



Some Assembly Required

Your new eGO Vehicles electric cycle is a solid and well-designed electric scooter and is capable of many years of service. This is a fact as there are still many 2002 vintage cycles still rolling on the roads today.

This longevity is dependent on proper assembly when first out of the box and then proper maintenance over the years of use.

PLEASE BE ADVISED THAT SOME ASSEMBLY IS REQUIRED UPON ARRIVAL OF YOUR BRAND NEW eGO.

This entails the proper installation of the front fork/ wheel assembly, handlebars, rear brake light/ turn signal assembly, tightening of seat and installation of mirrors. Instructions with pictures are provided for ease of assembly.

If you do not feel confident enough in your skill set to do this kind of work successfully, then we strongly recommend that you seek help in the way of friends with bike/ motorcycle experience or maybe a local bike/motorcycle/scooter shop that would be willing to put the cycle together for you. In any event, if you choose to do yourself, a second set of hands are always good to have.

Please note that shipping charges to a commercial location are usually less.

Proper assembly will ensure longer life of the bike as well as safe operation and the dependable and fun riding experience you deserve.

Take a look at the following instructions and pictures and determine for yourself if you can do the assembly.

We do strongly suggest that you read all the way through them initially, as something that may not seem clear at first will most likely be clarified further on.

INCORRECT ASSEMBLY WILL VOID THE WARRANTY FOR ANY DAMAGE OR INJURY INCURRED.

Items you'll need to do the work.

- ✓ Box cutter / utility knife
- ✓ Heavy duty milk crate or similar box to put the bike on
- ✓ Wire cutters – heavy duty
- ✓ Metric hex wrenches
- ✓ Metric box/open end wrenches.
- ✓ Rag (old towel or t-shirt)
- ✓ Ability to lift 60 – 70 lbs. comfortably.

- LET'S GET STARTED

To open the carton cut along the top short ends of carton then the one long side that does not have the "Do Not Cut" marking on it. Fold the top open and then cut the second long side and remove the top of the carton. Now you can safely cut away the sides and ends and recycle.

Here is what the bike looks like with the shipping carton cut away. Note in the pic the milk crate, the 5 & 6 mm hex wrenches, the cutters and the rag.



(Please keep in mind the eGO electric cycle weighs around 140 lbs)

- GETTING THE BIKE ON THE MILK CRATE.

Standing in front of the bike, grab the chassis from underneath, right behind the neck tube and tilt up and roll forward until it contacts the milk crate. At this point, using your foot to brace the milk crate, lower the front of the bike to see-saw it onto the milk crate and drag the bike fully onto the crate and carefully let go and verify that it is on the crate and secure there. The higher you tilt the bike to get it on the crate the easier it will be to see-saw it onto the crate.



At this point you can remove the brown accessory box from the footdeck and open and remove the Owners' Manual for review. Turning to page 15 will show additional unpacking and assembly directions and we suggest you take a few minutes to read through them.

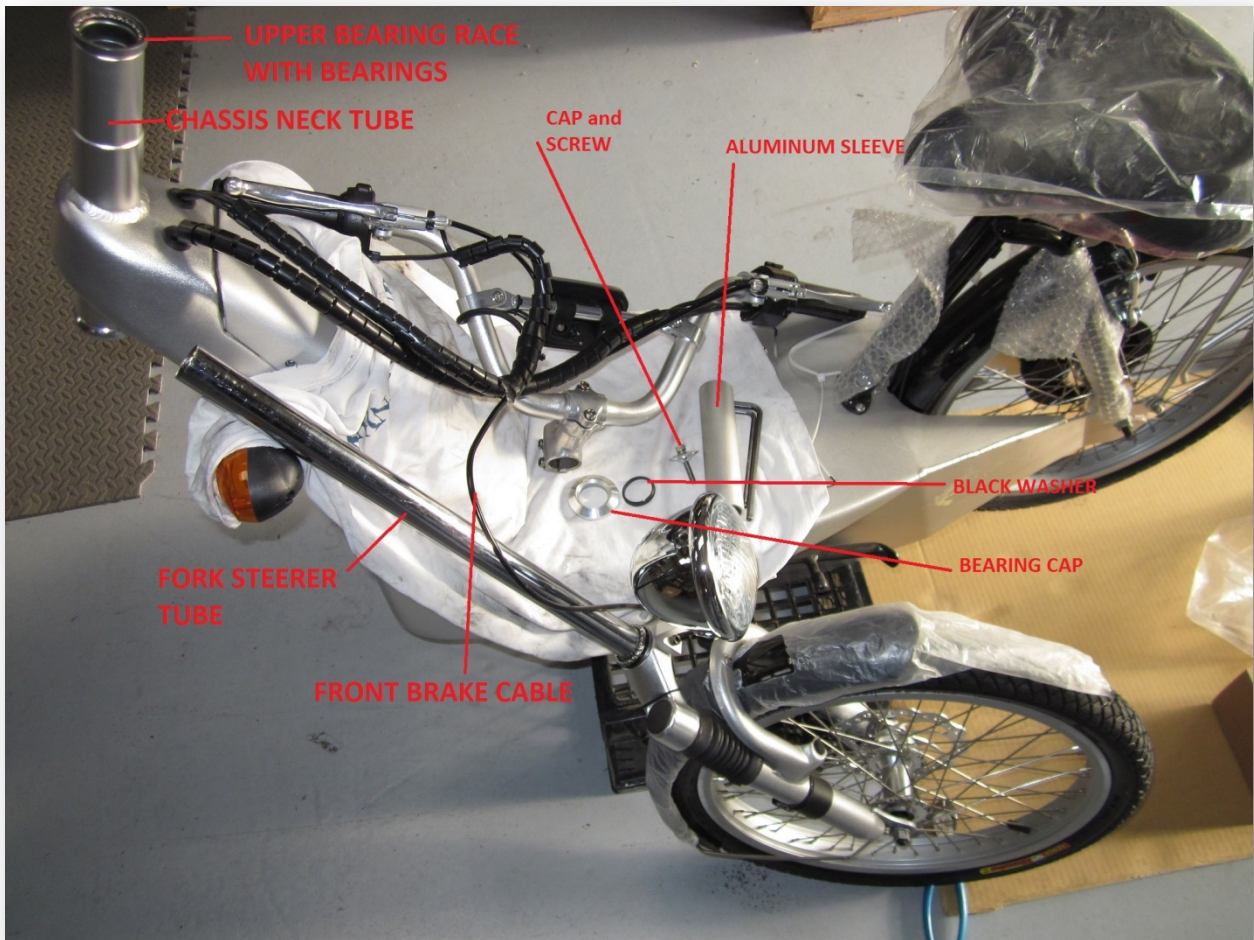
Lay your rag down the front of the dashboard and onto the footdeck. Cut the ty-rap holding the bag to the upper necktube on the chassis, carefully remove and discard, then remove the black washer and the bearing cap from the necktube and place on the rag as shown. Ensure that the bearing ring has stayed in place in the top of the neck tube.

Carefully cut away the heavy ty-wraps holding the handlebar assembly to the fork and then to the bike (there should be three tys) and lay gently but securely on the rag. The further forward on the bike the better but ensure there is no kink in the brake cable.

Now cut the remaining ty-wraps joining the front fork to the bike, (there should be two), put the cutters on the floor as a stop for front wheel, and lay the steerer tube against the front left directional light. This should remain steady without having to be held.

Now remove the cardboard tube from the steerer tube, remove the screw and cap from the top of the steerer tube and set them on the rag as shown.

Next slide the aluminum sleeve off the steerer tube and set it also on the rag.



Next step will be getting the fork steerer tube into the chassis neck tube and will be the best time to have some assistance around if possible. It can be done solo, but a second pair of hands will certainly help.

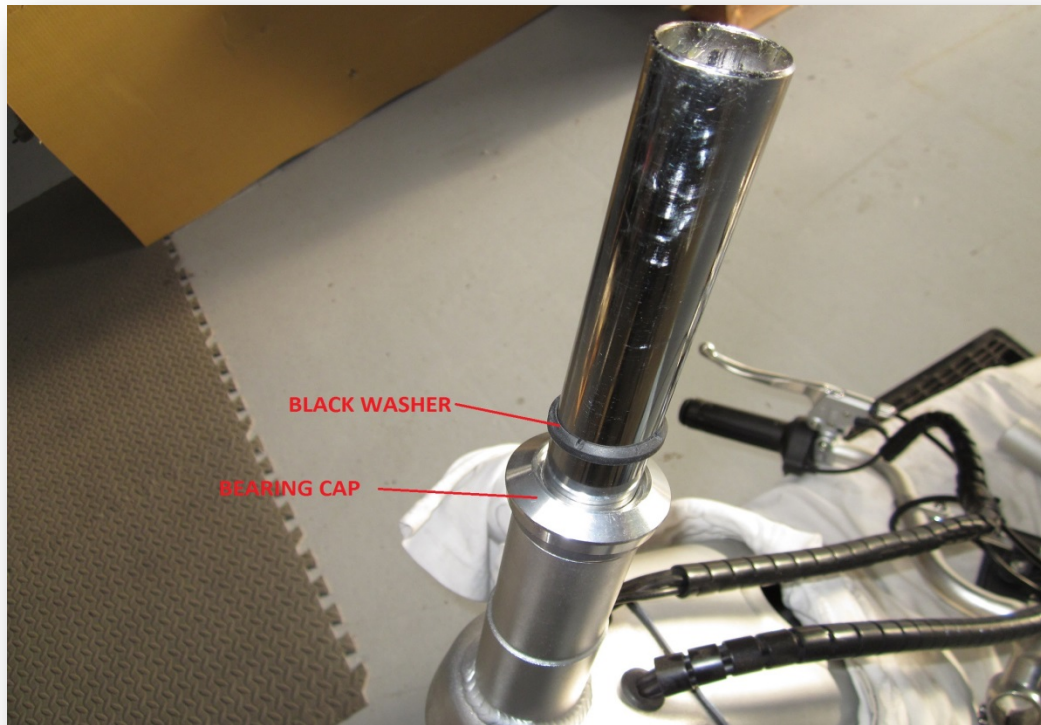
Securely grab the front fork (the headlight, the headlight bracket or the fork crown is a good place), and stand it upright while rotating it so front wheel is facing forward. The steerer tube is lightly greased so you may want to use a glove or have another rag handy to wipe your hand off. Gently lift the front of the chassis while leaning the fork over and getting the top of the steerer tube started into the bottom of the chassis neck tube. Be aware of the stability of the bike on the crate at this point. If it feels like it may want to go off the back of the crate, then slide it a little further forward before you start. If you do have the second set of hands available, have them keep the handlebars from falling back as you lift the front of the chassis up and also to steady the chassis. Once the steerer tube has slipped in the chassis neck tube, then lower the chassis back down and the steerer tube should just continue in as shown in the picture. Make sure you do not stress the brake cable to the point where it kinks.



This is how things should look at this point.

Now with your left hand holding the fork securely, slowly lift it up until the top of the steerer tube exits the chassis neck tube. Note that there is a slight shoulder on the inside of the upper chassis neck tube the steerer tube may butt against so just a little wiggling of the fork should get it to clear and exit the top.

While holding the front fork up, slip the aluminum bearing cap and then the black washer onto the exposed steerer tube.



Next, slide on the aluminum sleeve and push down, exposing about $\frac{1}{4}$ " of the steerer tube.



Continuing to hold the fork with the left hand, pick up the handlebar assembly and position the stem over the exposed end of the steerer tube, ensuring that the left side black sleeving and the brake cable stay to the left of the chassis neck tube. It may be a little tight to get the brake cable over the top of the steerer tube. If you experience real trouble getting this done, feel free to cut the ty at the top of the black sleeving that will release the brake cable all the way. You'll just have to re-insert the cable later back into the sleeving.



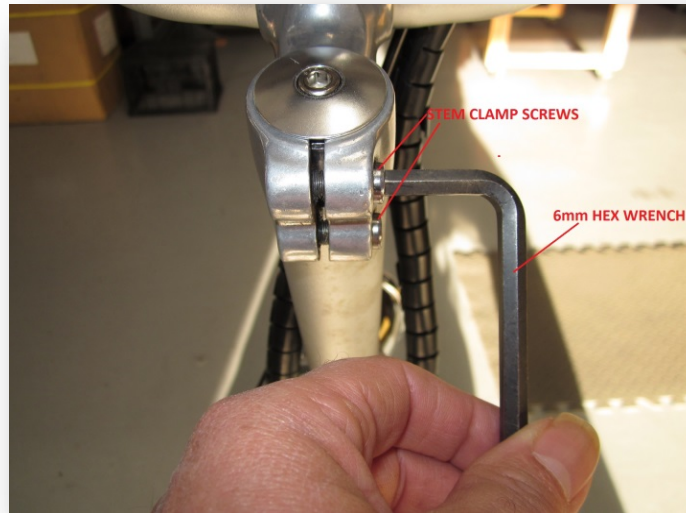
Pull up on the fork and push down on the stem till the fork is snug to the bottom of the chassis neck tube. Continuing to hold the fork up snug to chassis, place the cap washer on top of the stem and get the cap screw started. Ensure that the screw turns easily as we don't want it to cross thread and bind.



Once the cap screw is started and has a few of turns on it, you should be able to slowly let go of the front fork. It will slide down a little but the cap screw should hold it from falling out all the way. Take a break and admire the bike, you're almost done.

- Ok, let's finish this up.

Lifting the fork back up snug into the chassis neck tube, tighten down the cap screw to the point where the front wheel and fork should swing easily on it's own from side to side, but not rock forward and backward. If the fork won't swing under its own weight, left or right, then loosen the cap screw a ½ turn and try again. This can be easily checked by centering the wheel and then just giving a little push in either direction. If the wheel falls freely, then you should be good, even if it falls slowly. This may take a couple of tries so be patient as you want to get it as correct as possible.



Now we tighten the handlebars to the steerer tube. This may take a few tries as well and can be done at any time if you feel the initial placement is off a little bit. Straddle the bike as if you were going to sit, but remain standing. Get the front wheel so it is in line with the centerline of the chassis, (this is another good time to have an assistant) rotate the handlebars so they are at right angles to the wheel. This is really all done by eye so be patient. When you feel placement is good, then using a 6mm (or 4mm in some cases) hex wrench, tighten the two stem clamp screws located on the side of the stem. Tighten them real good. You don't want these loose at all because while riding you could turn the handlebars one way and the wheel will go the other. If not satisfied with initial placement, just loosen the two screws, adjust the handlebar position, and tighten again.

At this point the bike is ready to come off the crate. Push the bike back a little on the crate and deploy the kickstand all the way. Grasp the front wheel firmly (slide your fingers thru the spokes at the 12 o'clock position on the wheel) and lift straight up till the rear wheel makes contact with the ground and the chassis is off the crate. Either slide the crate out and lower the bike to the ground or pivot the bike on the rear wheel till it clears the crate and then lower it to the ground and lean it onto the kickstand.



This is how the cabling should look when properly dressed after assembly. The front brake cable can get pushed back into the housing and secured at the top and bottom with one of the included ty-wraps.

Almost done!!

To install the mirrors, at the brake handle housing, pop the little black rubber plugs out of the housing and start to screw in the threaded part of the mirror arm. Once in a few turns, pull the rubber boot up the arm towards the mirror and locate the jamb nut. Finish screwing the arm into the housing till it just about comes out the bottom, and the arm is parallel with the handlebar, screw down the jamb nut and tighten in place with a 14mm wrench. Pull the boot back down the arm to cover the jamb nut, rotate the mirror till it's facing the saddle and you are done.

If you have gotten this far successfully, then attaching the rear brake/turn signal assembly is a piece of cake and we have omitted the directions for that here. Be assured that they are included in the owners' manual in the accessories box that was on the footdeck when you first opened the shipping carton.

Congratulations !

Now, read the manual and get ready for your first ride!