

Getting Started

Unboxing, assembly and first-ride guidance for your new CEMOTO.

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Getting Started

This section covers everything between your bike arriving and your first ride — unboxing, assembly, what should be in the carton, pre-ride safety checks and making sure the bike actually fits you.

In this section

Page	What it covers
Unboxing & Assembly	Step-by-step assembly for D-series dirt bikes and eBikes, required tools, torque values and how much assembly is really involved
What's in the Box	Carton contents, packaging dimensions and weights, and what you need to supply yourself
Pre-Ride Inspection	The safety checklist to complete before every ride
Rider Fit & Sizing	Seat heights, rider height ranges and how to choose between models

Before you start

Keep your packaging. Retain the original carton and internal protective packaging until you have completed assembly and confirmed the bike runs correctly. You will need it if the bike has to be returned, and it is required for shipping-damage claims.

Have a second person available. CEMOTO eBikes and dirt bikes weigh between 55 kg and 75 kg in their cartons. Assembly is significantly easier and safer with two people.

Inspect before you discard anything. Small parts — nuts, bolts, keys and pedals — can come loose in transit. Check the bottom of the carton and inside the protective wrapping before you throw it away.

“ **Shipping damage:** If anything arrives damaged, photograph the carton, the shipping label, the internal packaging and the affected component, then email support@cemotoride.com. Confirmed shipping damage to a component is

normally resolved by dispatching replacement parts within 48 hours. Claims must be raised within **7 calendar days** of receipt.

Assembly difficulty at a glance

Model type	Arrives assembled	You need to install	Typical time
D-series dirt bikes (D02 / D03)	~85 %	Front wheel, handlebars, footpegs, front number plate / headlight	20-30 minutes
Commuter, mountain & fat-tire eBikes	~90 %	Pedals, seat and seat post, front wheel, sometimes handlebars; brake and gear adjustment	30-45 minutes

If you are not comfortable completing the assembly and adjustment yourself, we recommend having a local bike shop carry out a professional assembly and tune. Warranty coverage is not affected by professional assembly, but it **is** voided by improper assembly that causes damage.

Next step

Start with [Unboxing & Assembly](#), then complete the [Pre-Ride Inspection](#) before your first ride.

What's in the Box

Carton contents, shipping weights and dimensions for CEMOTO products.

Standard carton contents

D-Series electric dirt bikes

Item	Notes
The bike (partially assembled, ~85 %)	Frame, motor, controller, wiring and battery system factory-fitted
Battery charger	U.S. two-prong plug on D02 Track and equivalent market versions
Assembly tools	Wrenches, hex keys, screwdriver, cable ties — exact tool appearance may vary
Assembly hardware	Bolts, nuts and brackets required for the items you install
Owner manual	Printed manual; PDF also available in the manuals library
Original shipping carton	Retain for service or returns

For the **D02 Track**, the pictured assembly kit contains: headlight, front number plate, wrenches, hex keys, screwdriver, cable ties, footpegs and manual. The charger is a U.S. two-prong unit, and the battery is removable so it can be charged off the bike.

eBikes (commuter, mountain, fat-tire, folding)

Item	Notes
The bike (partially assembled, ~90 %)	Pedals, seat, front wheel and sometimes handlebars are removed or loosened
Battery charger	Model-compatible unit
Assembly tools	Basic tool kit included

Item	Notes
Owner manual	Printed manual; PDF also available in the manuals library
Keys	Where the model uses a keyed battery lock
Original shipping carton	Retain for service or returns

What is not included

The following are **not** supplied and should be arranged before your first ride:

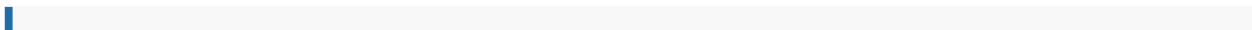
- **A helmet.** An approved helmet is mandatory. Never ride without one.
- **Riding protection.** Gloves, elbow and knee pads, and appropriate footwear are strongly recommended for off-road riding.
- **A tire pump with pressure gauge.** Required to set correct tire pressure. Use a hand pump with a Schrader valve — not a gas-station air system.
- **A torque wrench.** Recommended for final tightening of axle and stem fasteners.
- **Eye protection.** Goggles are recommended off-road to protect against dirt and debris.

Packaging dimensions and weights

Use these figures for shipping planning, storage and returns. Cartons are large and heavy — plan for suitable space and lifting assistance.

D-Series electric dirt bikes

Model	Net weight	Gross (packed) weight	Carton dimensions
D02 Classic	121.3 lb (55 kg)	138.9 lb (63 kg)	51.6 × 12.2 × 24.0 in (131 × 31 × 61 cm)
D03 Pro	~121 lb (~55 kg)	~139 lb (~63 kg)	~51.6 × 12.2 × 24.4 in
D02 Track	138.9 lb (63 kg)	165.3 lb (75 kg)	55.5 × 13.8 × 25.2 in (141 × 35 × 64 cm)
D03 Beast	—	—	—



Note: Carton dimensions and weights are approximate and may vary slightly between production batches. Converted measurements are rounded.

Shipping configuration notes

- **Battery shipped separately.** Due to transport regulations, the battery and the bike body may not travel in the same package. eBike batteries are classified as dangerous goods and **cannot be shipped to parcel stores or lockers** — they must be delivered to a physical address where someone can receive them.
- **Multiple shipments.** If your order contains several large items, it may be split across more than one shipment. The estimated delivery time is then determined by the item that takes longest.
- **Signature on delivery.** A signature is required for orders valued at \$300 or more. Inspect the carton before signing.
- **Do not discard packaging** until assembly is complete and the bike is confirmed running correctly.

Related pages

- [Unboxing & Assembly](#)
- [Shipping & Delivery](#)
- [Damaged or Missing Items](#)

Unboxing & Assembly

Assembly instructions for CEMOTO D-series electric dirt bikes and CEMOTO eBikes.

Part 1 — Unboxing

Your product ships in a partially disassembled state so that it can travel safely. The frame, motor, controller, wiring harness and battery system are assembled, inspected and tuned at the factory before the bike is partially broken down for shipping.

Step 1 — Inspect the carton before opening

Inspect the outer carton for crushing, punctures, deformation or water damage **before you sign for the delivery**.

- If the carton is visibly damaged, do not sign for or open it — contact CEMOTO support immediately.
- A signature is required for deliveries valued at \$300 or more. Once signed for, the package is considered accepted. Any person at the household may sign.
- We recommend filming a complete unboxing video and checking the contents against the packing list. Report anything missing or damaged to support within 24 hours of receipt.

Step 2 — Open and inventory the contents

1. Cut along the top of the carton. Do not cut deep — the bike and battery may sit close to the surface.
2. Remove the accessory box and the small-parts pack first.
3. Locate and set aside: the charger, the pedals, the keys, and the assembly hardware bag.
4. Check the bottom of the carton and inside the wrapping for loose nuts and bolts.
5. Keep all packaging material until assembly is complete and the bike runs correctly.

Step 3 — Lift the bike out

With two people, lift the bike out by the frame. Do not lift by the handlebars, the seat or any cable.

“ **Handle with care:** The battery is a heavy, dense component located low in the frame. Take the weight at the frame and keep the bike upright.

Part 2 — Tools required

CEMOTO supplies the tools needed for the assembly steps. Pictured assembly kits typically include:

- Open-end wrenches
- Hex keys (Allen wrenches) — 4 mm, 5 mm, 6 mm and 8 mm are used in the D-series assembly steps
- Screwdriver
- Cable ties

You will need to supply:

- A **tire pump with a pressure gauge** using a Schrader-type valve
- A **torque wrench** — strongly recommended for final tightening of axle nuts and stem bolts
- Thread lubricant or grease for the seat post and pedal threads

“ **Do not** inflate tires using a pressurized gas-station air system. Those systems are designed for car tires and operate at much higher pressure and volume than a bicycle tire requires.

Part 3 — D-Series Electric Dirt Bike Assembly

Applies to: **D02 Classic** • **D02 Track** • **D03 Pro** • **D03 Beast**

The D-series ships roughly 85 % assembled. Four items normally need to be installed:

3.1 Front wheel

1. Identify the front-left and front-right shock absorbers and the two axle bushings. The **long bushing** fits the left side, the **short bushing** fits the right side.
2. Insert the front wheel between the fork legs, aligning the brake disc with the brake caliper gap.
3. Pass the front axle through in this order: **left shock absorber → left long bushing → front wheel → right short bushing → right shock absorber**.
4. Fit the hexagonal flange self-locking nut and tighten with the corresponding wrench.
5. Brake disc must sit centrally between the two brake pads. If it rubs, loosen and reposition the caliper.
6. Spin the wheel — it should rotate freely without lateral play or scraping.

“ **Critical:** Self-locking axle nuts must be replaced if they are ever removed and the locking feature is worn. Never reuse an axle nut that no longer resists turning.

3.2 Handlebars

1. Position the handlebar assembly vertically into the handlebar seat on the upper triple clamp.
2. Seat the handlebar clamp block over the bar and fit the hexagon socket screws.
3. Use a **6 mm hex wrench** to install and tighten the four clamping screws.
4. Tighten in a diagonal (cross) pattern to keep the clamp seated evenly.
5. Apply downward pressure to the bar to confirm it will not rotate or move forward/backward with normal riding force.

Handlebar-mounted controls:

- Insert the front brake master cylinder and the throttle grip onto the handlebar in sequence. The brake lever should sit **approximately 12° below horizontal**.
- Align the throttle grip plane with the installation stop line — the **zero line** — on the grip.
- Tighten with a **4 mm hex wrench**. Do not overtighten the throttle housing; the throttle must snap back freely when released.

3.3 Front number plate / headlight

1. Insert the lower tab of the number plate into the hole on the front fender.
2. Position the plate against the front of the upper clamp.
3. Fix with the internal semi-circular head bolt and tighten using a **5 mm hex wrench**.

On models with the dual-beam headlight, connect the headlight connector and confirm the light operates before final tightening.

3.4 Front fender

1. Position the front fender vertically onto the lower clamp.
2. Fit and tighten the hexagon socket pan-head screws with a **5 mm hex wrench**.
3. Apply pressure to confirm the fender is securely fixed and cannot move.

3.5 Front brake pump (caliper) installation

1. Grasp the front brake lever to seat the caliper pistons, then carefully pull the black transport plug out of the master cylinder.
2. Pull the plug out of the lower caliper backwards — **do not** squeeze the lever with the pads removed or the pistons will over-extend.
3. Slide the caliper over the brake disc so the disc sits centrally between the two pads.
4. Mount the caliper to the front-left shock absorber with the hexagonal flange bolts and tighten.

3.6 Footpegs, seat and rear shock

- **Footpegs:** Mount into the frame brackets and secure with the supplied pins or bolts. Confirm each peg locks in both the deployed and folded positions.
- **Rear shock absorber:** Seat the shock into the mounting seat on the rear swing arm, pass the mounting bolt through, and tighten. The D-series ships with the rear shock generally in place — verify it is secure.
- **Seat:** Fit and tighten according to the seat mounting hardware. Confirm the seat does not rotate under hand pressure.

3.7 Tire inflation

1. Confirm the recommended pressure for your model (see the model page in [D-Series](#)).
 2. Inflate using a **hand pump with an integrated pressure gauge** and a Schrader-type valve.
 3. Tires are shipped at maximum PSI for transport and may lose pressure between production and delivery — always check before the first ride.
 4. Under-inflated tires noticeably increase rolling resistance and reduce range. Over-inflation reduces grip on loose off-road surfaces.
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Part 4 — eBike Assembly

(Commuter, Mountain, Fat-Tire, Folding)

Applies to: **EB40** • **AEB31A** • **B28** • **B28A** • **B28D** • **EB66** • **B57A** • **EM11**

eBikes ship approximately 90 % assembled. Pedals, the seat, the front wheel and sometimes the handlebar are loosened or removed for shipping.

4.1 Handlebar and stem

On models where the handlebar is removed or folded down, align the stem with the steerer tube, tighten the stem clamp bolts evenly, then confirm the handlebar is square to the frame. Tighten stem bolts in a cross pattern.

4.2 Front wheel

1. Insert the wheel into the fork dropouts, seating the axle fully.
2. Confirm any quick-release lever is fully closed and tight, or that the axle nuts are securely torqued.
3. Check that the wheel is centered between the brake pads and spins freely.

4.3 Pedals

“ **Important:** Pedals are handed. The **left pedal is reverse-threaded** and tightens anticlockwise; the **right pedal is standard-threaded** and tightens clockwise. Fitting a pedal into the wrong crank arm will cross-thread and destroy the crank.

1. Apply a light smear of grease to the pedal threads.
2. Start both pedals by hand — never force them.
3. Fit the **left pedal** into the left crank arm and tighten anticlockwise.
4. Fit the **right pedal** into the right crank arm and tighten clockwise.
5. Finish with a wrench. Pedals self-tighten in use, so firm hand-plus-wrench torque is sufficient.

4.4 Seat post and saddle

1. Apply a light smear of grease to the seat post.
2. Insert the seat post to the desired height and tighten the seat clamp.
3. **Minimum insertion:** never raise the seat post above the minimum-insertion line marked on the post. Exceeding this can crack the frame.
4. Check the saddle is level and securely clamped.

4.5 Brakes and gears

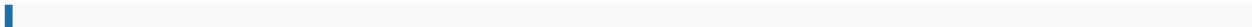
Confirm the brakes engage firmly before the lever reaches the handlebar, and that the brake lever cuts motor power when pulled. Run through the gears to confirm clean, indexed shifting across the cassette.

If you are not confident adjusting brakes and derailleurs, a local bike shop can complete this in a short visit.

Part 5 — Torque and fastener reference

Correct torque prevents both loosening and crushing of components. Where a torque value is not published for your specific fastener, use the general guidance below and never exceed the component manufacturer's marking.

Fastener	Torque
Rear rack fixing screw	16 N·m
Handlebar stem clamp bolts (M8, D-series)	Tighten with 8 mm hex — firm, in a cross pattern
Handlebar clamp bolts (M6, D-series)	Tighten with 6 mm hex — do not overtighten the clamp block
Front axle nut (D-series)	Firm torque with the corresponding wrench; the wheel must spin freely with no play
Brake caliper mounting bolts	Firm torque; recheck after the first ride
Pedals (eBikes)	Firm — hand-start, then wrench finish
Seat post clamp	Tight enough that the saddle cannot be rotated by hand



Re-check after the first ride. Fasteners seat and settle during the first ride. Re-check wheel axles, stem bolts, brake calipers and pedals after your first 20–30 minutes of riding.

Part 6 — Assembly videos

CEMOTO publishes step-by-step assembly videos for the most common models:

Video	Applies to
Off-Road Electric Dirt Bike D02 — Unboxing & Assembly	D02 Classic, D02 Track
Folding eBike B57A — Unboxing & Assembly	B57A
How to Install a CEMOTO Motor — Step-by-Step Tutorial	D-series
How to Install the Front Disc Brake on a CEMOTO Electric Dirt Bike	D-series
How to Install CEMOTO Pedals	eBikes
How to install the left and right battery side guards for the CEMOTO D series	D-series

The full video library is cataloged in [Technical Guides](#).

Related pages

- [What's in the Box](#)
- [Pre-Ride Inspection](#)
- [Torque & Fastener Reference](#)
- [Shipping Damage & Claims](#)

Assembly procedures in this page are derived from the official CEMOTO electric dirt bike owner manual and CEMOTO eBike owner manuals.

Rider Fit & Sizing

Choosing the right model is mainly about **seat height and rider height** — not peak power. A bike that fits gives you control; a bike that is too tall or too heavy does not.

D-Series electric dirt bikes

Model	Seat height	Rider height range	Maximum load	Net weight
D02 Classic	28.74 in (~73 cm)	4'11"-5'10" (150-178 cm)	287 lb	121.3 lb (55 kg)
D03 Pro	28.3 in (~72 cm)	4'11"-5'10" (150-178 cm)	~265 lb	~121 lb (~55 kg)
D02 Track	31.89 in (81 cm)	5'9"-6'5" (175-195 cm)	265 lb (120 kg)	138.9 lb (63 kg)
D03 Beast	31.9 in (~81 cm)	5'9"-6'5" (175-195 cm)	287 lb	—

How to read this table

The D-series splits into two fit groups:

- **Compact platform — D02 Classic and D03 Pro.** A ~28-inch seat height and 14"/12" wheels make these the approachable, lower-seat option. Both are aimed at riders from 4'11" to 5'10".
- **Full-size platform — D02 Track and D03 Beast.** A ~32-inch seat height and 17"/14" wheels give more ground clearance and a taller chassis, aimed at riders from 5'9" to 6'5".

Seat height alone is not the whole story. **Inseam, balance, strength and riding experience** all affect whether a bike fits you in practice.

Choosing within the D-series

Models differ in **fit and terrain**, not just peak power. Use this to narrow the choice:

Consideration	D02 Classic	D03 Pro	D02 Track	D03 Beast
Electrical system	48V 21Ah	48V 23Ah	72V 25Ah	72V 25Ah
Peak power	3000W	3000W	6000W	6000W
Wheels	14" / 12"	14" / 12"	17" / 14"	17" / 14"
Seat height	28.74 in	28.3 in	31.9 in	31.9 in
Reverse mode	No	No	Yes	No
Best for	Maximum value and trail fun	Balanced all-rounder	High performance on a compact-to-full frame	Flagship performance on a full-size frame

“ **D02 Classic vs D03 Pro:** both models use the **same 3000W high-torque motor platform**. The D02 Classic costs less because it removes the horn and some street-oriented hardware, making it the leaner, off-road-first option.

“ **D03 Pro vs D03 Beast:** the difference is **electrical system, wheel size and seat height**. The D03 Beast steps up to a 72V 25Ah system, 17"/14" wheels and a ~32-inch seat — a taller platform for experienced riders.

Is it suitable for a teen rider?

The D-series is marketed for teens **and** adults who fit the bike. Suitability also depends on maturity, strength, training and experience. For teen riders:

- **Adult supervision** is recommended, along with appropriate protective gear.
- Many models support a **speed limiter / power restriction**, and the controller is programmable. See [Speed Limiting](#) below.
- Start in the lowest power mode and keep the rider in a controlled area while they build experience.

eBikes

CEMOTO eBikes — commuter, mountain, fat-tire and folding — are designed for on-road and improved-trail use, and are sized differently from the D-series. Because frame geometry varies between models, always use the **size chart on the specific product page** alongside your

measured height.

General guidance

1. **Measure your height accurately** before ordering, and measure your inseam if the model publishes an inseam guide.
 2. **Refer to the size chart for that exact model.** Sizing varies between models — a "Medium" in one frame style can fit differently from a "Medium" in another.
 3. **If you fall between sizes**, consider your riding style: a smaller size tends to be more agile, a larger size more stable.
 4. **Step-through frames** make mounting and dismounting easier and are well suited to urban riding and riders with reduced mobility or flexibility.
 5. **Ask us if unsure.** Contact support with your height and intended use and we will advise.
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Speed limiting and restriction

The CEMOTO D-series uses a **programmable controller**. It ships with a factory-set limit for local compliance and can be switched to competition-focused off-road settings where allowed.

There are two ways to restrict performance:

1. **Display power gear.** Select the lowest gear / ECO mode before riding. Starting gear should always be 1st gear (ECO). Do not ride in high gear until fully familiar with the bike.
2. **Display speed limit parameter.** The instrument supports a speed limit setting (parameter **P08**, range 0–100 km/h), along with drive mode, power sensitivity and current-limit parameters. See [Display & Settings](#) for the full parameter list.

A dedicated walkthrough is available in the video library: **How to Limit Speed on Your CEMOTO Electric Dirt Bike**.

“ **Note:** Restricting speed with display parameters reduces the maximum but does not change the vehicle's legal classification. Local rules on where and by whom an off-road electric dirt bike may be ridden still apply. See [Riding Laws & Compliance](#).

Related pages

- [D-Series Models](#) — full specifications and feature detail
- [eBikes & Scooters](#) — full specifications
- [Display & Settings](#)
- [Riding Laws & Compliance](#)
- [Electric Bike Range Simulator](#)

Pre-Ride Inspection

A short safety check before **every** ride. It takes two minutes and prevents the most common causes of on-trail failures and accidents.

The every-ride checklist

1. Brakes

- **Lever feel:** Squeeze the brake lever. It should feel firm, not spongy, and should not reach the handlebar.
- **Power cut-off:** Confirm the brake lever cuts motor power when pulled. This is a safety function — if the motor keeps driving with the brake applied, stop riding and see [Brake Faults](#).
- **Response:** The brakes must respond in time and be able to stop the wheel rolling with proper tension.
- **Pads and disc:** Check pad thickness and that the disc is not warped, scored or contaminated with oil.
- **Adjustment:** Brakes stretch and settle during use. Adjust frequently and replace brake pads in time.

2. Throttle

- **Free return:** Release the throttle — it must snap back to zero immediately and without sticking.
- **Before applying throttle:** Make sure you are in an open, safe area, that you are balanced on the bike, and that both hands are on the controls.
- **Damage:** Check the throttle housing and cable for kinks, cuts or a cracked housing.

3. Tires and wheels

- **Pressure:** Check pressure is within the normal range for your model. A pressure gauge is the only reliable way to check.

- **Wheel rotation:** Spin each wheel — it must turn freely with no scraping, grinding or lateral play.
- **Condition:** Look for cuts, embedded debris, exposed cords and worn knobs or tread.
- **Spokes and rims:** Check for loose spokes and buckled or cracked rims.

4. Battery and power

- **Charge level:** Confirm the battery holds sufficient charge for the ride you plan.
- **Power switch:** Make sure the power switch is turned **off** when the bike is not in use.
- **Mounting:** Confirm the battery is fully seated, latched and locked in the compartment. A partially seated battery can disconnect under vibration.
- **Connectors:** Check the main battery connector for heat discoloration, corrosion or looseness.

5. Frame, plate and fork

- Check for cracked, broken, worn or loose parts. Any such part should be repaired or replaced **before** riding.
- Check the frame around the head tube, shock mounts and swing arm pivots for cracks.
- Confirm the front number plate and fender are securely fixed.

6. Throttle, fork and fasteners

- **Handlebar:** Push down on the bar — it must not rotate or move forward or backward.
- **Axles and stem:** Confirm the front and rear axles and stem bolts are tight.
- **Footpegs:** Confirm each peg locks securely in the deployed position.
- **Chain:** Check tension. Chain slack should be **approximately 15 mm**.

7. Instrument panel (display)

- Turn the switch on and confirm the display illuminates.
- Check the remaining power / state of charge reading is plausible.
- Confirm **no error indicator is showing**. If an error code is displayed, see [Display & Error Codes](#).

8. Lights and horn

- Test the headlight, tail light and brake light.
- Test the horn if your model is equipped with one.

Before your first ride

In addition to the checklist above:

1. **Charge the battery fully** before the first ride. The manual recommends an initial charge of up to 12 hours for the first cycle.
 2. **Re-check all fasteners** after assembly. Wheels, stem, brake calipers and pedals settle during the first ride.
 3. **Practice in a safe area first.** Find an accessible area of at least **10 m × 10 m** and practice riding forward, turning and stopping before going onto any trail.
 4. **Start in the lowest power mode.** The starting gear should always be in 1st gear (ECO mode). The product has 3 gears selectable from the dashboard. For safety, do not ride in high gear until you are fully familiar with the bike.
 5. **Ride with an experienced person first.** When practicing for the first time, it is recommended to do so under the guidance of an experienced rider or instructor.
 6. **Do not ride under the influence.** Never operate the bike after consuming alcohol, taking drugs, or while ill or unable to follow the instructions in the owner manual.
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Warning reminders

These warnings are reproduced from the CEMOTO owner manual and apply to all CEMOTO electric dirt bikes and eBikes:

- **NEVER** carry a passenger on the electric bike.
- **NEVER** modify the electric bike with unapproved accessories.
- **NEVER** ride through deep water.
- **NEVER** perform wheelies, jumps or trick stunts on eBikes.
- **AVOID** riding in the rain for long periods of time.
- **AVOID** water contact to the motor and electrical lines.
- **ALWAYS** keep both hands on the handlebars.
- **ALWAYS** apply brakes lightly when riding on rocks or loose surfaces.
- **ALWAYS** use caution when going through puddles.
- **ALWAYS** inspect the bike before each ride to ensure a safe ride.

“ **Do not** touch the motor or the brakes immediately after use. These components get very hot and can burn skin.

Related pages

- [Display & Error Codes](#)
- [Battery Care & Charging](#)
- [Maintenance Schedule](#)
- [Torque & Fastener Reference](#)

Checklist content is derived from the official CEMOTO electric dirt bike owner manual and CEMOTO eBike owner manuals.