Maintenance & Repair

- Changing the Lock Set on a D02
- Installing the Front Disc Brake — Step-by-Step
- Installing a CEMOTO Motor — Step-by-Step
- Removing a CEMOTO Motor — Step-by-Step

Changing the Lock Set on a D02

> Ignition lock replacement, the wiring checks to do while you are in there, and the 0-gear confusion that follows.
>
> **Applies to:** D02 Classic, D02 Track

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https://www.youtube.com/embed/qi07ww3o8rU?rel=0

How to change the lock set on the D02 — if the player does not load, open the video on YouTube.

What you need

Tool	Notes
Hex keys / socket set	Panel and lock retaining hardware
Replacement lock set	See Spare Parts for the current price
Camera	Photograph the wiring before disconnecting

Steps

1. **Power off** and remove the key.
2. **Remove the panels** covering the lock. Keep the fasteners together — they are small and easy to lose.
3. **Photograph the wiring** at the back of the lock before you unplug anything.
4. **Disconnect the lock's connector**, releasing the tab rather than pulling the wires.
5. **Remove the lock's retaining nut or clip** and withdraw the lock from the frame.

6. **Fit the new lock**, checking the barrel operates smoothly before you tighten anything down.
7. **Reconnect the wiring** in the same orientation, then tug-test each connector.
8. **Refit the panels** and test: power on, confirm the display lights.

After refitting: the 0-gear check

If the bike powers on but will not drive, check the gear display. It almost certainly reads **0**. Press **+** to select gear 1 — this is not a fault. See Won't Turn On.

Watch out for

- **Swapping the connectors by guesswork.** Photograph first — the color codes are not always obvious in low light.
- **Over-tightening the retaining nut**, which binds the barrel.
- **Assuming a non-starting bike is a failed lock job.** Check the gear display first.

Related

- Won't Turn On
- Wiring & Connectors
- D02 Classic specifications
- Tutorials Index

Installing the Front Disc Brake — Step-by-Step

> Caliper centering is the step that stops the brake dragging — and the one most often rushed.
>
> **Applies to:** D-series

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https://www.youtube.com/embed/K8ZhlgfK0hE?rel=0

How to Install the Front Disc Brake on a CEMOTO Electric Dirt Bike | Step-by-Step Guide — if the player does not load, open the video on YouTube.

What you need

Tool	Notes
Hex keys	Caliper and lever mounting bolts
Torque wrench	Caliper bolts are safety-critical — see Torque Reference
Clean rag and isopropyl alcohol	Never let brake fluid or oil touch the disc or pads

> ⚠ **Never squeeze the brake lever with the caliper removed and the disc out.** It pushes the pistons out and you will have to reset them.

Steps

1. **Fit the disc to the wheel** if it is not already mounted, and check it runs true.

2. **Mount the caliper** with its bolts **just snug** — loose enough that the caliper can still slide side to side.
3. **Squeeze and hold the brake lever.** This lets the caliper self-center on the disc.
4. **With the lever still held, tighten the caliper bolts** to specification. This is the step that prevents a dragging brake.
5. **Release the lever and spin the wheel.** The disc should run through the caliper with only a light, even contact — and no scraping in one spot.
6. **Fit the lever** and set its reach and angle so it is comfortable and fully returns.
7. **Check the brake cut-off:** with the bike powered, squeeze the lever and confirm the motor stops. If not, see E02.
8. **Bed the pads in** with a few gentle stops from moderate speed before hard use.

Watch out for

- **Tightening the caliper before centering it** — the single cause of a brake that drags.
- **Getting oil on the disc or pads.** Contamination is permanent — pads must be replaced, not cleaned.
- **A lever that does not return fully.** It holds the brake on and triggers E02. Check the pivot and clearance.
- **Not testing the cut-off.** The interlock is a safety feature, not a formality.

Related

- Brakes — symptom diagnostics
- Brake Error E02
- Torque Reference
- Tutorials Index

Installing a CEMOTO Motor — Step-by-Step

> Wiring orientation, phase order, mounting and the first-run checks that confirm you got it right.
>
> **Applies to:** D-series

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https://www.youtube.com/embed/BEzjheNY9H4?rel=0

How to Install a CEMOTO Motor | Step-by-Step Tutorial — if the player does not load, open the video on YouTube.

What you need

Tool	Notes
Socket set	Axle nuts and mounting hardware
Torque wrench	See Torque Reference
Insulating tape / heat shrink	For any repaired cable run
Cable ties	Replace the ones you cut

> ⚠ **Warranty note.** Opening a motor voids the warranty on that part. Follow CEMOTO support's instructions for a warranty replacement. See Warranty Claims.

Steps

1. **Support the bike** so the wheel is clear of the ground.
2. **Route the motor cable before mounting.** Fit the cable into its frame guides first — it is far harder once the wheel is in place.
3. **Seat the motor in the swingarm/dropouts**, checking any spacers or torque washers go back in the same positions.
4. **Fit the axle nuts finger-tight**, then torque to specification with the wheel aligned.
5. **Connect the three phase wires.** They are color-matched — **match them exactly**. Wrong phase order causes rough running or no rotation at all.
6. **Connect the hall sensor plug.** Small, multi-pin, easy to seat only halfway. Push until it clicks, and check no pin has backed out.
7. **Refit the chain / belt** and set the tension — approximately 15 mm slack where a chain is used.
8. **Check the brake** runs true and does not bind on the disc.
9. **Rotate the wheel by hand** before applying power. It must turn freely with no rubbing.
10. **Power on and test at walking pace**, then check for error codes. E07 here means the phase or hall connection needs rechecking — see E07.

Watch out for

- **Cross-threading an axle nut.** Start them by hand, always.
- **Getting phase order wrong.** Match the colors; do not trust that they were right before.
- **Leaving the hall sensor plug half-seated.** It produces an intermittent E07 that is maddening to trace later.
- **Reusing cut cable ties** — replace them.

Related

- Motor Removal
- Motor Error E07
- Torque Reference
- Tutorials Index

Removing a CEMOTO Motor — Step-by-Step

> Safe removal, and the inspection you should do while the motor is out.
>
> **Applies to:** D-series

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https://www.youtube.com/embed/yjHDsPmQ-OI?rel=0

How to Remove a CEMOTO Motor | Step-by-Step Tutorial — if the player does not load, open the video on YouTube.

What you need

Tool	Notes
Socket set	Axle nuts and mounting hardware
Side cutters	Cable ties — you will cut some
Pen and phone camera	Photograph every connector before you unplug it

> ⚠ **Warranty note.** Opening a motor voids the warranty on that part. Removal for a warranty replacement should follow CEMOTO support's instructions. See Warranty Claims.

Steps

1. **Power the bike off** and let it stand.
2. **Support the bike** with the wheel clear of the ground.

3. **Photograph the wiring** at the motor before touching anything — phase order and connector orientation are easy to forget.
4. **Release the chain / belt tension** and move it clear of the sprocket.
5. **Disconnect the three phase wires** and the hall sensor plug. Pull connector bodies, never the wires.
6. **Remove the axle nuts** and note the position of any spacers or torque washers.
7. **Lower the wheel out** of the frame. It is heavy — support it as it comes free.
8. **Inspect before you go further:** phase wire chafing, hall plug pin condition, bearing play, and any sign of water ingress at the cable entry.

While the motor is out

Check	Why
Bearing play	Spin the wheel and feel for roughness or lateral movement
Cable entry	Water ingress here causes intermittent faults for months
Sprocket wear	Far easier to replace now than after refitting
Brake disc condition	Check for warping or scoring while it is off the bike

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Related

- Motor Installation
- Motor Error E07
- Torque Reference
- Tutorials Index