BONNELL

775 MX OWNER MANUAL

CERTIFICATE OF IDENTITY AND WARRANTY

This Certificate warrants the model described as Bonnell 775 MX 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.

WELCOME

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

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 MX

The Bonnell 775 MX stands out as a category-defying machine, fusing the rugged durability of a hardcore mountain bike with the raw, unrestrained power of a dirt bike. Designed to dominate on and off the trail, the design seamlessly blends the versatility of an electric mountain bike (E-MTB), with the agility of a traditional MTB, creating a new evolution in hybrid bikes.

Equipped with a massive 65V, 1300Wh battery pack, the 775 MX offers unparalleled endurance, giving a range of 12-37 miles (20-60 km). Its high-performance motor delivers an astonishing 6000 watts of peak power and 280 Nm of torque, allowing riders to shift effortlessly from casual exploration to full-throttle excitement in an instant.

The Bonnell 775 MX is the ultimate ride for adrenaline seekers, trailblazers, and weekend warriors who crave the thrill of untamed exploration and the freedom to push boundaries. With its unmatched power and versatility, it's time to gear up, hit the trails, and redefine what's possible on two wheels.

TABLE OF CONTENTS

INTRODUCTION

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

Contact info@ridebonnell.com 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 and stay tuned for epic. This manual is being updated continuously, make sure you have the latest version by visiting - https://ridebonnell.com/pages/help-center. If the owner sells the vehicle, include the manual as 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 MX in this manual as your 'bike' to make the instructions easier to follow.

ATSM RIDING CONDITION CLASSIFICATION

The 775 MX is classified as an electric dirt bike. It will provide motor support while pedaling OR when the throttle is used. If you are in street mode, your motor support will automatically shut off when you reach a maximum assistance speed depending on the country of purchase.

The Bonnell 775 MX is intended and tested for General Purpose Riding (Condition 5) use only.

CONDITION 5		Bikes designed for riding Conditions 1, 2, 3, and 4 plus rough technical areas, moderately sized obstacles, and small jumps.
5 	INTENDED	5, This is a set of conditions for operation of a bike that includes Conditions 1, 2, 3, and 4; jumping; or downhill grades on rough trails at speeds in excess of 40 km/h (25 mph); or a combination thereof.
	NOT INTENDED	Not for use with activities like stunting, towing heavy loads, or attaching non-standard devices that can overstress the frame or components.

The 775 MX 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.

Before using your 775 MX, please be aware of all applicable legal requirements and regulations in your country or state. There may be restrictions on riding your 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 bike. Laws and regulations regarding electric bikes and electric dirt bikes vary by country and/or state and are constantly changing, please keep up to date on the latest information.

COMPONENTS- 775 MX

TECHNICAL SPECS

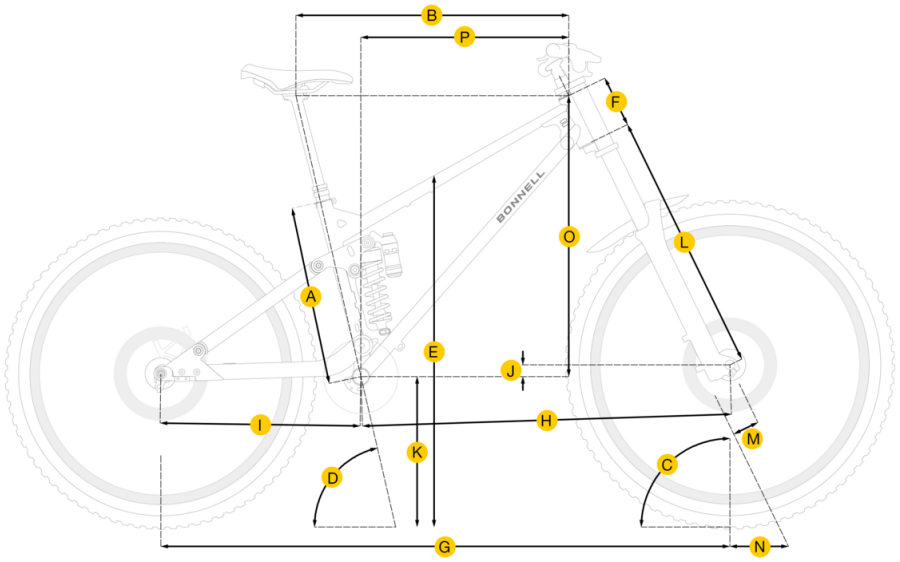
FRAME SET	
Frame	Progressive single pivot linkage driven suspension design, 170mm travel. 4130 chromoly front triangle, twin down tube design, fully ED coated. 6061 Aluminum rear triangle, forged yoke, adjustable forged dropouts with 203mm post mount brake interface. UDH derailleur hanger. 6061 Aluminum seat stays 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 615 mm axle to crown. Durable powder coating.
Rear Suspension	Batch 2 (September 2025) onward: Suntour Voro Coil Trunnion 205*65 5-position low speed compression adjustment (blue knob) Low speed rebound adjustment (red knob) ---- Batch 1: Suntour TriAir 3CR, BONNELL MX custom tune. 3 positions compression lever and rebound adjuster. Trunnion 205x65mm. 25x8mm lower shock mount.
Headset	Tapered ZS44 top. ZS56 bottom sealed bearings.
Fork	Suntour Rux 38 RC+, tapered 1"1/8-1.5", 29". 200mm travel. 50mm offset. Boost 20x110 mm thru axle. Short integrated fender included.
E-SYSTEM	
Drive Unit	CYC X1 Pro.

Chainring	CYC steel narrow wide 38T.
Bashguard	CYC Heavy duty 6061 T6 aluminum MTB.
Battery	CYC A65-series 1296Wh.
Charger	CYC 5A charger.
Display	CYC Intuition integrated smart display.
Throttle	Lekkie Pacemaker full twist throttle.
DRIVETRAIN	
Rear Cogs	M Single speed 24T Hardened Steel narrow wide sprocket.
Chain Tensioner	Bonnell custom CNC chain tensioner, compatible 22T to 28T sprocket.
Chain	KMC e1, EPT (anti-rust).
Chainguide	BONNELL upper adjustable chain guide + bottom roller. Compatible from 32T to 38T chainrings.
Crank	CYC forged, 155mm (165 mm for batches prior to October 2025)
BRAKES	
Brakes	Magura MT5, 4 pistons, MDR-P floating 220F/203R rotors. Brakes are setup moto style – front brake/ right lever, rear brake/ left lever.
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 20*110 Boost, 36 holes, E-bike hub sandblasted finish.
Rear Hub	BONNELL single speed 12*148 Boost, symmetrical spoke flange design for max wheel strength, 36 holes, sandblasted finish. 6 holes mount for rear sprocket.
Spokes rear	Stainless Steel, 14g.
Rims	A-rim MAP30+, 6069-T6 welded construction. 30mm wide rims, tubeless ready, 36 holes , sandblasted finish. Fr 14G/ Rr 13G
Brake Type	Disc 6 holes
Tire Size	2.5" front and rear.
Wheel Size	27.5" rear, 29" front.
Tires	Rear: Maxxis Assegai DH casing Maxx grip tubeless ready 27.5x2.5. Front: Maxxis Assegai DH casing Maxx grip tubeless ready 29x2.5.

Tubes	Rear: Maxxis welter weight 27.5 x1.75/2.4. Front: Maxxis welter weight 29x2.5.
Tire Insert	Rear: Tannus Armour (for batches from October 2025 onward)
COMPONENTS	
Handlebar	Bonnell 780mm, 31.8mm, 50mm rise 9deg backsweep, black stealth finish.
Stem	Kalloy forged direct mount, 44mm long, 31.8mm clamp, black stealth finish. One stem spacer included.
Grips	Lekkie single lock on grip/ full twist throttle, soft rubber, black.
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 M and 170-200mm on L/XL.
Seatpost lever	Tranz-X GL 1x lever.
CONNECTIVITY	
Wheel Sensor	CYC bluetooth speed sensor.
Extra	
Pedals	Bonnell flat pedals aluminum, 110x98mm 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	
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



*All measurements in the geometry dimension graphics are shown in millimeters (mm).

Basic Geometry

	Measurement	M	L	XL
A	Seat Tube Length	405	430	460
B	Top Tube Horizontal	621	645	676
C	Head Tube Angle °	62.7	62.7	62.7
D	Seat Tube Effective Angle °	75.1	75.5	75.6
E	Standover	816	830	835
F	Head Tube Length	117	127	137
G	Wheelbase	1277	1316	1348
H	Front Center	837	864	896
I	Chain Stay Length	440	452	452
J	Bottom Bracket Drop	15	15	15
K	Bottom Bracket Height	355	355	355
L	Fork Axle to Crown	615	615	615
M	Fork Rake	50	50	50
N	Trail	134	134	134
O	Stack	646	655	665
P	Reach	455	478	505

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

(1) Head tube angle based on 615 mm axle to crown and 4mm lower headset stack.

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

(3) 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.

(4) Based on front wheel axle.

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

STRUCTURAL WEIGHT LIMITS

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

775 MX Structural Weight Limit: 120kg (264lb).

The bike is not designed for cargo of any kind, including but not limited to front and rear racks and/or seat bags. If you add any other load-bearing accessories, you do so at your own risk in that these accessories have not been tested for compatibility, reliability, or safety on your bike. 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 the bike, 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, checking for any visible damage. Do not ride if the bike requires maintenance.

Follow Local Laws: Adhere to all traffic laws, regulations, and guidelines for electric bikes and/or electric dirt bikes 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 safely and within your capacity. Be especially cautious in crowded areas or on uneven terrain.

Respect Riding Conditions: the bike is designed to be used offroad only and when in Race Mode should only be used on Private Property. Only use advanced modes (such as Power Mode) in designated areas, such as private property, 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 bike, they must be informed of all safety instructions. You are solely responsible for their use.

BATTERY

Your bike 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 bike. 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 MX can be charged on or off the bike.

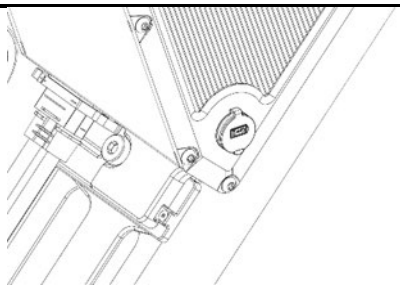
For both methods of charging, start by connecting the battery charger's power plug directly into a wall outlet. DO NOT USE AN EXTENSION CORD.

When the charger is connected to the battery, the battery's on/off button will illuminate blue intermittently to indicate the battery is charging.

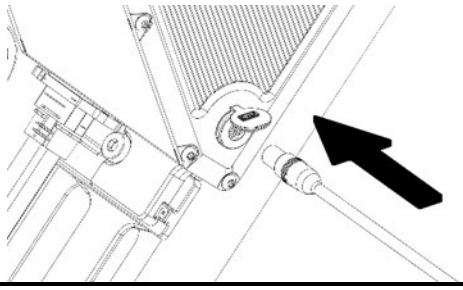
Never leave a fully charged battery connected to the charger - disconnect battery from the charging port and unplug the charger from the wall outlet when not in use. Do not leave charging overnight.

ON BIKE CHARGING

1. Ensure that the charger and the A/C outlet have matching voltage specifications.
2. Remove the dust cover from the charging port located on the rear corner of the right side of the battery.



3. Insert the charging cable, making sure it is fully inserted into the outlet.
4. A blinking blue light on the battery on/off switch indicates the battery is charging.
5. The batteries on/off switch LED will turn Green when the battery has been fully charged.
6. 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.



OFF BIKE CHARGING

1. Before charging off the bike, bring the battery indoors and place on a level 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.

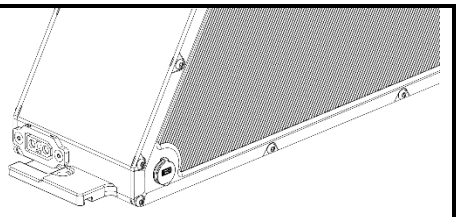
4. Remove the dust cover from the charging port located on the rear corner of the right side of the battery.

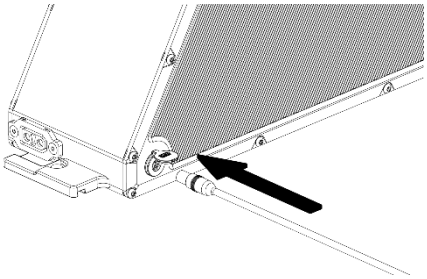
5. Insert charging cable and make sure it is fully inserted into the outlet.

6. A blinking blue light on the battery on/off switch indicates the battery is charging.

7. The batteries on/off switch LED will turn Green when the battery has been fully charged.

8. 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.



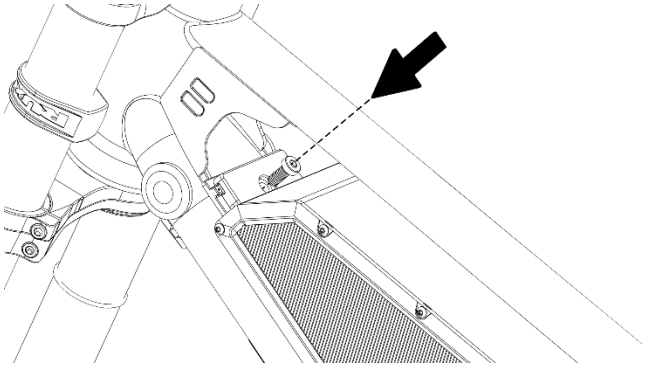


STORAGE

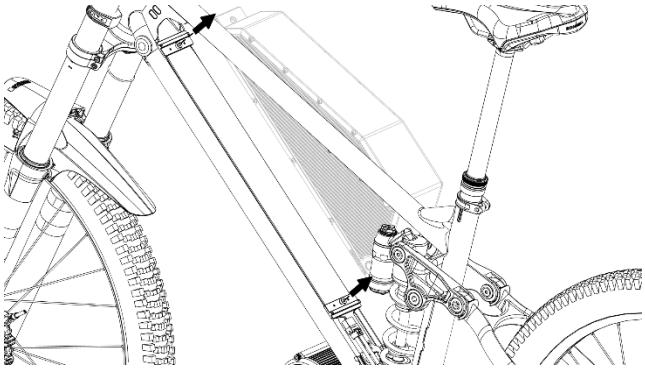
Remove the battery from the bike when it's not being used for extended periods. Store battery in a dry, cool, and well-ventilated area. Protect the battery against water and moisture. Check every four months to ensure battery is at 50% charge, if lower, charge battery to 50%.

INSTALLING THE BATTERY

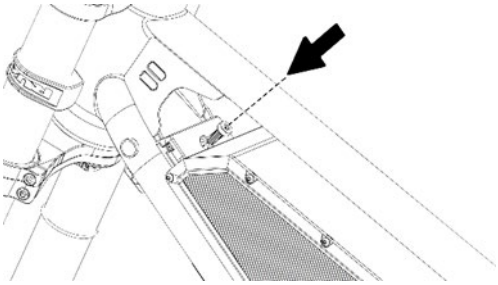
1. Remove the two battery mounting bolts from the frame.

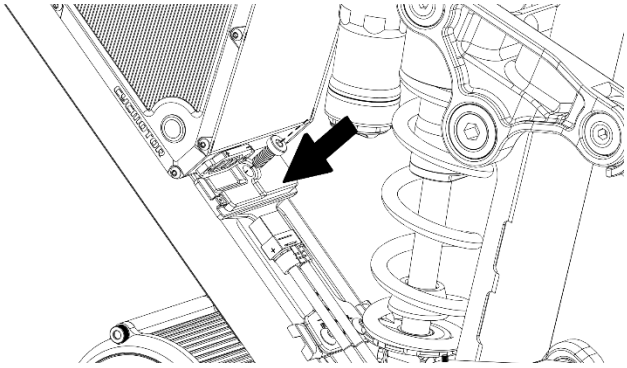


2. Slide the battery into the battery mounting rail on the frame from the right-hand side.

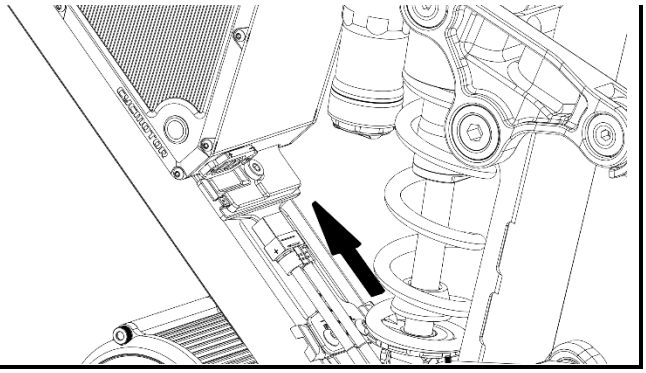


3. Reattach the two battery mounting bolts to the same location, top and bottom, ensuring the battery is fixed in place.





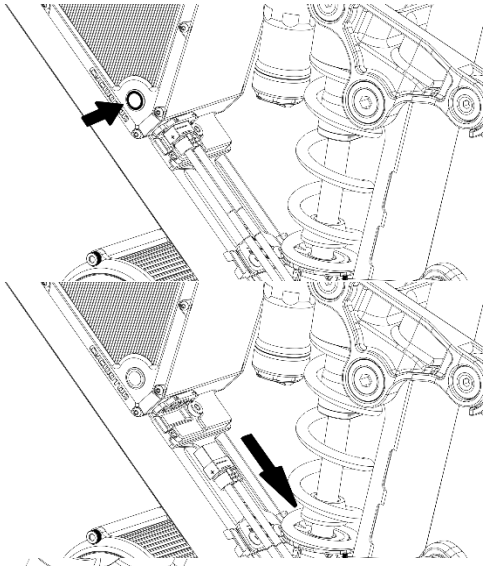
4. Insert the battery connector to the bottom of the battery.



REMOVING THE BATTERY

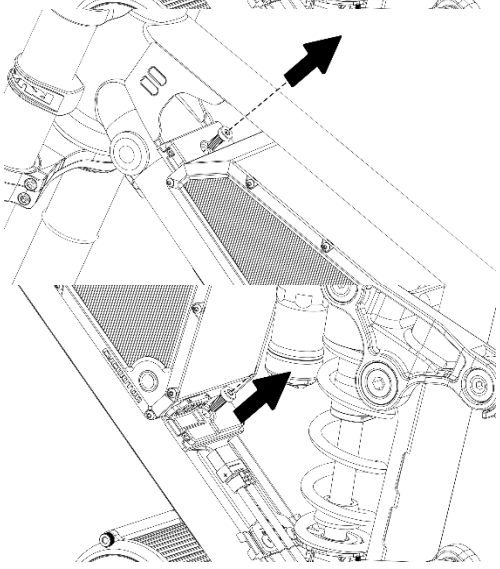
The bike comes with an easy to remove semi-integrated battery, which offers the freedom to charge at home, in the office, or wherever you have power.

1. Power off the battery by pressing and holding the battery power button for three seconds.

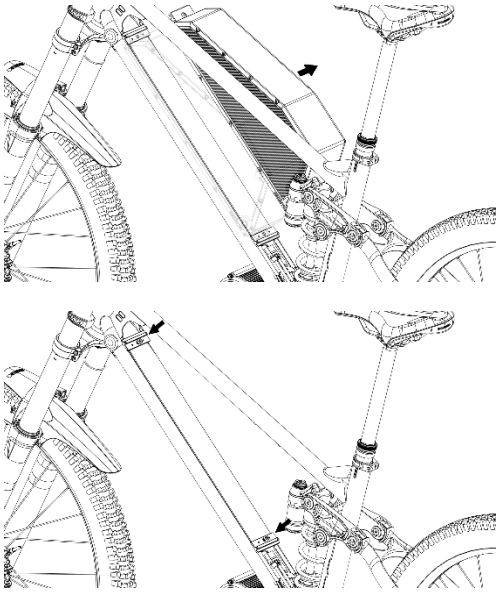


2. Remove the battery connector to the bottom of the battery.

3. Remove the two battery mounting bolts holding the battery in place, one top, one bottom.



4. Slide the battery to the right out of the battery mounting rail.



5. Re-attach the battery mounting bolts to the frame so they are not lost.

TRANSPORT

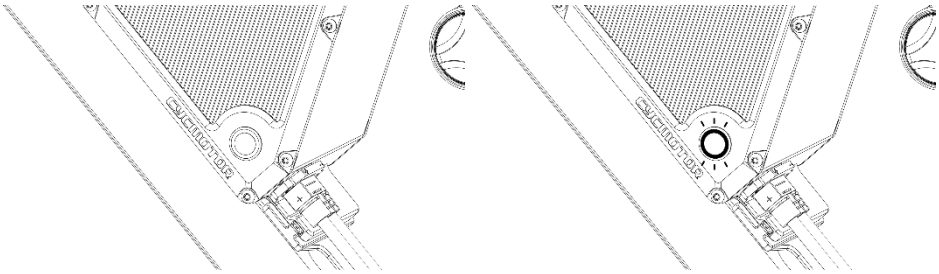
When the bike's battery is inactive, its transportation falls under hazardous materials regulations. Specific packaging and labeling guidelines may apply, so it's advisable to consult local authorities. Never transport a battery that is damaged. Prior to packaging, ensure battery contacts are insulated. 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 MX

Press the power button on the left side of the battery until the button LED goes green. Next, when firmly seated on the bike, press and hold the handlebar control power button on the bottom of the JoyCon face for 2-3 seconds to turn the bike on.



NOTE: Handlebar controls are located on the left 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.

ONCE THE DISPLAY SCREEN IS ILLUMINATED, THE THROTTLE AND PEDAL ASSIST ARE LIVE. DO NOT TOUCH THE CHAINS, CHAINRINGS, MOTOR, COG, WHEELS, OR ANY MOVING PARTS WHILE THE MOTOR IS ACTIVATED. FAILURE TO COMPLY CAN RESULT IN SEVERED LIMBS OR INJURY.

GETTING STARTED

ASSEMBLY

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

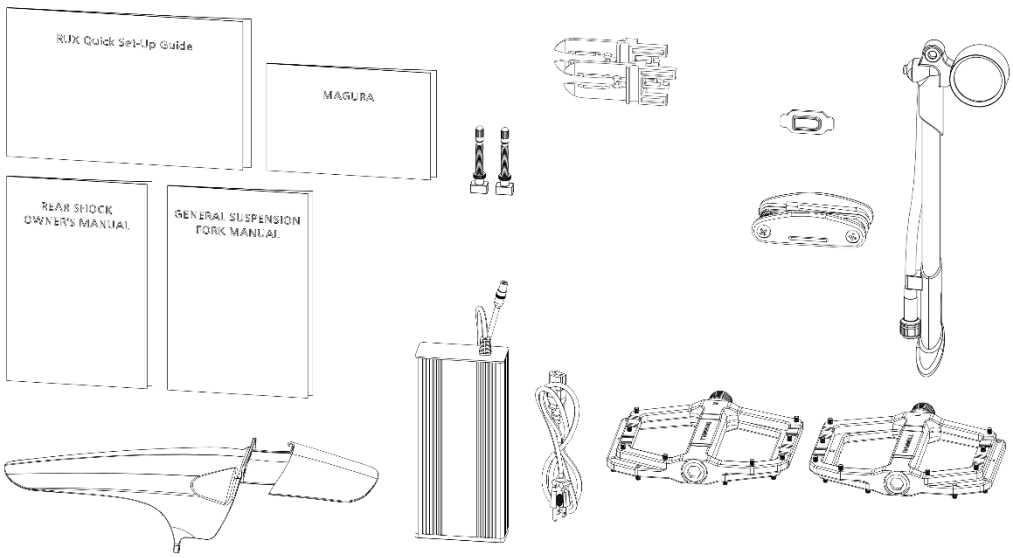
WHATS IN THE BOX

Accessories box

- Multi-Tool Kit
- High pressure shock pump
- Suspension and brakes manuals
- Tubeless valves
- Front fork fender
- Rear shock sag measuring tool

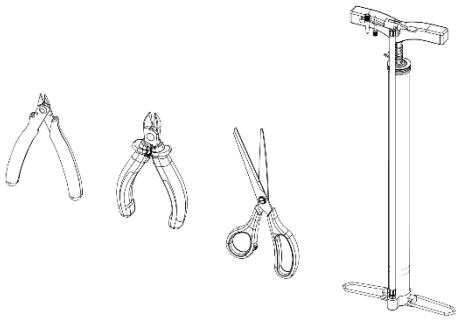
Battery Box

- Battery & Charger (6,7)



REQUIRED TOOLS

1. Scissors or cable tie cutters
2. Floor pump (with gauge)



BIKE ASSEMBLY AND SETUP

ASSEMBLY INSTRUCTION VIDEO

Use your smartphone camera to scan the QR code for a comprehensive assembly instruction video of your bike in your language.

1. Open the camera app on your phone.
2. Focus the camera on the QR code by gently tapping the code on your phone's screen.
3. Follow the instructions on the screen to complete the action.

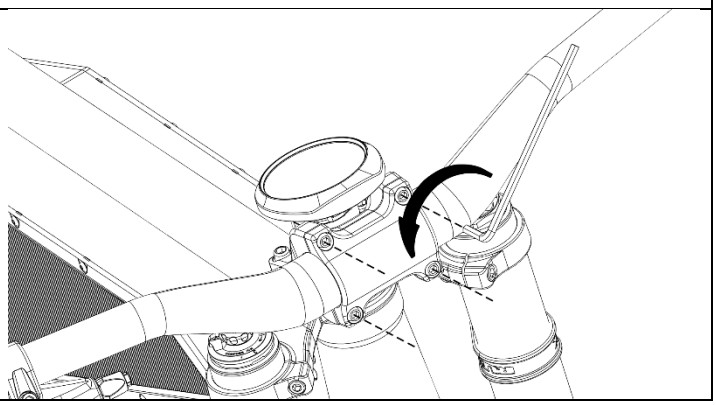
WRITTEN ASSEMBLY INSTRUCTIONS

REMOVING FROM THE BOX

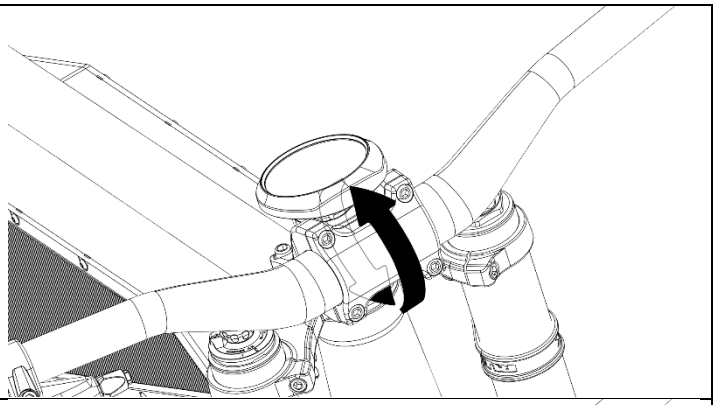
1. Remove any tape from the marked side of the box then open the box.
2. Locate and remove the small parts box, then remove all the parts supplied to assemble your bike.
3. Remove the front wheel brace from the box and set it aside.
4. Roll the bike out of the box and remove the seat post brace.

ADJUSTING THE HANDLEBAR

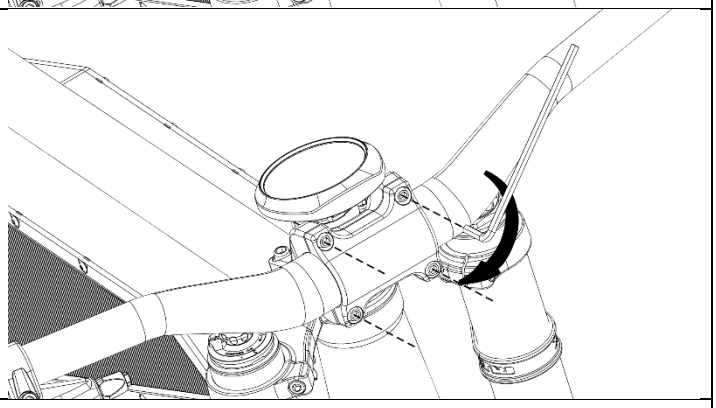
1. Loosen the four handlebar clamp bolts using an Allen key.



2. Rotate or position the handlebar to your desired angle.



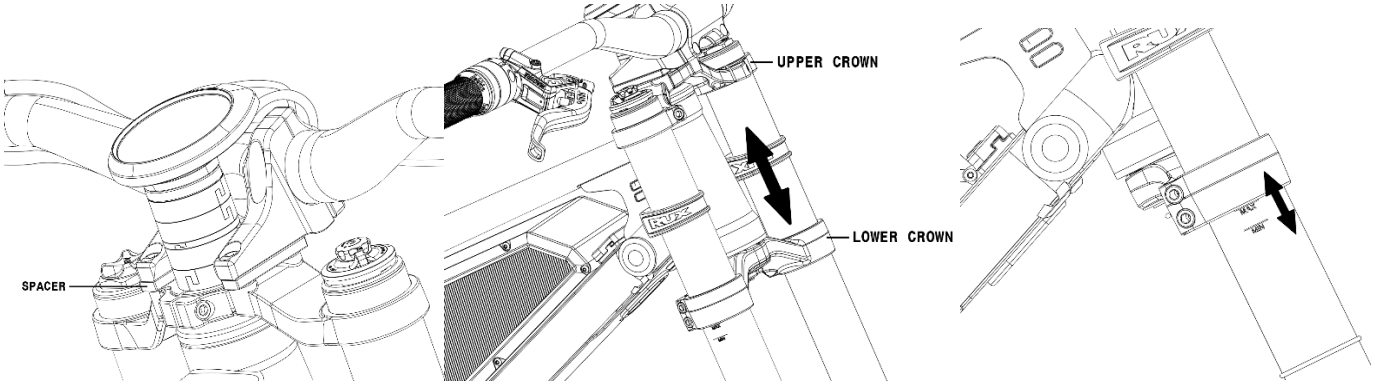
3. Tighten the clamp bolts alternatively to manufacturer torque specifications. Make sure the gap between the clamp and stem body is even to ensure a secure clamping.



You can also adjust the handlebar height in the following ways:

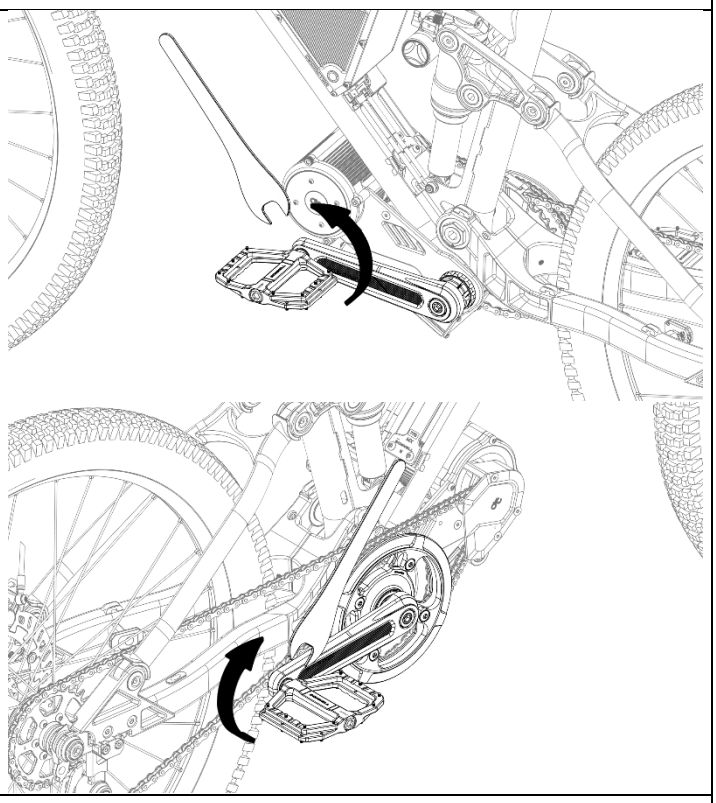
- Remove the stem spacer beneath the stem. This lowers the handlebar height by approximately 5mm.
- Slide the fork stanchions upward through the fork clamps, within the specified limits engraved on the stanchions.

Be sure not to exceed the indicated limits on the fork, as doing so may compromise safety and performance.



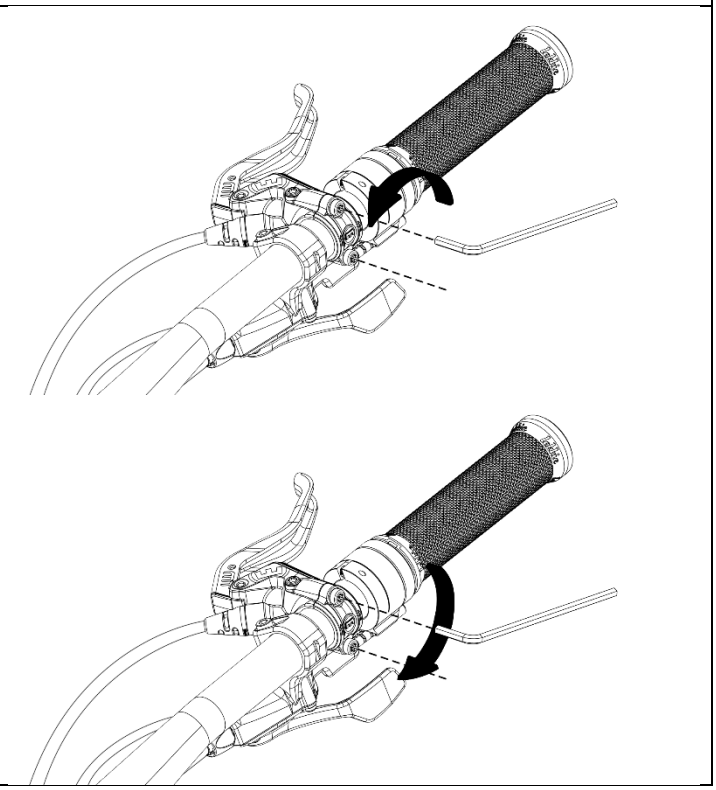
INSTALLING THE PEDALS

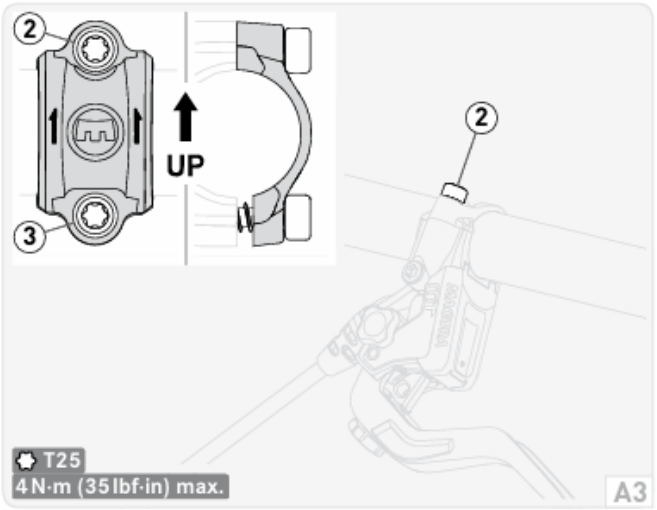
1. Identify the left (L) and right (R) pedals.
2. Lightly grease each pedal thread.
3. Thread each pedal into the corresponding crank arm (clockwise for right, counterclockwise for left).
4. Tighten pedals with a pedal wrench to secure.



ADJUSTING THE BRAKE LEVER ANGLE

1. Loosen bottom brake clamp bolt.
2. Rotate the brake lever to your preferred angle.
3. Tighten the bottom brake clamp to a maximum torque of 4 Nm.
4. Repeat steps for other brake lever.





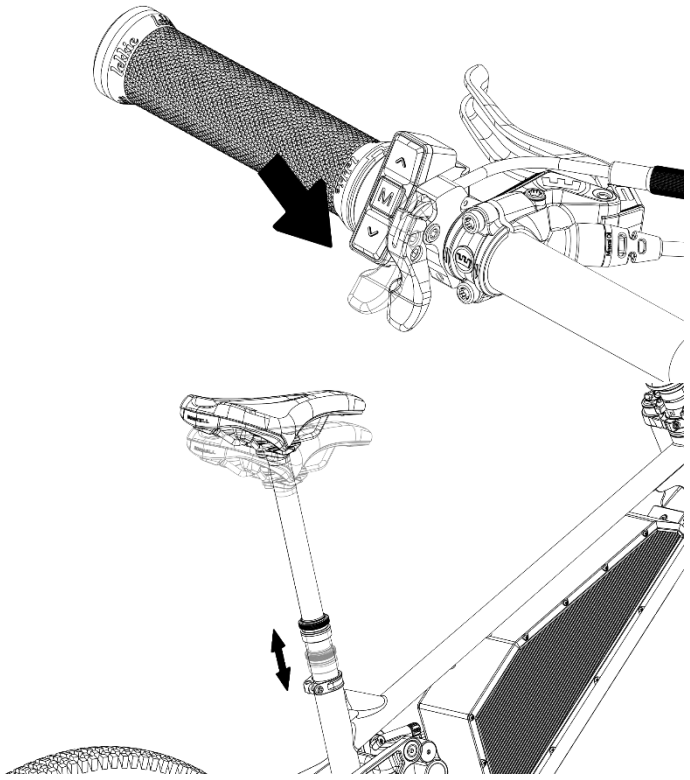
DROPPER SEAT POST EXTENSION

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.

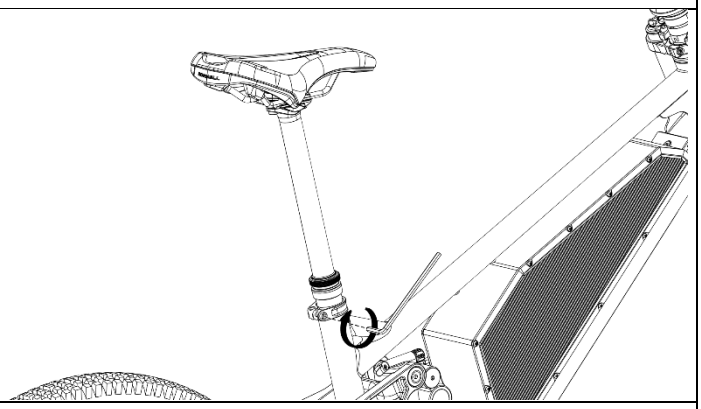
When moving:

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.



SEAT POST MINIMUM INSERTION

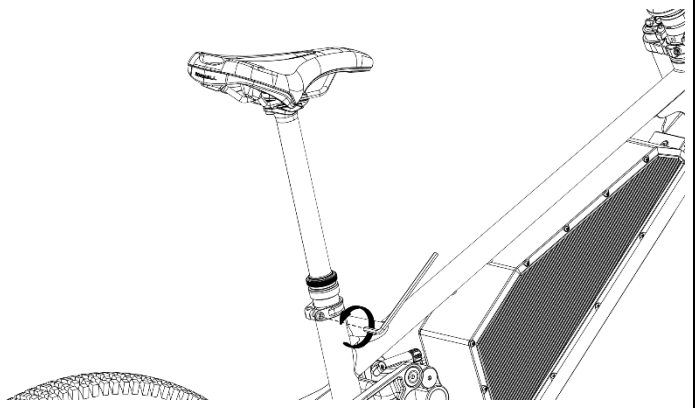
1. Ensure the seat post is inserted at least to the minimum insertion mark.
2. Tighten the seat clamp bolt securely to prevent movement during riding.



ADJUSTING SEAT POST HEIGHT

1. Loosen the seat clamp bolt.
2. Adjust the seat post height for comfort and leg extension.
3. Re-tighten the clamp bolt firmly.

Please note: Seat Post **Cable and Hose Routing**
The actuation cable and hose connect to the bottom of the seatpost. They are routed from the handlebar, through the frame beneath the carbon plates, exiting near the lower shock mount before re-entering the seat tube.
When raising the seatpost—particularly during setup or adjustments—the hose and cable may not move freely with the seatpost due to friction within the frame. To prevent disconnection from the seatpost actuator, it's important to manually guide or push the hose into the seat tube while extending the post.
Failure to do so may cause the hose to disconnect, resulting in a malfunctioning dropper post. This is not specific to Bonnell bikes, but a common issue across many internal routing systems.

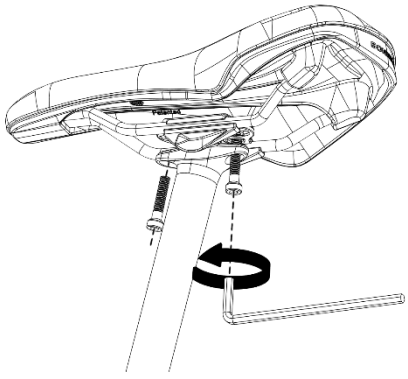


ADJUSTING SEAT FRONT AND BACK POSITION

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.

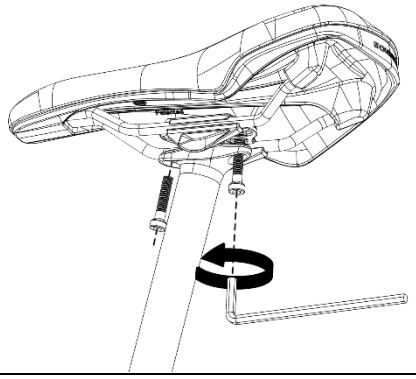


ADJUSTING SEAT ANGLE

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.

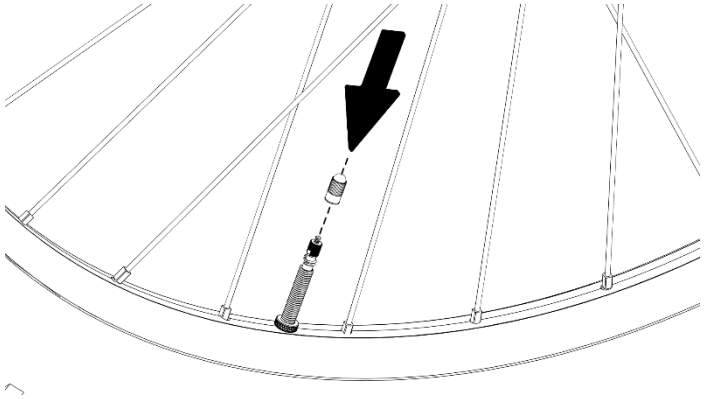
Note – make sure to tighten each bolt in increments evenly while holding the seat in place to make sure the seat is kept at the same distance front and back.



ADJUSTING 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.

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.



RECOMMENDED TIRE PRESSURE

775 MX				775 MX with Tannus Armor*			
rider weight		rear tire pressure	front tire pressure	rider weight		rear tire pressure	front tire pressure
kg	lbs	psi		kg	lbs	psi	
65	143	25	22	65	143	23.5	20
70	154	26.5	23	70	154	25	21
75	165	28	24	75	165	26.5	22
80	176	29.5	25	80	176	28	23
85	187	31	26	85	187	29.5	24
90	198	32.5	27	90	198	31	25
95	209	34	28	95	209	32.5	26
100	220	35.5	29	100	220	34	27
105	231	37	30	105	231	35.5	28

This table is to be used as a general guideline to help prevent damaging the wheel/tires. The Bonnell 775MX is faster and heavier than regular e-Bikes and therefore requires higher tire pressure. The values are valid for tubed setup as delivered. If switching to a tubeless setup, pressure can be decreased by 1 to 2psi respectively.
We strongly recommend fitting dedicated tubeless inserts when switching to a tubeless setup. Tannus fusion are a good option, or alternatively cushcore E-MTB.

*Only the rear wheel is fitted with a Tannus insert from factory.

Increase pressure if:	Decrease pressure if:
• riding fast and aggressively • jumping and dropping obstacles • riding in rocky terrain	• riding at moderate speed • riding in very wet and slippery condition to increase traction

REAR SHOCK SETUP
Depending on purchasing date, 775MX comes with an air shock or coil shock.

AIR SHOCK: SUNTOUR TRIAIR 3CR
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 without riding. 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 stroke, 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 <25% is preferred for a sportier feel, very aggressive riding, large jumps, more sag >30% will feel more comfortable but will lack support. It isn't recommended to exceed 35% sag as it will negatively affect bike geometry, and handling. The 775MX rear shock has a total stroke of 65mm, to set your sag at 30%, the measured value in millimeters should be around 19.5mm. Refer to table below:

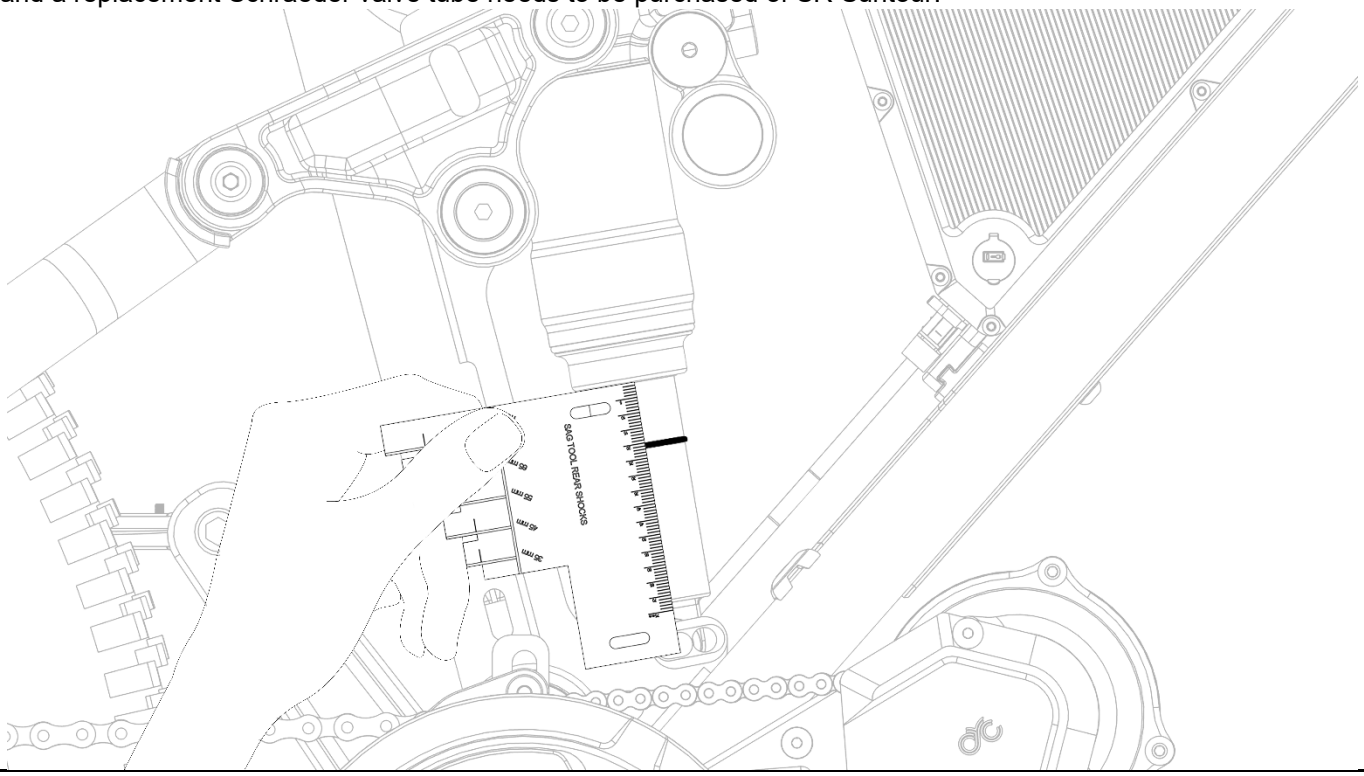
Suntour TRIair 3CR				
	Extreme jumps, will lack compliance	Sportier setup still compliant but firmer	Recommended, good all-round performance	Extreme comfort, will lack support
stroke	20%sag	25%sag	30% sag	35% sag
65mm	13mm	16.25mm	19.5mm	22.75mm

HOW TO ADJUST AIR PRESSURE

1. Unthread the cap on the shock marked with "air", this will give you access to the air valve. Place the compression lever in the open position.
2. Connect the supplied shock pump by threading in the connector until you feel 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 O-ring 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 the rear 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 steps 6 and 7 until you get to the right sag value.

IMPORTANT: When cycling the rear suspension during the air pressure adjustment, make sure to disconnect the pump from the shock. Failure to do so will result in potentially sheering off the Schraeder valve from the shock if the pump or pump hose contacts the battery. If this happens the shock will be useless as it can't hold air pressure anymore and a replacement Schraeder valve tube needs to be purchased of SR Suntour.



Rebound adjustment:
After setting up the sag by adjusting the air pressure, the next step is to adjust the rebound speed. Rebound controls the speed at which the shock extends after compression. Rebound damping control is relative to the main spring rate. Higher pressures require more rebound damping. Lower pressures require less rebound damping, so please adjust accordingly.

✓ For slower (more rebound damping) = Turn clockwise
✓ For faster (less rebound damping) = Turn counterclockwise

The rebound knob is red and located on top of the shock body.

As a basic rule you want the rebound to be as fast as possible to allow for the suspension to recover its extended position while in the meantime preventing the bike to bounce around and keeping the wheel on the ground. You can experiment closing the rebound adjuster all the way in, the suspension will return very slowly from there open rebound until it’s fast but still in control.

Compression adjustment:
TRIair 3CR shock comes with a 3-position compression lever that allows the rider to quickly & easily adjust the compression damping for any trail condition.
1. Open: it reduces compression damping allowing the oil to easily flow through the circuit, offering maximum sensitivity. Open position is also best for lighter riders or for dry, dusty terrain, where maximum traction is required.
2. Middle: it is for traversing. Sections of the trail where you need it to be active but still maintain a good pedaling platform.
3. Close: it is great for climbing, in order to reduce undesirable suspension bob. The heavy/closed setting is NOT a lock-out, but does offer significant resistance to weight & pedal induced suspension movement. Do not use this mode in the descents.

COIL SHOCK: SUNTOUR VORO CR COIL

Adjust the coil spring preload or swap the spring out before using your bike. Setting your rear suspension sag is the primary adjustment. Sag is the amount of movement the shock will travel when you are sitting or standing on your bike without riding. Sag is necessary for the rear wheel to track the ground and conform to negative obstacles such as holes or dips.

A coil spring shock is by nature linear whereas an air shock is progressive; this means it's easier to bottom out a coil shock than an air shock. On the other hand, a coil shock is more sensitive than an air shock. This means that when using a coil shock on 775MX the sag value needs to be slightly lower than what would be used with an air shock.
Sag is described as a percentage of the shock full stroke, we recommend using around 25% of sag as a baseline and fine tune later to match your riding style, terrain, speed, level of comfort. In generic terms less sag <25% is preferred for a sportier feel, very aggressive riding, large jumps, more sag >25% will feel more comfortable but will lack support. It isn't recommended to exceed 30% sag as it will negatively affect bike geometry the handling and bottoming out will become frequent. Bottoming out is acceptable if it only happens seldomly, if it happens often and easily it means there is too much sag. Frequent bottom out will damage the shock, the spring, the frame and the hardware. The 775MX rear shock has a total stroke of 65mm, to set your sag at 25%. The measured value in millimeter should be around 16.25mm.

Refer to table below:

Suntour Voro CR coil				
	Extreme jumps, will lack compliance	Sportier setup still compliant but firmer	Recommended, good all-round performance	Extreme comfort, will lack support, bottom out more frequently
stroke	15%sag	20%sag	25% sag	30% sag
65mm	9.75mm	13 mm	16.25mm	19.5mm

How To Adjust Sag

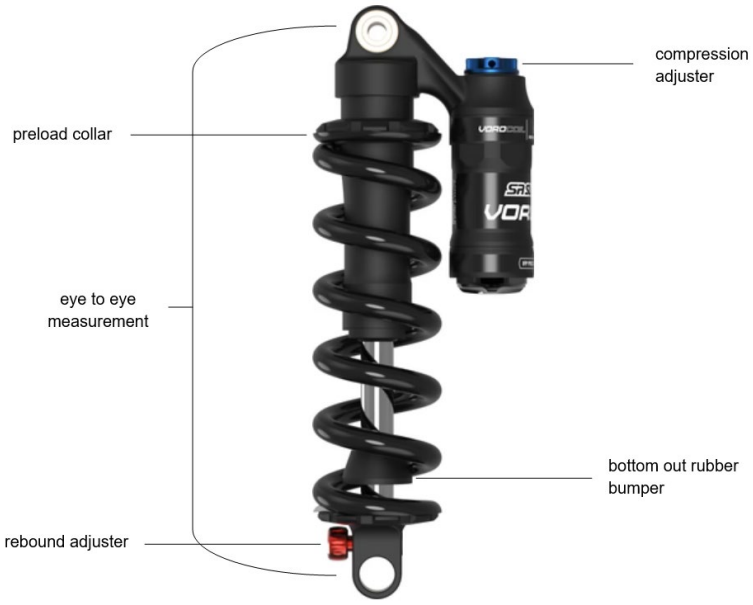
1. Set the compression knob all thew way to "-" (open position)
2. Sag verification, get all your riding kit including protective gear, backpack, water, tools, food, they are 2 methods to measure sag on a coil shock, due to the lack of Oring indicator another method needs to be employed compared to an air shock
    a. If you are alone, slide the rubber bottom out bumper up along the shaft until it contacts the shaft seal. Use a plastic or wooden long object to help you slide the bumper. Don't use any metallic object such as a screwdriver or a pick as you may accidentally scratch the shaft. Get on your bike gently, it's easier to do so with the saddle in the lowest position, stand up in the riding position you will use going down a hill, don't bounce on the bike, this is a static verification. At this stage the rear suspension will move into its travel; the bumper will slide along the shaft. Get off the bike gently, avoid bouncing so as not to

interfere with the sag verification. Measure how much the bumper was displaced. This measurement is not as easy and accurate as an air shock but will give you a ballpark value.

   b. You have a friend to assist you, Get on your bike gently. It's easier to do so with the saddle in the lowest position, stand up in the riding position you will use going down a hill, don't bounce on the bike, this is a static verification. At this stage the rear suspension will move into its travel, ask your friend to measure the shock eye to eye distance at sag. Take 205mm and deduct the value you measured; this will give you the sag value.

3. Best case scenario, your sag value is spot on, there's nothing to adjust on the spring,
   a. if your sag value is too low, verify if the spring preload is at its minimum. If already set to its minimum, a new coil spring with a lower rate will be necessary.
   b. If your sag value is too large, you can preload the spring by rotating the collar clockwise. A maximum of 5mm preload is acceptable. One collar full rotation equates to 1mm preload. If more than 5mm preload is required, a spring with a higher rate must be used.

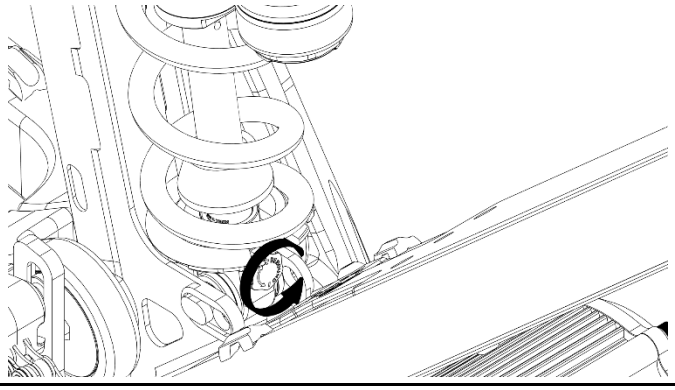
4. Repeat step 2 and verify sag values again after spring preload adjustment or spring replacement.



REAR SHOCK COMPRESSION AND REBOUND TESTING

Rebound:
After setting up the sag by adjusting the spring preload or spring rate, the next step is to adjust the rebound speed. Rebound controls the speed at which the shock extends after compression. Rebound damping control is relative to the main spring rate. Higher rate require more rebound damping. Lower rate require less rebound damping, so please adjust accordingly.

✓ For slower (more rebound damping) = Turn clockwise
✓ For faster (less rebound damping) = Turn counterclockwise



The rebound knob is red and located at the bottom of the shock shaft.

As a basic rule you want the rebound to be as fast as possible to allow for the suspension to recover its extended position while in the meantime preventing the bike to bounce around and keep the wheel on the ground. You can experiment closing the rebound adjuster all the way in, the suspension will return very slowly, from there open up rebound until it's fast but still in control.

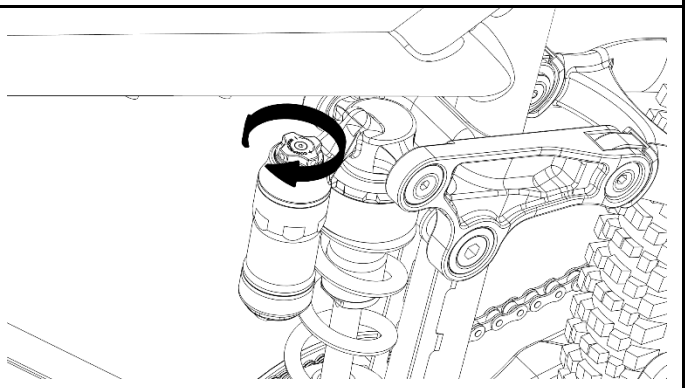
Compression:

Voro CR shock comes with a 7-position fine adjustment compression knob that allows the rider to quickly & easily adjust the compression damping for any trail condition.

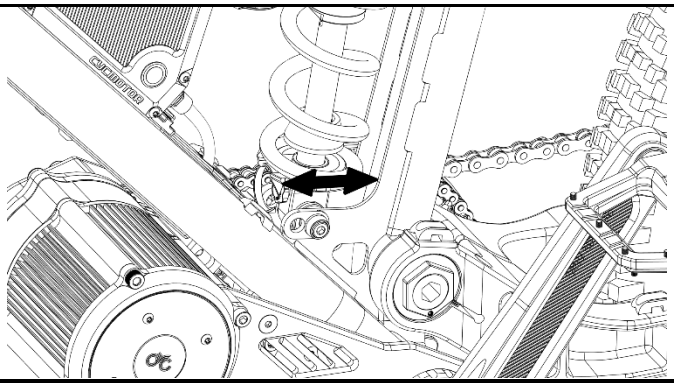
1. Open, all the way to the "-" sign: it reduces compression damping, allowing the oil to easily flow through the circuit, offering maximum sensitivity. Open position is also best for lighter riders or for dry, dusty terrain, where maximum traction is required.

2. Maximum, all the way to the "+" sign. Increases compression damping for more support.

Adjust compression setting between these 2 extreme positions to find the best suited solution. Do not force on the adjuster knobs, when it's hard to rotate it means it reached the end of the range.

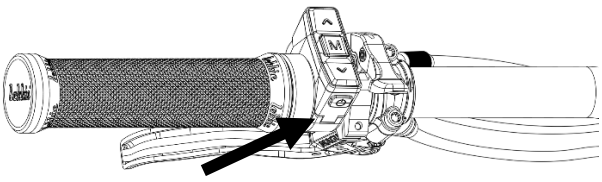


Comfort vs. Sport Mode



CONNECTING TO CONTROLLER

1. Ensure battery is powered on.
2. Then turn on the Joycon display. Please note the power button is on the bottom/underside of the Joycon, below the down arrow.
3. Ensure the motor, display, and battery connectors are securely plugged.
4. Verify connection by checking for error-free display status.



WARNINGS

Many components on the 775 MX, 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 MX specific components should only be used on the 775 MX 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 the risk of serious injury or death.

Electrical components can be exposed when working on your bike. 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 bike 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.

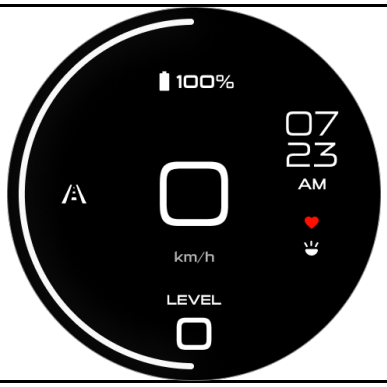
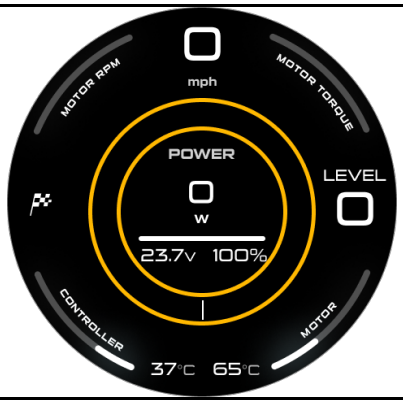
Once the display is illuminated, the throttle and peddle assist are live. You should be seated on the bicycle and engage at least one brake before starting to pedal. Do not put one foot on a pedal and throw a leg over the bicycle, as it could accelerate unexpectedly. Failure to follow this warning may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

The acceleration of an electric bike 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 bike 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 bike, 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’.

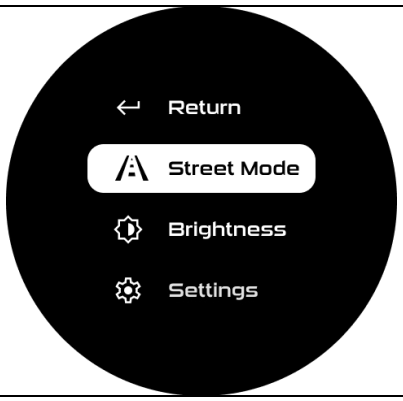
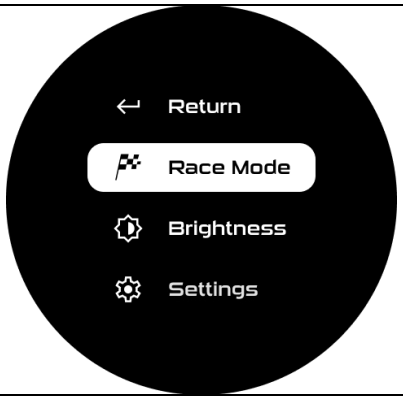
The 775 MX is significantly heavier than a bike without motor support. Use caution.

Under no circumstances should this bike 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 bike 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

HOMESCREEN DISPLAY	
Homescreen display is the default screen 1 that you will see when you turn on the bike. 1. Ride mode – Street or Race mode icon displayed. 2. Battery (%) figure and indicator. 3. Speed (MPH or KM/H). 4. Assist level (0-3). 5. Time (AM/PM or 24hr).	
INTUITION DISPLAY	
1. Time: total trip in hours, minutes and seconds. 2. Speed (MPH or KM/H). 3. Avg: average speed of current ride. 4. Level: Shows the level of assist power, from levels 0-3. 5. Battery (%) figure and indicator. 6. CAD: Cadence is the speed at which the rider pedals measured in RPM. 7. HPWR: Horsepower workrate displays the current power output in horsepower. 8. HR: When the bike is connected to a heartrate sensor that the rider is wearing, the rider's beats per minute will show on the display.	
BATTERY DISPLAY	
1. Motor RPM 2. Speed 3. Motor Torque 4. Assist Level 5. Motor Temp 6. Controller Temp 7. Ride Mode 8. Power (W) 9. Voltage (V) 10. Battery (%)	

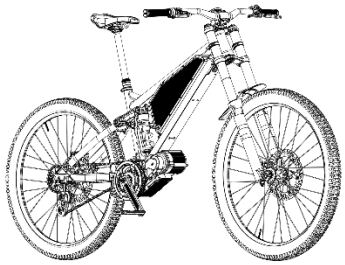
RIDE MODES

STREET MODE	
Street Mode limits the bike's motor to a certain power output. This affects the speed of the bike when in different speed settings, reaching a maximum speed of 20mph (32km/h) with the throttle. Note - Street Mode is activated from factory.	
RACE MODE	
For seasoned riders who want more power, swap the bike into race mode to unleash its full potential. This mode is selected by holding the center button on the handlebar controls for 3 seconds, then navigating to 'Street Mode', and pressing the center button once to switch it into 'Race Mode'. Race mode unlocks the full power and speed of the bike up to ~37 mph (65km/h) and the acceleration will be vastly improved. Note – Race mode should only be used on private property and by experienced riders.	

HOW TO USE

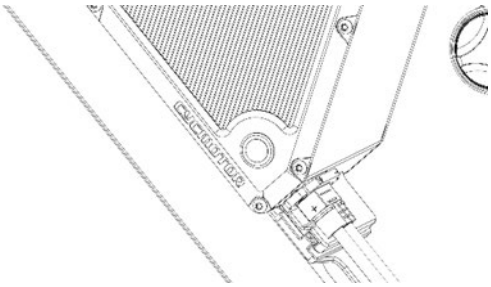
SAFETY PRE AND POST RIDE CHECK

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 is 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.
6. Check the drive chain is in good condition, clean and well-lubricated. 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.

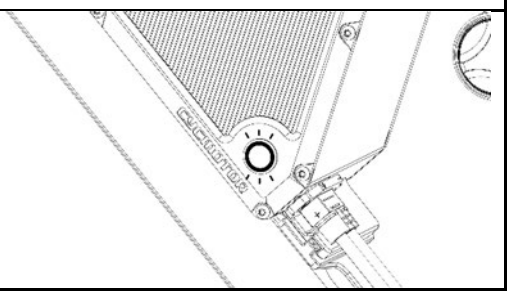


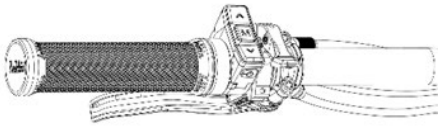
TURNING THE BIKE ON/OFF

1. Ensure all parts are fitted correctly on the bike as per the instructions.
2. Ensure the connector is connected to the bottom left connector port on the battery.

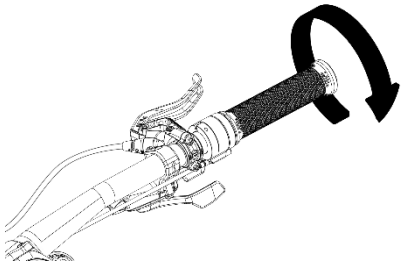


3. Press and hold the on/off switch on the side of the battery until the switch LED turns green.



4. Press and hold the handlebar controls on/off switch on the bottom of the JoyCon until the bike turns on.	

HOW TO USE THROTTLE

The throttle on your 775 MX is located on the handlebar, accessible by a twist of the right wrist. 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.

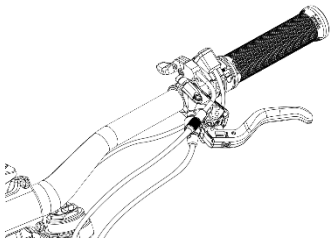
HOW TO BRAKE

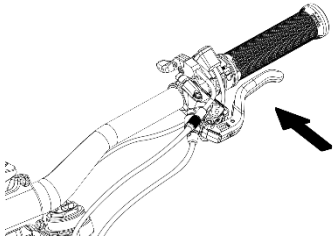
The 775 MX uses a hydraulic brake system with large rotors. When used properly this system will give the rider a strong, safe and reliable stopping power. The Left lever will activate the rear brakes when compressed and the Right lever will activate the front brakes when compressed.

Front Brake = Right Lever

Rear Brake = Left 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 calipers and rotors 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 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 or throttle power.
- Press the down (-) button to decrease the pedal assist level or throttle power.

The 775 MX 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 Bonnell 775 app walkthrough video for a quick walkthrough on setup and customization. This video will also show how to access Race Mode which will give you the full 6000 watts of power.	

THROTTLE

The throttle is what sets this bike apart. With reduced rotational travel when compared to a standard dirt bike throttle, the throttle on the 775 MX is easy to use and keeps both hands firmly on the handlebars at all times. We advise riders to ride in ‘Street Mode’ while using the throttle, until they become accustomed to the power and feel of the bike before switching to ‘Race Mode’. Race mode is for intermediate to expert riders only and you should ride with care when in this mode. If

you find that the speed changes between mode 1 & mode 2, or mode 2 & mode 3 are too large, you can tune the ‘Assist Level’ setting using the instructions in the previous page.

MAINTENANCE / REPAIR / CLEANING

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 bike and will void your warranty, but, most importantly, may result in serious personal injury or death. If your bike exhibits any signs of damage, do not use it and immediately contact your Authorized Bonnell Service Center for inspection.

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

When placing the frame and/or bike 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.

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

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. We recommend using soapy water, a rag and basic chain lube.

LUBRICATION AND CLEANING

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). Wipe them clean with a rag, avoid using any degreaser, solvent or chemicals of any sorts. If applying lube only use specific suspension seal lube and wipe the excess
- Bearings.
- Pivot points.
- Derailleur cables.
- Headset bearings. If frequently riding in wet weather it is advised to service the headset by cleaning and applying quality grease on the moving parts
- Free hub. No particular maintenance is required on the Bonnell sprag hub however avoid spraying any degreaser on the moving parts.
- Dropper Post. Clean the exposed mast of the dropper post and the seal. After an extended period it is advised to clean the internal sliding parts and apply fresh suspension grease to improve gliding.
- Stem to steering tube.

BEFORE AND AFTER EACH RIDE

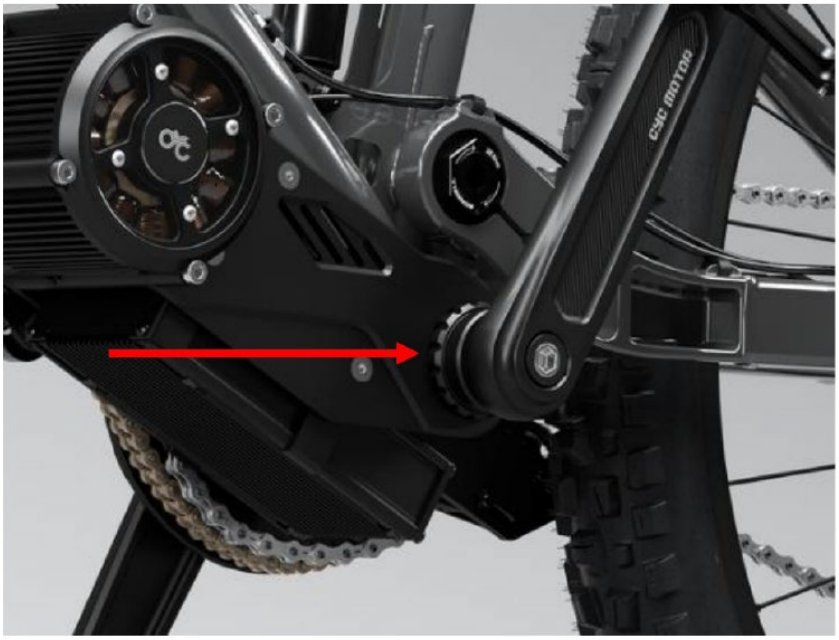
It is important to:

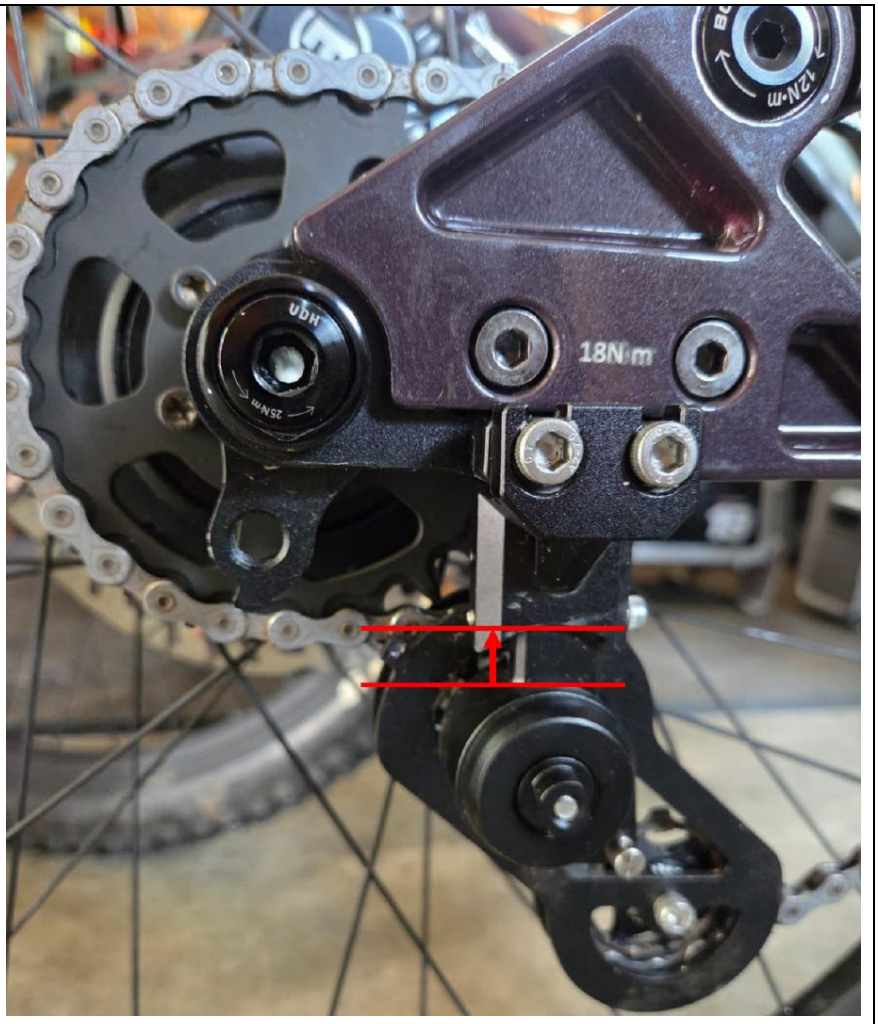
- Clean and visually inspect the entire bike for cracks or damage.
- Make sure the battery is fully charged and mounted securely. Follow the drive system charging instructions. Battery charge discharge capacity will decline with usage. Have older battery replaced when it fails to charge within the time 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, and 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.

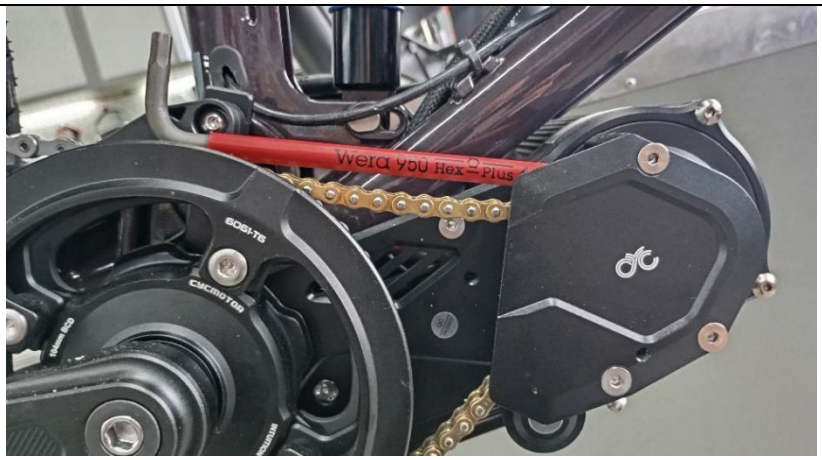
TROUBLESHOOTING

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 or corrosion.

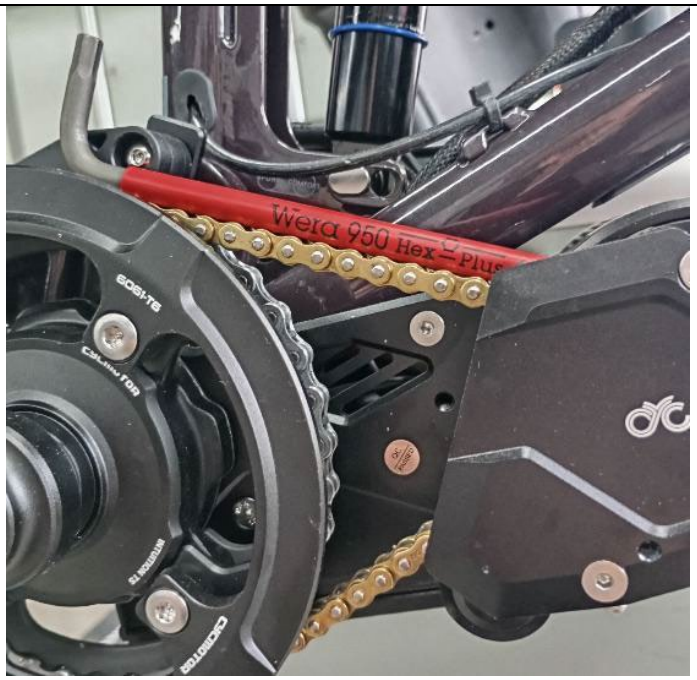
		Step 4: Contact a professional to test the battery capacity. Step 5: If the battery is old or damaged, consider replacing it.
Motor Not Engaging.	The motor does not start or intermittently cuts out.	Step 1: Check for any error codes on the bike's display, which can indicate specific problems. Step 2: 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 this section of the manual). Step 6: If the problem persists, consult a technician as the motor may need professional diagnostics.
Brakes are Squeaking.	Brakes are noisy.	Step 1: Clean the brake pads and rotors with a mild solvent to remove 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/ unresponsive.	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. 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. 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.
Display Error	Fault Info Controller / Display Communication	Step 1: Gently unplug the front plugs as well as the main plug connecting the controller to the battery. Step 2: Check that none of the connecting pins show any signs of damage or bending. Step 3: Carefully reconnect everything.
Chain slipping.	The chain 'slips' when you add a moderate amount of force to the peddles.	Step 1: Check chain for stretching or wear. Step 2: Check sprocket and chainrings for wear/ obstruction/ dirt ingress. Step 3: Ensure rear tensioner is properly adjusted.
Noisy rattling chain or chain		Step 1: Check motor bolts for tightness (torque spec =6Nm, blue thread locker).

skipping under power.		 a. Check the two bolts that anchor the motor to the downtube. Step 2: Check bottom bracket cup & lock ring for tightness (BB torque spec = 60 Nm)  *recommend tool: Shimano Hollowtech II BB Tool Step 3: Reposition rear chain tensioner to highest position

		 Step 4: Check motor chain tightness (detailed instructions below)
Noisy rattling chain or chain skipping under power.	Motor chain tightness	NOTE: SWITCH OFF THE MOTOR SYSTEM AND TURN OFF THE BATTERY POWER. NEVER OPERATE ON YOUR DRIVETRAIN WITH THE MOTOR SYSTEM SWITCHED ON Step 1: Use a long Allen key or any other long object and place it on top of the chainring and motor sprocket. If the chain sags and leaves a gap between the Allen key, it means it's too loose.

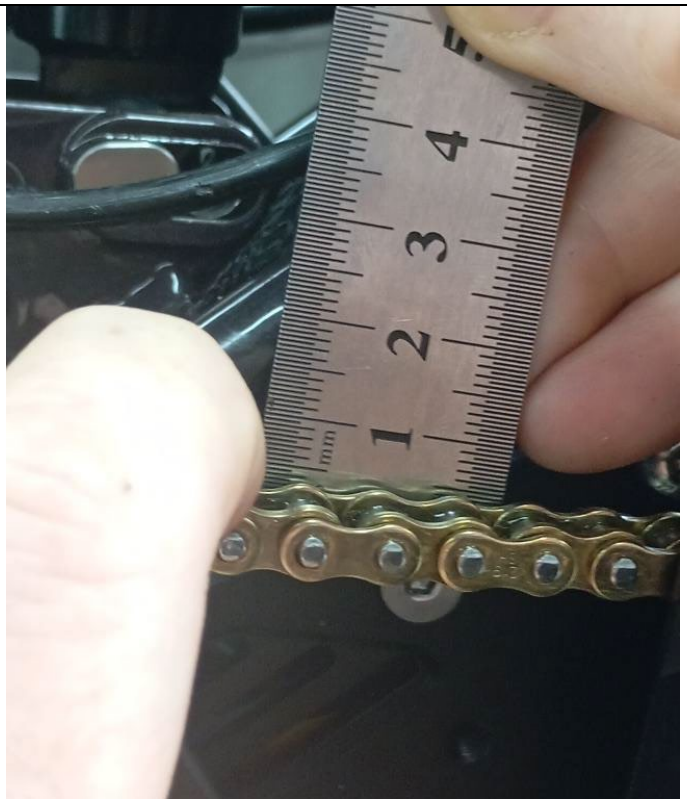


Step 2: Insert a 3mm allen key in the chain tensioner mechanism and tighten it until the chain contacts the tool left on the top of the chain. There is a locknut that will retain the adjustment screw in its set position.



Step 3: To verify that the chain has the proper tension take a ruler and place it roughly in the middle portion of the chain. Hold the ruler firmly and align the top of the chain with any of the rulers line, in the image below we took the 1cm mark as a reference.

Step 4: Apply pressure on top of the chain and verify the amplitude of movement, it should be within 3-5mm maximum



Step 5: Repeat this operation by applying pressure on the bottom of the chain and verify the amplitude of the chain is within 3-5mm as well.
Go back to step 2 by tightening or loosening the tensioner mechanism to reach the proper chain tension.

		NOTE: if the chain tension is too high, the chainring rotation will feel difficult and notchy when rotating the cranks by hand with the system powered off. This will prematurely wear the chainring, chain, sprocket and bearings. Decrease tension until it's set as described above. If the chain still skips, it indicates that it's time to change the chain, chainring and potentially the gearbox output sprocket. Contact a Bonnell dealer or visit Ridebonnell.com for spare parts.
Suspension is too hard or too soft.	Suspension is not soaking up bumps or jumps well enough OR It's too soft and bottoms out over bumps or jumps.	Front forks: Step 1: Turn blue compression knob clockwise to increase compression. Step 2: Turn blue compression knob anticlockwise to decrease compression. Step 3: Turn red rebound knob clockwise to increase rebound. Step 4: Turn red rebound knob anticlockwise to decrease rebound. Rear Shock: Step 1: Turn blue compression knob clockwise to increase compression. Step 2: Turn blue compression knob anticlockwise to decrease compression. Step 3: Turn red rebound knob clockwise to increase rebound. Step 4: Turn red rebound knob anticlockwise to decrease rebound. Step 5: Check that the shock lockout is not activated, should be turned fully anticlockwise when shock is in use.
Noisy suspension	Forks or rear shock creaking in use.	Step 1: Check for dirt buildup and wipe the suspension components regularly to prevent excessive wear. Step 2: Clean and lubricate the stanchions and seals regularly. Step 3: Make sure all bolts are tight, and pivot points greased.
Tire not holding pressure or flat.	The tire may have a puncture.	Step 1: If you are running a tube set-up, repair the inner tube with a patch or replace the inner tube. 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 or not running true.	The wheels axle bolt may not be fully tightened OR one or more spokes are loose.	Step 1: Ensure both wheels axle bolts are straight and sufficiently tight. Step 2: Check the affected wheels rim for any cracks or dents. Step 3: If all ok, freely spin the wheel to see if it runs true. If not, it's 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 sound on normal use.	Step 1: Clean the frame fully. Step 2: Lubricate the bottom bracket, pedals, headset and all pivot points. Step 3: Ensure all bolts are tight.
Pedals worn out.	Feet slip on the pedals regularly.	Step 1: Replace pedals. Note – If pedals are difficult to remove, use a pedal wrench and a penetrating oil.

Loose headset.	Forks move slightly independently from the frame.	Step 1: Make sure the fork is properly installed, and the headset bearings are in good condition. Step 2: Tighten the headset using the top cap or fork stem bolt.
AirTag not Connecting		Step 1: Turn On “Find My Network” 1. On your display, go to Main Menu → Connectivity → Find My Network. 2. Select Activate to enable the feature. Step 2: Add Your Display to the Apple “Find My” App 1. Make sure Find My Network is turned ON. 2. On your iPhone, open the Find My app. 3. Tap Items at the bottom of the screen. 4. Select Add Item → Other Supported Item. 5. Follow the on-screen prompts to finish pairing.
Desire to swap break setup to e-mtb style.	Some riders coming from the e-mtb space may not prefer our standard layout: *left lever = rear brake, right lever = front brake*. We’ve chosen this setup because with the power available through the throttle, it’s often beneficial to control the rear brake with your left hand. This allows you to modulate the rear wheel while on the throttle—similar to techniques used on motorcycles for better control in turns or while airborne. However, rides can easily pivot to an e-mtb brake setup instead	Step 1: Remove the clips holding the hoses and wires together. Use a small flathead screwdriver to gently open the clips. Be careful not to damage the hydraulic hose. Step 2: Loosen and remove the brake clamp screws (both upper and lower) on each lever. Step 3: Swap the levers—move the left lever to the right side and vice versa. Route the cables so they look clean and don’t tangle (avoid the “spaghetti” look). Step 4: Reinstall the clamps on each lever. You'll notice an arrow on each clamp—this arrow should point *upward*. Step 5: Tighten the upper bolt first until the clamp and lever assembly are snug with no gap. Don’t overtighten—these use a plastic master cylinder. (Maximum torque: 4Nm, per Magura.) Step 6: Tighten the lower bolt to 4Nm as well. There *should* be a slight gap here. The lever should still be able to rotate slightly on the handlebar when pushed by hand. This allows the lever to pivot during a crash, helping to avoid damage, a technique borrowed from the motorcycle world. Step 7: Reattach the clips to tidy up the cables and hoses.

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 ridebonnell.com/terms-conditions. To view the current warranty, please visit Ride Bonnell Warranty.

Model(s) Covered: 775 MX

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 MX 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. 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 MX.

BATTERY LIMITED WARRANTY

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

One-Year limited time Warranty of 775 MX 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 via the HelpCenter at ridebonnell.com.

HOW TO MAKE A WARRANTY CLAIM

Submit claims via the Customer Support Request form in the HelpCenter at ridebonnell.com.

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 https://github.com/CYC-MOTOR. 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 CYC MOTOR LTD OR ANY AUTHORIZED PRODUCT DEALER.

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

For general questions, please email info@ridebonnell.com. For issues with bike, please ensure you complete the Customer Support Request in the Help Center.

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.