# CTY e3.1

# SWEET!

## You got yourself an awesome new ride

**Welcome to the Co-op Cycles™ family.**
We're all about the fun and freedom that comes from experiencing the world on two wheels. And we know the first thing you want to do when you get a new bike (especially one with a motor!) is to ride. But please read this guide first.

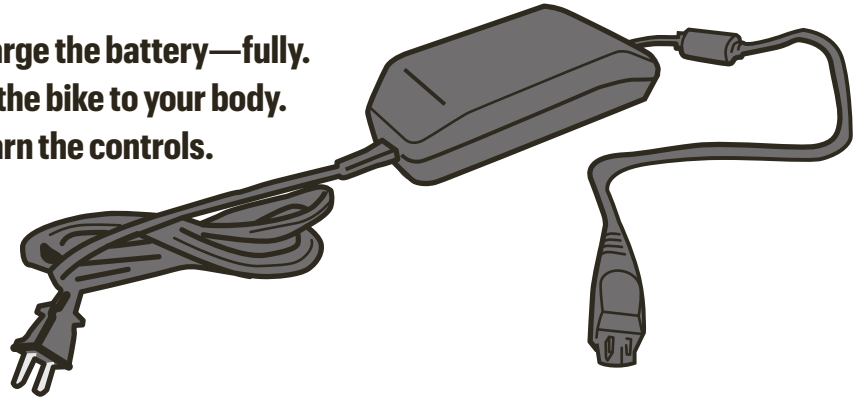
CYCLES

# Start here

## It's (almost) as easy as riding a bike!

Riding one of our e-bikes is pretty much like riding a regular bike. There are just a few extra features that require a little more setup before your first ride. Our encyclopedic owner's manual that's included will tell you everything you need to know about your new Co-op Cycles e-bike. However, for the sake of getting you on your first ride sooner, here are the necessary quick start tips:

**1. Charge the battery—fully.**
**2. Fit the bike to your body.**
**3. Learn the controls.**



**⚠ WARNING**

**Age Requirement 16+**

This Class 3 e-bike is designed to provide assistance up to 28 mph

Safe operation requires the rider to make quick decisions, such as stopping or moderating speed in response to the changing environment

Operating a Class 3 e-bike if you are under the age of 16 increases your chances of **Serious injury or death**

**Children under the age of 16 should not operate this Class 3 e-bike**

**⚠ DANGER**

Use the Bosch specified charger and observe the specified charging conditions when charging the battery. Not doing so may cause overheating, bursting or ignition of the battery.

**⚠ CAUTION**

• When removing the battery charger power plug from the outlet or the charging plug from the battery, do not pull it out by the cord.
• When charging the battery while it is mounted on the bicycle, be careful not to trip over the charger cord or get anything caught on it. This may lead to injury or cause the bicycle to fall over, damaging the components.



# 1. Charge the battery—fully.

Your e-bike's battery doesn't come fully charged, so before your first ride use the dedicated charging cable to give it a good fill-up. You should always charge the battery until it's fully charged. You can see the battery level on the display or by hitting the power button on the battery. For more information on deciphering the controls, go to page 8.

## Battery charging tips

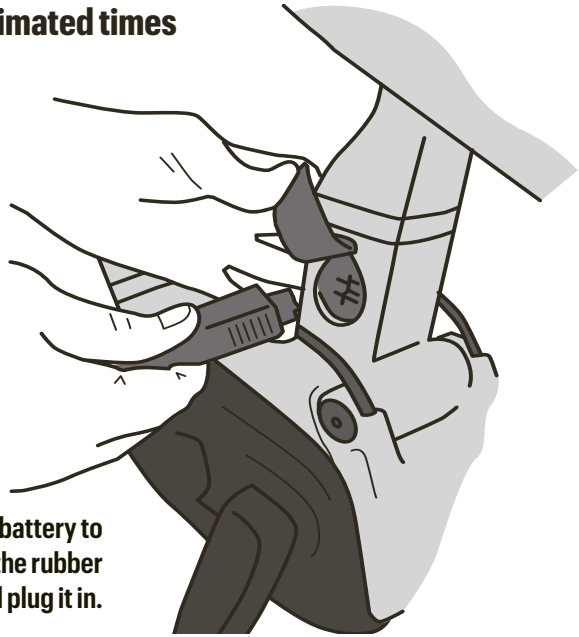
The battery's life (riding range) depends on a few things: the rider's weight, terrain, climate and selected riding mode (for more information on riding modes, go to page 10). You can toggle the display by pressing the power button to find the remaining range.

If you are not going to ride your electric bike for a long period, don't store your battery fully charged. It is better not to let it fully discharge either; keep it at least 40%–70%.

**Pro tip**: Your battery will function optimally if you bring it inside with you during extremely hot or cold temps.

## Battery charging estimated times

**50% charge: approx. 2.5 hours**
**100% charge: approx. 5.4 hours**



**No need to remove the battery to charge. Just pop open the rubber cover and plug it in.**

## Why is there a key?

The key is for the ABUS lock on your battery. You can charge the battery while it's on the bike, or you can remove the battery to charge it inside or to carry it with you. Your key has a set of numbers engraved on it. You'll need this code for any replacement keys, so write it down now.

My key code:

## Ways to charge the battery

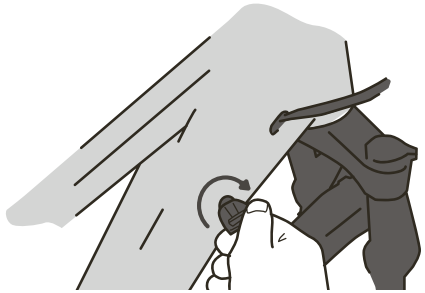
You don't need to remove the battery to charge it. Simply flip up the rubber port cover on the side of the bike to access the charging port. The plug only fits in the port one way—if it fits, that's it.

If you need to remove the battery to replace, service or simply charge it inside, use the key to unlock it. Insert the key on the side of the bike and turn clockwise. The battery will partially release at the top; use a tool to disengage the latch to fully release the battery.

**Use a tool to press the retention tab to finish removing your battery.**

**Pro Tip:**
**Keep a firm grip on the battery so gravity doesn't take over.**

**Unlock and remove the battery with your key to charge inside during extreme temps.**



To return the battery to the bike, make sure the key is still turned to the unlocked position (clockwise). Line up and set the battery on the shelf at the bottom first, then click the top back into place. Last, turn the key back counterclockwise to lock the battery into place.

The key won't release unless the battery is fully locked. Before you ride, remember to remove the key and store it in a safe place.

After you're done with a ride, check the battery status. It's best to keep the battery charged. Storing it uncharged can cause deterioration.



# 2. Fit the bike to your body.

The second step before you hop on your brand-new e-bike is to make sure it's properly fit to you. This entails adjusting the saddle height and setting the shock's sag. Riding with components (like your saddle) in less-than-optimum positions can give you sore knees, arms, shoulders and back muscles. You'll have an infinitely better riding experience if you follow these simple steps:

## Adjust your saddle height

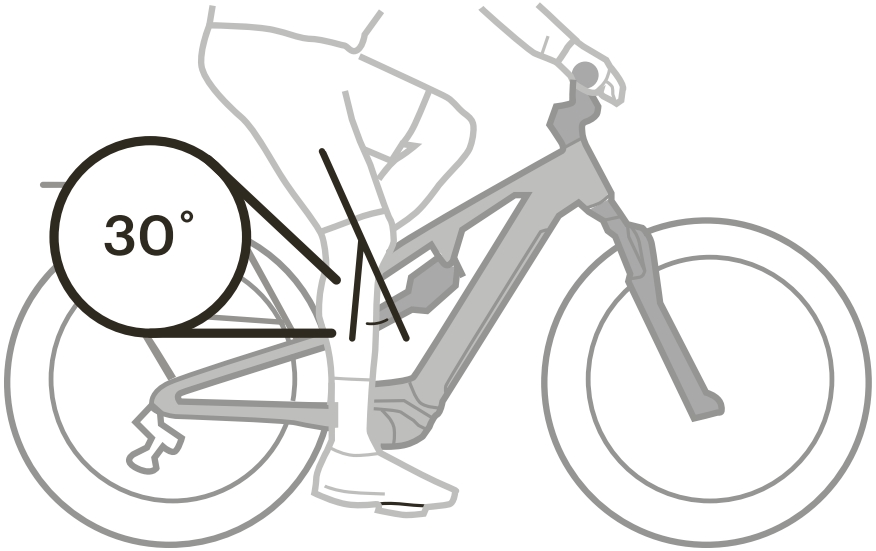
When determining saddle height, dropper seatpost should be fully extended. One option is to have a friend face you, straddle the front wheel and hold the handlebar. You can also lean it against a tree, wall or workbench.

You want a 25- to 30-degree bend in your knee. Check this by putting the balls of your feet on the pedals and extending one leg to the bottom of the pedal stroke.

To adjust, dismount the bike and use an Allen wrench to loosen the binder bolt of the clamp. Then you can slide the seatpost up or down. Make sure the "minimum insertion mark" etched on the seatpost is not showing. After verifying the correct saddle height, retighten the binder bolt to the proper torque noted on the seat tube collar.

**Pro tip:** Once adjusted, you shouldn't be able to get your feet flat on the ground while in riding position.

If you want to learn more, check out our Expert Advice articles at REI.com/bike-advice.

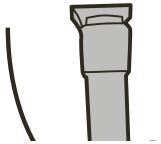


## Wait ... what is sag?

Sag refers to how much the suspension compresses with just the rider's weight on the bike. It's expressed as a percentage of the total suspension travel. **General note:** Sag enables the wheel to follow undulations in the ground more effectively and allows the suspension to extend so that the wheel can drop into depressions in the trail.

## Measuring your shock's static travel

**When setting sag on your front fork, check either stanchion for an O-ring.**



To set your sag, you first need to measure the shock's static travel. Here are the tools you'll need:

**A ruler**

**A shock pump**

**A pen and paper**

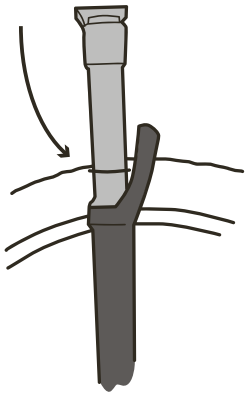
Note: It's important to set sag according to your riding weight so make sure to wear your backpack with water and any extra gear you normally carry while riding.

Start by measuring and noting the length of both the front and rear shocks in millimeters. You'll use these numbers later.

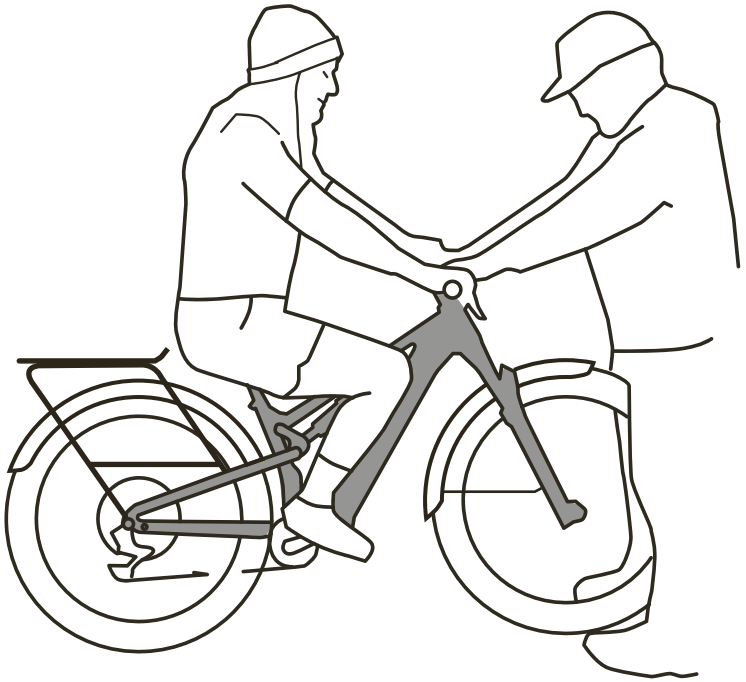
Next, make sure the shocks are switched open or are in descend mode. Check both stanchions on your front fork for an O-ring. If you don't have one, you can attach a zip tie to show how far the stanchion travels.

Just like adjusting the saddle height, find a bench or tree to lean against or have a friend handy to hold your bike steady. While sitting on the bike, bounce the suspension up and down several times to warm up the shocks. Get into your riding stance with all your weight over the bike, then slide the O-ring down the stanchion on the fork and up the shaft on the rear shock. Carefully dismount the bike without bouncing the shocks. Now you can measure and record the distance between the O-ring and the body of the shock. This measurement is the shock's static travel.

**When setting sag on your front fork, check either stanchion for an O-ring.**







**Have a friend hold the bike steady while in your riding position to set the sag.**

### Setting your sag

Now, here's the math: To calculate your sag percentage, divide the static travel by the total length of the shock and multiply by 100. We recommend that you set your sag somewhere between 25% to 35%. If your sag is higher or lower than that, you need to make some adjustments. To do this, attach your shock pump and increase or decrease the air pressure in the shock and run the calculation again.

Sag is mostly a matter of personal preference, but if you ride fast over aggressive terrain, you'll want to keep your sag lower and on the firm side by adding air pressure. For a smoother ride on easier terrain, go for a softer setting by keeping the air pressure lower and the sag higher. Each time you change the pressure in the shock, repeat the measuring process until your sag is just where you want it.

# 3. Learn the controls.

Last thing before you take off: Learn how to adjust the assistance you're getting from the motor by getting acquainted with the controls. Additionally, this e-bike is Class 3, which means that the motor only kicks in when you start pedaling and stops assisting at 28 mph.

**It is intended for riders over the age of 16. Consult your local laws and ordinances where applicable.**

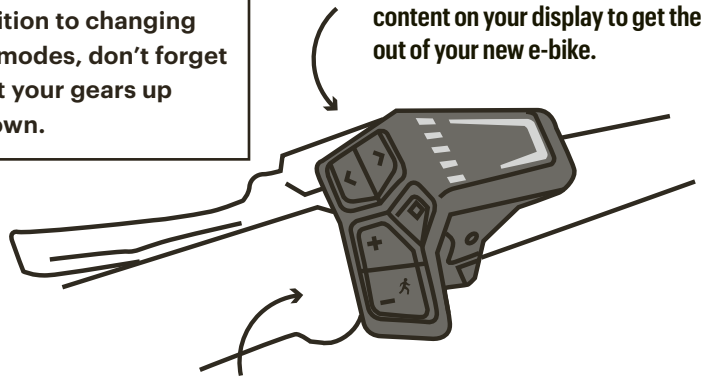
**Ready, set, go**
To start your bike, press the button on the front of the control panel to turn on the system.

**The controls**
Use the + and – buttons to change the level of assist (also known as the riding modes). Ascending LED lights display your battery level (on the left side of the control panel) and change colors to indicate the riding mode.

**Turn on your e-bike with the button on the front of the controller.**

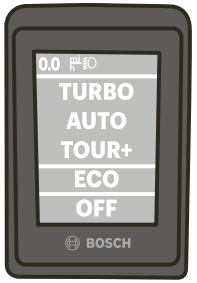
**In addition to changing assist modes, don't forget to shift your gears up and down.**

**The top buttons click through the content on your display to get the most out of your new e-bike.**



**Click through the modes with the + and - buttons.**







**Your sweet new Bosch display shows the essential need-to-know info. Check out the Bosch website at Bosch-ebike.com for a full rundown of all the features of your system.**

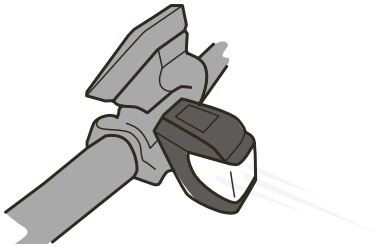
**The display**
The display shows what riding mode you're in as well as other features like speed and distance traveled.

**The lights**
This bike comes with two integrated lights. The powerful front light helps you ride comfortably and safely at night or in low-light conditions. Toggle the front light on and off by holding down the + button on your controller.

The rear warning light comes on when the bike is in motion and keeps you visible in low lighting or while riding with traffic.

**Night riding or riding with traffic? Integrated lights have your back. And your front.**

**The rear warning light comes on automatically; toggle the front light on and off by holding down the + button.**



# Riding modes

Your e-bike has four dedicated riding modes. You can also use Walk, which pulls the bike's weight if you need to walk it. We recommend starting in the lowest power mode to get the feel of your e-bike before using a higher mode. The added bonus: You'll get more assisted distance per charge in the lowest mode. Switch modes for a balanced ride or better workout.

As you toggle between modes on the controller, you'll see each mode is associated with a color (your riding mode also illuminates on the display). This e-bike has the following modes and color coding:

## ECO

**Low support, maximum range**

**Mode color: green**

In Eco riding mode, you get a minimal amount of support; however this increases the max range, or battery life.

## TOUR+

**Continuous support for longer tours**

**Mode color: blue**

Tour+ mode offers continuous support without having to switch between modes, giving the bike a more natural riding sensation when going from flat terrain to hills and back.

## AUTO

**Optimal support**

**Mode color: purple**

In Auto mode, you don't need to manually switch riding modes. It automatically adjusts for inclines and headwinds, allowing you to maintain the same speed with the same physical output.

## TURBO

**Maximum support**

**Mode color: red**

Turbo riding mode provides max support for tackling steep climbs with a high cadence.

## WALK

Need to hop off and proceed on foot? You can push your e-bike more easily using the smart Walk Assistance function. To engage, press and hold the - button and move the bike.

**A note on riding modes:** The range of each mode depends on a few factors like speed, weight (body weight + bike weight + weight of supplies) and cadence. Because these modes can vary depending on the riding conditions, it's important to keep an eye on your battery life to avoid any unexpected walk-a-bike moments. To best calculate your range, visit bosch-ebike.com/us/service/range-calculator.




**WARNING**

**Fall Hazard.**
Cargo Weight Limit 39 lbs
**NOT** Designed for Child Carrier
**NO LIVE LOAD**

**WARNING**

**Fall Hazard.**
Make sure your load is securely attached and stays clear of the saddle as the suspension goes through its travel path. Loose or insecure items can get caught in moving parts or cover the rear light

**Your bike comes equipped with a rack to conveniently attach extra bags.**

**Check that your load is clear of the seatpost and saddle as the bike goes through its full suspension path.**

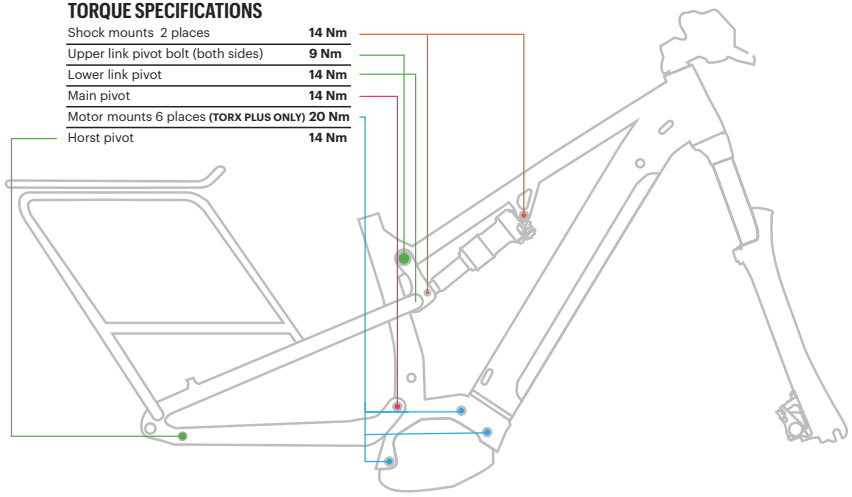
# Basic maintenance

### The nuts and bolts

As with any full-suspension bike, regular maintenance and daily checks are clutch for superior rides. After purchasing a bike, and with every ride, it's a good practice to check nuts and bolts to ensure everything is tightened down. This habit reduces unnecessary wear and tear or damage to any components. When tightening the bolts, use the following torque specs to guide you:

**TORQUE SPECIFICATIONS**

| | |
|---|---|
| Shock mounts 2 places | **14 Nm** |
| Upper link pivot bolt (both sides) | **9 Nm** |
| Lower link pivot | **14 Nm** |
| Main pivot | **14 Nm** |
| Motor mounts 6 places **(TORX PLUS ONLY)** | **20 Nm** |
| Horst pivot | **14 Nm** |



## Adjusting tire pressure

Additionally, tire inflation is something to check before every ride. Changing air temperatures can affect tire pressure, and tires tend to lose a small amount of pressure over time. Generally, you want to run your tire pressure as low as possible. Recommended tire pounds per square inch (psi), stated as a range, is found on the sidewall of your tire. While you don't want to risk a pinch flat (in a tubed tire) or having your tire distort too severely in a turn, running a low psi offers noticeable performance advantages. It will provide a softer, more forgiving ride and give you better traction.

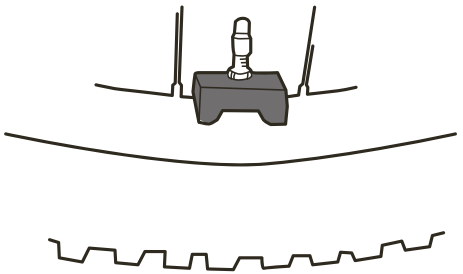
Use these general guidelines to determine your psi:

**If you weigh 100–160 lbs.:**
**Use the minimum psi**

**If you weigh 160–200 lbs.:**
**Add 0 to 5 psi to the minimum**

**If you weigh 200 lbs. or more:**
**Add 5 to 10 psi to the minimum**





**This funny block is the wheel sensor. If you replace a tube, make sure it stays on the wheel.**

### Go tubeless

Don't forget your e-bike is tubeless ready. Read more on tubeless-ready bikes at REI.com/bike-advice for our Expert Advice.

### Rim magnet

This e-bike comes with a rim magnet that is attached to the valve on the tire's tube. When you're ready to change the tube out, make sure to replace the rim magnet. Why? Bike will not operate with power assist if this block is removed or lost. Can be ridden with motor off if needed.

## Tips for riding your new e-bike.

**Brake earlier.**
E-bikes are heavier (and faster) than regular bikes. Pedal-assist power overcomes the sluggishness that a heavier bike might have, but a fast-moving, weighty mass also requires an attentive brake hand. E-bikes come with robust brake systems to help, but you'll still want to be aware of your braking distance.

**Ride with a faster cadence.**
An e-bike is most efficient when pedaled at a faster cadence than is typically used on a regular bike, especially when climbing hills. It's not that you can't have a lower cadence, it's just that your e-bike rides more smoothly and gets better battery life if you spin the pedals faster, so get used to using lower gears.

**Ride in low-assist modes to conserve battery.**
Riding mode choice has a direct effect on battery life (riding range) so the more you ride in lower modes, the farther you'll be able to go before charging.

## MAINTENANCE NOTES:

Just like a car, it's useful to keep track of service appointments, repairs or any other maintenance history for your e-bike. Use these pages to document the service history of your bike, or other stats related to your rides.

## We suggest checking out Bosch's eBike Flow app.

If apps are your thing, check out the Bosch eBike Flow app. This app is the central hub for a digitally connected e-bike.

The home screen gives you all the info you need. Catch a quick overview of all the necessary stats from battery status to remaining range to distance traveled (and even the next service appointment). You can also track your rides and fitness data.

From the app, you can control the functions of the smart system to connect the control unit, display, battery and drive unit, as well as customize preferences.

An added perk: You can adjust the power output for all your e-bike's riding modes, or you can take your bike to an REI Co-op store (or Bosch dealer) to reset factory options and load up to four different riding modes.

Stay up to date with regularly added features and services by downloading and installing them via Bluetooth. For more information, check out bosch-ebike.com.

### Ride, recharge, recycle

When your e-bike battery reaches its end of life, return it to your local REI or scan the QR code for other locations for responsible recycling.

**powered by Call2Recycle**
**endorsed by PeopleForBikes**

how2recycle.info
PAPER
CARD

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