BONNELL 775 AM OWNER MANUAL

BONNELL

CERTIFICATE OF IDENTITY AND WARRANTY

This Certificate warrants the model described as Bonnell 775 AM for a period of two (2) years for the bike frame and one (1) year for the motor controller and battery.

This warranty covers the repair or replacement of the manufacturer defects/damage parts at our discretion.

This Certificate does not provide coverage for lost or destroyed products sold by Bonnell and acquired by Bonnell's customers.

This certificate is void if altered in any way.

Warranty does not cover items like chargers, cables, wheels, and other accessories.

The Warranty is void in case of damage due to improper usage like misusage, due to electrical short, accidental damage and tampering of product.

Warranty commencement date is from delivery to first owner.

| 775 AM | Bonnell Electric Ltd. | Made in China |
|--------|-----------------------|----------------------|
| Model | Company | Manufacturer Details |

WELCOME

Thank you for choosing Bonnell and for your purchase of your 775 AM!

From day one till always, we're relentless in building the solutions and experiences that take you further. Everything we do is precision tuned to deliver unmatched performance and incredible experiences. We know our community is happiest when they've got the sky over their heads, two-wheels in the dirt and new paths ahead.

At Bonnell, we are dedicated to creating products uniquely designed for the ultimate off-road riding experience. Showcasing their versatility and superior capabilities.

Our mission is driven by adventure and innovation, where we harness valuable knowledge and experience. We strive to translate this expertise into the manufacturing of high-performance off-road electric vehicles (EVs). Our products epitomize best-in class design, performance, and technology, embodying our commitment to excellence, innovation, and the spirit of adventure.

Please pay special attention to the safety information and cautions provided in this owner's manual, they are in place to keep adventure safely within reach and help you avoid serious injury.

Not following these instructions and not adhering to the warnings listed in this manual may have serious consequences and may result in damage or fire to the product, which may injure you and other people. Be sure you read this manual in its entirety and contact us if you have any questions.

ABOUT YOUR 775 AM

The Bonnell 775 AM stands out as a versatile bike that blends the capabilities of an electric mountain bike (E-MTB) yet can easily be converted into a traditional mountain bike (MTB).

Featuring the cutting-edge Photon motor, engineered for those seeking a high-performance ride capable of delivering 1200 watts of power and 110nm of torque, it conquers diverse terrains from daily commutes to mountain bike trails.

Renowned for its superior integrated motor and controller system, the 775 AM comes standard with a 550wh battery, however riders can personalize their biking experience by upgrading to a 780wh battery, catering to various distance needs and riding styles.

Additionally, an optional touring package enhances its versatility for urban exploration or extended touring adventures. Its robust Chromoly steel frame makes it a formidable contender in any scenario.

Beyond its performance, the Bonnell 775 AM is designed with adaptability in mind. This bike is an ideal match for the weekender - those who are looking for a great commuter during the week, and a sturdy MTB to tackle trails on the weekend.

It offers intuitive handling and is aimed at all skill levels, promising adventures limited only by the rider's ambition. With adjustable geometry and a reliable 10-speed drivetrain, the Bonnell 775 AM redefines the essence of mountain biking, emphasizing flexibility, top-tier performance, and affordability.

Made for riders who demand access to an E-MTB without the premium price, it epitomizes the spirit of adventure. Embrace the city streets during the week and be ready for the MTB trails on the weekend. The 775 AM is a bike that's built for both.

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INTRODUCTION

THIS MANUAL CONTAINS IMPORTANT INFORMATION. BEFORE RIDING YOUR BICYCLE FOR THE FIRST TIME READ THIS ENTIRE MANUAL AND MAKE SURE YOU UNDERSTAND IT FULLY. STORE THIS MANUAL IN A SAFE SPACE.

Contact <u>info@ridebonnell.com</u> if you have any questions. The manual contains useful and important information on how to operate, service, and customize the vehicle, so you can make the most out of your adventure stay tuned for epic. This manual is being updated continuously. Make sure you have the latest version; visit <u>ridebonnell Owner's Manuals</u>. If the owner sells the vehicle, make sure the manual is part of the purchase.

NOTE: This manual is not intended as a comprehensive use, service, repair or maintenance manual.

NOTE: We will regularly refer to the 775 AM in this manual as your 'bike' or 'bicycle' to make the instructions easier to follow.

ATSM RIDING CONDITION CLASSIFICATION

The 775 AM is classified as an EPAC (Electrically Power Assisted Cycle). It will provide motor support only while pedaling. Your motor support will automatically shut off when you reach a maximum assistance speed depending on the country of purchase. It will be referred to as a bicycle in this manual.

The Bonnell 775 AM is intended and tested for General Purpose Riding (Condition 4) use only.

| CONDITION 4 | | Bikes designed for riding Conditions 1, 2, and 3, plus rough technical areas, moderately sized obstacles, and small jumps. | |
|--|--------------|--|--|
| For trail country than Fre INTENDED bike, all modera interme that are | | For trail and uphill riding. All-Mountain bicycles are: (1) more heavy duty than cross country bikes, but less heavy duty than Freeride bikes, (2) lighter and more nimble than Freeride bikes, (3) heavier and have more suspension travel than a cross country bike, allowing them to be ridden in more difficult terrain, over larger obstacles and moderate jumps, (4) intermediate in suspension travel and use components that fit the intermediate intended use, (5) cover a fairly wide range of intended use, with models that are more or less heavy duty. | |
| 4 | NOT INTENDED | Not for use in extreme forms of jumping/riding such as hardcore mountain, Freeriding, Downhill, North Shore, Dirt Jumping, Hucking etc. Not for large drop offs, jumps or launches (wooden structures, dirt embankments) requiring long suspension travel or heavy-duty components; and not for spending time in the air landing hard and hammering through obstacles. | |
| | TRADE OFF | All-Mountain bikes are more rugged than cross country bikes, for riding more difficult terrain. All-Mountain bikes are heavier and harder to ride uphill than cross country bikes. All-Mountain bikes are lighter, more nimble and easier to ride uphill than Freeride bikes. All-Mountain bikes are not as rugged as Freeride bikes and must not be used for more extreme riding and terrain. | |

When converted to the Touring version the 775 AM Touring is intended and tested General Purpose Riding (Condition 2) use only.

| CONDITION 2 | |
|-------------|--|
|-------------|--|

| 2 | INTENDED |
|---|----------|
| | |

This is a set of conditions for the operation of a bicycle that includes Condition 1 as well as unpaved and gravel roads and trails with moderate grades. In this set of conditions, contact with irregular terrain and loss of tire contact with the ground may occur. Drops are intended to be limited to 15cm (6") or less.



The 775 AM is not designed for flips or significant jumps of any kind. Failure to follow this warning may result in serious personal injury or death.



Keep your feet on the pedals at all times while riding.



A helmet must be worn at all times when riding and operating the bike. We also recommend suitable clothing be worn as well - abrasion resistant clothing, elbow/knee pads, gloves, durable footwear and eye goggles/ glasses. Care should be taken to ensure shoelaces are not tied too long, to avoid entanglement in the front sprocket or chain.



The 775 AM comes standard as a Class 2 e-bicycle, with throttle and pedal assist speed will be limited to 20 MPH. To permit pedal assist up to 28 MPH, your throttle will be disengaged, and your 775 AM will now meet the criteria of a Class 3 e-bicycle. See the heading 'Ride Modes' listed in this manual for further instructions on how to switch between 'Street Mode' and 'Race Mode' classes.



Before using your 775 AM e-bike, please inform yourself of all applicable legal requirements and regulations in your country or state. There may be restrictions on riding your 775 AM e-bike on public roads, cycling paths, and/or trails. There may also be applicable helmet requirements, age restrictions, or license, or insurance requirements. Bonnell does not, and will not, make any promise, representation, or warranty regarding the use of your 775 AM e-bike. As laws and regulations regarding electric bicycles vary by country and/or state and are constantly changing, please make sure to obtain the latest information.

COMPONENTS- 775 AM

TECHNICAL SPECS

| FRAME SET | |
|--------------------|--|
| Frame | Progressive single pivot linkage driven suspension design, 150mm travel. 4130 chromoly front triangle, twin down tube design, fully ED coated. 6061 Aluminium chainstay, forged yoke, adjustable forged dropouts with 203mm Postmount brake interface UDH derailleur hanger. 6061 Aluminium seatstays with removable bridge and forged bearing eyelets. Forged rocker arm. Full complement stainless steel sealed bearing, marine grease. Double sealed suspension pivot system for maximum durability. Dual crown fork rating up to 595mm axle to crown. Durable powder coating. |
| Rear Suspension | Suntour Triair 3CR Bonnell AM custom tune. 3 positions compression lever and rebound adjuster. Trunnion 205*60mm. 258mm lower shock mount. |
| Headset | Tapered ZS44 top. ZS56 bottom sealed bearings. |
| Fork | Suntour Rux 36 RC + on S and M frames, 38 RC+ on L and XL frames, tapered 1"1/8-1.5", 29". 160mm travel. 44 mm offset. Boost 15*110 mm tooled axle. Short integrated fender included. |
| E-SYSTEM | |
| Drive Unit | CYC Photon. |
| Chainring | CYC steel narrow wide 34T. |
| Bashguard | CYC Heavy duty 6061T6 aluminum MTB bash ring 34T-36T compatible. |
| Battery | CYC A-series quick connect 520Wh. |
| Charger | CYC 4A charger. |
| Display | CYC Intuition integrated smart display. |
| Throttle | Thumb throttle. |
| DRIVETRAIN | |
| Rear Derailleur | Tektro RD-M5100, 10speed, with clutch. |
| Shifters | Tektro SL-M5000-10R, 10 speed. |
| Rear Cogs | Microshift 10speed cassette CS-EH104 11-48T for e-bike. |
| Chain | KMC e10sport, EPT (anti rust). |
| | |

| Chainguide | BONNELL guide compatible with 34-38T chainring. |
|---------------|---|
| Crank | CYC forged, 165mm. |
| Brakes | |
| Brakes | Magura MT5, 4pistons, MDR-C 220F/203R rotors. Brakes setup is regular, left = front, right = back. |
| Brakes Levers | 2-finger, aluminum light weight lever blade, flip flop design allows for regular or moto setup. |
| ADJUSTMENT | |
| Adjustment | Chainstay length can be set at 440mm or 452mm. 2 shock positions, comfort and sport mode. |
| WHEELS | |
| Front Hub | Alex rims EMP5 15*110 Boost, E-bike hubs sandblasted finish. |
| Rear Hub | Alex rims EMP5 12*148 Boost, E-bike hubs HG steel freehub body, super strong Impel ratchet system, 5 bearings, sandblasted finish. |
| Spokes rear | Stainless Steel, 14g. |
| Rims | Alex rims EMP5, E-bike reinforced, 30mm wide rims, tubeless ready, 36 holes, sandblasted finish. |
| Brake Type | Disc 6 holes |
| Tire Size | 27.5"x2.5" rear, 29"x2.5" front. |
| Wheel Size | 27.5" rear, 29" front. |
| Tires | Rear: Maxxis DHR II DD Maxx terra tubeless ready 2.5. Front: Maxxis Assegai DD Maxx grip tubeless ready 2.5. |
| Tubes | Maxxis welter weight 2.5. |
| COMPONENTS | |
| Handlebar | Bonnell 780mm, 31.8mm, 35mm rise (small/medium) 50mm rise (large/XL), 9deg backsweep, black stealth finish. |
| Stem | Bonnell forged, 45mm long, 31.8mm clamp, black stealth finish. 5*5mm spacers included for height adjustment. |
| Grips | Bonnell single clamp black stealth finish, tacky rubber, ergonomic and grippy pattern. Integrated bar plug (closed end), 30mm diameter on S/ M, 32mm diameter on L/ XL. |
| Saddle | Bonnell, by Velo, short nose, reinforced sides, chromoly rails, "I-carry" transport handle. |
| Seat clamp | Bonnell 34.9 black stealth single bolt. |
| Seatpost | Tranz-X 30.9mm, 2 bolt saddle clamp, 7075 aluminum , hard anodized. Adjustable drop 140- 170mm on S/M and 170-200mm on L/XL. |

| Seatpost lever | Tranz-X J22.2 thumb throttle compatible lever. |
|---------------------|---|
| CONNECTIVITY | |
| Wheel Sensor | CYC bluetooth speed sensor. |
| Extra | |
| Pedals | Bonnell flat pedals aluminum, 110*98mm platform size, 17mm thick, sealed bearing and bushing construction. |
| Tubeless valves | 2 valves included in box. |
| Multi tool | Bonnell 13 functions multi tool |
| Suspension | Shock pump. |
| Safety Information | 1 |
| Ingestion Hazard | WARNING - INGESTION HAZARD: This product contains a button cell or coin battery. DEATH or serious injury can occur if ingested. A swallowed button cell or coin battery can cause Internal Chemical Burns in as little as 2 hours. KEEP new and used batteries OUT OF REACH OF CHILDREN. Seek immediate medical attention if a battery is suspected of being swallowed or inserted inside any part of the body. |

SPECIFICATIONS ARE SUBJECT TO CHANGE WITHOUT NOTICE, BASED ON COMPONENT AVAILABILITY AND OTHER FACTORS.

GEOMETRY



| Ba | Basic Geometry | | | | |
|----|-----------------------------|------|------|------|------|
| | Measurement | S | м | L | XL |
| Α | Seat Tube Length | 380 | 405 | 430 | 460 |
| в | Top Tube Horizontal | 589 | 618 | 638 | 667 |
| С | Head Tube Angle ° | 64 | 64 | 64 | 64 |
| D | Seat Tube Angle Effective ° | 77 | 76.9 | 77.2 | 77.3 |
| Е | Standover | 792 | 791 | 790 | 788 |
| F | Head Tube Length | 108 | 117 | 127 | 137 |
| G | Wheelbase | 1227 | 1257 | 1293 | 1325 |
| н | Front Center | 787 | 817 | 841 | 873 |
| I. | Chain Stay Length | 440 | 440 | 452 | 452 |
| J | Bottom Bracket Drop | 25 | 25 | 25 | 25 |
| к | Bottom Bracket Height | 350 | 350 | 350 | 350 |
| L | Fork Axle to Crown | 580 | 580 | 580 | 580 |
| м | Fork Rake | 44 | 44 | 44 | 44 |
| Ν | Trail | 131 | 131 | 131 | 131 |
| 0 | Stack | 627 | 636 | 645 | 654 |
| Р | Reach | 445 | 470 | 492 | 520 |

Notes:

All values in mm or otherwise noted are nominal, static, and un-sagged. Actual value may differ slightly due to component size variations related to manufacturing.

(1) Head tube angle based on 580mm axle to crown and 4mm lower headset stack.

(2) Seat tube effective angle measured at stack, at max saddle height the value is reduced between 0.3 to 0.5°, offset is measured from bottom bracket center.

(3) Standover measured 150mm in front of bottom bracket.

(4) Chain Stay length and wheelbase is set by the sliding dropouts, this is standard delivery configuration, the end user is free to lengthen or shorten by swapping dropouts' position.

(5) based on front wheel axle.

(6) Based on Maxxis tires 27.5"x2.5" and 29"x2.5".

STRUCTURAL WEIGHT LIMITS

| Cargo | Structural Weight Limit | | |
|-------------|-------------------------|-------------------|--|
| Rear | Front | (rider and cargo) | |
| 30kg (66lb) | N/A | 120kg (264lb) | |

STRUCTURAL WEIGHT LIMIT: The maximum total weight (rider and cargo) a bicycle is designed and tested to support structurally.

CARGO WEIGHT LIMIT: The maximum cargo weight the bicycle has been designed and tested to support structurally.



The specified cargo weight limit applies only to compatible 775 AM Touring Kit where indicated. In case the specified cargo weight limit differs from the cargo weight limit specified by the rack or seat bag manufacturer, always use the lowest limit.

If you add any other load-bearing accessories, including, but not limited to, baskets and child carriers, you do so at your own risk in that these accessories have not been tested for compatibility, reliability, or safety on your bicycle. Failure to follow this warning may result in serious personal injury or death.

RIDING TIPS & SAFETY GUIDELINES

Your safety is our top priority. To ensure a safe and enjoyable riding experience, please carefully read and follow these riding tips and safety guidelines. By using this bicycle, you acknowledge and agree to follow these instructions and accept full responsibility for its use.

Wear Protective Gear: Always wear a properly fitted helmet when riding. If you are riding off-road, we also recommend abrasion resistant clothing, elbow/knee pads, gloves, durable footwear and eye goggles/ glasses. Bright, reflective clothing is recommended for visibility if riding at night.

Inspect Before Riding: Conduct a pre-ride inspection, checking the brakes, tires, battery charge, and any visible damage. Do not ride if the bicycle requires maintenance.

Follow Local Laws: Adhere to all traffic laws, regulations, and guidelines for electric bicycles in your area.

Avoid Distracted Riding: Do not use mobile devices, headphones, or other distractions while riding.

Be Visible: Use lights and reflectors as required by law, especially in low-light or nighttime conditions.

Control Your Speed: Ride at a safe and manageable speed. Be especially cautious in crowded areas or on uneven terrain.

Yield to Pedestrians: Always give pedestrians the right of way and signal your intentions when passing.

Stay Alert: Watch for hazards such as potholes, loose gravel, wet surfaces, or vehicles entering your path.

Respect Riding Conditions: Only use advanced modes (such as Power Mode) in designated areas, where permitted by law. Avoid riding in prohibited zones.

Stay in Control: Maintain both hands on the handlebars and keep your feet on the pedals at all times.

Personal Responsibility: If you allow another person to use your bicycle, they must be informed of all safety instructions. You are solely responsible for their use.

Wet Weather: Wet weather impacts traction, braking and visibility. Take care when riding in wet weather.

Your b full cha your ba

Your bicycle will arrive with a battery that is only partially charged. Before your first ride, you should give it a full charge. Please refer below for important safety information and instructions on how to properly charge your battery. Make sure you read it in its entirety.

Only use the type of battery that is specifically designed for and approved by Bonnell for use with your bicycle. The same applies to the charger, charger cord, and output cable. Use of other batteries and charger components may void your warranty.

Ensure your battery is securely installed and locked into place before riding, especially after charging the battery.

Under no circumstances should you open, disassemble, or modify the battery or charging components. Use the battery with care - do not drop the battery or charger. This may cause damage to the battery that may or may not be visible from the outside.

Keep the battery out of intense sunlight for extended periods of time and away from heat as it may damage the battery. Water inside a battery or charger can cause a short circuit and fire. **DO NOT PRESSURE WASH THE BATTERY or** submerge the battery or charger in water or leave them out in the rain or snow. Never use or charge a battery with external damage or if it is leaking any battery fluid.

Do not allow metallic objects such as keys, coins, or screws, to come in contact with the battery, the battery's charging socket, or the charger's charging connector. The magnetic charging connector may attract small metallic objects which could cause a short-circuit. Be careful not to pierce the battery with a sharp object such as a screwdriver or nail.

Always keep battery and charging components out of the reach of children.

CHARGING

For your convenience, the battery on the 775 AM e-bike can be charged on or off the bike.

For both methods of charging, start by connecting the battery charger's power plug directly into a wall outlet. DO NOT USE AN EXTENSION CORD.

The charger's LED light will illuminate Green to indicate the charger is receiving power and is ready to charge.



Never leave a fully charged battery connected to the charger- disconnect battery from the charging port and unplug the charger from the wall outlet when not in use. Do not leave charging overnight.

ON BIKE CHARGING

1. Ensure that the charger and the A/C outlet have matching voltage specifications.







Left and right dust covers must always be closed when bike is in use to prevent water and dust ingress.

OFF BIKE CHARGING

- 1. Before charging off the bike, bring the battery indoors and place it on a stable surface that ensures appropriate ventilation.
- 2. Ensure the area is devoid of combustible materials to prevent fire hazards from sparks or overheating. Keep the ventilation openings of the charger unblocked.
- 3. Ensure that the charger and the A/C outlet have matching voltage specifications.
- 4. Remove the dust cover from the charging port located on the left side of the battery.
- 5. Insert charging cable and make sure it is fully inserted into the outlet.
- 6. The charger's LED will briefly blink upon connection.
- 7. A steady Red LED indicates the battery is charging.
- 8. LED will turn Green when battery has been fully charged.
- 9. Avoid covering either the charger or the battery during the charging process. When you connect the charger to the battery, make sure the connections are dry and clean.

STORAGE

Remove the battery from the bike when it's not being used for extended periods. Keep in a dry, cool, and well-ventilated area. Protect the battery against water and moisture. Check every four months to ensure battery is at 50% charge, if lower, charge battery to 50%.

INSTALLING THE BATTERY

| 1. | Insert key into lock core. Turn the key clockwise until it stops. The locking pin should be recessed within the battery at this point | Visit the RideBonnell YouTube to watch the <u>Bonnell 775 AM Battery Swap</u> how-to |
|----|---|---|
| | | Video |

| 2. | Place battery into the cradle located on the bottom of the frame, lining | |
|----|---|--|
| | up the bottom of the battery with the bottom of the cradle and inserting | |
| | it first the battery is now partially inserted. | |
| 3. | . With your hand on the top part of the battery pack, push downwards in | |
| | a direction parallel to the downtube until you hear a click. The click | |
| | indicates the electrical connectors are engaged properly. | |
| 4. | . Rotate the key anti clockwise, this will lock the battery. If the key can't | |
| | be fully rotated and removed it means the battery isn't fully engaged in | |
| | the frame mount. Repeat step3 until you can fully rotate the key and | |
| | the remove the key | |
| 5. | Press on the Switch to turn on the battery, the blue LED indicator will | |
| | confirm the battery is on and give you an estimation on the battery | |
| | charge. | |
| 6. | . Position and press the dust covers firmly into their battery pockets on | |
| | both sides to keep water and dust out the exposed user interfaces. | |

REMOVING THE BATTERY

The 775 AM comes with an easy to remove semi-integrated battery, which offers the freedom to charge at home, in the office, or wherever you have power.

| 1. | Power off display on the handlebar display by pressing and holding the | Visit the RideBonnell YouTube to watch |
|----|--|--|
| | power button for three seconds. | the Bonnell 775 AM Battery Swap how-to |
| 2. | Lift the left dust cap on the battery and press the on/off button once to | video |
| | power off the battery. | |
| 3. | Lift the right dust cap then insert the battery key and turn it .clockwise | |
| 4. | . Slide the battery out of the frame mount by pulling the battery parallel | |
| | to the frame downtubes. This can require some force in some cases. | |
| 5. | After removing the battery, place it in a dry and safe location. Iways | |
| | turn the key clockwise until it stops in order to make sure the locking | |
| | mechanism is in the proper position for re-installation of the battery. | |
| | Failure to have the mechanism in this position will result in the battery | |
| | not being securely attached, the system will not be able to turn on and | |
| | the battery will fall out. | |



Each battery comes with two keys—be sure to store one in a safe place in case the other is lost. If you purchase additional batteries, label them clearly, as they are not interchangeable. To help with matching, each key and its corresponding battery share the same engraved ID number.

TRANSPORT

When the bicycle's battery is inactive, its transportation falls under hazardous materials regulations. Specific packaging and labeling guidelines may apply, so it's advisable to consult local authorities. Never transport a battery that is damaged. Prior to packaging, ensure battery contacts are insulated. Safeguard the battery within a shipping container to prevent any potential damage. Remember to remove the battery before air travel, as it may require special handling by the airline.

DISPOSAL

The battery pack and charger contain regulated materials and should be disposed of in compliance with national and/or local regulations. They cannot be disposed of in your regular trash and must be disposed of in an environmentally friendly way. Instead, take them to an appropriate waste facility or recycling center.

POWERING ON THE 775 AM

Press the power button on the left side of the battery until the LEDs below the button turn blue. Next, when firmly seated on the bike, press and hold the handlebar control power button for 2-3 seconds to turn the bike on.

NOTE: Handlebar controls are located on the right side of the handlebars, with the power button located on the bottom side on the handlebar control, or the side that's closest to you when seated.

NOTE: The control power button needs to be held for 2-3 seconds to start-up/ power down.



NEVER SIT ON THE BIKE WITH THE KICKSTAND ENGAGED.



ONCE THE DISPLAY SCREEN IS ILLUMINATED, THE THROTTLE AND PEDAL ASSIST IS LIVE. DO NOT TOUCH THE CHAINS, CHAINRINGS, MOTOR, COG, WHEELS, OR ANY MOVING PARTS WHILE THE MOTOR IS ACTIVATED.

GETTING STARTED

ASSEMBLY



Your e-bike may be heavier than a bicycle without motor support. Use caution when handling, carrying, or lifting. The unpacking and assembly of this bicycle is best completed with the help of another person.

WHATS IN THE SMALL PARTS BOX

Box 1: Battery Charger

Box 2:

Multi-Tool Shock Pump Pedals Tubeless valve Brake spacers Rear shock sag measuring tool Front suspension fender Suntour Front and rear suspension manual Magura brake manual





REQUIRED TOOLS



BONNELL

ASSEMBLY INSTRUCTION VIDEO

| Check out our unboxing and assembly video to walk you through the setup | Complete Unboxing Bonnell 775 |
|---|-------------------------------|
| process. | AM |

Bike Assembly and Setup

Adjusting the Handlebar

- 1. Loosen the four handlebar clamp bolts using an Allen key.
- 2. Rotate or position the handlebar to your desired angle.
- 3. Tighten the clamp bolts securely to manufacturer torque specifications.

Note – If the front torch is installed, you can remove the torch by twisting it a $\frac{1}{4}$ turn in either direction to allow access to the handlebar clamp bolts.



Installing the Pedals

- 1. Identify the left (L) and right (R) pedals.
- 2. Lightly grease each pedal thread.
- 3. Thread each pedal into the corresponding crank arm (clockwise for right, counterclockwise for left).
- 4. Tighten pedals with a 6mm allen key.



Adjusting the Brake Lever Angle

- 1. Loosen bottom brake clamp bolt.
- 2. Rotate the brake lever to your preferred angle.
- Tighten the bottom brake clamp bolts to complete. Tighten to a maximum of 4nm as recommended by Magura. The whole master cylinder assembly should be able to rotate on the handlebar when exerting some force on it, this will prevent expensive damage to the brake master cylinder assembly in case of a crash.
- 4. Repeat steps for other brake lever.
- The brakes master cylinders are symetrical, this will allow you want to swap the levers from left to right to match your preference. The standard delivery is front brake LEFT, rear brake RIGHT but it can be easily swapped to front brake RIGHT, rear brake LEFT.



Adjusting the Gear Lever Angle

- 1. Loosen gear levers clamp bolt.
- 2. Rotate the gear levers to your preferred angle.
- 3. Tighten the gear levers clamp bolt to complete.



Dropper Seat Post Extension

When stationary:

- 1. Press and hold the dropper lever on the left-hand side of the handlebars with your left hand.
- 2. Place the palm of your right hand on top of the seat and push down until the desired height is reached.
- 3. Release the dropper lever with your left hand to lock the seat in place at the new height.

When moving:

- 1. Stand up or on the pedals or 'hover' over the seat so the seat is weight free.
- 2. Press and hold the dropper lever.
- 3. Sit on the seat lightly, pushing it down until the desired height is reached.
- 4. Release the dropper lever.





The seat can be adjusted front and back increase or decrease the distance to the handlebars, resulting in a more upright or leant over position. This adjustment is mainly made to suit the length of your torso and arms. You can adjust the seat front and back by:

- 1. Loosen the two bolts on the underside of the seat, one at the front and one at the back.
- 2. Slide the seat forwards or backwards according to your preference.
- 3. Tighten the two bolts fully to secure them in place.

Note – make sure to tighten each bolt in increments evenly to make sure the seat is kept at the same angle.

Adjusting the Seat Angle

The seat angle can be adjusted to your preference. If you prefer the nose of the seat facing more up or down, you can adjust the saddle angle to your preference by:

- 1. Loosen the two bolts on the underside of the seat, one at the front and one at the back.
- 2. Push or pull on the front of the seat to increase or decrease the angle.
- 3. Tighten the two bolts fully to secure them in place.

Note – make sure to tighten each bolt in increments evenly while holding the seat in place to make sure the seat is kept at the same distance front and back.

Adjusting the Tire Pressure

- 1. Check the recommended PSI on the tire sidewall.
- 2. Remove the valve cap and connect a compatible pump.
- 3. Inflate to the recommended PSI and replace the valve cap.
- 4. Bonnell 775AM is delivered with tubes, tubeless tape pre-applied in the rims, tubeless ready tires and 2 tubeless valves supplied in the accessories box. You can decide to use the bike with the supplied tubes directly or convert to a tubeless set up at your convenience. When setting up the wheels tubeless you will need to purchase tire sealant to complete the conversion and provide extra puncture resistance.

Note – Avoid using service station air pumps to enflate tires. Bicycle tires cannot withstand a quick change in air pressure that is provided by these types of pumps and may explode if used.

Front fork air pressure / sag adjustment

Your Bonnell 775AM comes with the front suspension fork with little to no air pressure so it can fit inside the box. You will need to add air pressure before you can use your bike. Adding air pressure and setting your front suspension sag is the primary adjustment to be done. Air pressure is required to keep the fork up and support the bike and rider weight. Sag is the amount of movement the fork will travel when you are sitting or standing on your bike before hitting





an obstacle. Sag is necessary for the front wheel to track the ground and conform to negative obstacles such as holes or dips.

Sag is described as a percentage of the fork full travel, we recommend using around 20% of sag as a baseline and fine tune later on to match your riding style, terrain, speed, level of comfort. In generic terms less sag 15-20% is preferred for a sportier feel, more sag 25-30% is prefered for maximum traction or comfort level. The 775AM fork has a total fork travel of 160mm, to set your sag at 20%, the measured value in millimeter should be around 32mm. How to adjust air pressure:

- 1. Unthread the cover on the fork left stanchion mark with "air", this will give you access to the air valve.
- 2. Connect the supplied shock pump by threading in the connector until you feel a resistance (don't force it). Switch the lever near the connector so it's perpendicular to the pump hose. This will open the valve.
- 3. Add air pressure by pumping until you reach the recommended value as described in "suntour general suspension fork manual" booklet delivered with the bike.
- 4. Switch the lever near the connector so it's more or less in line with the pump hose. Unthread the pump from the fork. Don't re-install the air cap for now as you may have to fine tune the pressure later.
- 5. Press down on the fork slowly to equalize the air pressure internally between the positive and negative chamber. You will notice that it can be hard to push the fork down initially until the fork equalizes. Once equalized, the fork initial movement should be very supple.
- 6. Get all your riding kit including protective gear, backpack, water, tools, food and sit on your bike. Slide the blue O ring all the way down to the fork seal, stand up in the riding position you will use going down a hill. At this stage the fork should move into his travel, the oring will be pushed up on the stanchions.
- 7. Don't bounce on the bike, sit back on the saddle gently, drop your saddle by actuating the dropper post lever, dismount the bike slowly by trying not to further compress the fork. Measure the distance from the wiper seal to the O-ring, this value represents the sag value in millimeters.
- 8. Best case scenario, your sag value is spot on, place back the air top cap, if not reconnect your pump as in step2, if your sag value is too low, reduce air pressure by pressing the relief valve button on the shock pump if your sag value is too high add air by pumping. It is recommended to adjust the pressure by small increments of 5psi if you are close to the desired sag value. If your far off your sag value larger pressure changes are required.
- 9. Disconnect the pump, and repeat step 6 and 7 until you get to right sag value.

Front Fork Rebound and Compression Tuning: Rebound damping controls the speed at which the fork will return to the sag position after being compressed. Compression damping is controlling the force and speed required to compress the fork,

Start by adjusting the rebound speed. The rebound speed adjuster is red and located at the bottom of the right fork leg.

- 1. Turn the damping knob to the + side if your fork rebounds too quickly
- 2. Turn the damping knob to the side if your fork rebounds too slowly.

The ideal setting is when the fork is moving back fast enough without feeling uncontrolled.

Adjust your fork compression settings

- 3. Turn compression knob clockwise (+ sign) to increase compression, this will add resistance and require more force for the fork to move
- 4. Turn compression knob anticlockwise to decrease compression. This will decrease the force require to compress the fork.



| Note – Blue compression knob is located on the top of the right fork. | |
|--|--|
| Note – Set to a higher compression if you are a heavier rider and/or plan to hit bigger jumps, set a lower compression if you are lighter or want your fork to track better | |
| Rear shock air pressure/sag adjustment | |

Your Bonnell 775AM comes with the rear suspension set at a generic air pressure and requires an individual setup You will need to adjust the air pressure before you can use your bike. Setting your rear suspension pressure/sag is the primary adjustment to be done. Air pressure is required to keep the rear suspension up and support the bike and rider weight. Sag is the amount of movement the shock will travel when you are sitting or standing on your bike before hitting an obstacle .Sag is necessary for the rear wheel to track the ground and conform to negative obstacles such as holes or dips.

Sag is described as a percentage of the shock full travel, we recommend using around 30% of sag as a baseline and fine tune later on to match your riding style, terrain, speed, level of comfort. In generic terms less sag 20-25-30% is preferred for a sportier feel, more sag up to 35% is prefered for maximum traction or comfort level. The 775AM rear shock has a total travel of 60mm, to set your sag at 30%, the measured value in millimeter should be around 18mm. How to adjust air pressure:

- 1. Unthread the cap on the shock marked with "air", this will give you access to the air valve.
- 2. Connect the supplied shock pump by threading in the connector until you feel a resistance (don't force it). Switch the lever near the connector so it's perpendicular to the pump hose. This will open the valve.
- 3. Add air pressure by pumping until you reach the recommended value as described in "suntour rear shock owner's manual" booklet delivered with the bike.
- 4. Switch the lever near the connector so it's more or less in line with the pump hose, unthread the pump from the fork. Don't re-install the air cap for now as you may have to fine tune the pressure later.
- 5. Make sure the compression lever is in the open position. Apply pressure on your saddle slowly to compress the shock to equalize the air pressure internally between the positive and negative chamber. You will notice that it can be hard to compress the shock initially until it equalizes. Once equalized the rear shock initial movement should be very supple.
- 6. Get all your riding kit including, protective gear, backpack, water, tools, food, slide the blue O-ring all the way up against the wiper seal and get on your bike slowly. Stand up in the riding position you will use going down a hill. At this stage the rear suspension should move into his travel, the oring will be pushed down on the shock shaft.
- 7. Don't bounce on the bike, sit back on the saddle gently, drop your saddle by actuating the dropper post lever, dismount the bike slowly by trying not to further compress ther ear suspension. Measure the distance from the wiper seal to the O-ring, with the supplied sag meter, this value represents the sag value in millimeters.
- 8. Best case scenario, your sag value is spot on, place back the air top cap, if not reconnect your pump as in step2, if your sag value is too low, reduce air pressure by pressing the relief valve button on the shock pump if your sag value is too high add air by pumping. It is recommended to adjust the pressure by small increments of 5psi if you are close to the desired sag value. If the sag value is far off larger pressure changes are required.
- 9. Disconnect the pump, and repeat step 6 and 7 until you get to right sag value.

Rear Shock Rebound and Lockout

- 1. Turn rebound knob clockwise (+) to increase rebound. This means the rear shock will take longer to return in its sag position
- 2. Turn rebound knob anticlockwise (-) to decrease rebound. This means the rear shock will return to the sag position faster.

Note – Red rebound knob is located on the upper part of the shock

Note – Set the suspension to a slower rebound if you plan to hit bigger jumps to increase control, and a faster rebound if you plan to ride over small frequent obstacles like rocks or bumps to increase traction

Rear shock compression damping - The rear shock has 3 preset compression damping positions. "Open" allows the shock to compress freely, "medium" provides more compression damping, there will be more resistance /support, "firm" almost completely locks the rear shock

Use open when going downhill or for maximum traction on rough ground , , use "medium" for better pedaling efficiency , more support on smooth terrain, use "firm" on road . Avoid using "firm" mode on rough ground, this could lead to damage to the shock and loss of control fo your bike..



Note on suspension setup: Even tough the step by step suspension setup treats the front and rear suspension separately, the adjustment of each suspension member will influence the other. The aim is to find an optimal balance between front and rear and should be considered as whole system when going thru the process, this will improve the ride experience, traction, control off road and provide the best performance.

Adjusting Front Torch Angle (Only on Touring pack option)

- 1. Loosen front torch bolt.
- 2. Rotate the front torch to your preferred angle.
- 3. Tighten the front torch bolt to complete.



Adjusting Rear Torch Angle (Only on Touring pack option)

- 1. Loosen rear torch bolt.
- Rotate the rear torch to your preferred angle.
 Tighten the rear torch bolt to complete.



Connecting to Controller

- 1. Power on the Joycon display.
- Ensure the motor, display, and battery connectors are 2. securely plugged.
- 3. Verify connection by checking for error-free display status.



WARNINGS



Many components on the 775 AM, including, but not limited to the motor, battery and cable guides, are proprietary to Bonnell. Only use originally supplied components and hardware at all times. Use of other components or hardware will compromise the integrity and strength of the assembly. 775 AM specific components should only be used on the 775 AM and not on other e-bikes or bicycles, even if they fit. Failure to follow this warning could result in serious injury or death.



Do not ride or operate the bike if there is any sign of a crack, bulge or dent in the frame. Riding a cracked frame, fork or component could lead to complete failure, with risk of serious injury or death.



Electrical components can be exposed when working on your bicycle. Do not touch any part of the electrical system while under electric charge. Do not expose the connections of the battery and frame to water. If any live components or the battery are damaged, stop riding immediately and bring your bicycle to your Authorized Bonnell Retailer.



Bonnell e-bikes are only designed and tested for use by one person at a time. Do not carry a child on your Bonnell e-bike. Doing so would be at your own risk.



Once the display is illuminated, the throttle and peddle assist are live. You should be seated on the bicycle and engage at least one brake before starting to pedal. Do not put one foot on a pedal and throw a leg over the bicycle, as it could accelerate unexpectedly. Failure to follow this warning may result in serious personal injury or death.



The acceleration of an electric bicycle can be faster than anticipated and may feel unusual at first. Before your first ride, you should use the lowest power 'Assist Level 1', and become familiar with the operation of the electric bicycle by practicing starting/ stopping, cornering and navigating obstacles in a safe environment away from other bicycles, pedestrians and/or vehicles. Due to the greater acceleration of an electric bicycle, you should also pay particular attention to terrain conditions as you may approach obstacles faster than expected. Please note the default motor assist level on start-up is always 'Assist Level 1'.



The 775 AM is significantly heavier than a bicycle without motor support. Use caution.

Under no circumstances should this bicycle or its drive system be modified. Altering them could lead to significant damage, malfunctioning, unsafe operation, or breaches of local regulations. Dealers and owners are strictly prohibited from changing, adjusting, or modifying any original components of the bicycle or its drive-assist system, including specific gear ratio sizes (front/rear chain rings). Any attempts to enhance the bike's speed through methods like "hot-rodding" are hazardous for the rider. Stick to using designated Bonnell and/or manufacturer drive-assist service and replacement parts exclusively.

DISPLAY



RIDE MODES

| Street Mode | |
|---|---|
| Street Mode is activated from factory on the 775 AM. Under this mode the bike is classified as a Class 2 e-bicycle, with throttle and peddle assist limited to 20mph. | ← Return /:\ Street Mode ◇ Brightness ◇ Settings |

Race Mode

To access the full potential of the 775 AM, you can change the bike to Race Mode. Race mode permits pedal assist up to 28 MPH, your throttle will be disengaged, and your 775 AM will now meet the criteria of a Class 3 e-bicycle.

← Return M Race Mode ④ Brightness ④ Settings

HOW TO USE

SAFETY PRE AND POST RIDE CHECK

- 1. Clean and visually inspect the entire bike for cracks or damage.
- 2. Make sure the battery is fully charged and mounted securely. Follow the drive system charging instructions. Battery charge discharge capacity will decline with usage. Have older battery replaced when it fails to charge within the time indicated or fails to provide power reliably.
- 3. Test the drive-assist system in an open space, make sure the drive system functions normally.
- 4. Check the front and rear brake pads have sufficient tread and check the brakes function normally.
- 5. Check tire pressure and the condition of the wheels. Ensure the tires are not damaged and do not have excessive wear. Ensure there are no missing wheel parts and check that the wheels are firmly secured with the axles torqued to spec.
- Check the drive chain is in good condition, clean and welllubricated. Chain wear is greater compared with pedal only bikes. This requires frequent inspection and replacement. Ensure the gears operate normally through the entire range.
- 7. Inspect condition of electrical cables (i.e. Kinks free, no signs of abrasive wear). Check cable at dropout end, if assembled properly it will prevent cable from contacting the brake rotor.
- 8. If your bike model was equipped with the Touring Kit including a lighting system, make sure these lights are each functioning normally.



TURNING THE BIKE ON/OFF

- 1. Ensure all parts are fitted correctly on the bike as per the instructions.
- 2. Ensure the battery connector is connected correctly to the port on the battery.
- 3. Press the on/off switch on the left side of the battery until the LEDs below turn blue.
- 4. Press and hold the handlebar controls on/off switch until the bike turns on.



HOW TO USE THROTTLE

The throttle on your 775 AM is located on the handlebar, accessible by your left thumb. When activated, the throttle sends a signal to the bike's electronic controller. This activates the motor and provides additional power to the bike's drivetrain. This helps the rider ascend hills or accelerate without needing to pedal harder.





We advise new riders to start with gentle use of the throttle to get accustomed to the surge in power it can provide. Abrupt use can lead to sudden acceleration, which might be unexpected.



We encourage you to use the throttle sparingly to extend the range of your rides, especially on longer or more challenging trails.



We always recommend wearing appropriate safety gear, including helmets, gloves, and protective eyewear. E-MTBs can reach higher speeds more quickly with a throttle, increasing the risk of injury in falls or crashes.



Be aware of your surroundings, especially on shared trails where sudden acceleration can surprise other trail users, potentially causing accidents.



You should always stop before changing settings or operating the various functions of the display.

HOW TO BRAKE

The 775 AM uses hydraulic brake system with large rotors. When used properly this system will give the rider a strong, safe and reliable stopping power. The Left lever will activate the front brakes when compressed and the Right lever will activate the rear brakes when compressed.

Front Brake = Left Lever Rear Brake = Right Lever

In most cases when braking, we recommend primarily squeezing the front brake lever while leaning your weight back to prevent the rear tire from losing traction.







Brake hoses and calipers may be hot after a short ride. Do not touch the brake hoses, calipers, pads or rotors until they have fully cooled down.

HOW TO SHIFT GEARS

The 775 AM uses a 1 x 10 gear system. This means the rider can select up to 10 gears to assist with riding. Low gears (chain on biggest cog) should be used when riding slowly or on steep ascents. High gears (gear on smallest cog) should be used when travelling at higher speeds.

There are 2 levers to assist you in changing gears. Both levers are fitted to the right side of the handlebars, and both can be activated by pressing them with your right thumb.

- 1. Press the upper lever to change to a higher gear, use if you are increasing speed.
- 2. Press the lower lever to change to a lower gear, use if you are decreasing speed or beginning an ascent.





It's important to note that when changing gears, the rider should back off on the pedals slightly to reduce force on the pedals for a split second, to reduce stress on the chain and sprocket, allowing for a smoother gear change and reducing long term wear.



Care should be taken not to increase or decrease many gears in one go, i.e. attempting to change from gear 4 to gear 1 in one lever press. Try to change only one or two gears per lever press and allow the chain to mesh with the cassette correctly before adding excessive force to the pedals or pressing the gear lever again. Observing this will increase the lifespan of the gearing system and reduce wear.



Do not use both gear levers at the same time. Use one at a time.

HOW TO CHANGE PEDAL ASSIST LEVEL/ THROTTLE SETTING

When the rider begins to pedal or turn the cranks, pedal assist sensors will activate the motor according to the pedal assist level settings.

- Press the up (+) button to increase the pedal assist level.
- Press the down () button to decrease the pedal assist level.

The 775 AM comes set with 3 options for pedal assist levels which can be changed through the bike's settings using the bikes display alongside the handlebar control buttons:

Opt 1 – 3 levels (Default from factory)

- Level 0 = 0%, pedal assist is turned off.
 - Level 1 = 33%
 - Level 2 = 66%
- Level 3 = 100%

Opt 2 - 5 levels

- Level 0 = 0%, pedal assist is turned off.
- Level 1 = 20%
- Level 2 = 40%
- Level 3 = 60%
- Level 4 = 80%
- Level 5 = 100%
- Opt 3 9 levels
 - Level 0 = 0%, pedal assist is turned off.
 - Level 1 = 11%
 - Level 2 = 22%
 - Level 3 = 33%
 - Level 4 = 44%
 - Level 5 = 55%
 - Level 6 = 66%
 - Level 7 = 77%
 - Level 8 = 88%
 - Level 9 = 100%



BONNELL APP

Explore all the features and power modes using our companion app. Watch the <u>Bonnell 775 App Walkthrough</u> for setup and customization. Options.



TOURING KIT

COMPONENTS

The 775 AM does not come standard with a Touring Kit, but one can be purchased as an add on at any point. The Touring Kit includes the following:

- Two waterproof Dual Bags with reflective patches, roll-over lids and convenient shoulder straps
- Wide aluminum front and rear fenders
- Heavy-Duty Rack rated to carry up to 30 kg (66 lb)
- Front and rear Magic Shine lights
- Kickstand and Bell
- Maxxis Metropass AT Tires with reflective strip

HOW TO SERVICE



This manual is not intended as a comprehensive assembly, use, service, repair or maintenance guide. Please see your Authorized Bonnell Retailer for all service, repairs or maintenance. Your Authorized Bonnell Retailer may also be able to refer you to classes, clinics or books on bicycle use, service, repair, and maintenance.



Failure to follow the instructions in this section may result in damage to the components on your bicycle and will void your warranty, but, most importantly, may result in serious personal injury or death. If your bicycle exhibits any signs of damage, do not use it and immediately bring it to your Authorized Bonnell Service Center for inspection.



Use a repair stand to support the bicycle during assembly or maintenance, and a bicycle rack for transportation.

When placing the frame and/or bicycle in a repair stand, clamp the stand to the seatpost and not the frame. Clamping the frame can cause damage to the frame that may or may not be visible, and you may lose control and fall.



Always turn off the battery when not in use and/or when working on the bicycle.

Do not open the motor assembly. The motor assembly is a sealed maintenance-free system. Any work on the motor assembly must be performed by a Bonnell Service Center.

CLEANING

When cleaning your bike, use a damp sponge or a soft brush with a mild soap and water solution. Rinse the sponge often.



Do not spray water directly on controls or drive system components. NOTE - Do not use a pressure washer or dry with compressed air. This will force contaminants into sealed areas, electrical connections/components promoting corrosion, immediately damaging, or result in accelerated wear.



Do not use abrasive or harsh chemical cleaners/ solvents which can damage the finish or attack and destroy both the outside and internal parts.

Lubrication

After cleaning the bike, you should lubricate it to protect critical components. As a rule, you should lubricate the chains, pivot points on the rear derailleur and suspension seals after every wash. Additional parts that need lubricated are listed below, consult a bike mechanic for recommendations on lubrication intervals for these parts:

- Motor Drive Chain (after every wash).
- Rear Wheel Drive Chain (after every wash).
- Suspension seals (after every wash).
- Bearings.
- Brake Pivots (Avoid getting any lubricant on the brake pads).
- Pivot points.
- Derailleur cables.
- Headset bearings.
- Free hub.
- Dropper Post.
- Stem to steering tube.

BEFORE AND AFTER EACH RIDE

It is important to:

- Clean and visually inspect the entire bike for cracks or damage.
- Make sure the battery is fully charged and mounted securely. Follow the drive system charging instructions. Battery charge discharge capacity will decline with usage. Have older battery replaced when it fails to charge within the time indicated, and/or to provide power reliably.
- Test the drive-assist system, make sure the drive system functions normally.
- Check the front and rear brake conditions, make sure they function normally.
- Check front and rear suspension functions normally.
- Check the cranks spin smoothly.

- Check tire pressure. Ensure the tires are not damaged and do not have excessive wear.
- Check the wheels to ensure there are no broken, loose or missing parts. Spin the wheels to confirm they rotate true and freely.
- Confirm the drive chain condition is in good condition, is clean and well-lubricated.
- Check the bicycle brakes. Make sure they are working well. Inspect condition of electrical cables (i.e. Kinks free, no signs of abrasive wear). Check the cable at dropout end, when assembled properly IT will prevent cable from contacting brake rotor.
- Components on electric bikes may wear more easily than those on non-motorized bikes. Check them regularly for signs of wear and tear.

TROUBLESHOOTING

| PROBLEM | DESCRIPTION | SOLUTION |
|---------------------------------|--|--|
| Battery Doesn't Hold Charge. | The battery drains faster than usual or does not charge fully. | Step 1: Ensure the charger and the charging port are clean and undamaged. Step 2: Check the charger's output with a multimeter to ensure it's working correctly. |
| | | Step 3: Examine the battery connections and wiring for any loose |
| | | Connections of corrosion. |
| | | Step 5: If the battery is old or damaged, consider replacing it |
| Motor Not | The motor does not start | Step 5. If the battery is old of damaged, consider replacing it. |
| Engaging. | or intermittently cuts out. | indicate specific problems. |
| | , | Step 2: Ensure all connections to the motor are secure and free of |
| | | corrosion. Step 3: Inspect the motor's wiring for any signs of wear or damage. Step 4: Reset the bike's system by turning it off and then on again. Step 5: Ensure the chain is not slipping. (Check chain slipping problem in the section of the manual). Step 6: If the problem persists, consult a technician as the motor may need professional diagnostics. |
| Brakes are | Brakes are noisy | Step 1. Clean the brake pads and rotors with a mild solvent to remove |
| Squeaking. | | any dirt or grease. Step 2: Check the alignment of the brake pads and adjust if they are not evenly contacting the rotors. |
| | | Step 3: Inspect the brake pads for wear and replace them if they are excessively worn. |
| | | Step 4: Ensure the brake cables or hydraulic lines are not pinched or leaking. |
| | | Step 5: Check for rotor damage. |
| Brakes are weak/ | Brakes do not stop the bike quickly. | Step 1: Clean the brake pads and rotors with a mild solvent to remove any dirt or grease. |
| unresponsive. | | Step 2: Check the alignment of the brake pads and adjust if they are not |
| | | Step 3: Inspect the brake pads for wear and replace them if they are excessively worn. |
| | | Step 4: Ensure the brake cables or hydraulic lines are not pinched or leaking. |
| | | Step 5: Check for rotor damage. |
| | | Step 6: Bleed the brakes. |
| Display Not Working. | The display is unresponsive or blank. | Step 1: Check the display connections for any loose wires or corrosion. Step 2: Ensure that the battery is adequately charged and supplies power. |

| | | Step 3: Reset the display by turning the bike's power off and on again. Step 4: Replace the display unit if the problem continues after these |
|-------------------|----------------------------|--|
| | | steps. |
| Gears not | Moving the shift lever one | Step 1: Check the gear levers move through their entire range of |
| shifting | click failing to change | motion. |
| correctly. | gear. | Step 2: Check cassette and chainrings for wear/ obstruction/ dirt |
| - | - | ingress. |
| | | Step 3: If ok, the rear mechanism/ derailleur is likely out of adjustment |
| | | and is not moving the chain correctly on gear lever press. |
| | | Step 4: Take your bike to a dealer or repair shop to get the rear mech |
| | | adjusted. |
| Chain slipping. | The chain 'slips' when | Step 1: Check chain for stretching or wear. |
| | you add a moderate | Step 2: Check cassette and chainrings for wear/ obstruction/ dirt |
| | amount of force to the | ingress. |
| | peddles. | Step 3: Ensure derailleur is properly adjusted. |
| Suspension is | Suspension is not | Front forks: |
| too hard or too | soaking up bumps or | Step 1: Turn compression knob clockwise to increase compression. |
| soft. | jumps well enough | Step 2: Turn compression knob anticlockwise to decrease compression. |
| | OR | |
| | It's too soft and bottoms | Rear Shock: |
| | out over bumps or jumps. | Step 1: Turn rebound knob clockwise to increase rebound. |
| | | Step 2: Turn rebound knob anticlockwise to decrease rebound. |
| | | Step 3: Check the shock lockout is not activated, should be turned fully |
| Nulture | | anticiockwise when shock in use. |
| NOISY | Forks or rear shock | Step 1: Check for dirt buildup and wipe the suspension components |
| suspension | creaking in use. | regularly to prevent excessive wear. |
| | | Step 2. Clean and jubicate the staticitions and seals regularly. |
| Tire not holding | The tire may have a | Step 5. Make sure all boils are light, and pivot points greased. |
| pressure or flat | | natch or replace the inner tube |
| pressure or liat. | puncture. | Step 2. If you are running a tubeless set-up locate the puncture and |
| | | use a tubeless tire repair kit with a plug to insert into the hole |
| Wheels wobbly | The wheels axle bolt may | Step 1: Ensure both wheels axle bolts are straight and sufficiently tight |
| or not running | not be fully tightned OR | Step 2: Check the affected wheels rim for any cracks or dents |
| true. | one or more spokes are | Step 3: If all ok, freely spin the wheel to see if it runs true. If not, it's |
| | loose. | likely that the spokes will need adjusted to bring the wheel rim in |
| | | alignment. |
| | | Step 4: Use a spoke tool to tighten/ loosen the correct spokes to bring |
| | | wheel into alignment. |
| Creaky frame. | Frame making a creaky | Step 1: Clean the frame fully. |
| - | sound on normal use. | Step 2: verify that all suspension pivot points are tight and in good |
| | | working order, Lubricate pedals, headset and all pivot points. |
| | | Step 3: Ensure all bolts are tight. |
| Peddles worn | Feet slip on the pedals | Step 1: Replace pedals. |
| out. | regularly. | Note – If pedals are difficult to remove, use a pedal wrench and a |
| | | penetrating oil. |
| Loose headset. | Forks move slightly | Step 1: Make sure the fork is properly installed, and the headset |
| | independently from the | bearings are in good condition. |
| | frame. | Step 2: Tighten the headset using the top cap or fork stem bolt. |

LIABILITY DISCLAIMER

By riding this bicycle, you acknowledge and accept the following:

- Bonnell is not responsible for injuries, damages, or legal consequences resulting from improper use, unsafe riding practices, or operation in restricted areas.
- Advanced features, including Race Mode, must be used responsibly and within legal limits. Misuse is the sole responsibility of the rider.
- Riders are responsible for ensuring the bicycle is only used within their skill level and capability.
- By adhering to these tips, you can enjoy the performance and freedom of your electric bicycle while minimizing risks. Ride safe, ride smart, and keep the adventure tuned for epic!

WARRANTY

Your electric bike warranty and other binding legal terms (e.g., terms of purchase, etc.) are subject to change at any time. To view your terms of purchase, visit <u>ridebonnell.com/terms-conditions</u>. To view the current warranty, please visit <u>Ride</u> <u>Bonnell Warranty</u>.

Model(s) Covered: 775 AM

Bonnell's goal is to ensure that you are 100% satisfied with your purchase. We stand behind our product and guarantee the quality of our electric bikes. Bonnell Electric warrants that all new 775 AM Bikes and SELECTED components are warranted to the original client (PURCHASER) against production/manufacturing defects in materials and/or workmanship for a period of one (1) year from the original shipping date, (2) years for the frames. Man-made failures are excluded from our warranty. This warranty is limited to the repair or replacement of the original defective motor and is the sole remedy of the warranty. This warranty extends from the original ship date for one year and applies only to the original owner. This warranty is non-transferable.

MOTOR LIMITED WARRANTY

One-Years Bike Motor, limited time Warranty for the Bonnell 775 AM.

BATTERY LIMITED WARRANTY

All Bonnell 775 AM e-bikes come with a battery warranty capped at one (1) year.

One-Year limited time Warranty of 775 AM Battery Pack Components: Bonnell Electric warrants to the original PURCHASER that the battery is free of defects in material and workmanship for a period of one (1) year from the original shipping date. The defective product will be replaced or repaired if met under certain pre-conditions. This warranty is limited to the repair or replacement of the original defective battery and is the sole remedy of the warranty. This warranty extends from the original ship date for one year and applies only to the original owner. This warranty is non-transferable.

REGISTER

REGISTER FOR YOUR WARRANTY HERE.

HOW TO MAKE A WARRANTY CLAIM

Submit claims HERE.

MOTOR DISCLAIMER

CYC MOTOR LTD's X-Controller Series' hardware and software are under the GPL V3 open-source license. VESC® is a trademark and copyright of Mr. Benjamin Vedder.

For more information, visit: https://www.gnu.org/licenses/gpl-3.0.html.

CYC MOTOR LTD's source code can be found at <u>https://github.com/CYC-MOTOR</u>. Different firmware can be loaded onto these controllers.



ANY PERFORMANCE ISSUES OR DAMAGES TO THE PRODUCT RESULTING FROM LOADING UNAUTHORIZED FIRMWARE WILL NOT BE SUPPORTED OR WARRANTIED BY BONNELL AND/OR CYC MOTOR LTD.

GENERAL DISCLAIMER

Part or model specifications are subject to change without notice.

This Limited Warranty is the only warranty for the product. ALL WARRANTIES OTHER THAN STATED HEREIN ARE DISCLAIMED INCLUDING IMPLIED WARRANTIES OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE, TO THE EXTENT ALLOWABLE BY APPLICABLE LAW.

ALL LIABILITY FOR INCIDENTAL, PUNITIVE, SPECIAL, OR CONSEQUENTIAL DAMAGES ARE EXPRESSLY DISCLAIMED, TO THE EXTENT ALLOWABLE BY APPLICABLE LAW.

The only uses for this product are described in this manual.

CONTACT AND SUPPORT DETAILS

info@ridebonnell.com or by completing the contact form in the Help Center - Bonnell Electric Limited

Please note that our customer service team is based in Perth, Western Australia. If you are located in the United States, you may experience a slight delay in response due to the time zone difference. We appreciate your patience and will get back to you as soon as possible.