E.BIKE

HOPE TECHNOLOGY
(IPCO) Limited

Hope Mill, Calf Hall Road
Barnoldswick, Lancashire
BB18 5PX, United Kingdom

T: 01282 851400 E: info@hopetech.com W: hopetech.com

CAUTION: READ THIS BEFORE INSTALLING YOUR CRANKS!

Riding bicycles can be dangerous. These instructions should be read thoroughly before installation. Failure to follow these instructions before installing and using Hope Technology Components can result in severe injury or death.

BOX CONTENTS

- Drive Side Crankarm Assembly
- Non-Drive Side Crankarm Assembly

TOOLS REQUIRED

- 8mm Allen Key
- Torque Wrench with 8mm Hex

HOPE WARRANTY

All Hope Technology components are covered for two years from original date of purchase against manufacturer defects in material and workmanship. Proof of purchase is required. Product must be returned to the original retailer to process any warranty claim. This warranty does not cover any damage caused through mis-use or failing to comply by the recommendations given in this manual.
This warranty does not affect your statutory rights.

PRELIMINARY CHECKS

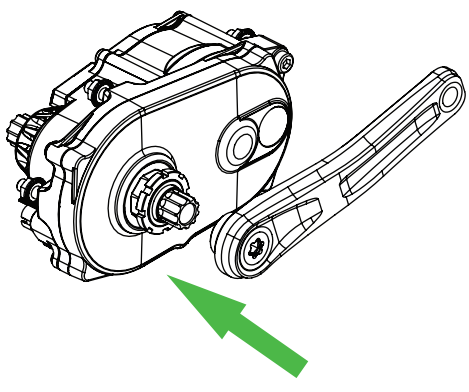
001_Check compatability of cranks with motor axle. This crank has an ISIS spline fitting as found on most Bosch, Brose and some other manufacturers motors.

002_Consult fitment diagram and check frame clearance. Chainstay clearance requirements vary between bike manufacturers and even between models. It is important the crank arm does not foul on any part of the motor or frame.

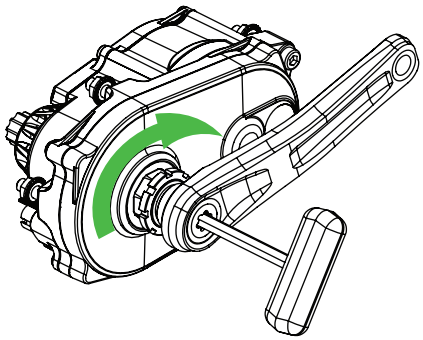
INSTALL DRIVE SIDE CRANKARM

003_Clean and then lightly grease the spline of the motor axle. Also grease the thread in the end of the motor axle.

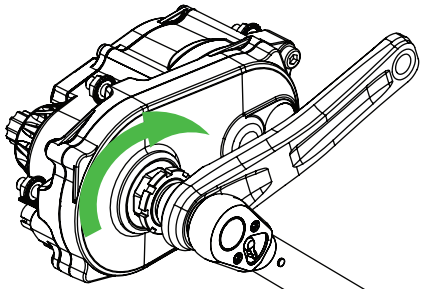
004_Locate the crank arm onto the spline. It should be possible to align the crank into the spline before the bolt thread contacts. At this point the angular position of the crank on the spline is not critical.



005_Using an 8mm allen key screw the crank bolt into the axle thread. Takecare to get the thread started correctly before fully tightening. The bolt shouldturn freely and draw the crank onto the first part of the spline with minimal resistance.



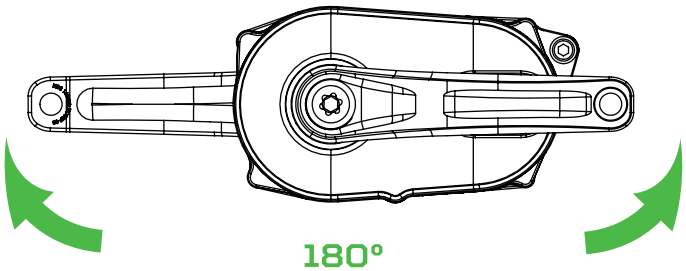
006_Fully tighten the crank bolt, drawing the crank onto the axle spline. The further the crank is drawn onto the spline the more torque will be needed to turn the crank bolt. The crankarm will come to a solid stop against the shaft shoulder when properly located. Crank bolt recommended tightening torque: **50 N.m**



INSTALL NON-DRIVE SIDE CRANKARM

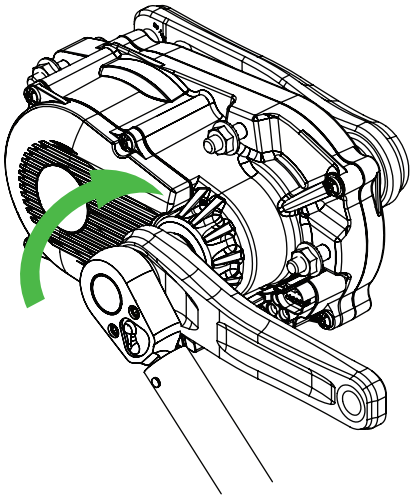
007_Clean and then lightly grease the spline of the motor axle. Also grease the thread in the end of the motor axle.

008_Locate the crank arm onto the spline. It should be possible to align the crank into the spline before the bolt thread contacts. Take care to align the crank at **180°** to the drive side crank.



009_Using an 8mm allen key screw the crank bolt into the axle thread. Takecare to get the thread started correctly before fully tightening. The bolt shouldturn freely and draw the crank onto the first part of the spline with minimal resistance.

010_Fully tighten the crank bolt, drawing the crank onto the axle spline. The further the crank is drawn onto the spline the more torque will be needed to turn the crank bolt. The crankarm will come to a solid stop against the shaft shoulder when properly located. Crank bolt recommended tightening torque: **50 N.m**



DISASSEMBLY PROCEDURE (Same procedure for drive and non-drive crankarms)

001_Using an 8mm Allen key turn the inner crank bolt on the crank arm anticlockwise to loosen it.

002_Keep turning the bolt in an anticlockwise direction, it will go loose and then you will feel resistance as the crank starts to extract off the axle, keep turning until the drive side crank comes right off the axle.