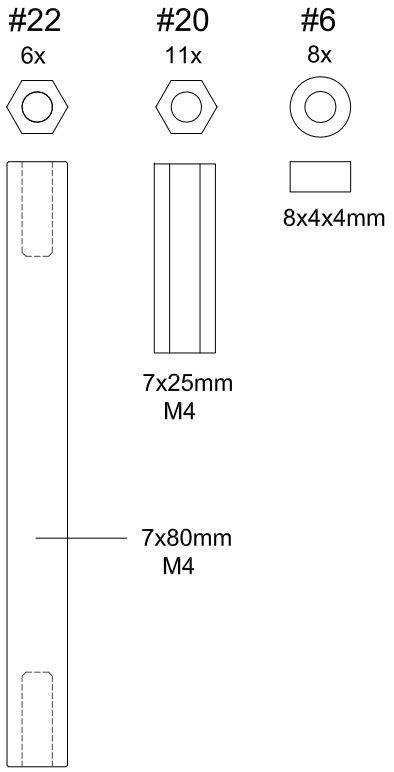
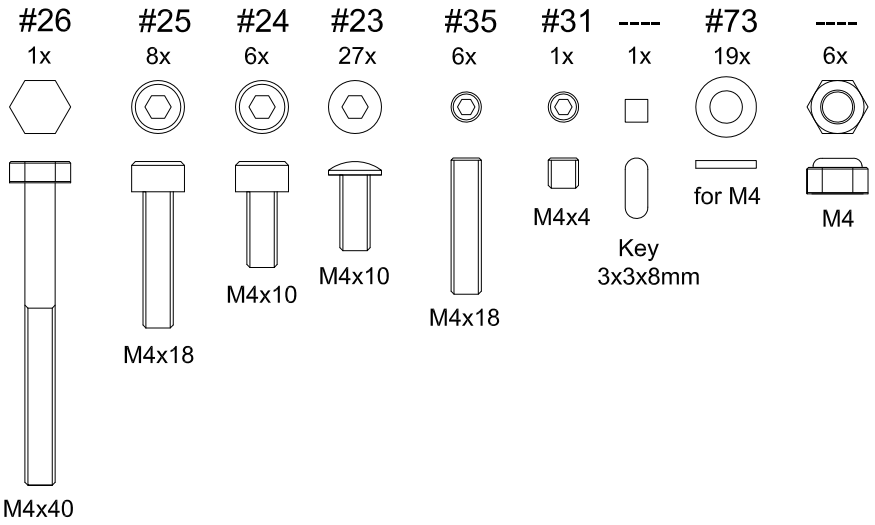
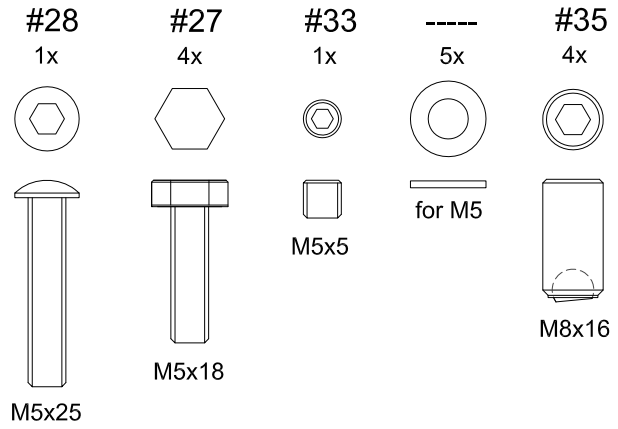
Aluminium Spacers



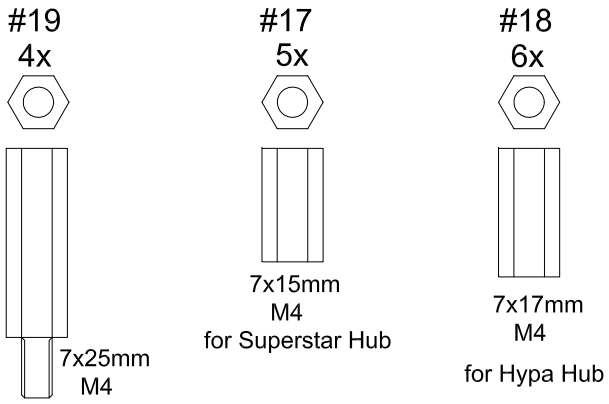
M4 Nuts, Bolts & Washers



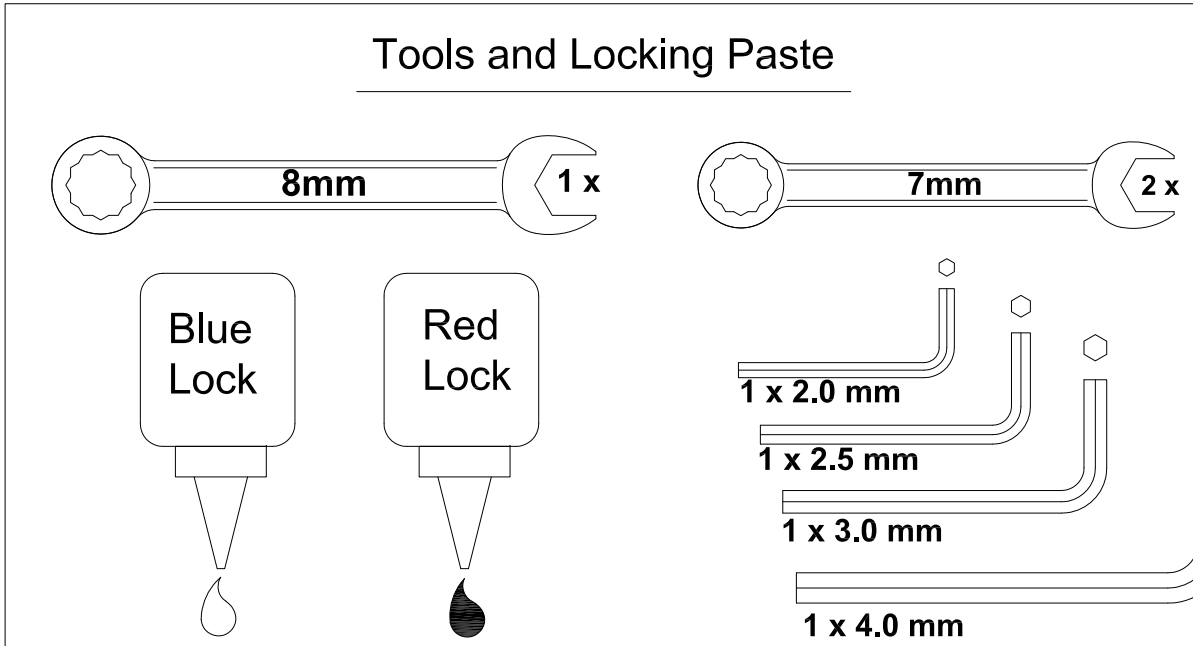
M5 + M8 Nuts, Bolts & Washers



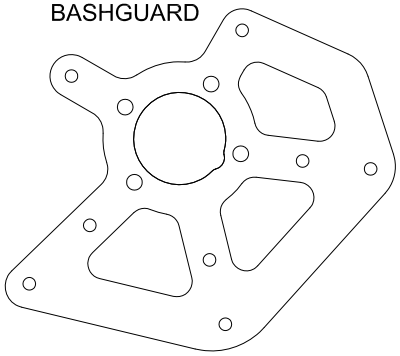
Stainless Steel Spacers



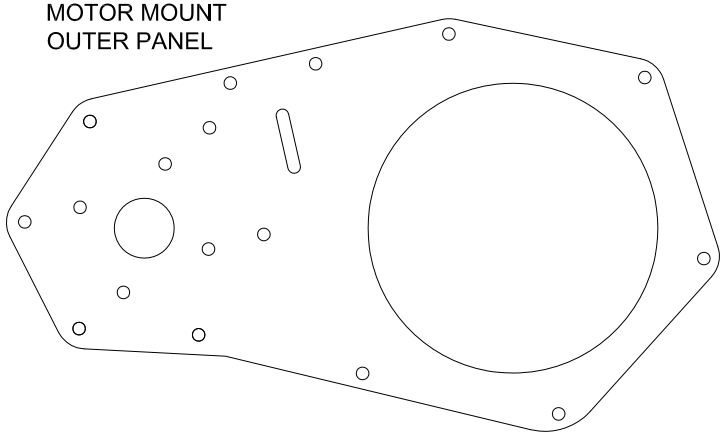
Tools and Locking Paste

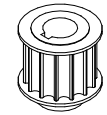


BASHGUARD

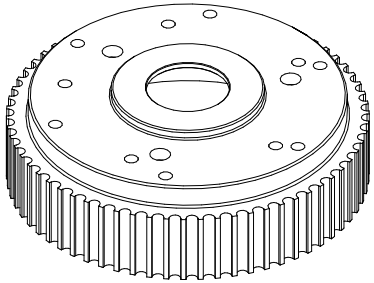


MOTOR MOUNT
OUTER PANEL



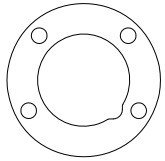


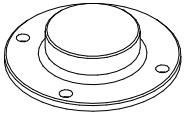
Motor sided Pulley



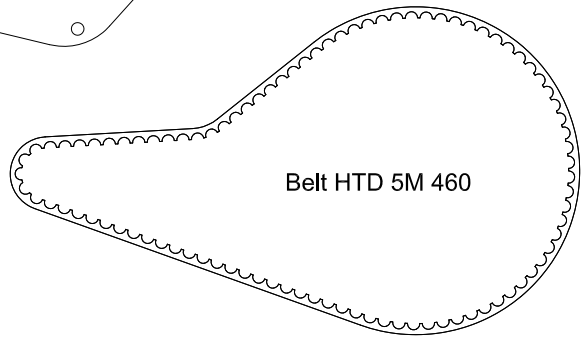
Wheel sided Pulley

BASCHGUARD
CENTER SPACER

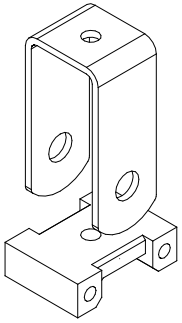




MOTRO AXLE
SUPPORT BEARING
ASSEMBLY



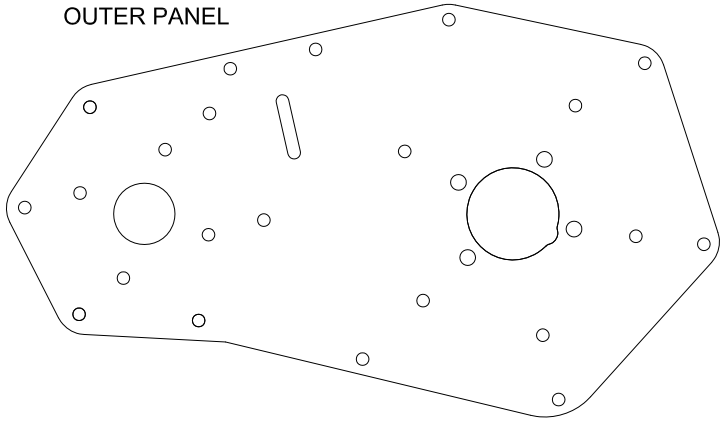
Belt HTD 5M 460



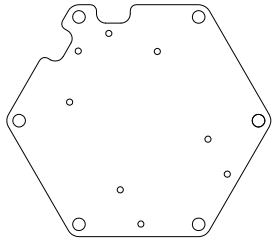
TENSION
ROLLER
BRACKET

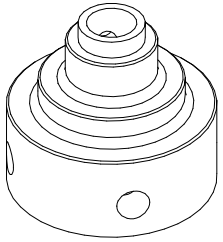
TENSION
ROLLER
GUIDE

MOTOR MOUNT
OUTER PANEL



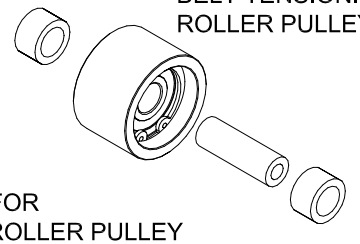
END PANEL





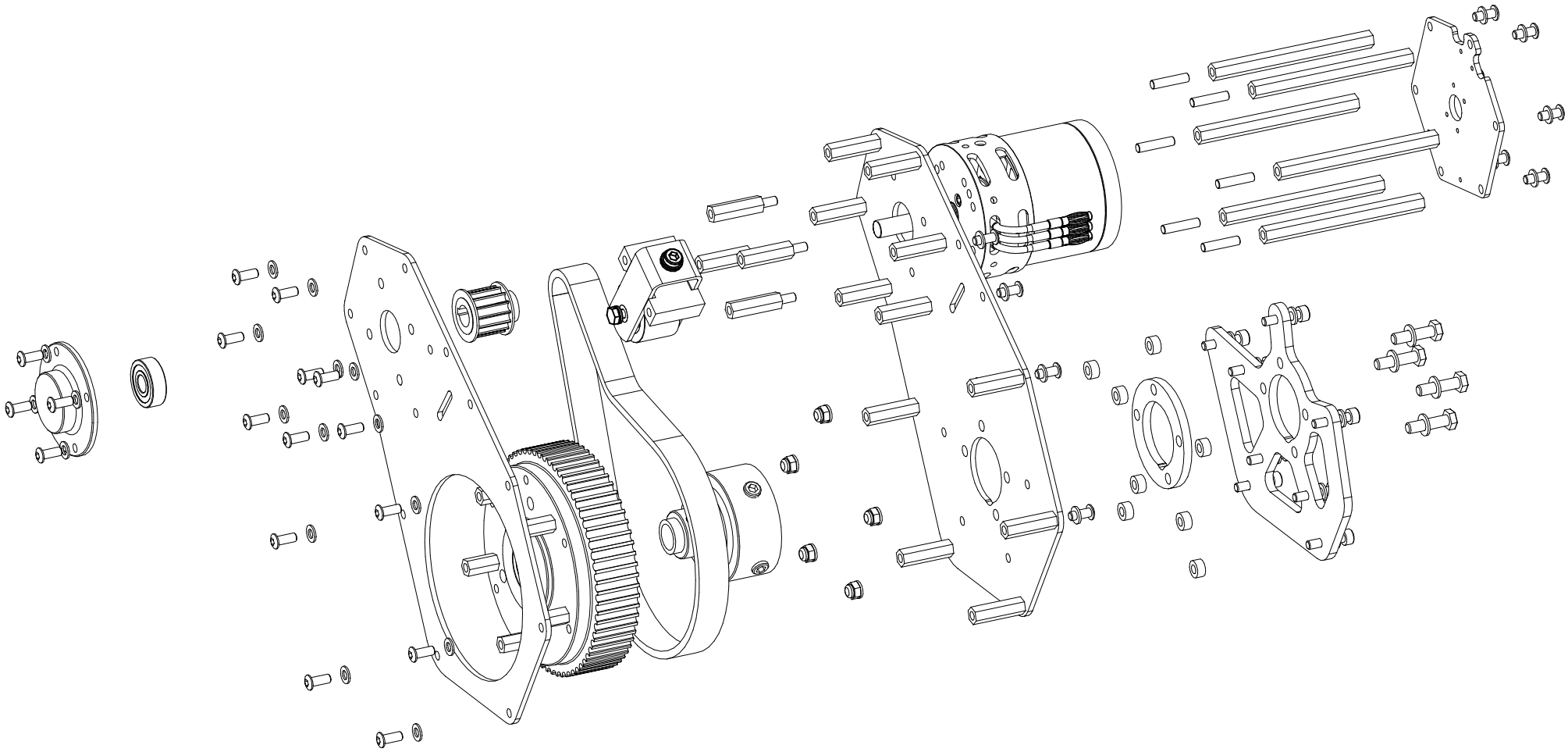
MOTOR MOUNT
CONNECTOR

BELT TENSIONING
ROLLER PULLEY



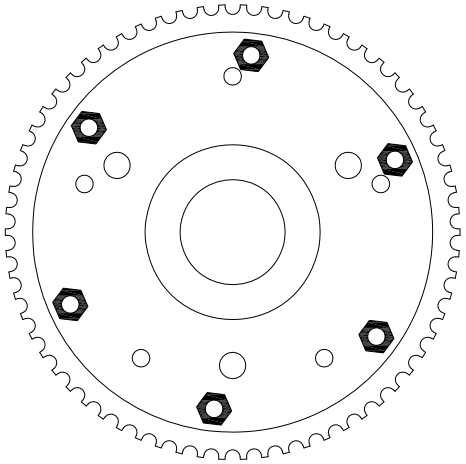
AXLE PIN FOR
TENSION ROLLER PULLEY
+ SPACERS

Explosion Drawing E-Drive MTB



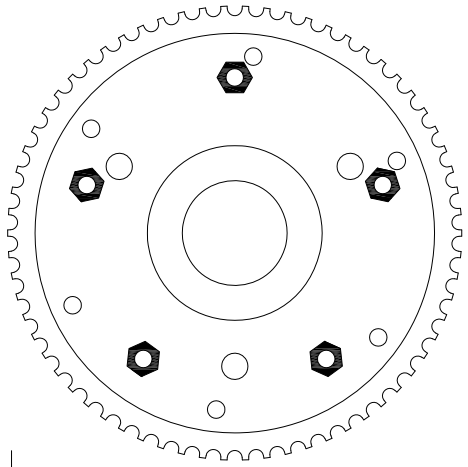
Hypa Hub

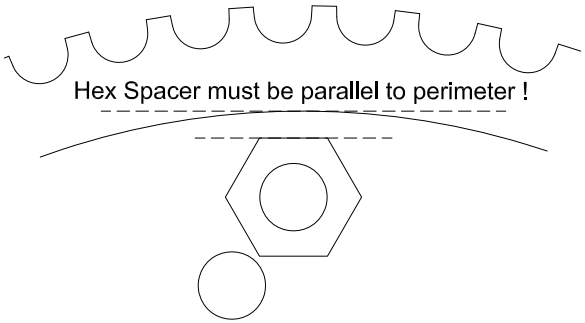
6x SP6 for Hypa Hub mount

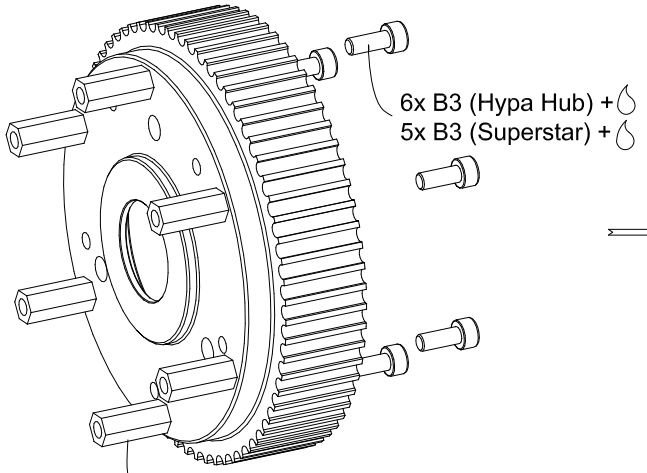


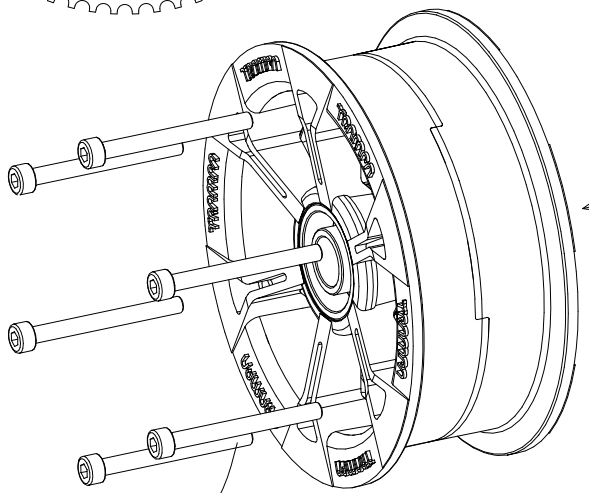
Superstar Hub

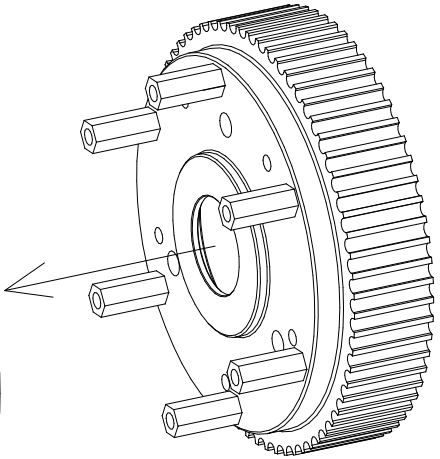
5xSP5 for Superstar Hub mount

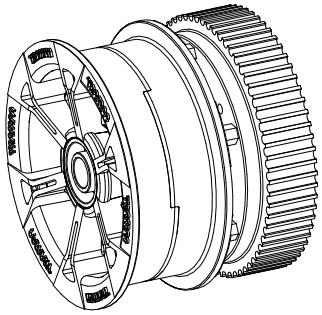




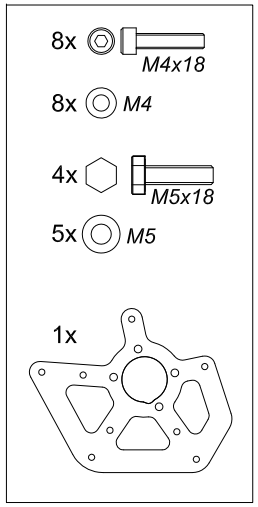




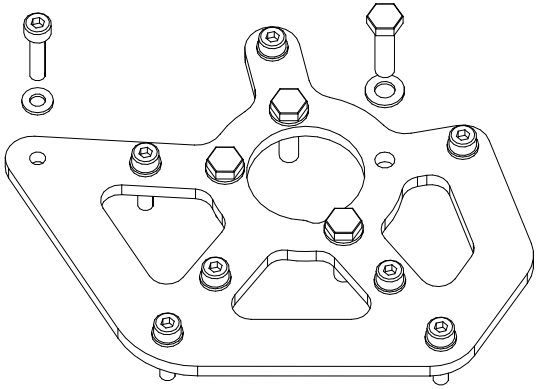




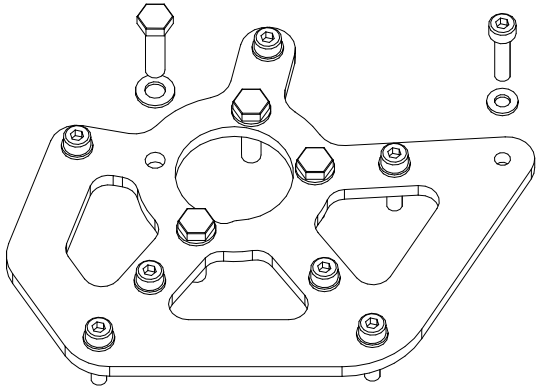
2.1



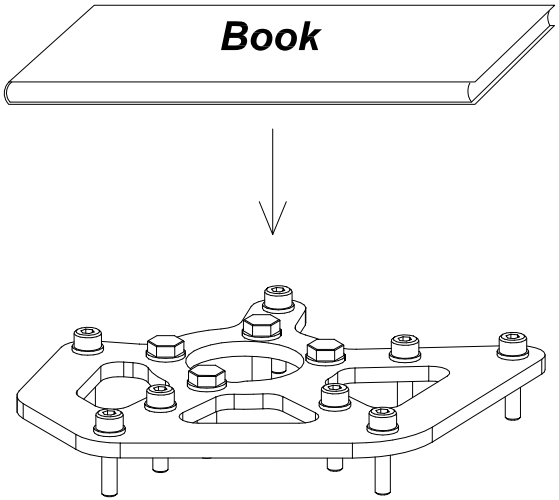
drive train on left side, single drive "regular"



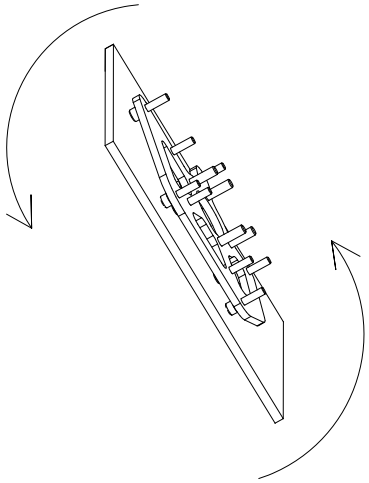
drive train on right side, single drive "goofy"



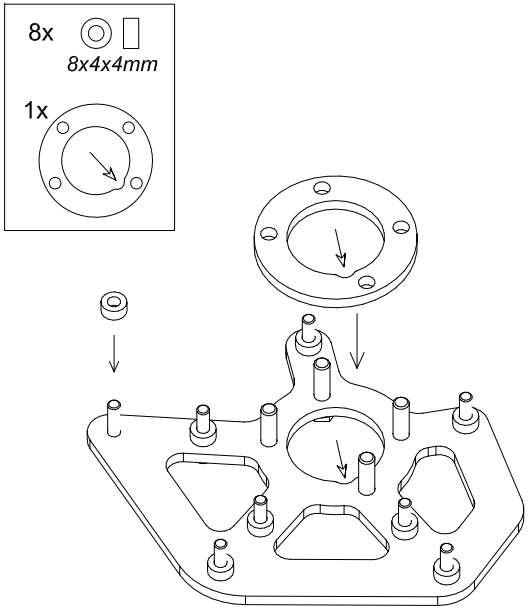
2.2



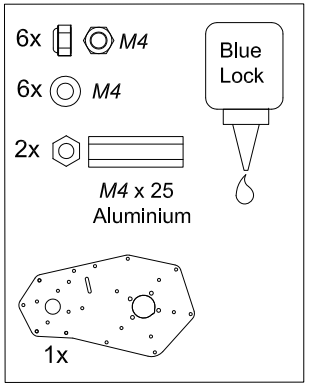
2.3

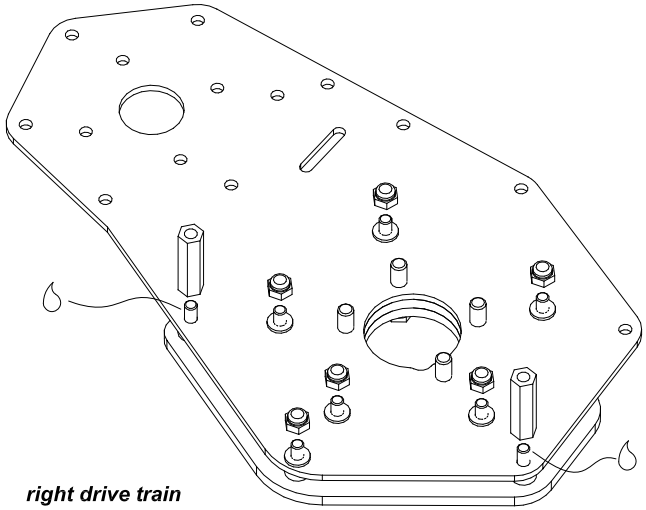


2.4

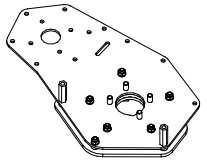


2.5

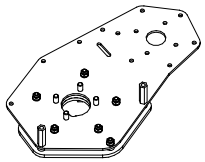


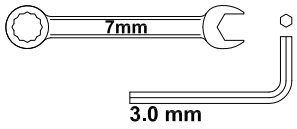


left drive train

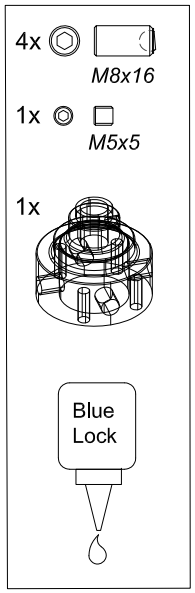


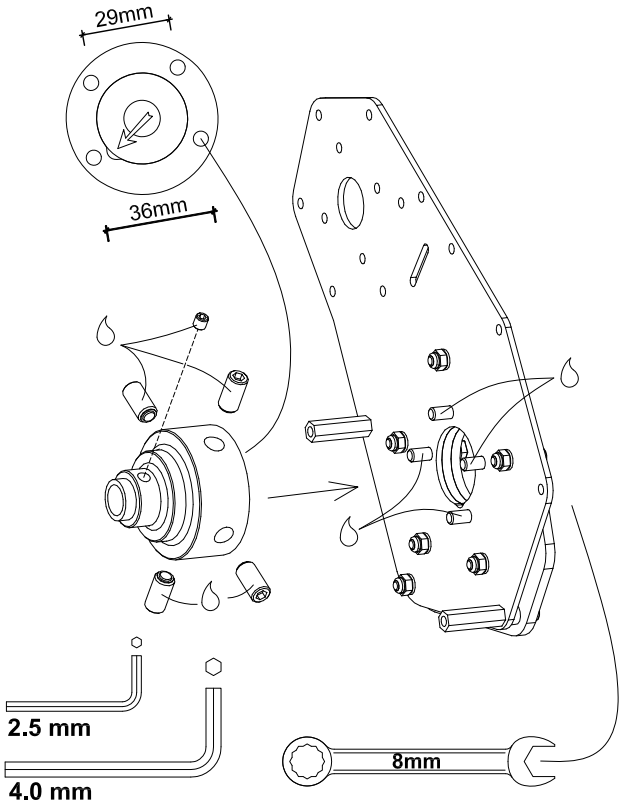
right drive train



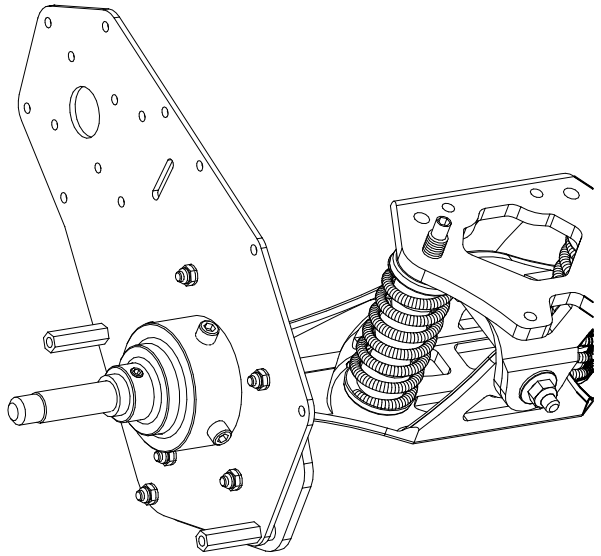


3.1

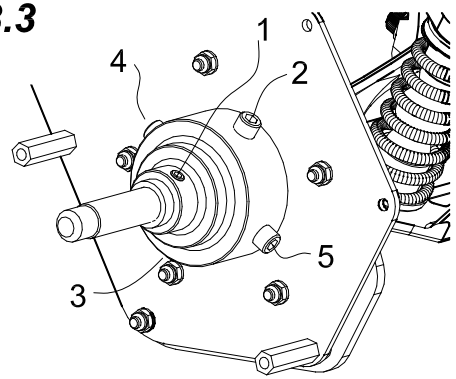




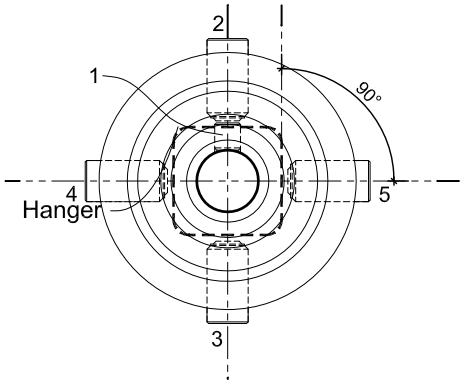
3.2

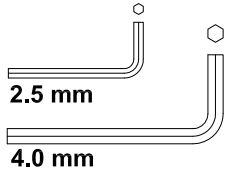


3.3



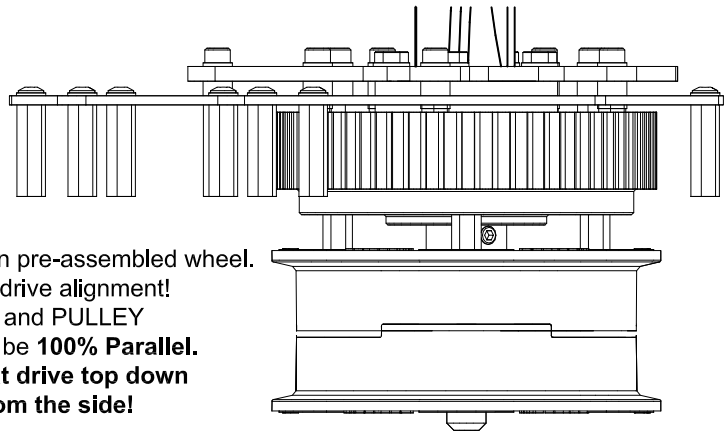
Align drive perpendicular to square hanger base. Tighten up screws *bit by bit* in correct order! Start with M5 grub screw.





Take your time! This step is very important to get the drive 100% correctly aligned.

3.4

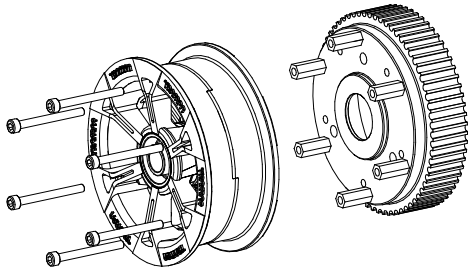


Stick on pre-assembled wheel. Check drive alignment! DRIVE and PULLEY should be **100% Parallel. Look at drive top down and from the side!**

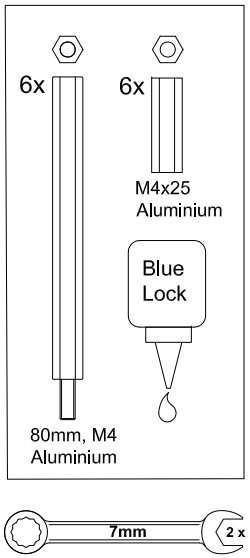
Spin wheel to check pulley alignment!

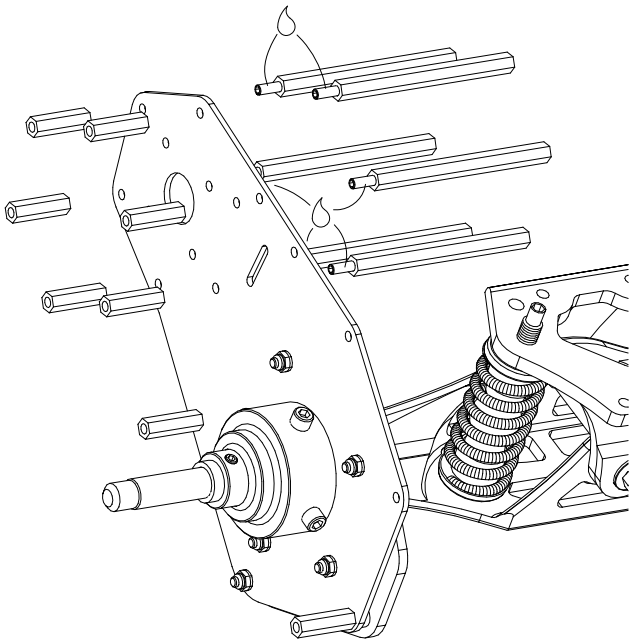
3.5

Detatch wheel and separate hub from pulley.

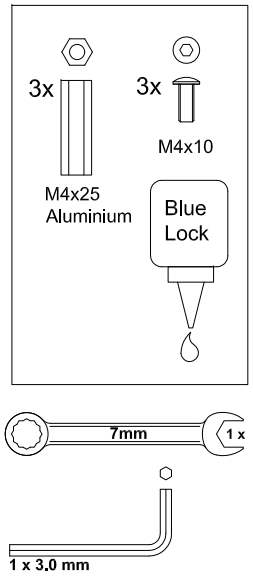


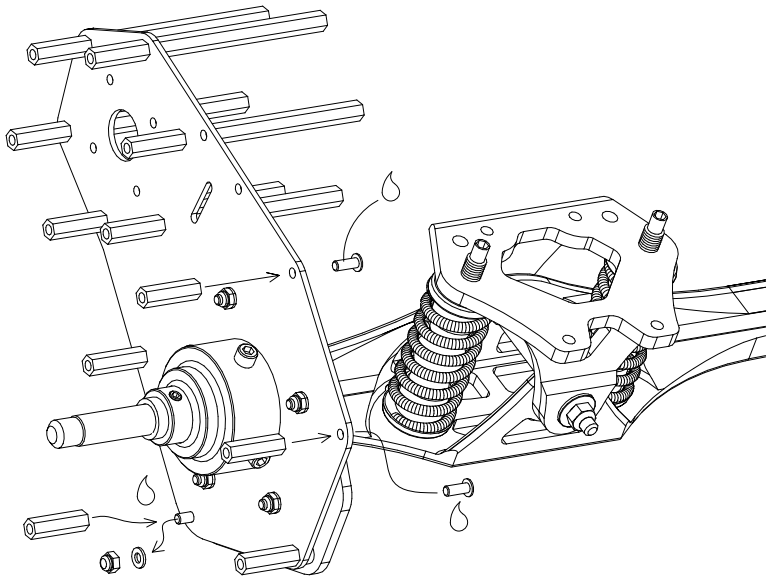
4.1



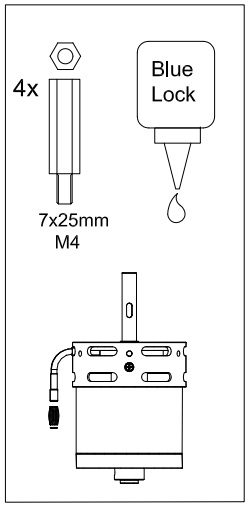


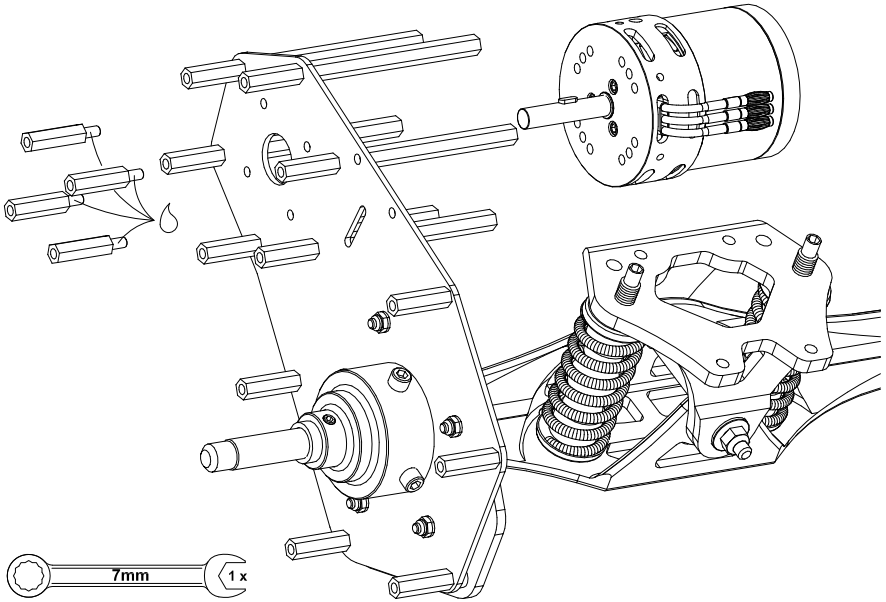
4.2



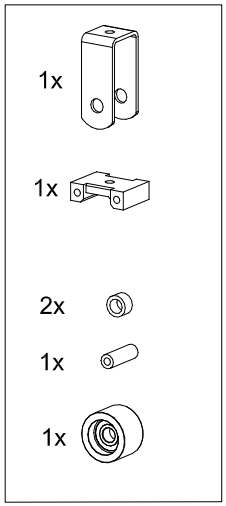


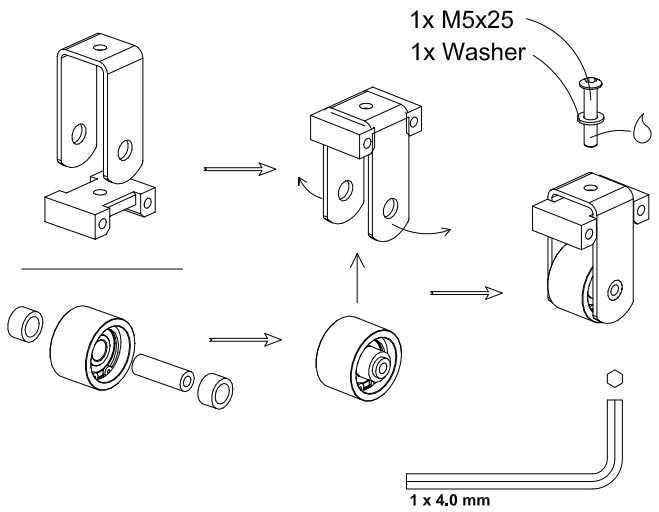
4.3



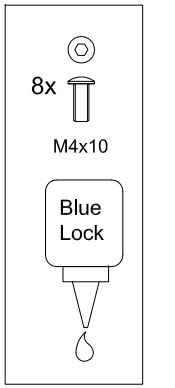


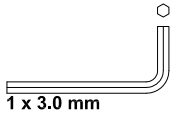
4.4 Belt Tensioning System

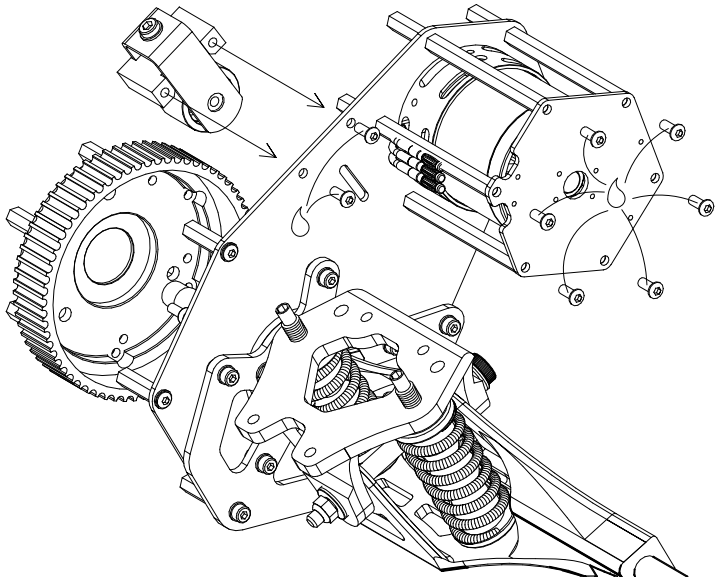




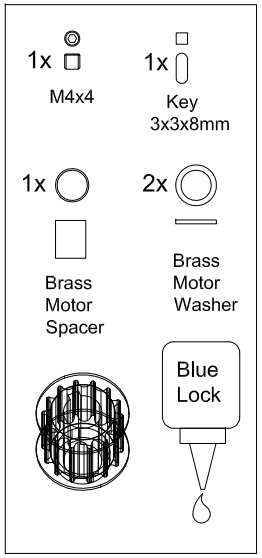
5.1

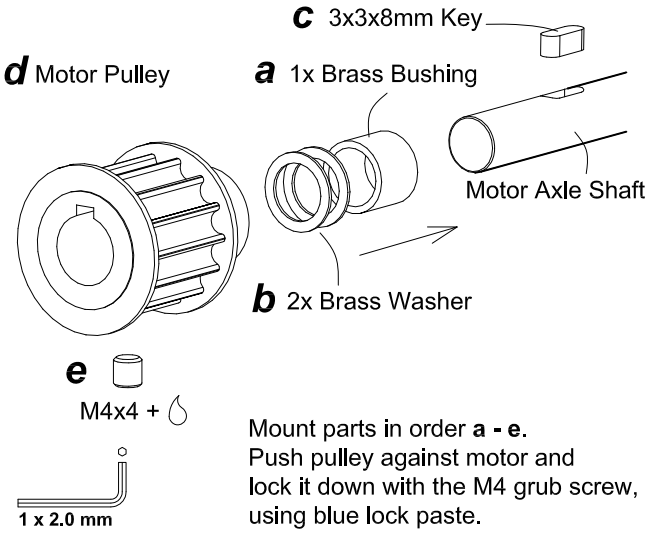






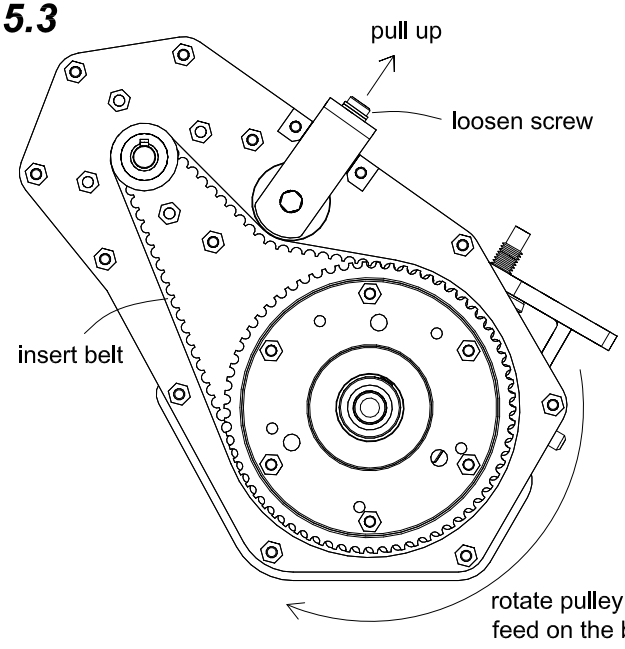
5.2



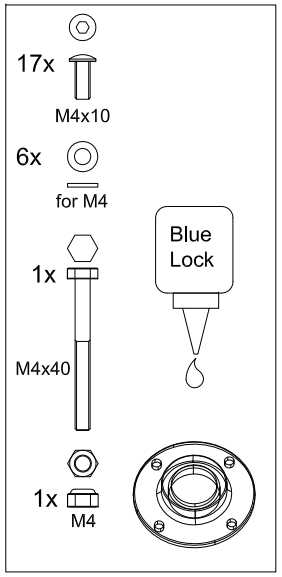


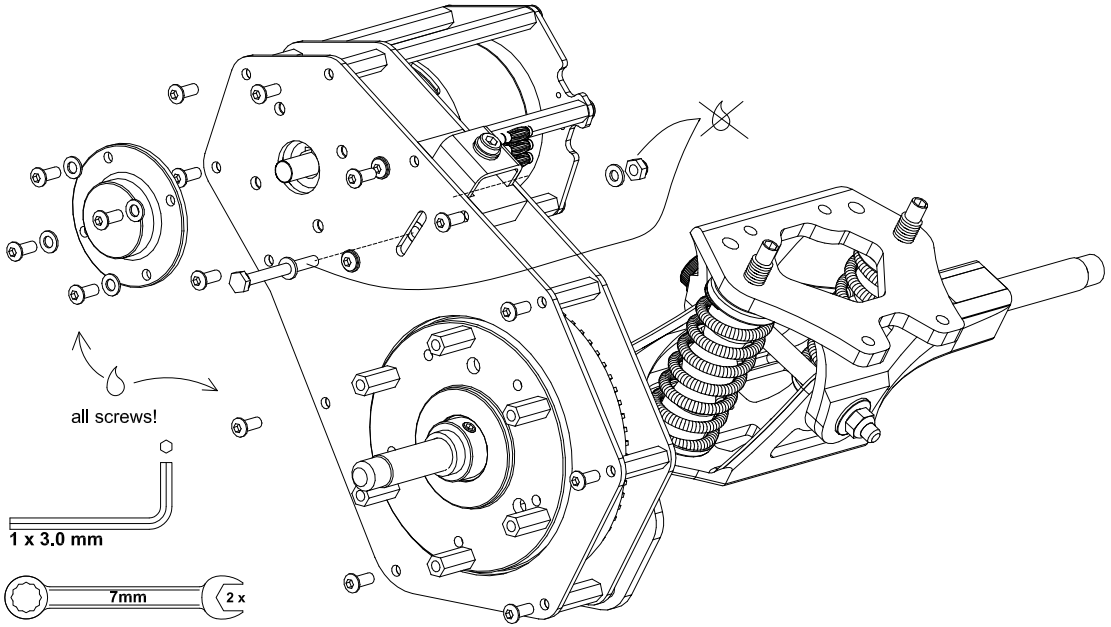
Mount parts in order **a - e**.
Push pulley against motor and lock it down with the M4 grub screw, using blue lock paste.

5.3

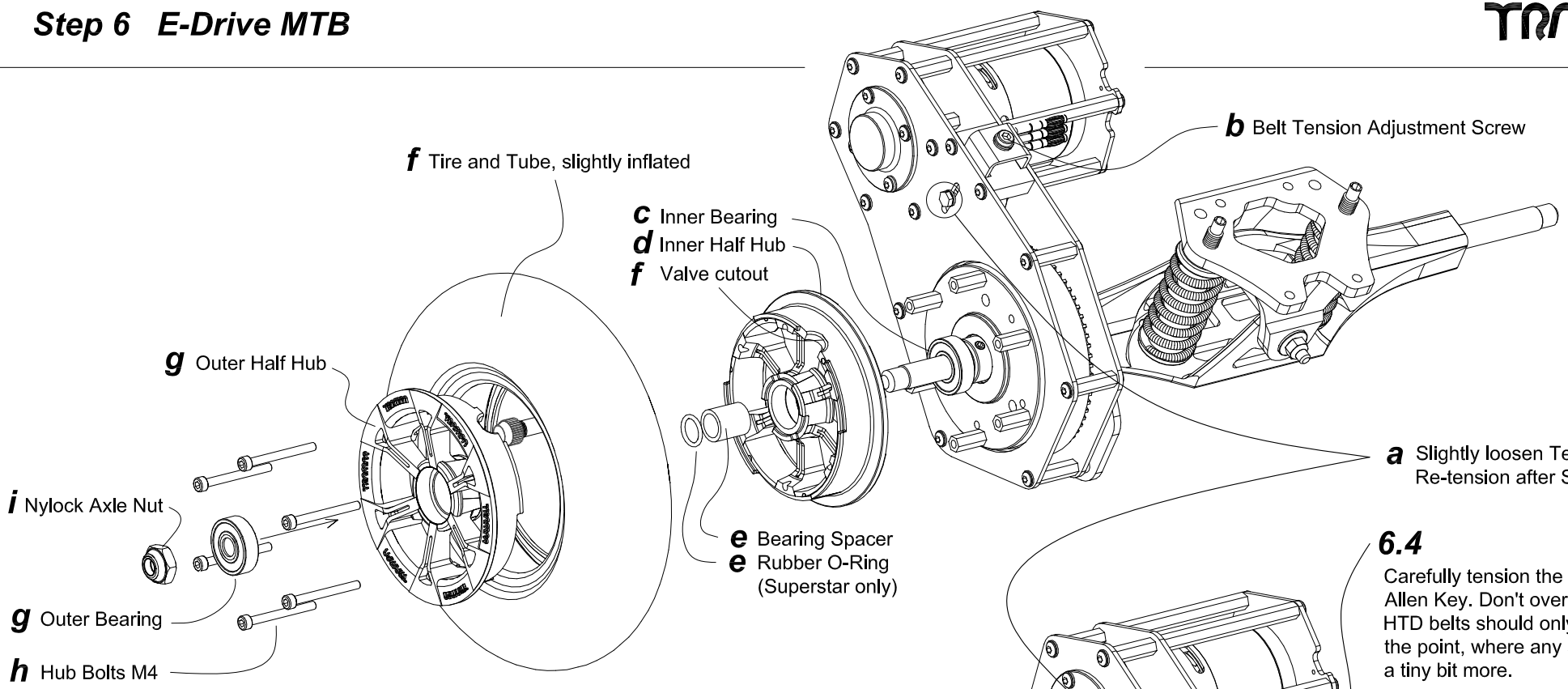


5.4





Step 6 E-Drive MTB



6.1

a. Slightly loosen tension roller axle
b. Loosen belt tension adjustment screw
c. Slide inner bearing onto axle shaft.
d. Stick on inner half hub.
e. Place the bearing spacer over axle schaft. **Only Superstar wheels require a rubber O-Ring, placed onto the axle shaft, next to the bearing spacers.**
f. Present tire and tube to half hub, valve slotted into the valve cutout.
g. Slide on outer half hub with bearing inserted.
h. Feed hub bolts through hub and carefully wind the bolts into the Pulley spacers, using blue lock paste. Be carfull when winding in the bolts! You don't want to cross thread them!
i. Wind on nylock axle nut

6.2

Inflate Tyre to desired pressure.
Deflate before you detach the wheel, e.g. when changing you tires or tubes. Never wind out the M4 hub bolts when tire is inflated! Danger!

6.3

Carefully tighten the wheel nut!
You can't check if the wheel spins freely, since it is attached to the drive train. Try to push and pull the wheel sideways to check if any play is in the system.
Tighten up the wheel nut in very samll steps, until any play is eliminated. Don't tighten up any further!

6.4

Carefully tension the Belt, using a 4mm Allen Key. Don't overtighten the Belt! HTD belts should only be tightend to the point, where any sag is eliminated + a tiny bit more.