MODEL YEAR 2026

Owner & Assembly Manual

Cyberbike Base 29″ · Cyberbike Pro 29″

Version 2026.1 · May 25, 2026 · The Electric Bike That Shreds!

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> **Pre-publish checklist (delete this box before publishing)**
> Drop in real photos where the 📷 cues appear, add your QR code on the cover and back page, and confirm the suspension setup links on the product pages.
> Verify the assisted top-speed/eBike class language for your markets before you publish.

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Specifications at a Glance

Both models share the same aluminum frame, torque-sensing mid-drive motor, 720Wh battery, 29″ tubeless-ready wheels, cockpit, and equipment. Four things set the **Pro** apart from the **Base** — everything else in this manual applies to both bikes unless a section is tagged **(Base only)** or **(Pro only)**.

What's different	Cyberbike Base 29″	Cyberbike Pro 29″
Front fork	Exsho Xplore-Pro, 140mm, air (set pressure, lockout, rebound)	RockShox Recon Silver TK, 120mm, coil (lockout, rebound)
Rear shock	SR Suntour Edge-X, 210×50mm, air	RockShox Deluxe Select+, 210×50mm, air
Drivetrain	Shimano CUES 1×10, 11–48T	Shimano SLX 1×12, 10–51T (with clutch)
Brakes	Tektro hydraulic, 2-piston, 180mm rotors	Tektro hydraulic, 4-piston, 203mm rotors

Specifications are current at publication and may change. The definitive build for your bike is on its product page at cyberbike.com.

1. Read This First

Welcome to Cyberbike

First, thank you for choosing Cyberbike — the eBike that Shreds! Our goal is to make Cyberbike the leader in innovation, performance, and sustainability, and to give you an unparalleled riding experience at a price that puts serious performance within reach of more riders than ever.

The engineers and management at Cyberbike have decades of experience in design, development, and manufacturing across the bicycle, motorcycle, and automotive industries. That experience is what led to everything that lies ahead for you in the enjoyment of your new Cyberbike.

This document is your **Owner & Assembly Manual** in one. The front half walks you through assembling your bike out of the box; the back half covers operating, adjusting, and maintaining it. Read it before your first ride — your Cyberbike is a serious piece of equipment that blends motorsport engineering with the athleticism of mountain biking, and understanding it will make a real difference.

So go ahead — **get sweaty, have fun, try not to crash.** The first ride is just the beginning.

Dan Fischer
Founder, Cyberbike

Safety & responsibility

This is a motorized vehicle. You — and anyone you allow to ride your Cyberbike — are fully responsible for keeping it in safe operating condition. These bikes require regular inspection and maintenance. Cables stretch, bolts loosen, and parts wear with use. The systems you are responsible for include the drive chain, gears, cables and shifters, tires, wheels, braking systems, seating, suspension, and all related hardware and controls. Inspect your bike regularly, and repair any crash or incidental damage before riding again.

> ⚠ **Warning: when your bike is ON, the motor is ON!**
> When your bike is on, the torque sensor in the mid-drive motor will provide power the moment it senses force on the pedals — which can happen easily. Keep fingers out of any moving parts, and never service the bike with the power on.
>
> **Certain authors of certain Cyberbike manuals have been known to damage their fingers in the chainring while neglecting such warnings. Allegedly.**

Whenever you ride, keep your hands on the handlebars with fingers over the brake levers. Always wear a quality helmet at the bare minimum, plus other protective gear appropriate for your riding. **We endorse gear from Kali Protectives.**

Don’t be afraid to consult a professional — by asking questions you’ll learn a lot from the experts, and that knowledge will make your ownership experience more enjoyable and satisfying. If you are not mechanically experienced, or in any way doubt your ability to follow

these instructions, have a qualified bicycle technician assemble, tune, and maintain your Cyberbike.

Safety means fun! Enjoy your Cyberbike!

> 🗝️ **Secure your keys**
> You have two keys, and they’re difficult to replace. They’re needed to remove and install your battery (but not to operate the bike). Separate them and store them somewhere safe.

2. Assembly

Your Cyberbike arrives about 85% assembled. The steps below get you the rest of the way. Many of these are also shown in video form — check cyberbike.com/assembly for the latest versions. This guide does not cover optional accessories such as lighting, fenders, or racks; those are on the support page.

> **Before you start**
> Be careful of sharp staples on the box! We recommend wearing work gloves for all assembly and maintenance tasks.
>
> Your bike includes a tool kit (hex keys plus open-end wrenches). A torque wrench is strongly recommended — this is a motorized vehicle, and proper torque on key hardware is a safety item, not a suggestion.

Torque specifications & hardware safety

These are general guidelines. Where a component manufacturer (Shimano, Tektro, RockShox, SR Suntour, Exsho, etc.) specifies its own torque, always follow the value stamped on the part. Use a torque wrench, and consider a threadlocker such as Loctite on critical fasteners when reinstalling or servicing. After initial assembly, periodically re-check for loose or damaged hardware — vibration and use loosen fasteners over time.

Fastener	Size	Torque
Handlebar / stem faceplate & accessory mounts	M5 (alloy)	3.7–4.4 ft-lb (5.0–6.0 Nm)
Handlebar / accessory mounts	M4	2.9–3.7 ft-lb (3.9–5.0 Nm)
Hydraulic brake lever clamps	M5	3.7–4.4 ft-lb (5.0–6.0 Nm)
Shifter clamp	M4	2.9–3.7 ft-lb (3.9–5.0 Nm)
Rear suspension mounting hardware	M6	6.6–7.4 ft-lb (8.9–10.0 Nm)

⚠ **Handlebar clamps, stem bolts, brake-lever mounts, and axle hardware are critical safety parts. Assemble them to exact torque. Over-tightening strips threads; under-tightening lets parts move. If in doubt, see a professional.**

Step 1 — Unboxing & front wheel

Tools: strong wire cutter or scissors. **Caution: sharp staples on the box.**

1. Carefully open the box, taking care not to damage the contents or yourself on staples. You may fully open the box to access everything.
2. Locate and clip the zip-ties securing the front wheel to the main assembly. Use a wire cutter or scissors — avoid razor knives near the frame and brake hose.
3. Remove the front wheel and set it aside, protecting the brake rotor from impact. Then clip any zip-ties securing the seat/seatpost assembly.

Step 2 — Remove the bike from the box

Tools: wire cutter or scissors.

1. Lift the bike out, supporting the handlebars (usually loosely zip-tied to the frame).
2. Mount the frame in a bike stand by the seat tube, just above the rear suspension linkage. No stand? Lay out a pad or blanket, or have a helper steady the bike. (We don't recommend grass — the hardware may get lost.)
3. Take care not to strain yourself, and prioritize safety throughout.

Step 3 — The battery & keys

Tools: wire cutter or scissors.

Keys

Clip the keys off the handlebar. The key is required to remove and install the battery, but is not needed to operate the bike. Separate the keys and store them safely; some riders zip-tie one key somewhere discreet for easy access.

⚠ **Never ride with the key in the lock — it can shut the bike down unexpectedly and/or damage the locking mechanism.**

Removing & reinstalling the battery

1. To remove: insert the key and turn it counter-clockwise. The battery releases partially with a click.
2. Supporting the battery, press the release button and lower it down and forward, out of the down-tube.
3. To reinstall: align the battery connector terminals rearward (toward the motor), then engage and seat the battery into the tube until it locks securely in place.

> **Handle the battery with care**
> The battery is one of the most expensive parts on your Cyberbike. It's heavy — don't drop it. Batteries damaged by hard impact are not covered by warranty. You don't need to remove it to charge — you can charge it on or off the bike.

battery lock/key position and the release button under the down-tube.

Step 4 — Remove leftover packaging

Clip remaining ties and remove all foam and protective packaging, taking care not to scratch the paint. Some minor scratches and paint defects can occur in manufacturing and shipping; because Cyberbikes are built for rugged terrain, minor scratches come with the territory. We offer matching touch-up paint in the parts store at cyberbike.com.

(Just kidding that the foam is recyclable — it mostly isn't — but we re-use as much packaging as we can, and we're quite successful at it. Hey, you're not running a two-stroke motocross bike this weekend; you're on an eBike, so you're part of the Solution. **Be proud!**)

Step 5 — Handlebars

Tools: 4mm hex/Allen wrench; torque wrench.

L/XL riders: Your bike ships with a longer stem that you'll need to install before continuing. See **Part 9: Dialing Your Fit (pages 24–27)** for stem swap instructions, then return here to continue.

1. Remove the four bolts holding the stem faceplate (the front clamp) and keep them close at hand — you'll reinstall them in a moment. Don't lose them.
2. Set the handlebar into the stem and roughly center it. Replace the faceplate and reinstall the four bolts.
3. Align the bar with the center markings in the faceplate "window," then tighten the four bolts evenly, in a cross pattern, to about **5–6 Nm (3.7–4.4 ft-lb)**, keeping an even gap top and bottom.

> **If you lost the bolts…**
> If you didn't lose them, skip ahead. If you lost them, you now must drag your sorry ass to the hardware store and get "M5 x 20mm stainless hex-head bolts" for the steering stem on your Cyberbike, when you'd rather be riding! Call our support line for further ridicule. Just kidding — we've all done it. Bring one of the bolts you didn't lose so you get the right size.

Step 6 — Front wheel & brake caliper

Tools: wire cutter or scissors; 5mm hex/Allen; torque wrench.

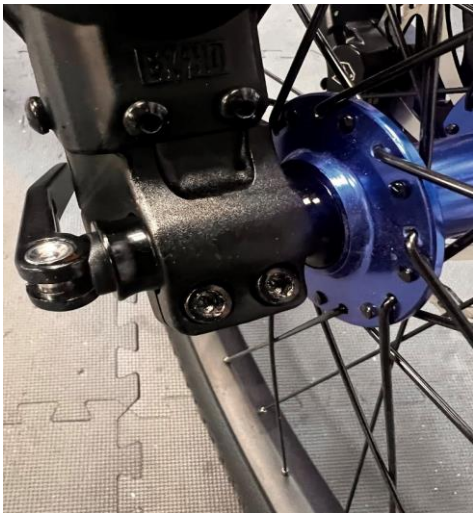
Your Cyberbike rides on **Boost** thru-axles front and rear — the latest in performance hardware and an integral part of the chassis. Combined with wide, tubeless-ready wheels and Maxxis Dissector tires, your Cyberbike matches specs with some of the most expensive all-trail eMTBs in the segment.

1. Remove all packaging from the fork, and remove the brake caliper spacer (the plastic block between the brake pads). Keep it — reinsert it whenever you transport the bike without the wheel.
2. Insert the wheel between the fork legs and align the axle holes. Carefully guide the brake rotor into the front caliper from the right (non-rotor) side. It should slide in easily.

3. **Tip (Base Raptor):** Before inserting (or removing) the axle, make sure the fork's pinch bolts are loose — they're known to ship them fairly tight. This step is also significantly easier with the bike flipped upside-down; there's a lot less weight to manage that way.
4. Slide the 15mm thru-axle through and thread it in. Rotate the axle's crank handle clockwise by hand until firm (the handle pulls out, counter-rotates, and re-engages so you can tuck it away).
5. **If your fork has axle pinch bolts** on the lower legs (Base inverted fork), tighten them — two per side — only after the main thru-axle is installed and tight.

Reference photos may show earlier models — your parts may look slightly different.

Guiding the rotor into the caliper



Front thru-axle and hub

Adjusting the brake caliper (if it rubs)

If the wheel is mounted straight but you hear light, intermittent rubbing, the slotted caliper mounts let you re-center it:

1. Loosen the two caliper mounting bolts slightly.
2. Squeeze and hold the brake lever (this centers the caliper over the rotor).
3. While holding the lever, retighten the bolts evenly. Spin the wheel and check for clearance.

The slotted caliper mount: loosen the two bolts, squeeze and hold the lever to center it, then retighten

⚠ A little rubbing is natural when new. But a coarse or grinding sound means stop and re-check — do not ride until the brakes are correctly adjusted and operating. If you're unsure, consult a professional before riding.

Step 7 — Pedals

Tools: 15mm pedal/open-end wrench (or 8mm hex from the back side).

The first — and arguably most important — step is identifying left vs. right. There's a small "L" or "R" on each pedal. They are **not** identical: **the left pedal threads counter-clockwise.** Start the threads by hand to avoid cross-threading, then tighten fully.

> **A word on left pedals**
> Many customers have stripped out their left crank's pedal threads, then call and tell us it came that way. We say "sorry" and send a new crank at no charge. Don't do that — we have like 20 extra right cranks now.

Step 8 — Seat & seatpost

Your Cyberbike comes with the seatpost installed. Set your saddle height so your leg is **not quite fully extended (about a 10° bend at the knee)** with the pedal at the bottom of the stroke. It's also a personal choice — see **Part 9: Dialing Your Fit** for the full method and the criteria that drive it.

L/XL riders: Your bike ships with a longer seatpost. Before setting saddle height, install the saddle onto the longer seatpost per the instructions in **Part 9: Dialing Your Fit (pages 24–27)**, then return here to continue assembly.

Installing an optional wireless electric dropper post

The electric dropper post ships separately and is not pre-installed. If you ordered one, follow these steps before setting your saddle height. You'll need a hex wrench set and a torque wrench.

4. **Remove the stock seatpost.** Loosen the seat collar clamp bolt and slide the stock seatpost out of the seat tube. Set it aside.
5. **Transfer the saddle.** Loosen the saddle clamp on the stock post, slide the saddle rails free, and mount the saddle onto the dropper post's clamp head. Tighten to the torque marked on the clamp.
6. **Insert the dropper post.** Slide the dropper into the seat tube, respecting the minimum-insertion line — never raise it past that mark. Snug the seat collar clamp; do not fully tighten yet.
7. **Install the handlebar remote.** Clamp the wireless remote controller to the handlebar in a comfortable thumb-reach position, inboard of the left grip. Tighten the clamp bolt to the torque marked on it.
8. **Set height and finalize.** Sit on the bike, dial in your saddle height (see below), then torque the seat collar clamp to the value marked on it. Press the remote button to confirm the post drops and returns smoothly.

⚠ **Respect the minimum-insertion line marked on the seatpost — never raise the post past it.**

Step 9 — Personalize your cockpit

Tools: 2.5, 3, 4, and/or 5mm hex wrenches.

Adjust the position of the brake levers, shifter, and control module on the bars, and set the reach of the brake levers to your liking. Loosen the pinch bolts/clamps, adjust, then retighten to the marked torque. **Adjusting your "cockpit" to fit your size and comfort is key to maximizing control of your Cyberbike!** Make sure everything is tight before riding.

Levers, shifter, and display positioned on the bar

Setting brake-lever reach

↪ *Want to change reach, handling, or saddle position more deeply? See Part 9: Dialing Your Fit for stem and saddle swaps and the criteria behind them.*

Brake bed-in (do this before the trail)

Your **Tektro hydraulic disc brakes** are powerful, and proper pad/rotor bed-in is key to performance over the life of the pads. Do this once, on new pads or rotors, in a flat area clear of obstacles:

1. Pedal up to about 15 mph (24 km/h), then brake with the FRONT brake only down to about 5 mph (8 km/h), and release. Don't brake hard enough to lock the wheel or lift the rear — holding a hot pad against a hot rotor glazes the pads and reduces power.
2. Repeat 10 to 25 times, or until full braking power arrives. You're gently bedding the pads, not cooking them.
3. Repeat the whole process with the REAR brake, being careful not to skid.

Clean rotors only with isopropyl alcohol or disc-brake cleaner, and never touch the braking surfaces with bare fingers. Some brake noise is normal, especially during break-in. **Hydraulic brakes are powerful!**

Ready to ride?

Wait! Have you read the operating sections that follow? There are instructions there on how to enjoy your Cyberbike better — and more safely. The single most important system, once the bike is assembled correctly, is the brakes: you must be fully comfortable applying, modulating, and controlling these powerful hydraulic discs, and they must be properly adjusted.

Quiz question: what's most important? If you said "brakes," you are correct. You may now turn on your bike!

⚠ **When the bike is on and the power level is at 1, 2, 3, 4, or 5, rotating the cranks at all — any amount — will produce forward movement from the motor. Be ready, and make sure anyone who might touch your Cyberbike knows this too.**

Turn on your Cyberbike, start at power level "0" or "1," and ride with **"eyes up"** at all times and **"level pedals"** whenever coasting or cornering. Ride safe and have fun!

3. Operation

This manual may be updated periodically — always grab the latest via the QR code or at cyberbike.com/pages/downloads. We encourage you to read the whole thing, but since you may not, please read this section on basic operation first.

Turning the bike on & off

Hold the power button (⏻ symbol, top right edge of the control pod) for about 2 seconds and the display comes to life. The bike is now **on**, and the torque sensor will deliver power the moment you put meaningful force on the pedals. To turn it off, hold the same button for about 2 seconds until the screen goes dark. The bike also powers down automatically after a long idle — more on that below.

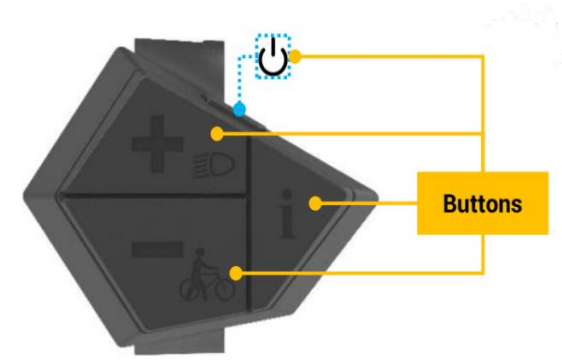
The control pod has four buttons: the power button (⏻), **+** (up), **−** (down), and **i** (info/confirm). These four buttons do everything — a quick press of ⏻ or **i** cycles through the variable data on screen (speed, range, trip distance, energy, etc.).

Power Assist (PAS) levels

Power reaches the rear wheel through both your pedaling and the torque-sensing assist of the motor. Your bike starts in PAS 1. Level 0 is off — no pedal assist and no throttle. Levels 1 through 5 set both the pedal-assist AND the throttle power: the higher the level, the more power, and the more battery you use. Your Cyberbike tops out at 28 mph — and gets there easy — on both pedal assist and throttle.

- **0 — Off / Super Long Range:** pedal freely with no assist and no throttle power. No range anxiety — you can always pedal home.
- **1 — Eco:** longest range. Depending on effort, weight, terrain, tire pressure, wind, and grade, range can be over 70 miles.
- **2 — Journey:** great for a long ride with some extra hill-climbing or wind-cheating power.
- **3 — Sport:** now we're really moving.
- **4 — Sprint:** pass everyone with the massive hit from our monster mid-drive motor.
- **5 — Turbo:** climb the steepest hills — but expect substantially reduced range.

> ⚠ **Be careful!**
> In any power level, going downhill or with the wind and pedaling hard, you can break many speed limits. On trails, watch out for other riders and be respectful — signal audibly or use the Cyberbike Amaze-O-Bell to show your good manners.



Left-hand control pod (power / M / +/−)

The color display

The display & control module

Your Ananda DC220 display shows your PAS level (OFF / ECO / TOUR / SPORT / TURBO / BOOST), current speed, battery level and percentage, clock time, and a motor-contribution bar across the middle of the screen. The two lower data windows are variable — cycle through them using a quick press of or **i** to see: remaining range, average or real-time energy consumed, motor power output, average speed, max speed, trip distance, total odometer, or riding time. **See? That's a lot of data — keep your eyes up!**

The display will automatically dim and sleep after 10 minutes of inactivity (no pedaling, no button presses). After 15 total minutes of inactivity, the system shuts off completely. To wake it from sleep, hold the power button briefly. Both timers can be adjusted in the settings menu if needed.

Settings & controls

- **Power (⏻ button):** hold ~2 seconds to turn on or off. Quick press cycles the variable display screens.
- **PAS level (+ and − buttons):** press **+** to step up through OFF → ECO → TOUR → SPORT → TURBO → BOOST. Press **−** to step down. Don't hold **+** for an extra second — that activates the headlight instead.
- **Headlight:** with the bike on and not in a menu, hold **+** for about 1 second to toggle your headlight on or off. The headlight icon appears on the display when it's active. To set the light to respond automatically to ambient brightness, hold **+** and **i** simultaneously until the auto-lighting icon appears.
- **Walk / push assist:** first step the PAS down to OFF using **−** until the push-assist icon appears. Then hold **−** while pushing the bike forward — the motor runs at a gentle 4 mph to help you walk it up a slope or through tight terrain. Release **−** to stop. Keep both hands firmly on the bars the whole time.
- **Settings (i button):** hold **i** to enter the settings menu, where you can adjust backlight brightness, toggle MPH/KPH, set the clock, adjust sleep timer, clear trip distance, and more. Use **+** and **−** to navigate, **i** to select, and hold **i** to save and exit. PAS is disabled while the menu is open.

Optional throttle

If your Cyberbike is equipped with the thumb throttle, it sits just inboard of your left grip and applies power separately and/or together with pedal assist, in power levels 1–5. The throttle works in any level above 0 — this avoids accidental activation when assist is off. Don’t use the throttle from a standstill in a high gear; that puts undue strain on the drivetrain.

Thumb throttle (if equipped), just inboard of the left grip

4. Suspension Setup

Your Cyberbike has fully adjustable front and rear suspension. Dialing it to your weight, terrain, and style dramatically improves traction, control, and comfort — and protects your investment. Both models use different units, so the exact knobs differ, but the principles are the same.

The three adjustments that matter

- **Sag:** how much the suspension compresses under your static weight. Set this first. Aim for roughly 20–30% of travel up front and 25–30% at the rear. Use the rubber O-ring (or a zip-tie) on the fork stanchion and shock shaft as a sag gauge.
- **Rebound:** how fast the suspension returns after compressing. Set it so the bike returns smoothly without bouncing or packing down.
- **Compression / lockout:** firms things up for climbing and smooth ground. Engage it on pavement or climbs; open it for descents and rough terrain.

> **That O-ring is supposed to be there**
> The O-ring you see on the stanchion tubes is a travel/sag indicator — it's not a part of the shock that's falling out. If your fork or shock doesn't have one, a zip-tie works. A little fluid on the stanchions when new is assembly lubricant; your shocks should not actually leak.

⚠ **Do not over-pressurize air suspension components — this can blow the seals. Use a proper shock pump, never a compressor.**

Your components & where to set them up

Each suspension unit has a detailed setup guide (sag charts, pressures, click counts) published online by its maker. Find your model's guide there or in the Cyberbike downloads section, and on your bike's product page. Start with the table below.

Model	Unit	Adjustments	Setup guide
Base · Fork	Exsho Xplore-Pro, 140mm air	Air pressure, hydraulic lockout, rebound	Exsho / Cyberbike downloads
Base · Shock	SR Suntour Edge-X (RS24), 210×50	Air pressure, rebound, lockout	SR Suntour setup guide
Pro · Fork	RockShox Recon Silver TK, 120mm coil	Lockout (crown), rebound (coil spring rate)	RockShox Trailhead / setup
Pro · Shock	RockShox Deluxe Select+, 210×50	Air pressure, rebound, climb switch	RockShox Trailhead / setup

Quick note on the **Pro fork**: the RockShox Recon Silver TK is a **coil** fork, so there's no air pressure to set — spring feel is set by the coil itself, with external rebound and a crown lockout. The Base Xplore-Pro fork and both rear shocks are air-sprung, so you'll set pressure to your weight per the maker's chart.

Suspension maintenance

Task	Interval	Notes
Wipe stanchions & seals	After every ride	Microfiber cloth; no harsh cleaners
Check air pressure (air units)	Every ~2 weeks	Use a shock pump
Lower-leg / air-can service	~50 riding hours	Clean, re-lube, replace seals
Full damper service	100–200 hours / yearly	Shop service recommended

Service now if you see: fluid leaking from the fork or shock, a harsh or bouncy ride despite correct setup, visible damage to stanchions or the shock shaft, rebound you can’t tune out, or frequent bottoming. For damper rebuilds, use a manufacturer-certified service center.

5. Drivetrain

Both models run a 1× Shimano drivetrain with a wide-range cassette — low gears for steep climbs, high gears for fast ground. The **Base** uses Shimano CUES 1×10 (11–48T); the **Pro** uses Shimano SLX 1×12 (10–51T) with a Shadow+ clutch.

Shifting

The right-hand trigger shifter operates the rear derailleur:

- Push the larger (main) lever to shift to an **easier** (larger) cog — for climbing.
- Push the smaller (release) lever to shift to a **harder** (smaller) cog — for flats and descents.

Ease off the pedals briefly while shifting to improve shift quality and reduce wear.

⚠ **Avoid shifting under heavy motor load — it can damage the drivetrain over time. Because the motor adds torque, this matters even more on an eBike.**

Shadow+ clutch (Pro)

The Pro's SLX derailleur has a chain-stabilizer clutch that reduces chain slap and improves retention on rough terrain. Turn it ON (lever up) for riding; turn it OFF (lever down) for wheel removal or maintenance.

Drivetrain maintenance

Task	Interval	Notes
Clean chain & cassette	Every 1–2 weeks / after wet rides	Bike-specific degreaser and a brush
Lubricate chain	Every 100–150 miles	Lube for your conditions
Inspect derailleur hanger	Monthly / after impacts	Check alignment if shifting is off
Adjust indexing	As needed	Use the barrel adjuster
Replace chain	Every 750–1,000 miles	Replace before 0.75% stretch to save the cassette

For deeper derailleur adjustment, Park Tool's online videos are an excellent self-service resource, or see your local bike shop.

6. Brakes

Brakes are the most critical safety system on your Cyberbike. Both models use **Tektro hydraulic disc brakes** with a motor cut-off (power drops the instant you pull a lever). The **Base** runs 2-piston calipers on 180mm rotors; the **Pro** runs 4-piston calipers on 203mm rotors for more power and heat capacity.

> **Lever orientation (U.S. standard)**
> **Right lever → rear brake. Left lever → front brake.**
> This is opposite to motorcycle standards, and is the standard for all post-2021 Cyberbikes. Familiarize yourself in a safe, controlled area before riding aggressively.

Operation & care

- Some brake noise is normal, especially during break-in. Brakes do a lot of work — they're not silent.
- Clean rotors only with isopropyl alcohol or disc-brake cleaner. Contamination may require new pads.
- Replace pads when worn, contaminated, or excessively noisy. Never ride if the brakes feel weak or inconsistent, or if there's any fluid leak.

⚠ **BRAKES ARE CRITICAL. If you are unsure of their operation or adjustment, you must consult a professional bicycle technician.**

Caliper alignment

See Part 2, Step 6 for centering a rubbing caliper. In short: loosen the two caliper bolts, squeeze and hold the lever to center the caliper, retighten evenly, then check clearance.

Bleeding & pad replacement

Bleeding the hydraulic system and replacing pads are best left to a qualified technician unless you're experienced with your specific Tektro brakes. Use the correct mineral oil and the matching pad compound for your calipers. Step-by-step videos for your model are on the Cyberbike Tech Tips page.

7. Battery & Charging

Your 48V 15Ah (720Wh) battery should provide many hundreds of charges. Proper care gets you the most life from it. Only use the approved Cyberbike smart charger (ANGDI 48V 3A) for maximum safety and longevity.

Charging

- You can charge the battery either on the bike or removed from it — your choice. To charge on the bike, open the waterproof seal on the lower-left of the battery, plug in the round charger plug, and replace the seal when you're done.
- Don't ride or operate the bike while it's plugged into the charger.
- When the charger LED turns from RED to GREEN, the battery is full. You don't need a full charge to ride.
- As with any rechargeable battery, repeatedly draining to zero will reduce capacity somewhat over time.

Temperature & storage

Use case	Recommended range
Operating	20°C to 60°C (68°F to 140°F)
Charging	0°C to 45°C (32°F to 113°F)
Storage	0°C to 20°C (32°F to 68°F), ideally around 40% charge

Avoid extreme temperatures, which reduce performance and can damage the battery. Don't store the bike for long periods fully charged or fully drained — about 40% is ideal for storage.

Battery care & safety

Your battery is the most expensive component on your Cyberbike, and a little care goes a long way — for both its lifespan and your safety. A few habits worth keeping:

- Use only the included Cyberbike smart charger. Inspect the charger and the battery before each charge, and stop using either if the cord, case, or contacts look damaged.
- Charge in a dry spot at room temperature, on a hard non-flammable surface, away from flammable materials — and don't leave it charging unattended or overnight.
- After a hard ride, let the battery cool before charging. Never charge a battery that is wet, swollen, or unusually hot.
- Keep the charge port and contacts clean and dry, and replace the waterproof seal after every charge.
- Never open, puncture, submerge, or modify the battery — there are no user-serviceable parts inside.
- For long storage, keep it around 40–60%, somewhere cool and dry, and top it up every couple of months so it never sits fully drained.

- When a battery finally reaches the end of its life, recycle it responsibly — never put a lithium battery in household trash. Contact us or use a battery-recycling drop-off.

> ⚠ **If something seems wrong, stop**
> If a battery ever swells, smokes, smells odd, or gets unusually hot, stop using it immediately, keep it well away from anything flammable, and contact Cyberbike support. Don’t keep charging or riding it.

> **Range anxiety? Don’t.**
> The range and voltage readouts may drop and then come back up as you ride — that’s normal. Don’t get range anxiety. Enjoy!

8. Tires & Pressure

Your Cyberbike rolls on Maxxis Dissector 29×2.4 tubeless-ready tires. Regularly inspect them for wear and check pressure — it has a big effect on ride, grip, range, and flat resistance. Higher pressures favor pavement, speed, and range; lower pressures favor traction on the trail. Your weight and style matter too.

> ⚠ **Inflation safety**
> Don’t use a compressor unless it’s regulated and you know what you’re doing — it can easily damage tubes, tires, and suspension. Use a proper bicycle pump.
>
> **WE DO NOT RECOMMEND PRESSURIZED FILLING CARTRIDGES. EVER. YOU COULD TAKE AN EYE OUT.**

The chart below is a baseline only. Your ideal pressure depends on preference, weight, style, terrain, tires, and weather. If you set your wheels up tubeless, you can run lower pressures for grip without pinch flats.

Body weight	120–140 lb	140–175 lb	175–200 lb	200–225 lb	225 lb +
Trail / rocks	24–25 psi	25–35 psi	28–35 psi	31–38 psi	35–45 psi
Paved street	30–35 psi	35–40 psi	45 psi	45–50 psi	50 psi

Your bike ships tubeless-ready with tubes installed and tubeless rim tape in place. To convert, add sealant and a tubeless valve per the rim/tire instructions, or have your shop do it.

9. Dialing Your Fit — Stem & Saddle

How your bike came from the factory is only your starting point on a quest for your perfect riding position! Two adjustments change your fit more than anything else: the **stem**, which sets how far you reach to the bars and how the bike steers, and the **saddle**, which sets how far you reach to the pedals and how easily you get a foot down. Dial these in and your Cyberbike stops feeling like a bike and starts feeling like *your* bike. Your bike ships with a 760mm bar, a 60mm × +6° stem, and a threadless headset with spacers — all of it adjustable.

Reach to the bars — changing your stem

The stem is the bracket that clamps your handlebar to the **steerer tube** (the tube that comes up from the fork through the steering head). Swap it for a different length or rise and you change both your **reach** and the way the bike **handles**.

Shorter stem: quicker, more responsive handling and more leverage — but it can feel “twitchy.” It shortens your reach and shifts weight rearward, which usually means more confidence on descents and technical terrain.

Longer stem: shifts weight forward into a better seated pedaling position, especially on steep climbs. Steering feels calmer and more stable and your reach lengthens — though too long can leave you stretched out.

Bar height (rise & spacers): raising the bar — more spacers under the stem, or a higher-rise stem — moves weight back and stands you up for control on steep descents and easier wrists. Lowering it moves weight forward for climbing and a more aggressive position.

How to change the stem

> ⚠ **Before you start**
> Your stem does *two* jobs: it clamps the bar, AND — with the top cap and spacers — it sets the preload on your headset bearings. Do these steps in order so you don’t finish with a loose headset.

1. Put the bike in a stand or have a helper hold it. Photograph or note your spacer stack so you can rebuild it.
2. Remove the faceplate: unthread the four faceplate bolts, lift it off, and free the bar. Rest it gently — don’t let it hang by the cables.
3. Loosen and remove the top-cap bolt, then lift off the top cap.
4. Loosen the two steerer-clamp bolts at the back of the stem and slide the stem up and off.
5. Fit your new stem and/or rearrange the spacers for the height and reach you want. Keep at least one spacer above the stem unless the steerer is cut flush, and never stack so many that the top cap can no longer press on the bearings.
6. **Set headset preload:** reinstall the top cap and gently snug the top-cap bolt until there’s no play and the bars still turn freely. This bolt sets bearing preload — it is NOT what holds the stem on (snug by feel, ~5 Nm).

7. **Square & clamp:** line the stem up dead straight with the front wheel, then tighten the steerer-clamp bolts evenly, alternating, to the torque stamped on the stem (typically 5–6 Nm). Use a torque wrench.
8. **Reinstall the bar:** center it, set your roll/sweep, fit the faceplate, and tighten its bolts in a cross pattern to an even gap top and bottom (typically 5–6 Nm).

Safety checks before you ride

- **Headset play:** hold the front brake and rock the bike — no knock or click. Lift the front wheel; bars should swing freely.
- **Bar can't twist:** grip the bar and try to roll it in the clamp — it shouldn't move.
- **Bars vs. wheel:** hold the wheel between your knees and try to turn the bars — they shouldn't move independently.

⚠ **If anything moves that shouldn't, stop and re-torque — or see a professional bike mechanic before riding.**

> **Cutting the steerer**
> Your steerer tube is left long from the factory so you have room to experiment. Once you've found your height, you can remove spacers — or have your shop cut the steerer — to clean it up. Remember, once you cut it down you can't get it back, so dial in your height with spacers first.

Reach to the pedals & the ground — dialing your saddle

> **Quick clarification**
> The seat tube is part of the frame and doesn't change. What you adjust is the saddle on top of it — its height (set at the quick-release seat collar), and its fore-aft position and tilt (set at the saddle-rail clamp). Together these set how far you reach to the pedals and how easily you can get a foot down.

Saddle height — reach to the pedals (and the ground)

Saddle height is the single biggest factor in pedaling efficiency and comfort:

- **Too low** and you cramp your knees and waste power — but you get a foot down easily.
- **Too high** and your hips rock side to side, you lose control, and you reach for the pedals at the bottom of every stroke.

Set it like this: with the crank straight down (6 o'clock) and your heel on the pedal, your leg should be just about straight. Pedaling normally — ball of the foot on the pedal — you'll have a slight bend in the knee (about 10°). To adjust: open the quick-release collar, slide the post up or down, then close the lever firmly.

A lower saddle gives more room to move and an easier foot-down for control; a higher saddle gives more pedaling power. (If your bike is equipped with an optional dropper post, this is your **UP** height — set it for seated pedaling and drop it on demand for descents.)

⚠ **Respect the minimum-insertion line marked on the seatpost — never raise the post past it. The post must stay deep enough in the frame to be safe.**

☞ *Photo: heel-on-pedal height check; the QR collar; the seatpost minimum-insertion line.*

Saddle fore-aft — fine-tuning reach & knee position

Sliding the saddle forward or back on its rails fine-tunes your reach to the bars and sets your knee position over the pedals. Starting point: with the cranks level (3 and 9 o'clock), the front of your forward knee should sit roughly over the pedal axle. From there:

- **Slide forward** to shorten reach and steepen your seated position — good for steep climbing and shorter riders.
- **Slide back** to open the cockpit, lengthen reach, and set a more powerful seated pedaling position.

Loosen the saddle-rail clamp bolt(s), slide to position, level it up, and retighten to the marked torque.

Saddle tilt

Keep the saddle close to level to start. A nose slightly down can help on steep terrain; nose-up causes pressure and is rarely what you want. Adjust in small steps and ride before you judge.

How to choose — criteria for maximum control

There's no single "correct" fit — it depends on your body and your riding:

- **Your proportions:** longer arms/torso generally want a longer reach (longer stem and/or saddle back); shorter riders usually want the opposite.
- **Your riding style:** aggressive descending and technical trail favor a shorter stem and the bar up a touch; long climbs and big miles favor a longer stem, the bar lower, and the saddle set for efficient pedaling.
- **Control vs. efficiency:** more control at low speed and on descents means shorter and higher up front and a lower saddle; more efficiency means longer and lower up front and a higher saddle.
- **Confidence at stops:** if a quick foot-down matters to you, favor a slightly lower saddle height.
- **Comfort and flexibility:** less flexibility means a shorter reach and a higher bar to keep weight off your wrists.
- **The "twitchy" line:** a shorter stem is quicker but can feel twitchy; a longer stem is calmer but slower to react. Pick the side that matches your skill and terrain.

Quick reference

If you want…	Change this	Which direction
A shorter reach to the bars	**Stem**	Shorter stem (or slide saddle forward)
A longer reach to the bars	**Stem**	Longer stem (or slide saddle back)
Quicker, more playful steering	**Stem**	Shorter stem

If you want…	Change this	Which direction
Calmer, more stable steering	**Stem**	Longer stem
More weight back / control on descents	**Bar height**	Raise the bar (spacers under stem / more rise)
More weight forward / better climbing	**Bar height**	Lower the bar (spacers above stem / less rise)
More pedaling power & efficiency	**Saddle height**	Raise the saddle to proper height
An easier foot-down & room to move	**Saddle height**	Lower the saddle
Knee comfort & a steep-climb position	**Saddle fore-aft**	Slide the saddle forward
An open cockpit & powerful pedaling	**Saddle fore-aft**	Slide the saddle back

> **Torque values**
> The torque figures here are typical for alloy components. Always follow the torque value stamped on YOUR stem, handlebar, and seatpost — and use a torque wrench. If you're unsure, consult a professional bike mechanic before riding.

10. Care, Maintenance & Pre-Ride Check

Basic adjustments and checks are on you and are covered here. For the bigger jobs, here's the honest deal:

> **Service, repairs & adjustments — your local bike shop is your friend**
> We're a direct-to-consumer brand. That keeps your Cyberbike's price where it is — but it also means we can't exactly bring a screwdriver by the house. For anything beyond the basic adjustments in this manual — brake bleeds, suspension service, wheel truing, drivetrain tuning, or any repair after a crash — a good local bike shop is your best friend.
> Your Cyberbike is built from industry-standard parts (Shimano, Tektro, RockShox, SR Suntour), so any qualified shop can service it. For Cyberbike-specific parts and tech help, see cyberbike.com/parts and our Tech Tips page — and we'll back you up.

Wheels & Boost thru-axles

Periodically check axle tightness — before every ride, and throughout the day when riding hard or on rough trails. To set a quick-release-style thru-axle:

1. Start with the lever open and facing back.
2. Holding the lever, turn the handle until you can just close the lever. It should be somewhat easy — if not, the wheel isn't properly seated.
3. Close the lever — it should be quite firm. You're clamping the wheel that lets you brake and ride without falling off, so this matters!
4. Too hard to close? Back the handle off a touch. Too loose? Tighten it a touch. The lever should always point backward so it can't catch and pull open.

⚠ **If you are unfamiliar or unsure, consult a bike service professional before riding.**

Customizing your riding position

Beyond stem and saddle (Part 9), you can fine-tune:

- **Steering tube height:** remove spacers (or cut the steerer) to lower the bar. Once cut, you can't get it back — dial it with spacers first, or have your shop fit you.
- **Stem length:** a shorter stem quickens handling (can feel twitchy); a longer stem adds stability and a better climbing position.
- **Bar width:** your bars can be trimmed (or have a shop do it) if there's too much pressure on your shoulders or wrists. A narrower grip can be comfier; a wider grip gives more control in rough terrain.

> **Accessories**
> If you mount accessories — phone holders, lights, and the like — make sure they're adjusted so they can't move around. Loose accessories cause distractions and crashes.

eBike maintenance basics

- Don’t store the battery for long periods fully charged or fully drained — about 40% is optimal. Avoid storage in extreme heat or cold.
- Keep brake rotors clean of oil and debris; contamination may require new pads.
- Don’t ride with damaged brakes, wheels, gearing, shifting components, controls, wiring, or electrical parts.
- Keep your motor dry. Submerging it or exposing it to heavy moisture will void the warranty.
- Spoke tension and wheel truing are best left to a pro until you’re experienced. Use a proper bicycle torque wrench for service.

Pre-ride checklist

Before every ride — and during the day on rough terrain — run the M-check (a quick video is on our YouTube channel):

- Hardware: pedals, axles, stem, faceplate, and accessory mounts are tight.
- Tires: pressure and condition of tread and sidewalls.
- Brakes: levers feel firm, rotors clean, no leaks.
- Drivetrain: chain and shifting working; clutch on (Pro).
- Suspension: set up for you (failure to set it up can damage it).
- Safety gear on, every ride.

Disclaimers & Thank You

A few reminders

- The key removes and installs the battery — it does not turn the bike on.
- Derailleurs may need re-adjustment after a few rides as cables stretch.
- Wheels may need truing after a few rides as spokes settle.
- The throttle (if equipped) works in all power levels above 0 — for safety and to avoid accidental activation at level 0.
- Break in your brake pads before hitting the trails.
- If the shipping box arrives damaged, photograph it before opening and removing the bike.
- Set up your suspension before riding — failure to do so may damage it.
- Don’t shift under heavy load — it can damage the derailleur.
- Run the M-check before you ride, and always wear appropriate safety gear.

Thank you for choosing Cyberbike.

We’re honored to be part of your journey. Now go ride.

Latest manuals, videos & support: cyberbike.com/pages/downloads

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