DRAGSTER

OWNER'S MANUAL

Please read and understand this manual fully before use.
Note: The manual illustrations are for demonstration purposes only.
Illustrations may not reflect the exact appearance of the product.
Specification subject to change without notice.

OFF ROAD USE ONLY
DO NOT OPERATE THIS VEHICLE IF YOU ARE UNDER THE AGE OF 13

INTRODUCTION

Thank you for purchasing an EBOX Dragster. The Dragster is a multifaceted electric minibike, designed to satisfy red-necked racers through to happy campers and everybody in between. Take sunset cruises on the beach in comfort mode, haul trailers full of gear at the campsite, hit the trails in sport mode or drop on a wheelie bar for street drag racing or one-wheel practice. However, you decide to ride Dragster, you will be sure to turn heads. With its retro looks, stunning colourways and versatile applications, there is a Dragster mood that can satisfy us all.

The Serious Bit
The proper care and maintenance that your vehicle requires is outlined in this manual. Following these instructions will ensure the long and trouble-free operating life of your minibike.
This owner's manual corresponds to the latest version of this vehicle at the time of printing. Slight deviations resulting from continuing development and design cannot be completely excluded. All specifications are non-binding and we reserve the right to modify or delete technical specification, parts, design, etc without prior notice.

SAFETY WARNINGS

This vehicle is NOT A TOY and should ONLY be used off road and away from public roads.

Never let children under the age of 13 operate this vehicle.
Adult supervision is required if children are under the age of 16.

WARNING:
Riding the Dragster can be a hazardous activity. Certain conditions may cause the equipment to fail without fault of the manufacturer. Like other vehicles, the Dragster can, and is, intended to move. It is therefore possible to lose control, fall and/or get into dangerous situations that no amount of care, instruction or expertise can eliminate. If this situation occurs you can be seriously injured or die, even when using safety equipment and other precautions.
RIDE AT YOUR OWN RISK AND USE COMMON SENSE.

This manual contains many warnings and cautions concerning the consequences of failing to maintain, inspect or properly use your Dragster. Any incident can result in serious injury or even death, therefore we do not repeat the warning of possible serious injury or death each time such a possibility is mentioned.

APPROPRIATE RIDER USE AND PARENTAL SUPERVISION

This manual contains important safety information and use tips to help you and your child operate and handle the Dragster. Carefully read the manual in its entirety together with your child before letting them ride for the first time. The manual also contains important information on servicing the vehicle.

It is your responsibility to review this manual and make sure that all riders understand the warnings, cautions, instructions and safety topics. Also, please ensure that the riders can safely and responsibly use this product and protect your child from injury. We recommend that you periodically review and reinforce the information in this manual with the rider and that you inspect and maintain the vehicle to ensure its safety.

The recommended rider age of 13 is only an estimate and can be effected by the rider's size, weight or skills. Any rider unable to fit comfortably on this vehicle should not attempt to ride it.

It is important and necessary to conduct the relevant technical training with your child before first use. To obtain the training information, please contact the dealer who you purchased the vehicle from. Do not let your child use this vehicle before they have completed this training.

Children often underestimate or fail to recognize dangerous situations. You should make it clear to your child that they should not, under any circumstances, operate the vehicle without supervision and that your child may only drive at speeds that are suited with the child's riding ability and other terrain conditions.

A parent's decision to allow his or her child to ride this vehicle should be based on the child's maturity, skill and ability to follow rules.

Keep this product away from small children, younger than 13 and remember that this product is intended for use only by people who are at a minimum, completely comfortable and competent while operating the vehicle.

Do not exceed 85kgs (187lbs) total weight on this vehicle. The rider weight does not necessarily mean a person's size is appropriate to fit or maintain control of this vehicle.

Do not touch the brakes or motor on your bike when in use as they can become very hot.

ACCEPTABLE RIDING PRACTICES AND CONDITIONS

Always check and obey any local laws or regulations which may affect the locations where you intend to use the vehicle.

Ride defensively. Watch out for potential hazards that could catch your heel or force you to swerve suddenly or lose control.

Be careful to avoid pedestrians, skaters, skateboards, scooters, bikes, children or animals who may enter your path, and respect the rights and property of others.

The Dragster is meant to only be used in controlled environments free of potential traffic hazards and not on public streets or roads. Do not ride your vehicle in any areas where pedestrians or traffic are present.
Do not activate the throttle unless you are on the vehicle and in a safe, outdoor environment suitable for riding.

The Dragster was manufactured for performance and durability but is not impervious to damage. Jumping or other aggressive riding can stress and damage any product, including this vehicle and the rider assumes all risks associated with high-stress activities. Be careful and know your limitations. Risk of injury increases as the degree of riding difficulty increases.

The rider and/or parent assumes all risk associated with riding activities.

Maintain grip of the handlebars always.

Never carry passengers or allow more than one person at a time to ride the vehicle.

Never use near steps or swimming pools.

Keep your fingers and other body parts away from the drive chain, steering system, wheels and all other moving components.

Never use headphones or a mobile phone when riding.

Never hitch a ride with another vehicle.

Do not ride the vehicle in wet or icy weather and never immerse the vehicle in water, as the electrical and drive components could be damaged or create other unsafe conditions.

The vehicle is intended for use on flat level ground without loose debris such as rocks or gravel. Wet, slick, bumpy, uneven or rough surfaces may impair traction and contribute to accidents. Do not ride the vehicle in mud, ice, puddles or water. Avoid excessive speed that can be associated with downhill rides.

Never risk damaging surfaces such as a carpet or flooring by using the vehicle indoors.

Do not ride at night or when visibility is limited.

PROPER RIDING ATTIRE

Always wear appropriate safety equipment such as an approved safety helmet, elbow and knee pads. A helmet may be legally required by local law or regulation in your area. A long-sleeved shirt, long pants and gloves are recommended. Always wear motorcycle boots, never ride barefooted or in sandals,

USING THE CHARGER

The charger supplied with the vehicle should be regularly examined for damage to the cord, plug, enclosure and other parts. In the event of such damage, the bike must not be charged until the charger has been repaired or replaced.

Use only with the recommended charger. e.g.

- 48V lithium battery charger with label: ***54.6V***
- 60V lithium battery charger with label: ***67.2V***

Use caution when charging.

The charger is not a toy and should be operated by an adult.

Do not use the charger near flammable materials.

Unplug the charger and disconnect from the bike when not in use.

Always disconnect the charger prior to wiping down and cleaning the vehicle with liquid.

FAILURE TO USE COMMON SENSE AND HEED THE ABOVE WARNINGS INCREASES RISK OF SERIOUS INJURY. USE WITH APPROPRIATE CAUTION AND SERIOUS ATTENTION TO SAFE OPERATION.

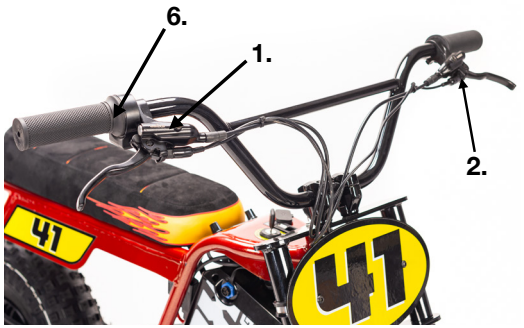
ATTENTION: BATTERY STATE!
STOP USE and charge the battery once the indicator shows 10%

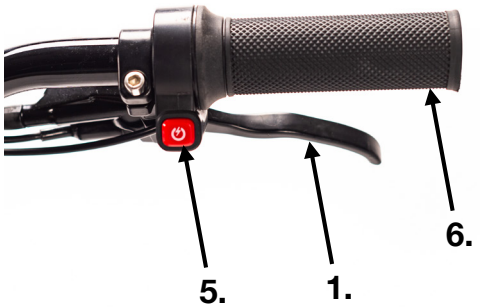
LOCATION OF WARNING STICKER

VIN Location

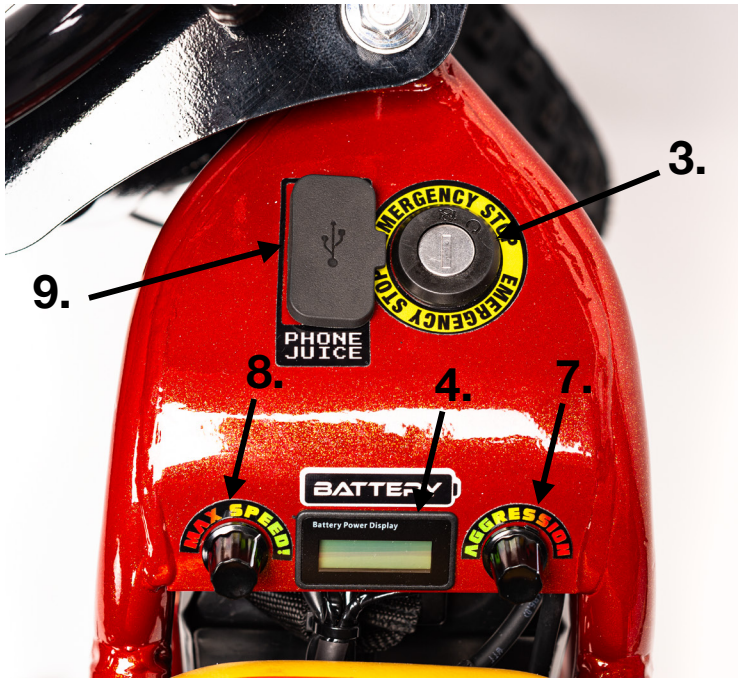
The VIN is stamped on an aluminium plate that is riveted to the steering column. VIN means the Vehicle Identify Number which is unique for each Dragster.

Hand Drive Controls/ Features





1. Front brake lever
2. Rear brake lever
3. Key switch
4. Battery indicator
5. Safety ON/OFF switch
6. Throttle
7. Agression control
8. Top speed control
9. USB Powerpoint



BEFORE YOU BEGIN

Open the box and inspect the contents for any scratches, dents or cable kinks that may have occurred during shipping. Your Dragster was 85 percent assembled and packed at the factory, so there should not be any problems, even if your box has a few scratches or dents from shipping. However, if you do find an issue, please report it immediately via our contact form which can be reached here:
Http://www.stomp-group.com

Remove all loose items such as the front/rear wheels, number board and accessories box.

Check that all components are present and nothing appears to have been damaged or missing from transit.

Place these items in a safe place to avoid any accidental damage.

Remove the bike and place on a suitable assembly stand, ensuring the bike is secure and will not tip over.

Remove all protective packaging taking care not to cut any cables or components if using a sharp blade. DO NOT remove the graphics' protective film until the bike is fully assembled to avoid any accidental damage. DO NOT cut the zip ties that group the control cables together.

Discard all packaging along with the cardboard box via the appropriate recycling stations.

You are now ready to begin assembling your bike.

MAKE SURE THE KEY SWITCH IS TURNED "OFF".
(labelled "emergency stop")

Estimated Assembly and Set-Up Time

We recommend assembly by an adult with experience in motorbike mechanics.

- Allow up to 60-80 minutes for assembly.
- Allow up to 1 hour to conduct a full PDI after assembly (PDI instruction can be found at the back of this manual).
- Allow up to 7-9 hours for initial charge depending on the model.

Tools Required

Tools may be supplied; however, we recommend the use of mechanic grade tools. Use the supplied tools only as a last resort.

The list of tools required is as follows:
- Metric Wrench or Socket set
- Metric Allen key set
- Rubber Mallet

As well as the bike, you will find a small box with the below parts inside.

1. Generally assembly bolts, fuse, handle bar clamps
2. Basic Tool kit
3. Charger lead
4. Charger
5. Number board mounting brackets
6. Bolts for assembly

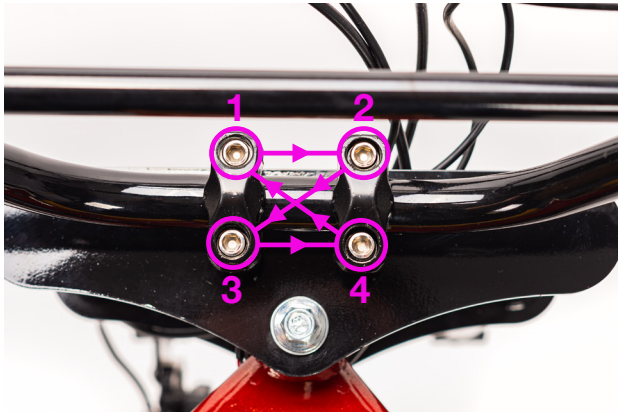
NOTE: make sure you keep any leftover bolts as they are used for different modes.

ASSEMBLY ILLUSTRATION AND INSTRUCTION

Handlebar Assembly

Caution: Failure to properly adjust and tighten the bolts that affix the handlebars can cause you to loose control and crash.

1. Place the handlebar in the bottom clamp, then install the top clamp section and 4 retaining bolts, do not fully tighten at this point.



2. Move the handlebar to a comfortable riding position, then tighten all 4 bolts securely with an allen key, making sure to tighten in a cross formation to ensure even clamping pressure (See diagram).

NOTE: After 1 hours use, be sure to check and re-tighten the handlebars as they will bed into position and work loose.

Number board

1. Locate the stainless-steel loop brackets, button head bolts and wing nuts required for assembly.

2. Attach the loop brackets to the fork legs between the top and bottom triple clamps ensuring the protective rubber strip is in place to protect the fork legs (note the flat face of the bracket should be facing towards you to provide a flat mounting surface for the number board).

3. Locate the button head bolt placing them through the two mounting holes drilled in the number board. Feed the bolts through the loop bracket (aligning all 3 holes per bolt) and attach the wing nuts tightening them firmly by hand.

Front Wheel

1. Undo the retaining nut from the front axle (front axle is supplied without spacers).

2. Insert the axle through the right fork dropout (when facing front of bike). Do not push the axle further than flush with the inside of the right-hand fork leg.

3. Align the wheel carefully sliding the disk rotor into the brake calliper *(note: be sure to remove the brake pad spreader first*). Make certain the brake pads are located correctly, one either side of the brake rotor.

4. Continue sliding the axle through the wheel and right fork leg (may require rubber mallet)

5. Secure the axle in place using the nut we previously removed and tighten to 47Nm.

6. Spin the wheel and insure it rotates cleanly without restriction. Ensure the brake does not drag and that when the lever is pulled the brake works effectively.

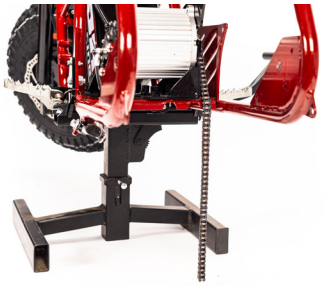
7. Install the supplied plastic finishing covers using a rubber mallet.

Rear Wheel installation (Ideally this requires 2 people)

To keep delivery costs to a minimum, we have removed the rear wheel for transportation. We do appreciate this causes some degree of extra work putting the bike together, but it does save you (the customer) a huge amount of money helping keep the cost of the bike down.

1.Undo the retaining nut from the rear axle and remove the spacers. Be careful not to lose the washers or spacers.

2. Locate the chain and remove from packaging being extremely careful to keep the chain in a single loop not allowing it to overlap on itself as this can cause frustration when trying to straighten out.



3. Loosen the four motor mount plate bolts located under the frame and using the motor position adjustment bolt, wind the motor plate towards the back of the bike (this will allow plenty of slack on the chain when you come to install it)

4. Place the bike on a work stand

5. Loop the chain over the drive sprocket on the motor allowing the chain to hang down in preparation of rear wheel installation.

6. Remove all packaging from the rear wheel and any remaining packaging from the rear of the frame.

7. Align the rear wheel with the brake disk rotor on the left had side whilst working from the rear of the bike.

Rear Wheel installation, continued

8. Working from the left side of the bike, slide the axle through the frame and then slide on the shorter of the two supplied wheel spacers. Only push the axle so it comes flush with the end of the spacer at this stage

9. Remove the brake pad spreader from between the brake pads and discard

10. Now very carefully, align the rear wheel so that the disk rotor locates between the brake pads, align the axle/ spacer to the centre of the wheel and gently wiggle/tap the axle into the wheel bearing. This should be done sufficiently that the rear wheel now hangs on the axle freely.

11. Working from the right-hand side of the bike, carefully feed/loop the chain over the rear sprocket (you may need to rotate the rear wheel to hang the chain correctly). *TIP: if you are struggling, you may find it easier to remove the chain guard to provide improved access to mount the chain. However, this should not necessary.*

12. Wiggle/tap the axle all the way through the rear hub so that it slightly protrudes on the right-hand side of the bike (1-2 mm out from wheel bearing)

13. Take the longer wheel spacer and while moving the wheel to help provide access (it's a close fit), position the spacer so you can continue to push the axle into the spacer.

14. Wiggle/tap the axle all the way through the frame, locate the washer and nut and tighten to 47 Nm Torque.

15. Spin the rear wheel and check there is no excessive resistance and that the rear brake is working. **NOTE a noisy chain at this stage is perfectly normal. If there is excessive resistance / unexpected noise, investigate and rectify**

16. Now adjust the chain tension following the chain adjustment guide supplied in this manual. Be sure to take note of tight spots in the chain ensuring these do not cause excessive tension during rotation.

17. If you have removed the chain guard, now replace it.

18. Prior to riding and once fully assembled DOUBLE check this assembly process and study the supplied photos. Once happy, power up the bike and with the rear wheel off the ground, use the motor power to drive the rear wheel. Fully test the free running of the rear wheel and the performance of the rear brake. Check for tight spots in the chain, ensure the brake is not dragging, ensure the motor is tight, ensure the chain guard is in place and tight, ensure nothing is interfering with the free running of the motor, chain, rear wheel, sprocket, brake rotor.

Once happy, use a paint pen to mark all torqued bolts relating to the rear wheel rear brake, sprocket and motor. This is good practise and will allow you to monitor if anything comes loose.

Fuse

1. Locate the fuse. This is normally supplied in the bag of accessories.

2. Disconnect the battery (large yellow connector, black and red cables).

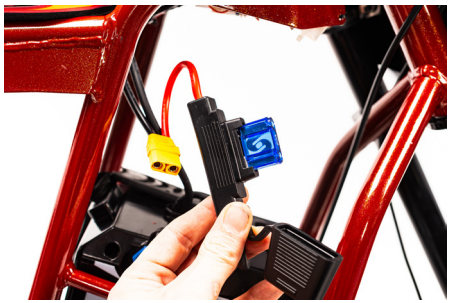
3. Carefully insert the fuse into the fuse holder (open fuse holder first then close to ensure water tight).

4. Reconnect the battery.

5. Replace the fuse holder into the body of the bike tucking away any cables neatly

6. Carefully store away any spare fuses should you need them in future.

CAUTION: There may be residual charge in the power system causing the fuse to 'pop' on installation. To avoid this you should disconnect the battery when installing the fuse.



Inflate The Tyres

Note: *The tyres are inflated when shipped but they invariably lose some pressure between the point of manufacture and your purchase. Always inflate the tyres to the correct PSI before first use.*

We recommend 26psi for use on tarmacked surfaced and anywhere between 6-20psi for off road use depending on conditions.

Use a bicycle-style pump to inflate the tyre to the PSI indicated on the sidewall.

Note: *The pressurised air pumps found at petrol stations are designed to inflate high-volume car tyres. If you decide to use such an air pump to inflate your tyres, first make sure the pressure gauge is working, then use very short bursts to inflate to the correct PSI. If you inadvertently over-inflate the tyre, release the excess pressure immediately.*

Important information for tyre use

Note: *The tyre is the only contact between the vehicle and the road, the safety of various driving activities depends on the small area contact patch of the tyre with the road. Therefore, it is very important to keep the tyres in good condition always and use the correct size and standard tyre to replace worn items. These are available from your Dragster dealer or www.eboxelectric.com*

Guide:

Tyre assembly and disassembly

It is strongly recommended that the tyre assembly and disassembly is done by an authorised technician with the necessary skills.

Tyre pressure

It is very important to keep the tyre properly inflated and check tyre pressures before use. Inflating should be done while the tyre is cold.

Tyre maintenance

Tyre tread depth should be checked regularly. (Shallower tread means

less grip). You must stop use of the vehicle if the tyre is punctured.

If your tyre is punctured remove the tyre and check it carefully taking care not to injure yourself as there may be sharp objects embedded in the tyre. Tyre maintenance should be done by an authorised technician. If the tyre becomes distorted or damaged it should be replaced immediately.

Tyre replacement
It is important to use the correct size and standard tyre as per the specification (see details in technical specification sheet)
Do not use part worn/ used tyres if you are not sure of its previous service condition.

Tyre aging
Tyre aging is unavoidable. Even if the tyre has never been used or just used a few times. Tyre aging is mainly reflected in visible cracking on the sidewall of and tyre tread itself, sometimes the tyre can become distorted as well.

Charging the Battery

Your Dragster may not have a fully charged battery upon purchase; therefore, it is essential to charge the battery prior to use.

- Initial charge time: 7-9 hours depending on level of depletion.

- Run time: up to 45 minutes of continuous ride time at MAX speed; run time may vary depending on riding conditions.

- Average battery life: 250-500 charge/discharge cycles depending on which type of battery. To ensure long battery life, do not store the batteries in temperature above 40°C or below 0°C.

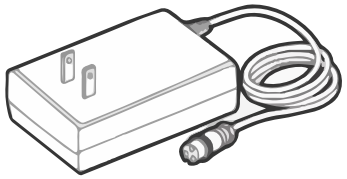
- Recharge time: Always remember to turn the Dragster power switch off and recharge for at least 7-9 hours after each use depending on the model. When the vehicle is not in regular use, recharge the battery at least once a month until normal use is resumed. If you have left the power switch on or your product has not been charged for a long period of time the battery may reach a stage at which it will no longer hold a charge.

WARNING: Rechargeable batteries are only to be charged under adult supervision. Always disconnect your Dragster from the charger before cleaning.

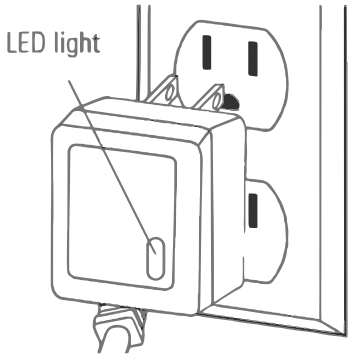
NOTE: *Dragster chargers have built-in over charge protection. Chargers will get warm during use; this is normal for some chargers and is no cause for concern. If your charger does not get warm during use, it does not mean that it is not working.*

The charger has a small window with an LED to indicate the charge status. A Red LED means the battery is charging and a Green LED means that the battery is fully charged.

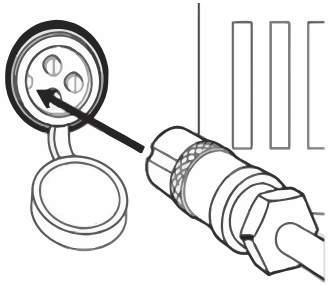
Be sure to properly align the keyway on the charger input port with the corresponding socket on the vehicle and tighten snugly; otherwise, your vehicle may not charge.



Note: Make sure the power is turned **OFF** when unit is not in use. If the power switch is left on for an extended period of time, the battery may reach a stage at which it will no longer hold a charge.



Plug the charger into a wall outlet. If the lights on the charger do not light up, check the power to the outlet. If necessary, try a different outlet.



Turn the power **OFF** before charging. Plug the charger into the charger port to charge your EBOX. Then turn the power back **ON.**

Warning: Failure to recharge the battery at least once a month may result in a battery that will no longer hold a charge.

Warning: NEVER leave your Dragster on charge whilst unattended. DO NOT charge your Dragster inside your home or office

Warning: Always ensure your Dragster is connected to a suitable modern domestic RCD protected power source. If your electrical system does not feature RCD protection, you should ALWAYS install a separate RCD between your charger and the electrical source.

SAFETY REMINDERS

PRE-RIDE CHECKLIST

Loose Parts

Check and secure all fasteners before every ride. You should make sure that the handlebar riser clamp bolts are adequately tightened. There should be no unusual rattles or sounds from loose parts or broken components. If you are not sure, ask an experienced mechanic to check the bike over for you.

Brakes

Check the brakes for proper function. When you squeeze the lever, the brake should provide positive braking action and lock up the wheel while stationary.

Chain

Chain tension is critical, if your chain is too tight it can cause irreparable damage to your motor, or cause the chain to snap, which could potentially cause injury. If your chain is too loose, it can easily fall off, which again can cause damage to the bike or potential injury. Regularly inspect chain condition and tension.

Frame, Fork and Handlebars

Check for cracks or broken connections. Although broken frames are rare, it is possible for an aggressive rider to cause damage to their frame from a cash or hard impact. Get in the habit of inspecting yours regularly to avoid accidents.

Tyre Inflation

Periodically inspect the tyres for excess wear, regularly check the tyre pressure and re-inflate as necessary. If you get a flat tyre, the inner tube can be patched or a new tube can be purchased from a Dragster authorised dealer.

Cables and Connectors

Inspect any exposed cables / connectors for damage or water ingress. Clean, dry, repair, replace as necessary.

Safety Gear

Always wear proper protective equipment such as an approved safety helmet, elbow and knee pads. Always wear motorcycle boots, never ride barefoot or in sandals. Keep and loose objects away from the wheels, motor and the drive system.

Starting The Bike

Always take care when starting the bike as it is very powerful, with adjustable motor response and speed limiter. Always check these settings before starting the bike. Always take great care to check the battery indicator. If it is powered up, the bike is live and if the run switch is on, the bike may suddenly jump into life when the throttle is turned. Be sure to always warn others around you who may not be aware of the dangers of a live electric bike. People have a habit of turning throttles and this can easily cause damage to your bike, surrounding objects or injury to you or others nearby.

The motor controller is located in a tray under the seat. The seat can be removed via four nuts from underneath.

Aggression Control Knob

This controls the throttle response of the bike. Turn the adjustment knob clockwise to increase and the throttle response anti-clockwise to decrease. ***Attention, we recommend tuning the response to its lowest setting when children and new users are riding the bike.***

Max Speed Control Knob

Turning the dial clockwise will increase the top speed of the bike, anti-clockwise will lower it. Again, when beginners or children are riding, we STRONGLY recommend they start at the minimum speed setting until they get used to the bikes performance.

Phone Juice

This is a connector for both USB-A and USB-C. Charge your phone or power any USB device from your Dragster battery.

Emergency Stop

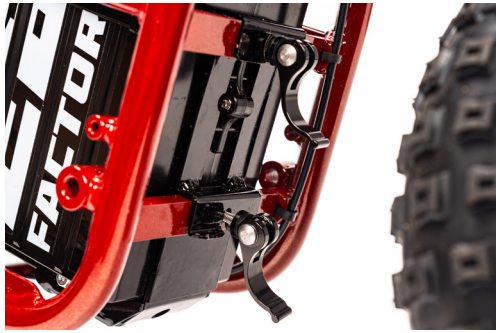
This is simply the ignition key that powers on/off your Dragster. This works in conjunction with the run switch located next to the throttle. Turn the ignition switch to on, set the run switch to on, your Dragster is no ready to ride (we recommend adjusting the aggression and speed controls first before each ride).

Battery Removal

The Dragster features a quick release battery. This allows you to easily change your battery should you have a spare and want to keep riding. The battery is secured using two quick release clamps, like those used on bicycle wheels or seat clamps. The lower clamp features an anti-fail lip that prevents the battery falling out if the clamps are not sufficiently secure.

To remove the battery, first open both quick release levers.

The lower lever must now be unscrewed until the it clears the lip.



Now carefully lift the battery up and then back into the frame. Once free of the battery mounting bars, the battery can be lowered out from the bottom of the frame.

Disconnect the big yellow connector and lift the bike up and over the battery.

Now replace the battery repeating the process in reverse.

NOTE: be extra careful when lifting the battery up into the frame not to trap any wires or connectors. They will restrict or prevent your access removing the battery or worse you could damage them.

Peg Installation Sport or Comfort Mode

The dragster is an incredibly versatile machine that is designed to suit you and your mood. Your Dragster is supplied with two possible positions for footrest mounting. We call this ‘Sport’ and ‘Comfort’.

Sport mode is suitable for aggressive riding, drag racing, off-road riding, standing up, jumps etc.

However, maybe you are a more chilled rider? You fancy that Cali vibe, the wind in your hair, sunset cruises etc. With that in mind we have facilitated the forward mount ‘Comfort’ mode.

First choose which riding mood suits you best. Once you are happy where you are mounting your foot rests, locate the correct mounting bolts from the accessories pack.

The longer bolts are suitable for comfort mode, while the shorter bolts are supplied for sport mode.

Install the bolts, nuts and washers and sufficiently tighten using a drop of blue thread lock to help prevent them coming loose.

Note: Whichever mode you choose, please be sure to store your spare bolts for future use.

Sports Mode

Comfort Mode

Rear Accessory Mounting Points

The rear of your dragster features four accessory mounting points. These mounting points can be used to install multiple accessory’s such as a wheelie bar, tow bar or sissy bar.

That’s right, you can install a wheelie bar for drag racing to stop you flipping out or adjust it for learning to hold the balance point in a wheelie.

Maybe your dragster has been purchased for more utilitarian purposes, in which case you may want to tow a trailer for camping or transportation on your land or at shows.

If you opted for comfort mode, then you may well prefer to install the sissy bar that will be made available to purchase as an accessory.

ATTENTION

We recommend re-checking all parts after the first ride to ensure they are still correctly tightened and have not come loose. We recommend special attention be paid to the following parts:

- Foot pegs
- Motor sprockets
- Motor bolts and nuts
- Rear sprocket
- Wheels
- Chain Tension
- Brakes and Callipers
- Handlebars
- Battery

REPAIR AND MAINTENANCE

Chain Adjustment

Checking the drive chain periodically will ensure longer chain life. Always keep it lubricated and tighten the chain correctly as follows:

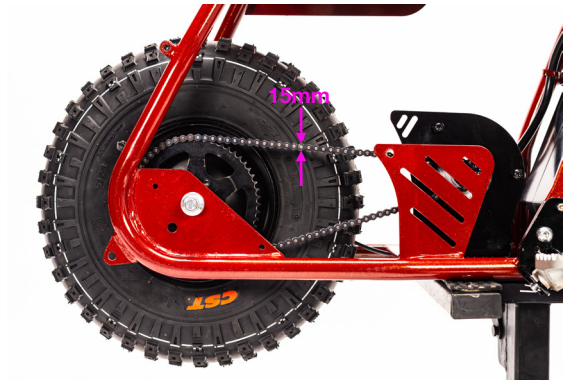
1. Loosen the 4 bolts used to mount the motor mounting plate to the frame. These are accessed from underneath the bike. Either carefully lay the bike on its side, OR get a friend to help hold the bike on a bike stand. Once loose (approx. 2 turns) the motor should slide back and forth using the motor adjustment bolt.

2. Check that your chain is correctly tensioned, 15mm movement up and down from centre, adjustment is achieved by turning the motor adjustment bolt in or out to achieve the desired tension.

NOTE: removing the chain guard will help with this process, however it is possible to adjust the chain without removing the chain guard.

3. Retighten the motor plate bolts, make a final check on the chain tension and fine adjust as necessary

NOTE: If the motor plate bolts were excessively loose during this procedure, re-tightening them can cause the chain to become too tight, hence it is imperative to re-check the tension after tightening.



Chain and Sprocket

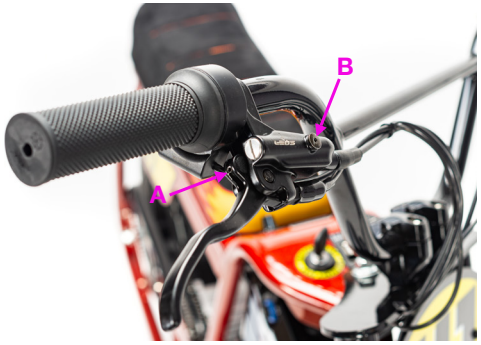
The chain will typically have a “loose spot” and “tight spot” corresponding with a particular sprocket rotational position. This is normal and common to all chain-driven products due to run-out tolerance of the free wheel and sprocket. It is possible to minimise these loose/ tight spots in the chain by centering the rear sprocket to the hub. This can be done by loosening the sprocket bolts, spinning the wheel a number of rotations then correctly re-torquing the bolts. The chain should then be adjusted to the ideal tension with the chain in the tightest spot.

Proper chain alignment must be maintained. If the chain is noisy or rough running, check the lubrication, tension and alignment of sprockets, in that order.

Warning:
To avoid a pinch or injury, keep fingers away from moving sprockets and chain.

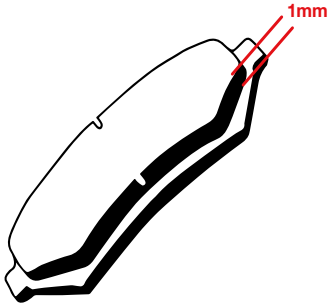
Tuning Your Brake

1. Brake bite point is adjustable on the Dragster. To adjust the bite point, wind in/out screw A. This will enable you to fine tune how soon your pads start to contact the brake disc.
If your brakes start to feel soft or stop working, they may need to be bled. This can be done by using screw B. It is recommended that this process is completed by a competent mechanic who is trained in bleeding hydraulic brake systems.



2. To make sure your brake is performing optimally you may need to adjust your calliper position. Loosen the 2x 5mm allen bolts that hold the calliper to the bracket. Pull the brake lever, this will centre the brake to the disc.
Re-tighten the calliper bolts, while keeping the lever depressed. Check that the wheel spins freely with no interference of pad and disc. If there is interference repeat the process.

Pad Wear



You should regularly check the condition of your brake pads and inspect for excessive wear. The thickness of the braking material on the lead and trailing edge of the four pads should never be less than 1mm. Should the material be thinner, immediately replace the brake pads.

We recommend having the brake pads replaced by an authorised dealer.

Warning:
The brake can cause the bike to lock the rear wheel and skid, potentially throwing an unsuspecting rider. Practice in an open area free from obstacles until you are familiar with the brake performance. Avoid skidding to stop as this can cause you to lose control or damage the rear tyre.

Testing the Brakes

To use the brake, squeeze the lever to increase the pressure on the brake. If your brake is not engaging properly, follow instructions for adjusting the brakes.

Trouble shooting guide

Problem	Possible cause	Solution
Vehicle does not run	Undercharged battery	Charge the battery. A new battery should have been charged for at least 7-9 hours before using the vehicle for the first time depending on the model, and up to 8 hours after each subsequent use.
		Check all connectors. Make sure the charger connector is tightly plugged into the charging port, and that the charger is plugged into the wall.
		Make sure power flow to wall outlet is on.
	Charger is not working	Check to see if your charger is working by using a volt meter or asking the authorised service centre to test your charger for you.
	Fuse	Check the fuse has not burnt out and replace as necessary.
Vehicle was running but suddenly stopped	Loose wires or connectors	Check all wires and connectors to make sure they are tight.
	Burnt Fuse	The fuse will burn out and automatically shut off the power if the motor is overloaded.
		An excessive overload could cause the motor to overheat. Refer to replacing the fuse section of this manual. Correct the conditions that caused the fuse to burn out and avoid repeatedly burning out fuse.
	Motor or electrical switch damage.	Contact your authorised service centre for diagnosis and repair.
	Speed controller damaged	Contact your authorised service centre for diagnosis and repair.
Short run time less than 15 minutes per charge	Under-charged battery	Charge the battery. A new battery should have been charged for at least 7-9 hours before using the vehicle for the first time depending on the models, and up to 8 hours after each subsequent use.
		Check all wires and connectors. Make sure the battery connector is tightly plugged into the charger connector, and that the charger is plugged into the wall.
		Make sure the wall outlet is turned on.
	Battery is old and will not accept full charge.	Even with proper care, a rechargeable battery does not last forever. Average battery life is 1 to 2 years depending on vehicle use and conditions. Replace only with a genuine EBOX replacement battery.
	Brakes are not adjusted properly	Refer to brake adjustment instructions.
	Faulty battey charger	Check the charger is outputting the correct voltage. If it is not, contact your dealer to source a replacement.
Vehicle runs Sluggishly	Tyres are not properly Inflated.	The tyres are inflated when shipped, but they invariably will lose some pressure Between the point of manufacturing and your purchase. Refer to tyre instructions to properly inflate tyres.
	Vehicle is overloaded.	Make sure you do not overload the vehicle by allowing more than one rider at one time, exceeding the maximum weight limit, going up too steep a hill or towing objects behind the vehicle. If the vehicle is overheated, the temperature circuit protector will slow the motor down and if the condition continues, will shut off power to the motor. Correct the driving conditions that caused the overheating, wait 5-10 minutes and then resume riding. Avoid repeatedly overheating the unit.

Sometimes the vehicle doesn't run, but other times it does.	Loose wires or connectors	Check all wires around the motors and all connectors to make sure they are tight.
	Motor or electrical switch damage.	Contact the authorized service centre for diagnosis and repair.
Charger gets warm during use	Normal response to charger use	No action required. This is normal for some chargers and is no cause for concern. If your charger dose not get warm during use, it does not mean that it is not working properly.
Vehicle does not stop when applying the brake.	Brakes are not adjusted properly	Refer to the brake adjustment instructions in this manual to properly adjust brakes.
Vehicle makes loud noises or grinding sounds	Chain is too dry	Apply a lubricant to the chain.
	Worn chain / Sprocket	Replace/ change the worn item. We reccomend that this is done by an authorised dealer.
	Misaligned rear wheel	Check the alignment of your rear wheel. If it is out of line then re-centre using the guide found earlier in this manual.
	Brake pads worn	Measure the matierial left on your pad. If it is less than 1mm on the lead or trailing edge of the pad then please replace them.
	Wheel bearing failed	If your wheel has side to side play then it is likely that the rear wheel bearings have failed. These can be changed by your local authorised dealer.
	Motor bearings failed	If there is movement in the motor's drive shaft then the motor bearings may have failed. Please get in contact with your local authorised dealer who will be able to source replacement parts.

This is a basic trouble shooting guide. For a more in depth live version of this guide please visit: www.eboxelectric.com

Dragster PDI

Please ensure you complete a full PDI of your Dragster after initial assembly to thoroughly check the safety of all components.

1. Starting at the rear of the bike, work your way to the front on both sides checking that all nuts, bolts and screws are tight. Don't assume that because it is new from the factory that everything will be tight.
A drop of thread compound (non-permanent type) is advised on the threads of the brake calliper bolts, front sprocket drive bolt and motor mounting bolts. All safety critical bolts should be marked with a paint pen and monitored to ensure they stay tight.
Check the following points on your Dragster to ensure that they are tight. (This is not an extensive list and there may be others).

- Rear wheel axle nut
- Rear brake calliper bolts
- Rear brake disc bolts
- Rear sprocket bolts
- Chainguard bolts
- Motor mounting bolts/ nuts
- Front drive sprocket bolt
- Footrest bracket bolts (where applicable)
- Side stand bolt/ nut
- Handlebar bolts
- Tighten head set bearing making sure to eliminate free play
- Steering head bolt
- Front wheel axle nut
- Front brake calliper bolts
- Front brake disc bolts

2. Checking the settings

2.1 Chain tension
With the bike's rear wheel off the ground rotate the wheel and check the run of the chain. The chain should run straight between both sprockets with no major deviation left or right. Check the chain freeplay with a ruler. It should have about 15 mm of slack up and down from the mid-position (that's a total of 30mm slack). Adjust if necessary.

2.2 Wheels
Check wheels for damage, smooth running.
Check the tyre pressures, setting them to 26psi. For off road use the pressure can be anywhere between 6-20psi according to personal preference.

2.3 Brakes
Check that both brakes are capable of locking the wheels when fully applied and that they free off fully when released. Regularly inspect pad wear.

2.4 Battery
Always use the correct lithium charger provided, using the incorrect charger will damage the battery and void your warranty.

For prolonged life and to avoid damaging the battery, it is recommended that the battery is fully charged at least once a month.

Warranty

For the latest warranty information please check the warranty section at www.eboxelectric.com

This does not affect your statutory consumer rights for your country of purchase.

Please read the owner's manual before riding.

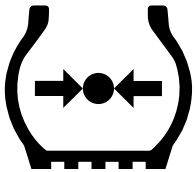
Never operate this vehicle if you are under the age of 13.

Never use this vehicle on public roads. OFF ROAD USE ONLY.

Never ride with a passenger.

Always use an approved helmet and protective gear.

Never use with drugs or alcohol.



Check tyre pressures when cold.