



# STEALTH

OWNERS MANUAL 2013

BOMBER  
FIGHTER  
HURRICANE



**IMPORTANT:**

This manual contains important safety, performance and service information. Read it before you take the first ride on your new Stealth Bike, and keep it for future reference.

Additional safety, performance and service information for specific components such as transmission, suspension or brakes on your bike may also be available. Make sure that your dealer has given you all of the manufacturers' literature that was included with your bike or accessories. In case of a conflict between the instructions in this manual and information provided by a component manufacturer, always follow the component manufacturer's instructions.

To the best knowledge of Stealth Electric Bikes, the material contained herein is accurate as of the date this publication was approved for printing. Stealth Electric Bikes reserves the right to change specifications, equipment, or designs at any time without notice and without incurring obligation. Illustrations in this manual are merely for demonstration purposes and may not exactly match the detail described.

**NOTE:** This manual is not intended as a comprehensive use, service, repair or maintenance manual. Please see your dealer for all service, repairs or maintenance. Your dealer may also be able to refer you to classes, clinics or books on bike use, service, repair or maintenance.

**PRODUCT REGISTRATION**

In order to receive full warranty support, you must completely fill out the online warranty registration form upon receiving your bike.

This can be found at: [warranty.stealthelectricbikesusa.com](http://warranty.stealthelectricbikesusa.com)

To see Stealth Electric Bikes current limited warranty and related warranty claims information please visit:  
<http://www.stealthelectricbikes.com/policies.html>

Outside the USA and Canada, the WARRANTY REGISTRATION CARD (included as a separate file) must be filled out immediately and returned to the Stealth Electric Bikes distributor in your country or at their website if that distributor offers web based warranty

Warranty policies vary depending upon the Stealth Distributor in the country of your purchase. Please check with your Stealth Dealer or the Stealth Distributor in your country for the warranty policy covering your purchase.

## CONGRATULATIONS!

Welcome to the Stealth Electric Bike community and congratulations on your purchase.

Stealth Electric Bikes redefine the ride experience. They are considered by peers to be the toughest and most powerful hybrid electric bikes in the world.

These hybrid electric bikes come standard with hydraulic disc brakes, take only 2 hours to charge, and are silent with zero emissions. So if you need to get there faster or just have a lot more fun, use your Stealth Electric Bike.

Ready for flight?

Stealth Electric Bikes manufacture a range of e-bikes so this manual may contain some information that does not apply to your bike. Some illustrations may vary from your actual bike.

If you have any questions after reading the information in this manual, consult your local dealer.

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## GENERAL WARNING

All sport involves risk of injury or death. In choosing to ride a Stealth Bike, you accept that risk and take responsibility to learn and practise safe and responsible riding.

This e-bike is sold with a limited warranty against defective workmanship. In some countries it does not conform to federal motor vehicle safety standards and operation on public roads, streets or highways may be illegal. Before operating this vehicle, first determine that its use is legal in that given area. It's your responsibility to familiarise yourself with the laws of the areas where you ride, and to comply with all applicable laws.

The bike is designed and constructed as an operator only model. The load limit and seating configuration do not safely permit the carrying of passengers.

This Manual contains several "Warnings" and "Cautions" concerning the consequences of failure to maintain or inspect your bike and of failure to follow safe riding practices.

### WARNING

In this manual, the **WARNING** sign indicates a hazardous situation which, if not avoided, could result in death or serious injury.

Because it is impossible to anticipate every situation or condition which can occur while riding, this Manual makes no representation about the safe use of the E-bikes under all conditions. By choosing to ride a Stealth Bike, you are assuming the responsibility for the risks associated with riding. Proper use and maintenance will reduce risk of injury.

## SAFE OPERATION

Even if you have ridden a bike for years, it is important you read this manual in full before you ride your new bike. **Make sure that you fully understand each section** and refer to your dealer if you have any questions.

## BATTERY CARE

1. Charge after every use.
2. Exercise caution when removing the battery pack. Always ensure that hands are dry and never insert any object into the ends of the battery connectors.
3. Do not drop, or throw the battery and avoid puncturing or subjecting the battery to excessive shock loads when not inside the bike.
4. Do not subject the battery pack to temperatures above 45°C or below -5°C.
5. Never leave the battery unoccupied whilst charging.
6. Always disconnect charger when the battery is fully charged.
7. Do not leave the charger connected and switched on for prolonged periods. i.e. days at a time.

## BEFORE RIDING YOUR BIKE

1. Always wear an approved helmet when riding and follow the helmet manufacturer's instructions for fit, use and care. Stealth Electric Bikes strongly recommend the use of a motorcycle helmet due to the extreme speeds which can be reached on our bikes. Always wear sturdy footwear which grips to the pedals. Ensure shoe laces and other loose clothing is safely secured.
2. Obey the local laws. E-bike laws can vary from country to country and from state to state. Please make sure that you understand the laws regarding the use of electric vehicles in and around your local area.
3. Make sure tyres are properly inflated according to manufacturers' standards. See page 12
4. Riding with an improperly secured wheel can result in wheel wobble or disconnection to the bike, which can cause serious injury or death. Therefore, it is essential that you check the wheel fasteners prior to every ride.
5. Not all accessories are compatible with your Stealth Bike. The unique engineering on your e-bike means that only specially designed and approved accessories should be used. An improperly modified frame, fork, or component can cause you to lose control. Changing or modifying components without the assistance of a dealer is undertaken at your own risk.

## WHILST RIDING YOUR BIKE

Even though your Stealth Bike has been constructed using the highest quality materials, if you exceed the limit of strength of your bike or a given part, it may fail. After any high force load, thoroughly inspect all the parts of your bike. High force loads include crashes, but you don't necessarily have to crash to put a high force load on your bike.

1. Do not ride beyond your limits or the design limits of the bike. If you are unsure of the limits of the bike, consult your dealer.
2. Avoid improper braking by understanding and practicing proper application of your brakes.
3. Do not ride while intoxicated or while using medications which might affect your ability to ride.
4. Never ride barefoot or in sandals. It is also important to consider the use of gloves, eye protection and body armour during operation.
5. Do not ride with loose objects attached to the handlebar or any other part of the bike.
6. Do not carry passengers.
7. Never ride your bike whilst holding onto another vehicle.

## OFF ROAD RIDING

1. Ride only on designated trails. Avoid large rocks, branches, or depressions. When approaching a descent, reduce speed, keep your weight back and low, and use the rear brake more than the front.
2. Always respect private property and remember you may be sharing the trail with others. Respect their rights. These bikes allow you to access many places that are not usually accessible by conventional modes of transport. The high torque and smooth power delivery helps to minimise the footprint left on loose and slippery surfaces. In some instances however, there is the potential for the tyres to break traction or slide. Please help to preserve environmentally fragile areas and help to keep trails open for future use by riding sensibly and avoiding unnecessary brake slides and wheel spin where possible.



## STEALTH BIKE CARE

**WARNING:** Excessive water exposure will void your warranty. This is an electric bike and all care should be taken to avoid excessive water exposure.

Stealth Electric Bikes can be ridden in a multitude of environments and weather conditions. While these bikes are water resistant, care must be taken in exceptionally wet conditions and the bikes must never be submerged in water in any way. Rain or snow may cause the metal on your e-bike to corrode and also affect the electrical system.

**WARNING:** Riding your Stealth Bike in sand will void your warranty. Due to the demands of deep sand on the power train of the bike, we advise that this bike should not to be ridden in sand.

## CLEANING

High pressure washers should not be used for cleaning. While the bikes are very well sealed, water ingress may occur as a result of high pressure water being forced past seals and into electronic components. The preferred method for cleaning is with a sponge and warm soapy water.

## STORAGE

If the bike is going to be stored for periods of more than 3 weeks, it is preferred that the battery is disconnected from the bike. During prolonged periods of inactivity, the battery should be connected to the charger for 1 hour every month in order to prolong the life of the battery.



Before storage spray CRC 5.56 into the motor through the breather hole (shown on left). Very carefully lay the bike on its side and rotate the wheel spraying the CRC into the motor for two full revolutions. Once complete, spin the wheel by hand 10-15 rotations.

Do not expose your bike to extreme highs or lows of temperature. Ideally the bike should be stored at temperatures between 10°C and 40°C.

Avoid storing the bike in wet or damp areas or areas that are prone to extended periods of direct sunlight.

If you have to ship your bike, make sure it is properly packed and protected to avoid damage.

## TRANSPORTATION



Due to the weight and unique style of your Stealth Bike, only an approved Stealth Electric Bike rack should be used to transport your bike. Bikes should be properly secured in an upright position to prevent damage to the controls and cranks during transport.



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## STEALTH BIKE ANATOMY

The following terms are used in this manual and by dealers/distributors to describe components indicated here.







## ASSEMBLING YOUR BIKE

**WARNING:** Electricity has the potential to kill. Do not tamper with the electrical components of the bike without authorisation from a Stealth technician or dealer.

### CAUTION

Working on your bike can be hazardous in ways that may not appear obvious. The presence of others in your work environment can contribute and increase the likelihood of such accidents. Please take every precaution to maximise safety when working on or around your bike.

Ensure that the power is always switched off and/or, the battery/motor cables are disconnected.

Always ensure that hands are dry and the work area is free of water.

### OUT OF THE CRATE

You will need to assemble some components of the bike before riding. The following components should be assembled in order.

1. Install the handlebars

### CAUTION

- Ensure that cables and wire are free and not fouling on any part of the frame or any other components.
- Correct tightening of fasteners requires a calibrated torque wrench. Torque specifications can be found in the Appendix 1 of this manual.

The handlebars come from the factory with all controls installed and ready.

- I. Remove the 4 bolts around stem cap using a 6mm Allen key.
- II. Remove cap from stem.
- III. Gently and carefully cut tape securing forks to stem and remove bubble wrap.
- IV. Install handlebars on stem making sure that wires and cables are moving freely and not fouled in any way.
- V. Loosely reinstall the end cap on the stem using the same 4 bolts.
- VI. Check alignment of handlebars and preferred riding position.
- VII. Evenly tighten bolts to correct tension (see Appendix 1 for recommended torque values).



Remove stem cap

Hold assembly for ease of installation

## 2. Install the front wheel

For ease of transport, your bike may come with the front wheel uninstalled. The 20mm thru axle needs to be correctly inserted into the dropout when installing the wheel.

### RST

The axle should be inserted from the LHS and wound in a clockwise direction with the locking nut (left hand thread) wound in to the RH end of the axle in an anti-clockwise direction.

### Important:

When removing the front wheel, always undo the lock nut first. The lock nut is located at the RH end of the axle and can be released by turning the lock nut in a clockwise direction.



Remove axle

Slide axle through hub

Tighten with 8mm Allen key

## White Brothers

If your bike is equipped with White Brothers forks see White Brothers manual for wheel installation.

### 3. Install the pedals

**WARNING:** When installing the cranks and pedals to the bike please take note that the pedals and cranks are labelled "L" and "R" and must be installed accordingly. Failure to do so can result in serious injury and damage to the bike.

## Bomber:

Pedals come pre-fitted to the cranks at delivery. The pedal/crank assemblies can be installed using an 8mm Allen key.

- I. Ensure pedal is securely fastened to the crank.
- II. Connect pedal/crank assembly to gearbox.

## Fighter:

Cranks come pre-fitted to bike. The pedals can be fitted using a 15mm pedal spanner.

- I. Unwrap pedals and separate left from right, represented as a L and R respectively on the end of the thread.
- II. Tighten on to respective cranks using pedal spanner.

### 4. Install the seat post

The supplied seat posts are extra-long and suitable for taller riders. Shorter riders may find that they need to cut the length of the seat post to avoid contact with the rear shock. Avoid contact between the shock spring and the seat post and make sure that the shock will not contact the seat post when the suspension is fully compressed.

- I. Bolt the seat to the post loosely.
- II. Slide the seat post into the seat tube and adjust the height accordingly.
- III. Adjust the tilt of the seat back and forth using the adjusters located on the seat post.
- IV. Tighten all bolts. Ensure that there is always a minimum of 50mm of overlap between the seat post and the seat tube (frame).



Loosen rear bolt



Fit clamp to seat rails.



Tighten bolts to get desired seat angle.



Check that the seat post does not collide with shock under full compression before riding

#### 5. Inflate the tires

Tyres should be inflated to no less than 25psi and no more than 40psi. Check the wear and tear on the tyres and replace if damaged.

#### 6. Charge the battery (Battery charging procedure)

**WARNING:** Do not disassemble the battery case under any circumstances. Tampering with the battery will void warranty and could lead to explosions causing serious injury or death.

Your battery has been pre tested and will last around 700 charge cycles or 2 years. Performance and mileage of the battery varies depending on battery temperature, terrain, rider weight, tyre pressure, etc. As with any battery, it has a limited lifetime however there are some things you can do to increase battery life.

- Ensure battery is fully charged before use.
- Use only the specified Stealth battery charger at all times.
- Recharge at any opportunity (rather than completely discharging battery when not necessary).
- Disconnect the charger when battery is fully charged.



**WARNING:** Only use the charger specified by Stealth Electric Bikes. Failure to do so may result in serious injury or damage to property.

Stealth battery packs have no memory effect. This means that they can be recharged or discharged from any state of charge. Wherever possible keep your battery fully charged.

**CAUTION:**

The battery charger for your Stealth Bike can operate on dual voltages (120V/240V). Before charging the bike for the first time, make sure that the red switch on the back of the charger is set to the correct mains power supply voltage for your region.

- i. Ensure the bike is switched off and the charge port is clean and dry.
- ii. Connect the charger to the wall socket. A red and a green light should illuminate.
- iii. Now connect the charge plug to the charge socket located on the front LHS of the bike. The charger should then display 2 red lights, and the charge cycle should commence.
- iv. The complete charge period should last approximately 2-2.5 hours. At the end of the charge cycle the charger will illuminate 1 red and 1 green light. This indicates that the battery is fully charged and the charger can be disconnected.



Ensure bike is turned off



Ensure charge port is clean and dry



Connect charger to charge port



Two red lights are displayed when battery is charging. You should also be able to hear the fan running



A red and green light is displayed when charger is disconnected from bike or battery is fully charged

**NOTE:** It is not unusual to see the red and green lights cycle on and off toward the end of the charge period. This indicates that the battery is balancing and it is best to wait until the cycling has stopped to get the best from your battery pack.

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## YOUR FIRST RIDE

### BATTERY BREAK IN

For the first 2-3 cycles, avoid heavy and sudden acceleration in order to minimize the load placed on the battery cells. This “break in” will help to prolong the life of the battery pack and at the same time help the cells to operate at their full potential.

### THROTTLE



When the power to the bike is switched on, the throttle (located on the right hand handle bar as shown) can be used to regulate the electrical power delivered to the rear wheel. The throttle is a split-twist grip type and provides an increase in power and speed proportional to the amount that the grip is twisted.

### BRAKES



The brakes are sealed hydraulic units. The standard configuration is the same as found on modern motorcycles with the front brake actuated by the right hand lever and the rear actuated by the left hand lever – unless requested.

1. Loosen the torx screws (circled) on the handlebar clamp.
2. Adjust lever to the desired position.
3. Re-tighten the torx screws on the clamp to 4Nm.
4. Check the lever function by squeezing the lever towards the handlebar and ensure the brake moves freely to stop the bike. If the brake can be pulled to the handle bar, the brake needs adjustment or servicing.

### CAUTION:

Applying sudden or excessive stopping force with the front wheel brake may cause the rear wheel to lift off the ground, or the front wheel to slip out from under you.

Know the limitations of your brakes. Learn to use your brakes accordingly for every riding surface.

## REGENERATIVE BRAKING



The regenerative braking switch is a red button located between the brake lever and the gear selector on the left hand side of the handlebars. This can be used to slow the bike while riding and will increase the range of the battery.

**Note:**

The regen braking button can also be used to cut the power to the motor in case of emergency.

**WARNING:** Using regen braking on slippery or loose surfaces such as gravel, wet grass or wooden bridges could cause the rear wheel to lose traction and loss of control. Using the regen braking system on this type of surface is not recommended

## GEAR SELECTOR

**Bomber**

**WARNING:** The pressure on the pedals must be released when shifting gears. Failure to do so may damage your transmission.



For pedalling, the Bomber uses a 9-speed sequential gearbox. To shift gears, the left hand grip may be twisted forward for a lower gear (when climbing hills) and rearward for a taller gear (for higher speeds).



## Fighter

**WARNING:** The pressure on the pedals must be released when shifting gears. Failure to do so may damage your transmission.



The Fighter is fitted with a 2-speed internally geared bottom bracket. To shift gears, kick the button found on the cranks to the right for high range and to the left for low range.

## CYCLE ANALYST



The Cycle Analyst displays important real-time information such as power consumption, battery level, speed and distance.

It can also be used to limit your maximum speed and maximum power output.

Refer to the Cycle Analyst manual for detailed instructions of how to use the Cycle Analyst functions. As Cycle Analyst is turned on it displays its version number, refer to corresponding manual.

### How to read your Cycle Analyst (basic version)

After every charge, reset the display by holding down the right button for 3 seconds. "Reset" or "Trip Reset" will flash on to the screen, depending on CA version, and this will reset the trip statistics from your previous ride.

Assuming that your CA is on the main screen, here's what you need to know.

Once you begin to ride you will see the Watts (W) on the bottom left hand corner of the screen begin to increase. This is an instantaneous reading of how much power you're using (discharge rate). The more the throttle is turned, the higher the Watts will be.

The bottom, right hand side of the screen will alternate between Amp-hours (Ah) and distance (m or km) every few seconds.

Ah is your battery capacity used. The batteries on the Bomber and the Fighter have an absolute maximum of 18Ah on a full charge. As you ride, you will see the Ah slowly rise at a speed relative to the Watts that you are using. The higher the Watts, the faster the Ah will rise. Keep the Watts low, and you will go for longer.

Adding to the above statement, if you ride at higher speeds and discharge the battery quickly, the battery capacity will shorten a little and you should plan to get home at around 17Ah. If you ride at slower speeds and discharge the battery at a lower rate, your final capacity will be slightly higher and you will get closer to 18Ah before the battery goes flat.

It's best to plan to be home at around 17Ah to avoid having to pedal the last part of your ride.

To summarise,

1. Reset after every charge.
2. Keep the Watts as low as possible.
3. Get home at 17Ah.

Get used to checking the Ah frequently. Learn how your riding style affects the rate the Ah climb and you'll know when to back off so that you get home the fast way.

For a more comprehensive guide to the functions of the Cycle Analyst, refer to the CA Owner's Manual at the end of this document.

## RIDING EFFICIENTLY

Both the Stealth Bomber and Stealth Fighter have the versatility to take you to places that you might not usually go. Being a hybrid, Stealth owners have a lot of flexibility in how they manage their power consumption for any given ride through different combinations of the pedals and the throttle. On long distance rides, getting home while there's still a little charge in the battery is important.

Following a handful of basic guidelines will help you improve your efficiency, extend your range significantly and make the most of your battery charge cycle.

Interpretation of the display, riding technique, throttle and braking control, stop/starts, terrain and top speed are all factors that can almost double your range if done properly.

**Your display is the most important tool when it comes to maximising efficiency.** On the bottom left hand corner of the main screen is your instantaneous Watt reading. The general idea is to keep the Watts as low as possible at all times. By twisting the throttle, you should be able to see the Watts climb and then drop away in synch with the level of acceleration that you feel. By making small adjustments to the throttle position, you should be able to see the Watts fluctuate.

**Pedal more.... Even if only in short bursts.** Choose a gear that is in synch with the speed of the bike and stand on those pedals. Not only will you accelerate faster, you'll reduce the load on the electrical system and get the workout that you need.

**As most of us know, good technique not only helps us go faster, but also use less energy ... especially in the dirt.** Our extensive testing has shown that two riders of equal ability, on the same model of bike, on the same trail, traveling at the same speeds can differ in their power consumption by up to 10%, based purely on how they ride. Just like a mountain bike, the secret to using as little energy as possible is to keep it smooth and keep it flowing. Use the brakes and throttle less, carry your speed and let gravity do as much of the work as possible. (There is limitless material on the web about riding techniques and body position etc.) Make good use of the gears and get some pedal strokes in at every opportunity. Short bursts of high intensity pedalling when accelerating out of a corner or climbing hills can make a significant difference.

**Throttle control is vital in improving efficiency.** As a basic rule of thumb, the more that you twist the throttle, the more power you will use. This theory can be backed up by simply watching the display as you change the throttle position. By suddenly twisting the throttle, power consumption will temporarily spike and over the duration of a long ride, a heavy right hand will shorten your ride time. Gently rolling the throttle on avoids huge power draw and can represent that few extra per cent that you need to get you home. When climbing a hill, backing off the throttle slightly can make a huge difference in to your Watts reading while only making an incremental change to your speed. By adding some pedal strokes in the correct gear, you should see the Watts drop even further.

A lot of energy is wasted during braking. Judging your speed and approaching corners correctly will help to minimise the reliance on the hydraulic brakes and allow you to maintain speed out of a corner. This translates to less throttle and less wasted power as you exit the corner.

**Regen braking is your battery's best friend.** Wherever possible, regen should be used. Using the regen on long downhill and for slowing down in general will recover some of the bikes kinetic energy and feed it back in to your battery. In a normal hydraulic braking system this kinetic energy is dissipated as heat via friction and leads to premature wear of your



brake pads. **In emergency braking situations however, always use the hydraulic brake system.**

**Stop/starts are probably the fastest way to deplete your battery.** Power consumption is at its highest when accelerating off the line. Pedalling while gently rolling the throttle on is definitely the key here. This can certainly be backed up by watching the Watts on the display climb, peak and then drop off again as the bike picks up speed. Extreme acceleration is great fun, but it comes at a price..... Range.

**Some terrain can really suck your battery dry.** When trying to conserve power, try to avoid soft ground, mud, gravel, steep hills and obstacles. By choosing smooth lines and maintaining your speed, power consumption can be kept at a minimum.

**Speed. With speed comes wind resistance (and a few others).** The greater the speed, the greater the resistance. The greater the resistance, the more power you will consume. Traveling at speeds below 25mph (40km/h) can greatly influence the duration of your ride. The slower you go, the further you will get.

While there are no set rules on when you should apply any of the above recommendations, we have spent hundreds of hours testing our bikes and collecting data on these points. They are proven to make a substantial difference to range and as you become more accustomed to your bike, eventually riding efficiently will become intuitive, which will allow you to save your battery for the times when you really just can't help going full throttle.

## ADJUSTING YOUR BIKE

### TYRES

Check tyre pressures regularly and ensure that the pressure range is between 25psi and 40psi.

### CHAIN

The chain should be checked, adjusted and lubricated as shown on the Maintenance Schedule to ensure proper operation and prevent excessive wear. If the chain becomes badly worn or is poorly adjusted (i.e., if it is too loose or too tight), it could damage the drive train or transmission of the bike.

Chain tension should be just enough to remove any slack from the chain but loose enough that pushing moderately on the middle section of the chain does not cause deflection of more than 10mm (shown below). Refer to your dealer if chain needs replacing.



**Loosen adjuster nuts**



**Deflection should be no more than 10mm**

To adjust chain tension:

1. Loosen axle nut on each side of rear wheel.
2. Tighten/loosen 10mm on axle adjuster nuts (circled above) to achieve desired tension.
3. Ensure rear wheel is in-line with bike.
4. Tighten axle nuts.

The chain may be lubricated using any good quality silicone chain lube.

## SUSPENSION

Suspension is a key component of your Stealth Bike. Fork stanchions and preload adjustment should be checked periodically and adjusted to suit the riders preferred setting. Always follow the manufacturer's instructions for use and maintenance.

### BOMBER

#### Rear Shock

**WARNING:** This is a sealed unit and servicing should only be carried out by a qualified suspension repair person.

Spring preload can be increased or decreased by adjusting the height of the lower spring collets using the C spanners provided with the bike. The red rebound damping adjuster can be found at the bottom of the shock, and the compression adjuster can be found on the top of the shock reservoir.

1. Unlock the preload adjustment by loosening the top lock ring on the spring unit using the supplied C spanner.
2. Rotate the spring and collet to increase or decrease the spring tension.
3. Re-lock the preload adjustment by turning the top lock ring clockwise until it locks against the spring retaining ring.
4. Tighten with C spanner.
5. Increase or decrease the rebound damping by turning the red rebound adjuster dial in the direction required (as indicated on the bottom of the shock body).
6. Increase or decrease the compression damping by turning the black compression adjuster dial in the direction required (as indicated on the top of the shock reservoir).



Preload adjustment



Rebound adjustment



Compression adjustment

**RST R1 forks** - Refer to the RST Owner's manual for more details.

Compression and rebound adjusters can be found at the top and bottom of the right hand fork leg respectively.



Compression adjustment



Rebound adjustment

**White Brothers Groove 200 forks** - Refer to White Brothers Owner's manual for more details.

**CAUTION:** Pressures must not vary beyond 50-175psi in this chamber as serious injury due to chamber failure may occur.

Spring preload can be adjusted using the air preload (or nitrogen) adjuster valve located at the bottom right hand fork leg.

Compression and rebound adjustment can be found at the top and bottom of the right hand fork leg respectively.

## FIGHTER

### Rear Shock

**WARNING:** This is a sealed unit and servicing should only be carried out by a qualified repair person.

1. Unlock the preload adjustment by loosening the bottom lock ring on the spring unit using the supplied C spanner.
2. Rotate the spring and collet to increase or decrease the spring tension.
3. Re-lock the preload adjustment by turning the bottom lock ring clockwise until it locks against the spring retaining ring.
4. Tighten with C spanner.
5. Increase or decrease the rebound damping by turning the red rebound adjuster dial in the direction required (as indicated on the top of the shock body).
6. Increase or decrease the compression damping by turning the blue compression adjuster dial in the direction required (as indicated on the bottom of the shock reservoir).





Preload adjustment



Rebound adjustment



Compression adjustment

**RST R1 forks** - Refer to the RST Owner's manual for more details.

Compression and rebound adjusters can be found at the top and bottom of the right hand fork leg respectively.

**White Brothers Groove 200 forks** - Refer to the White Brothers owner's manual for more details.

Spring preload can be adjusted using the air preload (or nitrogen) adjuster valve located at the bottom right hand fork leg.

**WARNING:** Pressures must not vary beyond 50-175psi in this chamber as serious injury due to chamber failure may occur.

Compression and rebound adjustment can be found at the top and bottom of the right hand fork leg respectively.

## MAINTENANCE SCHEDULE

Your Stealth Bike should be cared for and maintained according to the following schedule. Refer to your dealer for assistance if required.

**WARNING:** Many Stealth service and repair tasks require special knowledge and tools. Do not begin any adjustments or service on your bike until you have learned from your dealer how to properly complete them. Improper adjustment or service may result in damage to the bike or in an accident which can cause serious injury or death.

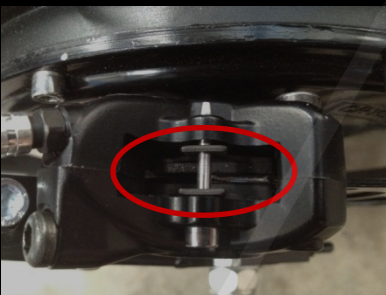
### EVERY RIDE

Upon returning from each ride, perform the following checks and repairs.

1. Wipe down your bike and remove excess moisture from mainframe and hub motor. This is essential in maintaining the electrical system of your bike.

**CAUTION:** Washing your bike with high pressure could result in water damage to the electrical system. This will void your warranty.

2. Charge battery. REFER to Charging procedure pg. 12.
3. Wipe down stanchion tubes. Failure to keep these clean could result in oil loss and damage to your forks.
4. Check suspension fork bolts and clamps to ensure they are correctly secured.
5. Lubricate the chain especially after off road riding. (Silicone based chain lube is preferred).
6. Check the brakes for proper operation.



**NOTE:** Visually inspect brake pad thickness periodically for wear. Pads should be replaced when pad thickness is less than 0.5mm.

### EVERY MONTH

1. Check the tyre pressures and wheels. Replace any damaged components.
2. Ensure that steering head bearings, handlebars and associated bolts are tight.
3. Check the seat and seat post alignment and fasteners.
4. Ensure there is no fouling or excessive wear of wires and cables on the controls.
5. Check the frame for damage. High force loads can damage frame components.
6. Check for loose spokes and replace if necessary.
7. Spray CRC 5.56 through breather hole of motor for 2 full rotations of wheel. Spin wheel by hand 10-15 rotations.

## EVERY SIX MONTHS

1. Replace transmission grease (refer to Schlumpf Speed Drive or V-Boxx manual).
2. Lubricate suspension and shock bushings.
3. Lubricate brake levers.

STEALTH ELECTRIC BIKES 2013 OWNERS MANUAL



## TROUBLESHOOTING

In the event that your Stealth Bike will not go, or runs roughly, the following chart may help to quickly fix the problem. In other instances you will require the assistance of your dealer. If in any doubt, contact your dealer.

Problem	Cause	Action
Bike is not running smoothly or there is a strange noise	Connectors have dislodged or have water ingress/corrosion	Visually inspect all wires to ensure that there are no breakages or wear Check all connectors beneath battery pack. Ensure they are dry. Use an air gun to expel water if moisture is found Check large 3 pin connector to motor Check small 5 pin connector to motor Refer to dealer if damage is found
	Possible hall sensor malfunction	Refer to dealer
	Possible controller malfunction	Refer to dealer
Bike is switched on but won't run	Loose/corroded connectors or wires Water in connectors	Visually inspect all wires to ensure that there are no breakages or wear Check all connectors beneath battery pack Check large 3 pin connector to motor Check small 5 pin connector to motor
	Possible damaged hall sensor	Refer to dealer
Screen not turning on	BMS needs to be reset	Follow BMS reset procedure found below
	Possible problem with key switch/connectors	Inspect key switch and connectors and check for continuity
	Possible problem with screen connector	Inspect screen and connectors
	Battery not charged	Plug charger into bike
Gears not changing smoothly	Improper gear shifting	Make sure that when selecting each gear, a positive shift/click is heard each time. Ensure that when shifting, pressure is released from the pedals slightly as the next gear is selected
	Gear shifter or cables damaged or fouling	Inspect gear shifter and cables for damage or fouling
Battery not charging	BMS Shut down	Remove cover, disconnect and reconnect large battery connector
	Improper connection at charge port	Check continuity between battery and charge port
Clicking sound from the gearbox when rolling or pedalling backwards	This is 100% normal and is nothing to be concerned about. Some gears are more prone to this than others but again it is nothing to be concerned about	No action required

## BMS RESET PROCEDURE

The BMS (Battery Management System) fitted to your bike maintains a healthy battery by monitoring each individual cell inside the battery pack and ensuring that the battery operates within its safe working limits.

In the event that a fault is detected, the BMS will override all other systems within the bike and shut down in order to protect the battery pack. This condition may be caused by overcharging, over discharging, short circuit, overheating, physical damage or cell imbalance (if a cell is defective).

In the event of a BMS shut down, there will be very little power present within the system. Turning the ignition key on may have no effect and connecting the charger to the bike will also be ineffective.

In this instance a BMS reset may be necessary. The following steps will initiate a BMS reset and in most cases restart the BMS.

1. Ensure key is switched to the "Off" position or removed from the bike.
2. Remove side panel.
3. Disconnect main battery cable (Large rectangular connector).
4. Leave charge connector (small green/red connector) in place.
5. Connect charger (the charging process should begin).
6. Reconnect the main battery cable.
7. Reinstall the side panel.

## APPENDIX 1: COMPONENT MANUALS

Manufacturer	Component	Owner's Manual
Schlumpf	Speed Drive	<a href="http://www.schlumpf.ch/hp/handbuecher/WHB.sd.engl.pdf">http://www.schlumpf.ch/hp/handbuecher/WHB.sd.engl.pdf</a>
Suntour	V-BOXX	<a href="http://srsuntour-files.dbap.de/_public/tuningbase/downloadarea/manuals/FINAL_VBOXX_MANUAL_2009.pdf">http://srsuntour-files.dbap.de/_public/tuningbase/downloadarea/manuals/FINAL_VBOXX_MANUAL_2009.pdf</a>
Magura	MT8	<a href="http://www.magura.com/en/bicyclecomp/products/disc-brakes/mt8/downloads.html">http://www.magura.com/en/bicyclecomp/products/disc-brakes/mt8/downloads.html</a>
	MT4	<a href="http://www.magura.com/en/bicyclecomp/products/disc-brakes/mt4/downloads.html">http://www.magura.com/en/bicyclecomp/products/disc-brakes/mt4/downloads.html</a>
	MT2	<a href="http://www.magura.com/en/bicyclecomp/products/disc-brakes/mt2/downloads.html">http://www.magura.com/en/bicyclecomp/products/disc-brakes/mt2/downloads.html</a>
Gatorbrake	8 pot	<a href="http://www.gatorbrake.eu/downloads/Manual%208%20Piston.pdf">http://www.gatorbrake.eu/downloads/Manual%208%20Piston.pdf</a>
	6 pot	<a href="http://www.gatorbrake.eu/downloads/Manual%206%20Piston.pdf">http://www.gatorbrake.eu/downloads/Manual%206%20Piston.pdf</a>
Marzocchi	888	<a href="http://www.marzocchi.com/Template/listManuals.asp?t=888&amp;tp=113&amp;idMY=59618&amp;Azione=Search&amp;IDFolder=126&amp;LN=UK&amp;idC=1695">http://www.marzocchi.com/Template/listManuals.asp?t=888&amp;tp=113&amp;idMY=59618&amp;Azione=Search&amp;IDFolder=126&amp;LN=UK&amp;idC=1695</a>

## APPENDIX 2: RECOMMENDED TORQUE VALUES

Front axle – 20 Nm

Axle locknut – 10 Nm

Rear axle nuts – 45 Nm

Stem (Handlebar bolts) – 12.5 Nm

Stem (Steerer tube bolts) – 15 Nm

Cranks (V-boxx bolts) – 60 Nm

Cranks (Speed Drive bolts) – 50 Nm

Magura handlebar clamp bolts – 3 Nm

Side covers – 7.5 Nm

## WARRANTY

This warranty is only valid for the original buyer or original receiver of the bike. Proof of purchase is required when any warranty claim is made. This warranty is invalid for any bike that has had the frame number removed/defaced.

### Frame and swing arm

The frame and swing arm of your Stealth Electric Bike carry a lifetime guarantee. This covers any manufacturing faults or structural failure caused while riding within the design limits of the bike. This does not cover any damage attributable to normal wear and tear, crash damage or any damage caused through negligence of the owner or misuse of the product.

### Other components

All other components hold a 1 year warranty from the time of purchase. This covers manufacturing faults and failure of components when used within their design limits.

This warranty will be void if the bike has been exposed to sand in anyway, excessive dust, water, crashed, misused or if the maintenance schedule is not followed.

### Claims

Warranty claims must be directed to your dealer. Parts will be replaced or repaired at the discretion of Stealth Electric Bikes. Stealth Electric Bikes will cover the component costs of approved warranty claims as well as return shipping. Part/s must be shipped to Stealth Electric Bikes at owner's expense.