other components.
- Lubrication and chain cleaning.

 Do not use your Megamo bike if you have not previously adjusted and checked its components. A defective Megamo bicycle can cause serious accidents. If you are not completely sure or have any doubts, please consult your official Megamo dealer.

Uneven terrain, humidity and the force exerted by the rider on the Megamo bike can reduce the grip of the tyres. When riding on wet terrain, increase caution and ride more slowly than in dry conditions.

HANDLING OF QUICK-RELEASE FASTENERS AND THRU AXLES

QUICK RELEASE FASTENERS AND THRU AXLES

Most Megamo bicycles are equipped with quick releases and thru axles that allow you to quickly adjust, mount and dismount components. Each time you use your Megamo bicycle you should check that all quick releases/ thru axles are tightened securely before use. Handle quick releases/thru axles with the utmost care, as your safety depends directly on them.


Use quick-release fasteners/through axles correctly to avoid accidents.

The quick release essentially consists of two control elements:

A - The lever on one side of the hub which converts the closing movement into clamping force.

B - The tightening nut on the opposite side of the hub, which adjusts the preload on a threaded rod (the quick-release shaft).



 Do not touch the brake disc immediately after stopping - risk of burns! Always allow the brake disc to cool down before opening the quick release.

Procedure for the secure attachment of a component with quick-release fastener and thru axles:

Open the quick-release/through shaft. You should now be able to read "open". Make sure that the component to be fastened is positioned correctly.

Move the lever to the clamping position until "close" can be read on the outside of the lever. From the start of the closing movement to the halfway point, the lever should be very easy to operate (see figure C).

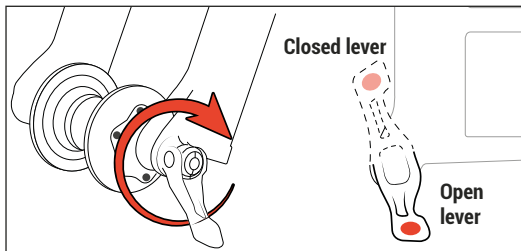
After that, the lever should offer more and more resistance until it eventually becomes difficult to move. Push with the base of your thumb and pull with your fingers on a fixed part, e.g. fork or upper rear stay, but never pull on a brake disc or spoke (see figure D).

! In its final position, the lever must be at right angles to the quick-release/through axle axis, i.e. it must not protrude from the sides. The lever must be attached to the frame or fork so that it does not open unintentionally. At the same time, it must be easy to grasp with your fingers so that it can be operated quickly.

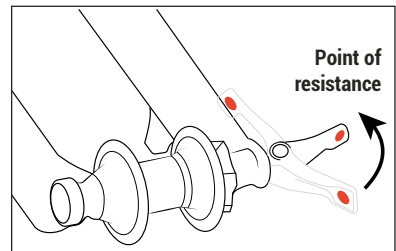
Check that the quick release/through axle is secure by pressing against the end of the closed lever while trying to rotate it. If it moves, it must be reopened and the preload increased. To do this, turn the clamping nut on the opposite side by half a turn clockwise. Close the quick release/through axle and recheck that it is securely locked.

Finally, lift the wheel a few centimetres off the ground and tap the tyre from above. If the wheel is securely fastened, it should remain on the dropouts of the frame or fork and not make any noise.

! To check the saddle quick release seat, try rotating the saddle relative to the frame.



C QUICK RELEASE



D QUICK RELEASE

! Make sure that the quick-release levers of both wheels are always on the opposite side to the chain. This will avoid mounting the front wheel with the sides reversed. For Megamo bikes with disc brakes and quick releases with 5 mm axle it may be useful to mount both levers on the chain side. This will prevent you from touching the hot brake disc and burning your fingers. If you are unsure or in doubt, please consult your Megamo dealer.

! Never ride your Megamo bike without first checking the wheel fastening before setting off. If the quick-release fasteners are not properly locked, there is a risk that the wheels could come loose which could lead to an accident!

SUSPENSION COMPONENTS


FRONT SUSPENSION


Many Megamo bikes, especially mountain bikes and trekking bikes, are equipped with a suspension fork. This fork improves the control of the Megamo bike when riding over rough terrain or on rough road surfaces, as it improves the contact between the ground and the tyre. This significantly limits the impacts to which the Megamo bike and its user are exposed.


Suspension forks are differentiated according to the structure of the elastic suspension elements and the type of damping. The elastic suspension is usually made by pneumatic elements or steel springs.


The damping is usually oil damping. In order for the fork to function optimally, it must be adjusted according to the rider's weight, saddle position and use of the bike.

We strongly recommend that you leave this adjustment work to your official Megamo dealer at the time of delivery.

 The suspension fork should be designed or adjusted in such a way that it only bottoms out in extreme cases. If a suspension fork frequently bottoms out, the suspension fork and the frame may be damaged over time.

 If the rear suspension is too damped, it may not work properly against obstacles, increasing the risk of a fall.

 Do not handle - especially with tools - any bolts without being sure, especially in the case of adjusting devices. Otherwise, there is a risk of loosening the fastening mechanism and causing a fall. As a rule, adjustment devices of all brands are provided with scales or marked with "+" (for increased damping/elastic suspension) and "-" (for decreased damping/elastic suspension).

 Due to the wide variety of fork brands and fork types, always follow the manufacturer's information on the handling of the suspension fork.

ADJUSTMENTS

The following adjustment options are normally available: Rebound and compression, SAG (body weight sag) and Lock-Out (locking function).

REBOUND AND COMPRESSION

i Rebound and compression adjustment influences the damping and response of the suspension fork and rear suspension. The relationship between rebound and compression is critical. Depending on the model of the Megamo bike, the suspension will be equipped with a rebound adjustment. The ratio between rebound and compression is determined by the nature of the terrain. A correctly adjusted ratio ensures optimum contact between the wheels and the ground.

! We recommend that your official Megamo dealer adjusts the rebound and compression.

SAG

i SAG refers to the sag due to the rider's body weight. Depending on the suspension fork model and the purpose of use, the SAG is set to a value between 15 % and 40 % of the entire suspension travel.

SAG is determined by the spring preload and the adjustable air pressure of the suspension fork or shock absorber. The spring preload and the air pressure thus determine the stiffness of the suspension and whether the suspension setting is hard or soft.

! We recommend that your official Megamo dealer adjusts the suspension fork and rear suspension according to your body weight and riding style.

Normally, this parameter is regulated through air pressure or by changing the suspension elements.

LOCK-OUT

i The Lock-Out function locks the suspension fork. This can reduce fork roll and pitching, e.g. if the suspension pitches when riding with high pedalling force. Depending on the Megamo bike model, the rear suspension also has a Lock-Out function.

The suspension fork dampens somewhat in the event of uneven terrain even in a locked state. This is for technical reasons and protects the fork from damage.

REAR SUSPENSION

Megamo bikes with full suspension have, in addition to a suspension fork, a movable rear end, equipped with a shock absorber for suspension and damping. This improves the control of the Megamo bike when riding over rough terrain or on rough road surfaces. In this way, the impacts to which the bike and rider are exposed are significantly limited. The elastic suspension is

normally provided by a pneumatic element or, in rare cases, by a steel spring. The damping is usually provided by oil.

In order for the rear to function optimally, the shock absorber must be adjusted according to the rider's weight, saddle position and use of the bike.

- ❗ We strongly recommend that you leave this adjustment work to your official Megamo dealer at the time of delivery.

In the case of frames with full suspension, the movable rear part is designed in such a way that it can or must attenuate impacts. If the shock absorber is too stiff or is blocked, impacts act directly on the frame. This can lead to damage to the shock itself and the frame. Therefore, in case of shock absorbers with lockout, this function should not be activated on rough terrain, but only on smooth terrain (public roads, country roads).


- ❗ The rear suspension should be designed or adjusted in such a way that it only bottoms out in extreme cases. A spring that is too soft or air pressure that is too low results in loud impacts that can be clearly felt and heard. This is caused by the shock absorber contracting abruptly and completely. If the shock absorber frequently bottoms out, it and the frame may break over time.


- ⚠ **Risk of falling: If the rear end is heavily cushioned, it may no longer extend over successive obstacles.**


Do not manipulate - especially with tools - the screws without being sure, expecting them to be adjustment devices. You risk loosening the fastening mechanism and causing a fall. As a rule, adjustment devices of all brands come with scales or are marked with "+" (for increased damping/elastic suspension) and "-" (for decreased damping/elastic suspension).

BRAKE SYSTEM

Brakes are an essential tool for adapting driving speed to terrain and traffic conditions.

 In an emergency, they must be able to stop the bicycle quickly and safely. When the brakes are applied with force, body weight often shifts forward, which can cause the rear wheel to lift and the bicycle to tip over. This problem is particularly acute when braking downhill. Therefore, it is important to try to keep your weight back and down during braking.

 It is recommended that both brakes be applied at the same time, as the front brake transmits more force on non-slippery surfaces due to weight transfer. However, on low-grip terrain or in wet or dirty conditions, the front wheel may skid if braking too hard with the front brake.


 It is important to familiarise yourself with your bike's braking system before using it for the first time and to practice braking on different types of terrain and in areas without traffic.

SUGGESTIONS FOR ANY BRAKE SYSTEM

Different types of brakes have different levels of stopping power. If you are not satisfied or comfortable with your brake system, consult an authorised dealer.

Any problem with the adjustment, maintenance or use of the brakes can lead to loss of control of the bicycle and possible serious consequences. If you are in doubt about brake adjustment or suspect a problem, do not ride your bicycle and take it to an authorised dealer.

It is recommended that brake adjustment be performed by an authorised dealer due to the need for special knowledge, experience and materials. In addition, be sure to use only brake levers that are compatible with your brake, such as those supplied with the original bike.

 **DANGER! Never ride your bicycle if the brake system is malfunctioning or if you suspect a problem with the brakes, cables or hydraulics. Malfunctioning brakes can cause loss of control and a fall. If your bicycle is not working properly, consult an authorised dealer.**


RIM BRAKE SYSTEMS

There are several types of rim brake systems, such as Cantilever, V-Brake and Horseshoe.


These systems are composed of levers which are connected to the brake by cables or hydraulics.


When pressure is applied to the levers, the brake pads act on the rim to brake the wheels, which slows the bicycle.


The components of these systems include the rim, the brake levers/fluid reservoir, the brake cables and casings/hydraulic hose, and the brake shoes.

 The brake fluid in the hydraulic system is highly corrosive and can damage the skin and paintwork of the bicycle if it comes into contact with them. In addition, it is important to note that rims designed for disc brakes should not be used on these systems. The rims must have a flat surface so that the brake pads can act properly.


INSPECTION

 Before riding the bike, tighten the brake levers firmly. The lever must not come into contact with the handlebar. If the lever touches the handlebar, the travel must be adjusted as explained below. If there is a hydraulic system, it must be bled. This action must be done by your authorized dealer, as it requires specific material and knowledge.

 Also, if you have a hydraulic system, check that there are no kinks or leaks in the hose. Replace any hydraulic part that fails inspection. This task requires specific knowledge and tools, so it must be performed by your authorized dealer.

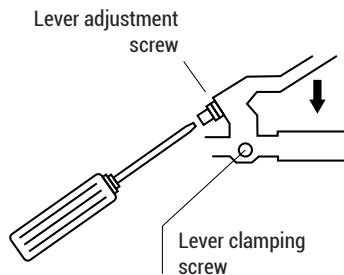
 When the brakes are not applied, the shoes should be 1-2mm from the rim. The shoes must be flush with the surface of the tire. If your brakes are too loose, tight, or out of line with the rim, adjust them before riding.

The angular alignment of the shoe must be taken into account to avoid brake squeal. Old brake shoes and some new V-Brakes may not require such alignment.

 Once a month, check the condition of the shoes. The shoes have small indentations on the friction surface. If any of these notches are less than 2mm deep, or less than 1mm on V-Brakes, the shoes must be replaced. In the event that your shoes were originally not embossed, replace them when the end of the rubber block is only 3mm from the metal support.

! The vertical adjustment of the brake shoe must be such that the edge of the rim is 1 mm above the end of the shoe. The shoe must contact the rim perfectly perpendicular to the braking surface.

HOW TO ADJUST THE TRAVEL OF BRAKE LEVERS



On some brake levers it is possible to adjust the brake lever travel. Locate the lever travel adjustment screw. To increase the travel, turn the screw clockwise. To reduce the travel, turn the screw counter-clockwise.

Sometimes it is necessary to readjust the distance of the brake pads to the rim after adjusting the lever travel.

HOW TO ADJUST THE DISTANCE BETWEEN THE BRAKE PADS AND THE RIM

To increase the distance to the rim turn the adjusting screw clockwise, and to decrease the distance counter-clockwise.

If you cannot adjust the brake pads in this way, loosen the cable clamp bolt and reattach the cable as explained in the section on installing a brake cable, but without removing the brake cable.

CENTERING OF V-BRAKES, CANTILEVER AND HORSESHOE BRAKES

Turn the central screw in small increments, checking the centring every few turns.

HOW TO ADJUST THE ALIGNMENT OF BRAKE PADS

1. Loosen the shoe fixing bolt.
2. Follow the instructions to inspect the alignment and tightness of the brake shoes.
3. After the brakes are adjusted, apply the maximum possible force to the levers about 10 times.

Make sure that the cables do not come loose, the brake pads are still in the correct position in relation to the rim and the tyres do not contact the brake pads.

HOW TO OPEN THE BRAKE TO REMOVE THE WHEELS

- For most brakes, the brake release lever must be raised to the "up" position. To close, the lever must be turned to the "down" position.

- For Cantilever and Horseshoe brakes: release the sliding cable. With one hand press the brake pads against the rim; with the other hand pull the end of the cable end from the retaining fork. When you release the brake pads the brake will open. To close the brake, you must follow the instructions in reverse.

- For V-brakes: disconnect the tube from the linkage arm. With one hand, press the brake pads firmly against the rim, and with the other hand, pull the tube back from the common linkage arm and lift the tube..

Once disconnected, when the brake pads are released, the hose will open. To close the brake, follow the instructions in reverse order..

LUBRICATION


- Every 3 months lubricate the brake lever pivots with synthetic lubricant, as for the chains.


- When installing a brake cable, it must be lubricated with a thin layer of synthetic lubricant.


HYDRAULIC DISC BRAKES

Instead of the brake shoe pressing on the wheel rim, a pad acts on a disc which is positioned on the front or rear reel. The disc is attached to the axle by bolts on the left side. The brake system consists of:

- Brake lever/fluid reservoir
- Hydraulic hose
- Disc brake pad

 Disc brake fluid is very corrosive. Avoid contact with skin or with the bicycle as it will corrode the paintwork.

 **DANGER!** Disc brakes can burn the skin. In addition, the edges may be sharp and can cut. Avoid touching the disc or brakes when they are hot or when rotating.

 The brakes must not be applied when the disc is not inside the calipers. If the lever is operated when the disc has been removed, the distance between the pads will be almost zeroed by the self-adjustment, so that the disc cannot be refitted. If this happens, refer to the disc brake manual or contact your authorised dealer.

INSPECTION

Tighten the brake levers firmly before riding. The lever must not come into

contact with the handlebars. If the lever touches the handlebars, the system must be bled. This should be done by your authorised dealer, as it requires special equipment and knowledge.

- ❗ Check that there is no oil, grease or other dirt on the disc. The disc is an essential part of the braking system and must be kept clean. Remove the brake pads from the calipers when cleaning. Do not use cleaners, degreasers or solvents to clean the disc. Use isopropyl alcohol.
- ❗ Once a month check the disc brakes for wear. If the brake pads are less than 1 mm thick, they should be replaced. Also check that the pads are in the correct position, 0.25 to 0.75 mm from the disc when the brakes are not applied. Turn the wheel, when the levers are not pressed down, the pads should touch the discs as little as possible.

The tightening torque for the disc brake bolts are:

- Shoe mounting bolts: 11.5-12.5Nm
- Adapter mounting bolts: 11.5-12.5Nm
- Disc coupling bolts: 5-6Nm
- Brake lever engagement bolts: 3-4Nm

Check that there are no kinks or leaks in the hose. Replace any hydraulic parts that fail the check. This replacement requires specific knowledge and tools and should be carried out by your authorised dealer.

ADJUSTING THE DISTANCE FROM THE BRAKE LEVER TO THE HANDLEBARS

1. Locate the adjusting screw between the lever and the handlebar, near the pivot of the lever.
2. To increase the travel, turn the screw clockwise. To reduce the travel, turn the screw counter-clockwise.

HOW TO ALIGN THE BRAKE WITH THE DISC

1. Loosen the brake assembly bolts.
2. Actuate the lever as far as it will go, and gradually tighten the bolts as specified in the inspection section.

HOW TO REMOVE BRAKE PADS

1. Remove the wheel
2. Using your fingers or needle-nosed pliers, grasp the brake pad tab and pull it out.

HOW TO REMOVE THE WHEEL

To remove the wheel in case of disc brakes it is not necessary to dismantle the brake system.

Carefully slide the disc off the brake when removing it from the brake.

- ! When installing the wheel, carefully guide the disc between the brake pads. If you press the disc rim hard against the pads, the pads may fracture or be damaged and need to be replaced..

LUBRICATION

- i Every three months lubricate the pivots with synthetic lubricant, the same as for the chain. Brake pads do not require lubrication.

MECHANICAL DISC BRAKES

Instead of pressing the shoe onto the wheel rim, a pad acts on a disc which is positioned on the front or rear reel. The disc is attached to the axle by bolts on the left side. The brake is operated by means of a cable from the brake lever. The brake system consists of:

Brake lever / Brake cable and casings / Disc brake pads.

Disc brakes can be very hot after use, so be careful when inspecting them. Avoid putting your fingers on the disc.

- ! **DANGER!** Disc brakes can become so hot that they burn the skin. Also, the edges may be sharp and can cut. Avoid touching the disc or brakes when they are hot or when they are rolling..

INSPECTION


Before each use, tighten the brake levers firmly 10 times. It must not be possible to touch the handlebars with the levers.

- ! Make sure that there is no oil, grease or other dirt on the disc. The disc is part of the braking system, so keep it clean at all times. Remove the brake pads from the calipers when deep cleaning. Do not use cleaners, degreasers or solvents to clean the disc. Use isopropyl alcohol.
- ! Once a month check the disc brakes for wear. If the brake pads are less than 1 mm thick, they should be replaced. Also check that the pads are in the correct position, 0.25 to 0.75 mm away from the disc when the brakes are not applied. Turn the wheel, when the levers are not pressed down, the pads should touch

the discs as little as possible.

The tightening torque for the disc brake bolts are:

- Shoe mounting bolts: 11.5-12.5Nm
- Adapter mounting bolts: 11.5-12.5Nm
- Disc coupling bolt: 5-6Nm
- Cable clamp bolt: 6-8Nm

 Every month check your bike's brake cables for kinks, rust, broken wires and frayed ends, and check the casings for bent ends, cuts or fraying. Replace any parts that fail this inspection.

ADJUSTMENT

How to adjust the lever travel towards the handlebars:

1. Locate the adjustment screw between the lever and the handlebar, near the pivot of the lever.
2. To increase the travel, turn the screw clockwise. To reduce the travel, turn the screw counter-clockwise..

HOW TO ADJUST THE PAD-TO-DISC CLEARANCE

Turn the pad adjustment screw. To increase the pad gap, turn the adjuster body clockwise. To decrease the pad gap, turn the adjuster body counter-clockwise..

HOW TO ALIGN THE BRAKE WITH THE DISC

1. Loosen the brake assembly bolts.
2. Tighten the lever all the way down, and gradually tighten the bolts as specified in the inspection section..

HOW TO REMOVE BRAKE PADS

1. Remove the wheel.
2. Using your fingers or needle-nosed pliers, grasp the brake pad tab and pull it out..

HOW TO REMOVE THE WHEEL

If you have disc brakes, it is not necessary to remove the brake system. Carefully slide the disc out of the brake.

i When installing the wheel, carefully guide the disc between the brake pads. If you press the disc rim hard against the pads, the pads may fracture or be damaged and need to be replaced.

LUBRICATION

Every three months lubricate the pivots with synthetic lubricant, as for the chain. Brake pads do not require lubrication.

CABLE INSTALLATION

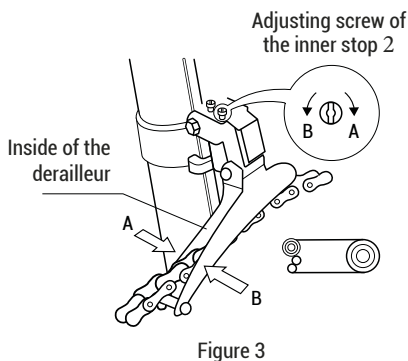
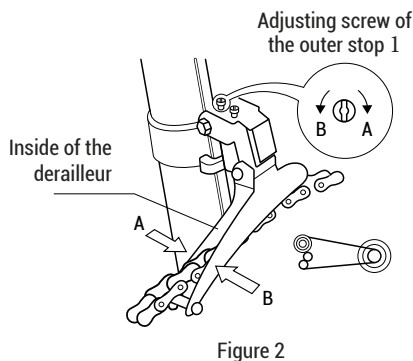
Follow the assembly instructions explained for Cantilever, V-Brake, and Horseshoe brakes..

TYRE PRESSURE

For correct operation of the bicycle, it is necessary to use a tyre pressure in accordance with the type of use and the weight of the user. Check the tyre pressure regularly.

FRONT DERAILLEUR AND REAR DERAILLEUR ADJUSTMENT

In order to keep the gearbox in perfect condition, it is necessary to regulate it periodically according to the following instructions.

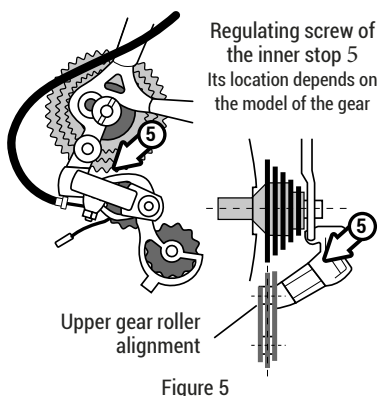
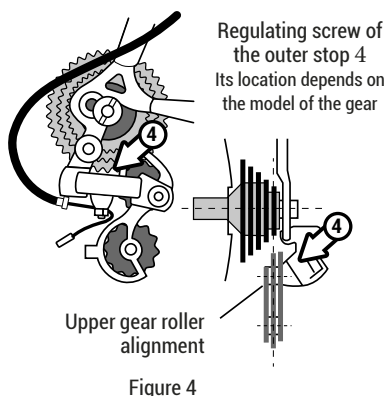


A Position the chain, derailleur and front derailleur so that the chain is positioned on the small front chainring and the largest sprocket and adjust the screw (1) in figure 2 until the chain is as close as possible to the inside of the derailleur without rubbing, turning the cranks.

B Place the chain, derailleur and front derailleur in position so that the chain is positioned on the large front chainring and the smallest sprocket, adjust the screw (2) in figure 3 until the chain is as close as possible to the outside of the inside of the derailleur without rubbing while turning the cranks.

C To check that the derailleur works correctly on all chainrings and sprockets, ride the bike with the derailleur and derailleur controls to ensure that the derailleur works properly. If in any gear the chain falls towards the bottom bracket, adjust screw 5 in figure 5 by turning the adjusting screw 1/4 turn clockwise.

D If the chain falls off the chainring when shifting to the smallest sprocket, adjust screw 1/2 in figure 2 by turning the screw 1/4 turn clockwise. When shifting to intermediate positions, if you notice that the derailleur is noisy or the chain does not shift smoothly from one chainring to the other, adjust the tension adjuster on the left handlebar knob to get a perfect fit.



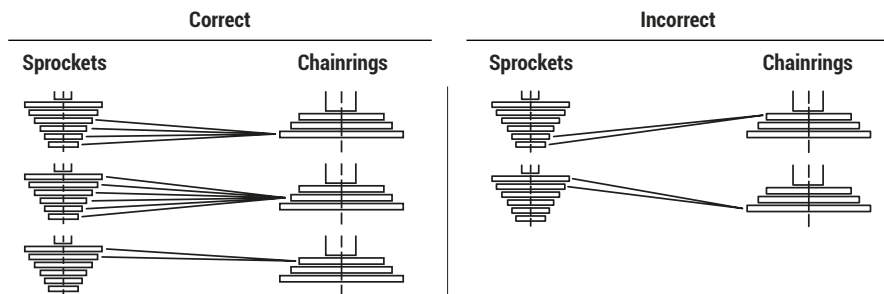
E Rear derailleur adjustment: it has two adjustment screws, the process to follow is very similar to that of the front derailleur.

1 Position the upper roller of the gearbox on the same line as the smallest pinion using the adjustment screw 4 in figure 4.

2 Position the upper roller of the derailleur on the same line as the largest sprocket using the adjusting screw 5 in figure 5..

3 When riding the bike, check that the chain engages properly on all sprockets by pressing the derailleur controls on the right side of the handlebars. If in the intermediate positions the chain is noisy or does not shift correctly, adjust the adjuster on the right-hand derailleur shifter until you get a perfect fit.

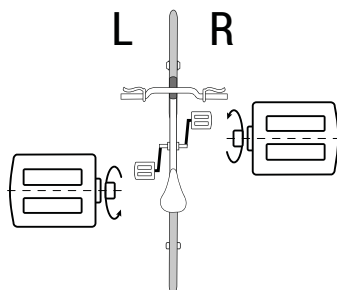
CAUTION! Avoid, as far as possible, shifting gears in full effort and the pairing of chainrings and sprockets according to the following picture.



INSTALLATION OF THE PEDALS

ATTENTION! The two pedals are not identical. It is essential not to force the adjustment in case of difficulty in screwing.

The pedals are marked on their axle with an "R" for right and an "L" for left. Make sure that the pedals are perfectly adjusted by locking them firmly.




CLEANING


For proper preservation, it is recommended that the following components be cleaned periodically:

- Painted parts, remove dust or mud with a sponge dampened with a mild detergent and water, and carefully dry all parts. If you want to use a polish, make sure it is not abrasive or a product with silicone.
- It is important not to use products such as solvents, turpentine, trichloroethylene, petrol, alkaline bleaches, etc.
- In humid climates or in coastal areas, special care must be taken with chrome-plated components, which should be periodically impregnated with oil.

RECOMMENDATIONS

For safe cycling, it is recommended to wear a helmet and protective and signalling elements. The product and its use must comply with current legislation. When riding in the rain or on wet roads, visibility and grip are reduced and braking distances are longer, so the rider must adapt speed and anticipate braking. Wear parts such as rims, brakes, tyres, steering and transmission should be checked by the rider before use and should be inspected, maintained and repaired by a professional mechanic.

 **Warning:** The use of clipless pedals is delicate and requires a period of adaptation to avoid falls: clip and unclip your shoes onto the pedals before starting to ride. The interface between the cleat and the pedal can be affected by various factors such as dust, mud, lubrication, spring tension and wear.

 **Warning:** BMX pedals are designed to ensure a better grip of the pedal contact surface than an ordinary bicycle pedal, therefore the pedal surface may be very rough and have protrusions. Riders should therefore use appropriate protective equipment..


The use of an aerodynamic or any other type of extension above the handlebars may affect the rider's response time during braking or cornering.


Tyre inflation, dimensions and mounting direction: Inflate the tyres to the correct pressure, respecting the pressure range indicated by the manufacturer on the sidewall of the tyre, as the puncture resistance will depend on it. Install the tyre in the direction indicated on the sidewall (the arrow indicating the direction of rotation)..

The user must respect the applicable national legislation when using the bicycle on public roads (e.g. lighting and signalling).

IN THE EVENT OF IMPACTS OR FALLS

After a collision or impact with your Megamo, you must first of all ensure your own safety and that of any persons or animals involved in the accident..


 A fall can prevent your bicycle from working properly and this can cause future damage if it is not checked properly. After a fall, you may not be able to ride your bike again immediately. For this reason, you should carry out the following checks.

 **CAUTION: Danger of injury. If you do not have the necessary technical knowledge or if you do not carry out the test correctly, you could be injured..**

- Wear protective gloves.
- Keep fingers away from moving parts and ensure that they are not trapped.

First, check the frame and components for cracks or bends.

It is difficult to assess the degree of deterioration of a carbon part as it is not always visible from the outside. A scratch on the surface may be a sign of delamination (separation of the carbon layers). If you suspect damage, you should always consult your Megamo dealer or a qualified bicycle mechanic.

 Damage to aluminium parts can be detected by dents, cracks, deformation or discolouration. If you notice any signs of damage, you should not continue to ride the component or the bicycle. If you suspect damage, you should always consult with Megamo service or a qualified bicycle mechanic.

Wheels and tyres

Check the wheels. They should be securely attached to the wheel brackets by the quick release lever or bolts and should be in the centre of the front wheel fork and rear triangle. They must rotate freely and operate correctly. Check that the tyres, and in particular the casing, are not damaged.

Handlebars and stem

Check that the handlebar and stem are not damaged. Make sure that the handlebar and stem cannot be turned in opposite directions. If the components can be turned in opposite directions, tighten the bolts with a torque spanner (see section "Recommended tightening torques").

Frame

Check that the frame is not damaged. If the frame is cracked or deformed, contact your authorised Megamo dealer.

Transmission

Check that the chain is on the front chainring and rear cassette. If the bike has fallen off on the derailleur side, damage may have occurred. Try shifting gears and make sure that the rear derailleur and/or dropout, which may be bent, are not too close to the spokes of the rear wheel.



WARNING! Rear derailleur bent: If the rear derailleur is bent towards the spokes, there is a risk of a fall. Do not ride the bike if the rear derailleur is bent. Contact your dealer or a professional mechanic.

Other checks

- Make sure that the saddle has not rotated as a result of the fall. It must be aligned with the top tube.
- Check for loose screws or components.
- Operate the brake levers to ensure that the brakes are working properly.



Use your bicycle only when you have checked that it is undamaged and in good working order. Avoid putting stress on your bicycle for the rest of the journey, e.g. do not brake sharply or get out of the saddle. If you do not want to take risks, complete the journey using another means of transport.






If you find any problems, stop riding immediately. Even if you do not find any visible damage, pay attention to any unusual noises that may indicate a problem.





If you have any doubts about the condition of your bike after a crash, take it to a Megamo dealer for a professional check. Hidden damage can be dangerous and can cause sudden failure and loss of control. It is crucial to keep your bike in good condition to avoid serious injury or death.

BICYCLE MAINTENANCE AND CARE

Megamo will deliver your bike ready for use, but it is important that you have it regularly serviced and maintained by your Megamo dealer to ensure the long-term performance of all components.

-  It is recommended that the first service should be carried out after about 250 kilometres, after 10 hours of use, after a period of four to six weeks or after a maximum of three months. During the first phase of use of the bike, it is normal for the spokes to tighten and the derailleur to become out of adjustment, so it is important not to postpone the first service at a Megamo dealer. This will ensure the proper functioning of the components and improve the service life of your bike.
-  After the break-in period, it is important to have your Megamo bike regularly serviced by your Megamo dealer. If the bike is used frequently on rough roads or uneven terrain, the service intervals of the Megamo maintenance and inspection schedule should be shortened.
-  Winter is a good time to have your annual service done, as your Megamo dealer usually has more time available to service your bike. Regular inspections and replacement of wearing parts such as chain, brake pads, brake and derailleur cables are part of what is understood to be correct use of the bike. Performing these tasks ensures long-lasting and reliable operation of the components, and affects product liability and warranty claims.

RECOMMENDED TIGHTENING TORQUES

-  Please note that due to the variety of construction materials, hardware and components used in Megamo bicycles, it is important that any adjustments or modifications are carried out by a professional mechanic at an authorised Megamo dealer. If you need to make any adjustments or modifications to your bicycle, please contact your dealer.
-  **WARNING:** Due to the wide variety of parts available on the market, we cannot guarantee the compatibility, tightening torque, etc. of additional parts or spare parts installed by third parties. It is the responsibility of the person carrying out the assembly or modification of the Megamo bicycle to ensure that it is carried out in accordance with current technological standards.

MAINTENANCE TIPS

PART	USE AND MAINTENANCE	RECOMMENDED PRODUCTS	UNDER WARRANTY
Wheels	Check quick-release fasteners before use (in closed position). Check the wheels after a heavy impact (rim deformation or broken spokes are possible).	Clean the rim with soap and water. Grease the wheel axles with vaseline oil spray.	Axle or hub locking. Deformed rim.
Sprockets	Keep clean at all times. Never grease the sprockets and never grease between the wheel axle and the freewheel body.	Vaseline oil spray.	Breakage of the free-wheel body. Manufacturer's defect.
Chain	Degrease and lubricate after each use.	On wet ground: Vaseline oil. On dry ground: Silicone spray.	Defect of the manufacturer.
Saddle and seatpost	Greasing every six months.	Grease.	Broken saddle frame. Seat post breakage.
Fork Headset	All operations on the fork or headset require the use of specific tools.	Thickened grease for the headset.	Weld breakage on the fork or brake mount or dropouts.
Frame	After every accident or severe impact, the frame must be checked. Please note that there are signs of damage such as dents or cracks that only an expert can assess whether they are structural damage or not.	Clean with water and wipe dry with a clean cloth.	Welding break in: Pipe joint. Fork joint. Brake support. Derailleur covers. Saddle collar. Crack in weld (no trace of knocks).
Tyres	Inflate to the correct pressure, indicated on the side of the cover.	Air pump with a suitable nozzle.	Tread breakage. Breakage of the rigid bar.
Bottom bracket Crankset	All operations on the bottom bracket and crankset require the use of specific professional tools. In case of disassembly, re-grease the bottom bracket before screwing the cranks or cranks. Adjust the pedals correctly, the right pedal (R) in its place and the left pedal (L) in its place without ever forcing them when screwing them on.	Lubricant spray for bottom bracket clearance. Thickened crankset grease.	Breakage of reinforcements. Crank or connecting-rod clean breakage.

WARRANTY

A. LIFETIME WARRANTY

Since January 1, 2023, Megamo offers a lifetime warranty on all frames and rigid forks for all bicycles purchased in authorized dealer territories. To be able to access this guarantee it is necessary to meet the conditions mentioned below.

CONDITIONS

- Only the original purchaser (that is, the purchaser who appears on the sales invoice) of the bicycle who has registered the registration within 30 calendar days of purchase from an authorised Megamo dealer shall be entitled to this warranty. Therefore, this warranty is not transferable to second and subsequent purchasers, and is automatically terminated the moment the original owner of the bicycle sells it to a third party.
- Warranty claims by the original purchaser must be handled through the point of sale where the bicycle was purchased.
- It is necessary that the maintenance of the bicycle be carried out by an Authorized Megamo Partner.
- This commercial guarantee covers the frames, rigid forks, front triangle, linkage and double suspension swingarm, excluding the rest of the parts attached to the frame.
- The original purchaser will have the right to repair and/or replace the affected component. If the repair is not possible, Megamo will replace the nonconforming product with another with the same characteristics. In the event that this is not possible, Megamo will provide the user with another product of equal or superior quality and benefits from among those available in the Megamo range in the year in which the warranty claim is made.
- In the event that it is necessary to replace the non-conforming product with another of equal or superior quality and performance, these guarantees will in no way cover the replacement or adjustment of any component installed on the original bicycle that is incompatible with the product delivered. by Megamo. The cost of any type of part or accessory that is necessary for the final assembly of these accessories or installed components will be at the customer's expense and expense.
- They are excluded from any request, breaks or cracks derived from negligent, inappropriate use or misuse of the bicycle. The use of the bicycle in competition, rental or for use in commercial activities will be considered as unusual

or inappropriate use.

- It will also be considered misuse, the use of the bicycle with an excess of the maximum permitted weights. The following table shows the maximum weights allowed:

MAXIMUM PERMITTED WEIGHT (RIDER + EQUIPMENT + BIKE)	ALUMINIUM BIKES = 120 KG
	CARBON FIBER BIKES = 110 KG
	ALUMINIUM E-BIKES = 120 KG
	CARBON FIBER E-BIKES = 120 KG

- This lifetime guarantee is subject to the study and decision of our Megamo brand technicians regarding the nature of the defect, who will determine, after carrying out an analysis of the bicycle, if the nature of the defect is covered by this guarantee. or is excluded.

B. LEGAL WARRANTY

- *Megamo guarantees the original components of its products for the period established by law, in force at all times, from the date of original sale.*
- *In the event of any lack of conformity in relation to any of the individual components of other trademarks that may be installed on Megamo bicycles, including electrical components, the buyer (or the Megamo Authorized Partner in its case) must process directly with said manufacturers (TQ, Shimano, SRAM, Rock Shox, Fox, FSA, Mavic, Vision, DT Swiss, Suntour, etc.) or their respective distributors, the application of their corresponding guarantees. According to current law, the LEGAL WARRANTY is valid for three years* from the date of original purchase, or failing that, the one that the country of purchase has determined as the legal warranty period. Each manufacturer has its own warranty policy, the duration of which may vary, but in any case, they must comply with at least the LEGAL WARRANTY set at three years*. For the application of this guarantee, it will be essential to present proof of purchase to an Authorized Megamo Partner.*

**Two years if the date of purchase is prior to January 1, 2022.*

- In the event that, for the repair or replacement of the product, it is necessary to send the product to Megamo's facilities, Megamo reserves the right to claim the costs of said transport from the user.

C. LEGAL AND LIFETIME WARRANTY EXCLUSIONS








- Breaks or cracks derived from negligent, inappropriate use or misuse of the bicycle. The use of the bicycle in competition, rental or for use in commercial activities will be considered as unusual or inappropriate use.
- Tuning operations and/or adjustments are likewise excluded from the application of this guarantee.
- Problems caused by discoloration caused by overexposure to sunlight, lack of maintenance, abrasion caused by transport, contact with aggressive surfaces or breakage resulting from accidents.
- Common wear of the perishable elements of the product. For merely illustrative purposes and without limitation, the following will be considered as elements susceptible to wear:

COVERS	CHAINRINGS	RIMS	CUPS	BATTERIES
TUBES	SPROCKETS	BRAKE PADS	SPOKES	CHARGERS
BUSHINGS	CHAINS	ROTORS	HEADS	E-BIKE ELECTRIC COMPONENTS
BEARINGS	CORES	STRAPS AND GRIPS	HUBS	


- Inadequate handling and maintenance operations by the user or by any third party on his behalf.
- Assembly of other non-original elements or accessories to those supplied or assembled by the manufacturer.
- Also excluded are personal and/or material damages that could derive directly or indirectly from the regular use of the bicycle.

TQ HPR50 DRIVE UNIT

A. IMPORTANT SAFETY INSTRUCTIONS

-  Read all instructions before using the product.
-  Do not put fingers or hands inside the product.
-  Never subject the Drive Unit to mechanical shock to prevent damage to the Drive Unit.
-  To reduce the risk of injury, close supervision is necessary when the Drive Unit is used in the vicinity of children.
-  Never open the housing of the Drive Unit or attempt to disassemble it.
-  Do not use this product if the flexible power cord or output cable is frayed, has broken insulation or any other sign of damage.
-  Do not make any changes to the drive that affect the performance or maximum supported speed of your drive.



Doing so will endanger yourself and others, and may violate applicable laws. In addition, this will void the warranty.

-  Walking assistance should only be used to push the e-bike.

Make sure that both wheels of the e-bike are in contact with the ground. Otherwise there is a risk of injury.


Ensure that your legs are at a safe distance from the pedals when the walking assistance is activated.

Otherwise, there is a risk of injury due to rotation of the pedals.

-  Do not attempt to modify or repair the product.
-  This equipment is not intended for use in ambient temperatures below -5°C (23°F) or above 40°C (104°F).

Use this product only within the following temperature limits

Operating: -5 °C to 40 °C / 23 °F to 104 °F Storage: 0 °C to 40 °C / 32 °F to 104 °F

 The Drive Unit may become hot during operation depending on the load and other factors, so that the surface of the Drive Unit and the surrounding components (Drive Unit cover) become hot. Do not touch the Drive Unit with your hands or legs during or after operation. Otherwise there is a risk of burns.

Safety instructions for working on the e-bike

Before carrying out any work on the e-bike (e.g. cleaning, chain maintenance, etc.), make sure that the drive unit system is no longer powered:

Safety instructions for riding

Please observe the following points to avoid injury due to a fall when starting with high torque: We recommend that you wear a suitable helmet and protective clothing every time you ride. Observe the regulations in your country. Be aware of the potentially high torque of the drive when starting. Select a suitable gear ratio or pedal assist for starting to avoid the risk of wheelie (front wheel lift) or rollover.

Intended use

The HPR50 drive unit is intended solely to provide power to your e-bike and must not be used for any other purpose. Any other use or use beyond this is considered improper and will result in loss of warranty. In case of unintended use, TQ-Systems GmbH assumes no liability for any damage that may occur and does not guarantee the correct and functional operation of the product. Intended use also includes compliance with these instructions and all information contained herein as well as the information on intended use contained in the supplementary documents enclosed with the e-bike. enclosed with the e-bike. Proper and safe operation of the product requires proper transport, storage, installation and operation.

B. TECHNICAL DATA

Weight	approx. 1850 g / 4.1 lbs
Continuous rated power	250 W
Torque (max.)	50 Nm
Interface standard of bottom bracket shaft	ISIS
Length of bottom bracket shaft	135 mm / 5.31"
Operating temperature	-5 °C to +40 °C / 23 °F to 104 °F
Storage temperature	0 °C to +40 °C / -4 °F to 104 °F

Tab. 1: Technical data – Drive Unit HPR50

Weight	16 g incl. magnet
Mounting position	Left rear dropout

Tab. 2: Technical data – Speedsensor

C. OPERATION

WARNING

Do not attempt to modify or repair the product. See chapter “A” for details.

Use this product only within the following temperature limits Operating: -5 °C to 40 °C / 23 °F to 104 °F Storage: 0 °C to 40 °C / 32 °F to 104 °F

Further safety warnings on Risk of fire, electric shock or injury to persons can be found in section: “A”.

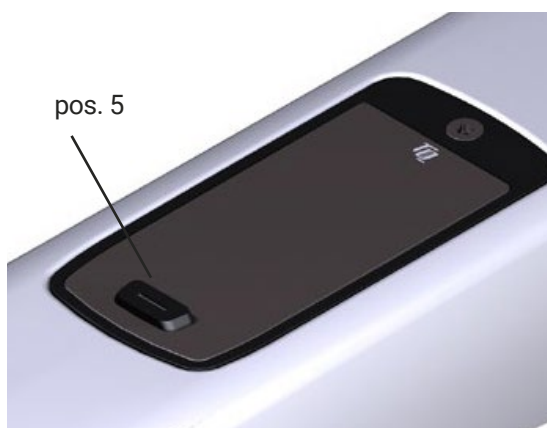


Fig. 1: Drive

Switch on the drive system:

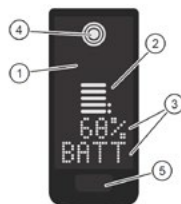
Switch on the drive system by briefly pressing the button (pos. 1 in Fig. 1) on the display.

Switch off the drive system:

Switch off the Drive Unit by pressing and holding the button (pos. 1 in Fig. 1) on the display.

D. OVERVIEW OF THE HPR V01 DISPLAY

- 1: State of charge Battery (max. 10 levels, 1 level corresponds to 10 %)
- 2: State-of-charge range extender (max. 5 levels, 1 level corresponds to 20 %)
- 3: Display panel for different screen views with driving information
- 4: Assistance mode
- 5: Button



display

E. OVERVIEW OF THE HPR REMOTE V02

- 1: UP button
- 2: UP button



Fig. 2: How the remote control works

F. FUNCTIONS

Make sure that the battery is sufficiently charged before use.

G. TURN ON THE PROPULSION SYSTEM:

Switch on the drive by briefly pressing the button (see Fig. 3) on the display.

H. SWITCH OFF THE PROPULSION SYSTEM:

the button (see Fig. 3) on the display.

Fig. 3: Button on the display



I. CONFIGURATION MODE

Activate configuration mode:

Switch on the drive system. Press and hold down the Display button (item 5 in Fig. 1) and the DOWN button on the remote control (item 2 in Fig. 2) for at least 5 seconds.

Fig. 4: Configuration mode activated

J. ADJUSTMENTS

The following settings can be made in configuration mode following settings:



Setting	Default value	Possible values
Measure	Metric (km)	Metric (km) or Anglo-American (mi)
Acoustic signal acknowledgement	ON (sounds with each button)	ON, OFF
Walking assistance	ON	ON, OFF






Use the buttons on the remote control to scroll through the relevant menu. Confirm your selection with the button on the display. The next selection is then displayed or the configuration mode is terminated. The display screen can be changed by pressing the button on the remote control (>3 s) if the walking assistance function is deactivated due to country-specific laws and regulations.

K. DRIVING INFORMATION

At the bottom of the display, the driving information can be shown in 4 different views.

Regardless of the currently selected view, the state of charge of the battery and the optional range extender is shown in the centre and the selected assistance level is shown at the top.

Pressing the display button twice (pos. 5 in Fig. 1) switches to the next display view.

View of the screen	Driving information
	Battery state of charge in percent (68 % in this example).
	The range in kilometres or miles (37 km in this example), the calculation of the range is an estimate that depends on many parameters. *See R. General notes
	Current power of the drive unit in watts (163 W in this example). Current rider power in watts (203 W in this example).
	Current speed (24 km/h in this example) in kilometres per hour (KPH) or miles per hour (MPH). Or miles per hour (MPH).
	Current cadence of the cyclist in revolutions per minute (61 RPM in this example). (61 RPM in this example).

View of the screen



Driving information

Light Off (LIGHT OFF)

Turn the light off by pressing the UP button and DOWN button at the same time. simultaneously.

Tab. 4: Screen HPR V01 - Driving information

You can choose between 3 assistance modes or switch off the assistance from the drive unit. The selected assistance mode I, II or III is shown on the display with the corresponding number of bars (see pos. 1 in Fig. 5).

Briefly pressing the UP button on the remote control (see Fig. 6) increases the assistance mode.

Briefly pressing the DOWN button on the remote control (see Fig. 6) reduces the assistance mode.

A long press (>3 s) on the DOWN button on the remote control (see Fig. 6) switches off the assistance of the propulsion system.

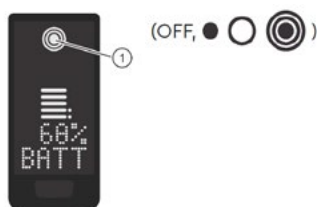


Fig. 5: Display of the selected mode



Fig. 6: Selecting the assistance mode in HPR Remote V02

L. CONNECTION INFORMATION

E-bike to smartphone connection



- i** You can download the TQ app via the QR code, E-Bike from the Appstore for IOS and Google Play Store for Android:



Select your bike (you only need to pair your smartphone the first time). Enter the numbers displayed on your phone screen and confirm the connection.



Fig. 7: Connecting E-Bike to Smartphone

M. CONNECTING E-BIKE TO CYCLE COMPUTERS

- i** To establish a connection to the bike computer, the e-bike and the bike computer must be within radio range (maximum distance approx. 10 metres).

Pair your bike computer (Bluetooth or ANT+). Select at least one of the three sensors shown (see Fig. 8). Your e-bike is now connected.



Fig. 8: Connection of the e-bike to the bike computer

N. WALKING ASSISTANCE

The ride assistance makes it easier to push the e-bike, for example, off-road.

- i** The availability and features of walking assistance are subject to country-specific laws and regulations. For example, push assistance is limited to a maximum speed of 6 km/h in Europe. 6 km/h in Europe.
- i** If you have blocked the use of the walking assistance in the setup mode (see chapter "J Settings"), the following screen with driving information will be displayed instead of activating the walking assistance (see chapter "K Driving information").

O. ACTIVATE WALKING ASSISTANCE

The ride assistance makes it easier to push the e-bike, for example, off-road.

Risk of injury

Make sure that both wheels of the e-bike are in contact with the ground. When the walking assistance is activated, make sure that your legs are at a safe distance from the pedals.

When the e-bike is stationary, press the UP button on the hand control for more than 0.5 s (see Fig. 9) to activate the pedal assistance.

Press the UP button again and hold it down to move the e-bike with the walking assistance.



Fig. 9: Activating the walking aid

P. DEACTIVATE WALKING ASSISTANCE

The driving aid is deactivated in the following situations:

- By not pressing the DOWN button on the remote control (pos. 2 in fig. 2).
- Press the button on the display (pos. 5 in Fig. 1).
- After 30 s without operating the ride assistance.
- Pedalling.

Q. RESET TO FACTORY DEFAULTS

Switch on the drive system.

Press and hold down the display button and the DOWN button on the remote control for at least 10 s, first the setting mode is displayed and then RESET (see Fig. 10).

Make your choice with the buttons on the remote control and confirm it by pressing the button on the display.

If the remote control is not installed Remote control installed. When the factory settings are reset, the following parameters are reset to the factory settings:

- Adjustment of the drive unit
- Driving assistance
- Bluetooth
- Acoustic recognition sounds



Fig. 10: Resetting to factory settings

R. GENERAL NOTES

Propulsion system functionality

The traction system assists you when you ride up to a legally permissible speed limit which may vary depending on your country. The precondition for the assistance of the drive unit is that the cyclist pedals. At speeds above the permitted speed limit, the drive system deactivates the assistance until the speed returns to within the permitted range. The assistance provided by the drive system depends firstly on the selected assistance mode and secondly on the force exerted by the rider on the pedals. The greater the force exerted on the pedals, the greater the assistance provided by the drive unit. You can also ride the e-bike without the assistance of the drive unit, e.g. when the drive system is switched off or the battery is empty.

Gear shifting

The same specifications and recommendations apply for shifting gears on an e-bike as for shifting gears on a bicycle without drive unit assistance.

Driving range

The range possible on one battery charge depends on several factors, e.g.

- Weight of the e-bike, rider and luggage
- selected assistance mode
- The speed
- Route profile
- Selected gear
- Battery age and state of charge
- Tyre pressure
- Wind
- Outside temperature

The range of the e-bike can be extended with the optional range extender.

dealer. Your bicycle dealer can also assist you with questions about the use, service, repair or maintenance of your bicycle.

Cleaning

S. GENERAL NOTES ON DRIVING

Functionality of the HPR50 traction system

The HPR50 drive system assists you to ride up to the speed limit permitted by law, which may vary depending on your country. The precondition for the assistance of the drive unit is that the cyclist pedals. At speeds above the permitted speed limit, the drive system deactivates the assistance until the speed returns to within the permitted limits.

The assistance provided by the propulsion system depends firstly on the selected assistance mode and secondly on the force exerted by the rider.

The greater the force exerted on the pedals, the greater the assistance of the Drive Unit assistance.

You can also ride the e-bike without drive unit assistance, e.g. when the drive system is switched off or the battery is discharged. is switched off or the battery is empty.

Gear shifting

For shifting gears on an e-bike the same specifications and recommendations apply as for shifting gears on an e-bike. e-bike as for shifting gears on a bicycle without drive unit assistance.

Mounting position of the speed sensor

The speed of the e-bike is measured with the help of a magnet which causes impulses in the speed sensor and the magnet is mounted on the manufacturer with a distance between 1mm and 8 mm in the area of the rear wheel.

Check the correct distance between the speed sensor and the magnet if the speed display shows incorrect values or fails.

When carrying out installation work on the rear wheel, ensure that you do not damage the sensor or the sensor bracket.

All repair, installation, service and maintenance work must only be carried out by an authorised TQ bicycle dealer.

Make sure that the speed sensor and magnet are free of dirt to avoid signal interference.

T. TRANSPORT AND STORAGE

Observe the permissible operating temperature (-5 °C to +40 °C / 23 °F to 104 °F) and storage temperature (0 °C to +40 °C / 32 °F to 104 °F) during transport and storage.

- Observe the country-specific regulations for the transport of e-bikes and batteries.

- Store the motor in a dry place protected from direct sunlight.

WARNING

Risk of fire or electric shock due to damage to the battery or the Range Extender and unintentional start-up of the HPR50 drive system Rechargeable batteries can be damaged by knocks or impacts during transport. In addition, the HPR50 drive system may start up unintentionally.

Take the necessary precautions to avoid damaging the batteries or starting the drive system. Check and read all safety instructions included in the Battery and Range Extender Manual.

U. USER MAINTENANCE

Maintenance and service

Any service, repair or maintenance work carried out by a TQ authorised bicycle

- The components of the HPR50 drive system must only be cleaned with water from a standard domestic water hose and not with any high-pressure cleaner.
- Before cleaning, disconnect the drive system from the display.
- Before cleaning, remove the optional Range Extender if necessary.
- Before cleaning the e-bike check that the charging port cover on the bike frame is closed and latched.
- After cleaning, check that the charging port on the e-bike frame is dry. If there are water droplets on the charging port contacts, the e-bike may not be able to start.

V. ENVIRONMENTALLY SOUND DISPOSAL

The components of the drive system and batteries must not be disposed of in the dustbin.

- Dispose of metal and plastic components in accordance with country-specific regulations.
- Dispose of electrical components in accordance with country-specific regulations.
- In EU countries, for example, observe the national implementations of the Waste Electrical and Electronic Equipment Directive 2012/19/EU (WEEE).
- Dispose of batteries and rechargeable batteries in accordance with country-specific regulations. In EU countries, for example, please note the national implementation of the Waste Batteries Directive 2006/66/EC together with Directives 2008/68/EC and (EU) 2020/1833.
- Please also observe your country's regulations and laws for waste disposal. In addition, you can return drive system components that you no longer need to an authorised TQ bicycle dealer.

FIDLOCK - MAGNETIC FASTENING SYSTEM

The magnetic locking system for bicycles stands out for its advanced engineering, providing optimised functionality through high-powered magnets. Its technical design guarantees a safe and efficient connection, raising safety standards with innovative features that redesign the cycling experience.

A. TWIST BIKE BASE

Bagless magnetic-mechanical fixing system for bicycle frames.

Dimensions: 106 x 25 x 14 mm.

- Screws are not included in the scope of supply - screws required: ISO 7380-1 M5, stainless steel, length to be defined by the customer (standard 16 mm).

B. TWIST FORCE CONNECTOR

It provides a shock-free connection for larger accessories such as electric bike batteries.

Dimensions: 100 x 46,2 x 17,1 mm

Material: PA66-GF, PA6, POM, silicone, stainless steel.

- The screws are not included in the delivery volume of the screws required: DIN 912 M4 or ISO 4762.



ADDITIONAL INFORMATION

Up-to-date information on bike models, technical and commercial specifications can be found on the official Megamo website:

megamo.com

Follow us on our social networks to keep up to date with all the latest news:



Instagram: [@megamo_bicycles](https://www.instagram.com/megamo_bicycles)



Facebook: facebook.com/megamobicycles



Linkedin: [Megamo Bicycles](https://www.linkedin.com/company/megamo-bicycles)

AFTER-SALES SERVICE

Despite all the care we take in the manufacture of our bicycles, if a defect should appear or if a repair is necessary, always take the defective product and the warranty card to your official Megamo dealer..

A list of dealer points can be found at:

megamo.com/en/dealers

DECLARATION OF CONFORMITY

**Registered name:**

T.N.T CYCLES, S.L.

NIF: B-17267758

Mosquerola, N° 61 - Nave 2ª

17180 VILABLAREIX (Girona) Spain

Description:

Brand: Megamo

Models: NATIVE

Year of manufacture: 2023, 2024

Bicycle:

Megamo complies with all provisions according to Royal Decree 339/2014 and in accordance with EU regulations.

Standards:

Designed and manufactured according to EN 15194 standard.

Production control system:

In accordance with the protocol established in the 2013 production and quality control system.

Place and date of the declaration of conformity:

Vilablareix - Girona - Spain

10.12.2023

Identification:

Josep Gil Roma

General Manager



www.megamo.com