



BROMPTON Edition



Note: If the bike is fitted with a mudguard, then this must be either removed or shortened appropriately. We would advise you to use the special tools required when dismantling the crank and bottom bracket. These tools can also be ordered from our shop.

Mounting instructions

Turn the bike upside down

1. Replace the original brake stop with the cap nut supplied.



Remove the black stopper from the brake with a 10mm spanner. Then screw on the cap nut supplied together with the original washer.

2. Dismantling the cranks



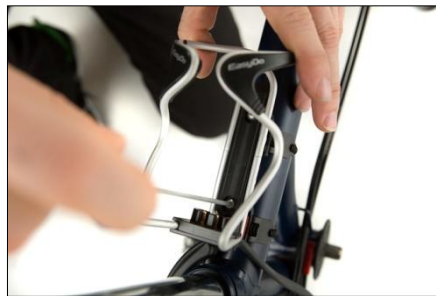
A crank puller is required to remove the cranks. Both cranks must be removed. If there is a cover present, this can be taken off with the aid of a small flat screwdriver.

3. Removing the bottom bracket (right)



Please avoid the use of grips when removing the bottom bracket. We are able to offer the appropriate tools for every Brampton set. Please be aware that the bottom bearing has a left hand thread.

4. Mounting the bottle holder



Fit the universal holder to the frame. Before doing so, the straps could be shortened provisionally to 14cm. When attaching the universal holder for the first time, make sure the straps are tensioned evenly. Whenever the bottle holder is fitted be sure not to forget the black abrasion protector. The washers serve no purpose.

5. Attaching the drive unit together with already connected sensor wire



Fit the drive unit with the wires attached as there is little access to do it afterwards. Final adjustments will be done at a later stage.

6. Laying the wires and fastening them LIGHTLY with cable ties provisionally



Be absolutely certain that wires cannot get caught up with the chain. When the bike is folded be sure that the wires cannot be pinched or torn out.

7. Fitting the spoke magnet



The spoke magnet should be fitted to the wheel opposite to the air valve. As shown in the picture, the spoke magnet must not be mounted on the same side of the wheel as the chain. The exact positioning is given when the sensor is attached to the frame. The gap between the spoke magnet and sensor should be approx. 1-2mm. The spoke magnet must not rub on the frame or sensor.

8. Mounting the pedal assisted system (PAS) sensor with the bottom bracket

Install the PAS mounting ring between the frame and the synthetic bearing housing and re-fit together with the bottom bracket. Pay special attention that the sensor does not touch the frame and that the wires cannot get kinked or torn out when the bike is folded.

9. Attaching the speed sensor



The exact positioning is done together with the spoke magnet. As shown in the picture, the sensor is mounted loosely on the frame with cable ties. These are then fastened properly when the positioning is finished. It is important to make sure that the connection wires do not rub on the wheel and that they are never under tension when the bike is folded.

10. Fitting the magnet disc and assembling the crank



The magnet disc is simply slipped onto the shaft and positions itself when the crank is fastened. The magnet disc is now locked onto the square profiled shaft.

11. Adjusting the drive unit



Push the clipped on drive unit as far forward as possible. The distance from the housing to the frame strut is normally only 1mm. Check the upper stop limiter. It should be set so that when the radial arm is in the uppermost position it should make up an imaginary line to the hub of the wheel. Check the pressure of the drive wheel on the tyre. Due to a possibly change of the distance from drive unit to tyre, adjust if necessary. As a check, block the drive unit roller. One should not be able to turn the back wheel. Nevertheless, the pressure of the drive roller on the tyre should be kept as little as possible to avoid excessive tyre wear. When the bike is upright and not operational, the drive roller should be set so that it just does not touch the tyre. The lower stop screw avoids excessive movement of the radial arm and should be undone to the point that the radial arm does not touch.

12. Final fastening of the wires

Be careful to avoid any tension in the wiring under all circumstances. Always check that the wires have enough slack when the bike is folded or open. It is also necessary to make sure that the wires from the bottle holder to the drive unit do not come into contact with the chain drive when opening the bike. It is often better to fasten the wires strategically at a few points than to use too many fasteners.

13. Fitting the power pack and checking the sensors



After installation, the status LED is not easily seen so it should be checked in a darker area. The status LED should light up for a moment every time the power adjuster is turned and every time a magnet passes the PAS and speed sensor.

Notes:

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e-motion your bike with add-**e**