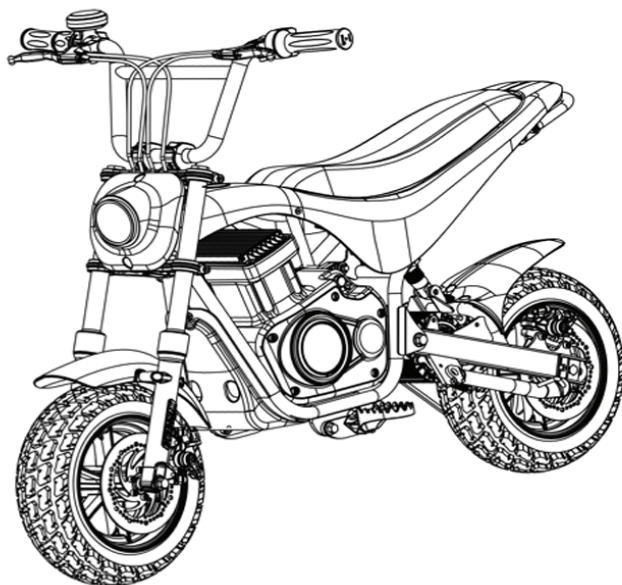




BURROMAX

**OWNERS MANUAL TTMAX MODEL
ASSEMBLY AND OPERATION**



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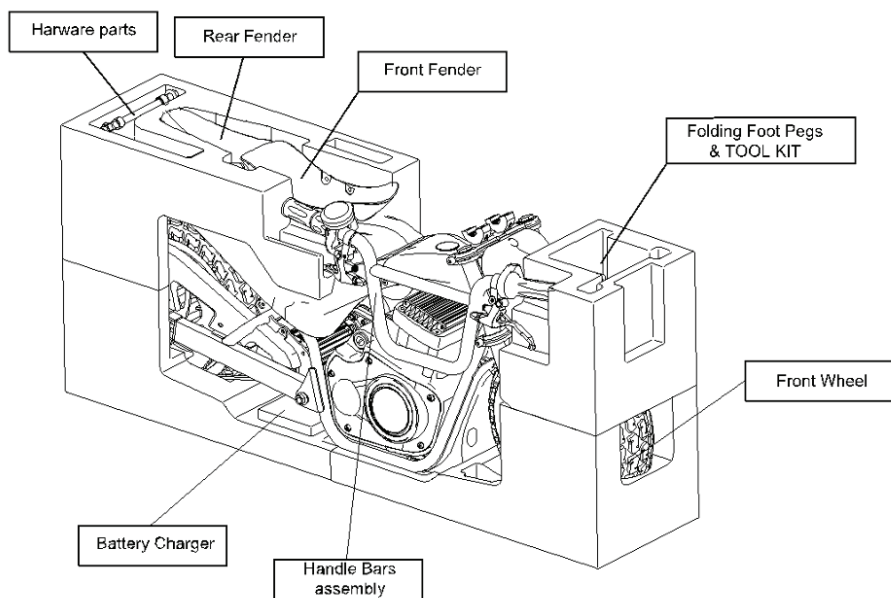
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From Burromax

We would like to thank you for purchasing one of our products and we appreciate the trust you put into our company. It is our slogan and often used phrase that “we sell joy and happiness” not just motorcycles. We believe that our customers will look back at times when using our products as some of the best times of their lives and we are very proud to be part of those memories.

With that said, we cannot over stress the need for riders to be extremely careful when using these products. If you allow your children to use these products, make sure they have the skills to operate the vehicle and the maturity to follow directions. We encourage all adults to get to know both the Burromax capability and the rider’s skill level prior to allowing anyone operate these vehicles—especially themselves.

Please, never allow anyone to ride these vehicles under the influence of drugs or alcohol –it’s just not safe and can ruin lives. Please be respectful to others and their property. Remember that kids are watching you and will emulate you. Set the standard for respect and safety high so that they might too. Please accept our sincere gratitude for your purchase from all of us at Burromax!



Carton Contents

Located within the top of the packaging foam you will find the front fender, rear fender, right and left footrest assemblies, handlebar clamps, all hardware and tool kit. The front wheel and charger are located at the bottom of the packaging.

OPEN THE TOP OF THE SHIPPING BOX and remove the contents from the top of the foam inserts. Inspect and confirm that you have all parts and hardware. Remove the foam separators that protect the components from damage during shipping. Remove the front wheel and brake rotor. Inspect the contents of the box for scratches in the paint, dents or kinked brake lines that may have occurred during shipping. Because these vehicles are 90 percent assembled and packed at the factory, there should not be any problems, even if the box has a few scars or dents.

Allow for up to 30 Min. for Assembly

Check for all parts and hardware before beginning assembly. Follow these instructions carefully. Check all bolts, nuts and screws for tightness during the assembly process, including pre-assemble items.

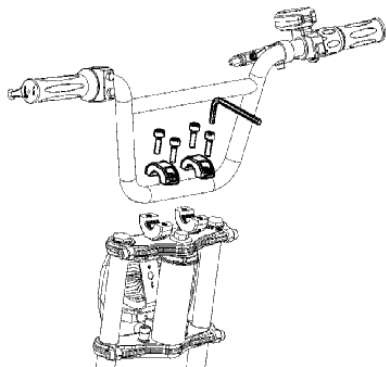
Set the bike on a stable platform at least 18" off the ground. Position the front fork so that it hangs off one end of the platform to facilitate front wheel and brake assembly installation.

Enjoy the process and take your time to ensure all components are secure. *Checking all bolts, nuts and screws for tightness during the assembly process.*

Attaching the Handlebars and Wiring

Tools required: 6mm, 5mm, 3mm, & 2.5mm allen wrench

Place the handlebars in the lower handlebar clamps (adjust the lower clamp if needed by turning its mounting bolt from underneath) on top of the front fork. Make sure brake lines are not twisted or kinked and wires are free from the clamps. Loosely install 2 top handlebar clamps and (4) 8mm allen bolts. Do not twist the wires when bringing the bars to the clamps. Center handlebar in clamps and position straight up or slightly forward to fit rider height. Tighten the bolts using a 6mm allen wrench. When properly tightened, the handlebars should not move forward or back. Recheck and retighten lower handlebar clamp fasteners as well. Check lower handlebar clamps (2), fork clamps (4) and fork stem nut for tightness as well.



Attaching the Handlebars and Wiring

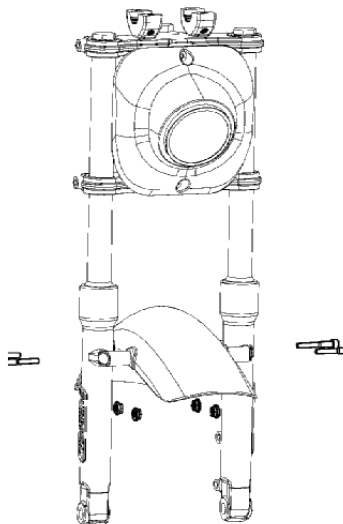
The wires have color coded ends and will only fit to the same color connector. Put the wire ends together and rotate slowly with light pressure until you feel the connectors align with each other. Then, gently push together until you feel the connectors snap into place. Do this with all wire connections. These are small wires—do not force them together.

Brake Levers and Throttle

Rotate the brake levers into a good riding position and tighten the clamp bolts using a 5mm allen wrench. Rotate the throttle to a good operating position and tighten using a 3mm allen wrench leaving space between the lever mount and the throttle body. Rotate the headlight and horn switch to a comfortable position and tighten using a 2.5mm allen wrench. Turn the front fork from side to side making sure that the wires and brake lines are free from binding and clear of the fork stop located behind the headlight.

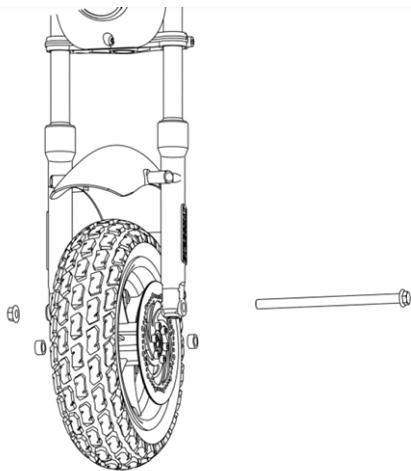
Installing the Front Fender

Using (4) 6mm allen bolts with nuts, attach the front fender to the fork legs and secure with a 5mm allen wrench. Remember the fender is plastic so do not over tighten bolts.



Installing the Front Wheel

Install the front axle into the left fork leg far enough to install the first wheel spacer. Hold the front wheel up with the brake rotor to the brake caliper side of the front fork and insert the axle into the wheel. Twist the axle back and forth to slide it through the bearings and spacer in the wheel. The center wheel spacer may interfere with the axle sliding in easily. If it does, try using a large screwdriver to help align the spacer with the axle while trying to install the axle. Install the 2nd wheel spacer between the fork and wheel on the opposite side. You may have to spread the forks slightly to get the spacer in between the axle and fork. Slide the axle all the way through the forks and install the axle nut. Tighten securely. Make sure the front wheel spins freely after you have tightened the axle nut.



Installing the Front Brake Caliper

Remove the caliper mounting screws from the brake caliper or caliper mount bracket on the front fork. Remove the brake pad plastic spacer. Install the caliper over the brake rotor, align the mounting holes and install the mounting bolts (Figure 1) hand tight. Before tightening the mounting bolts, loosen the caliper adjusting bolts (Figure 2) 1/2 turn so the caliper is loose on the mounting bracket. Once the caliper adjusting screws are loose, you can now tighten the caliper mounting bolts using a 6mm allen wrench. **The wheel should roll freely after this.**

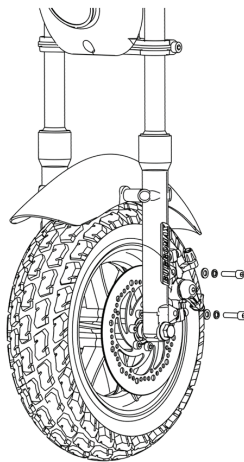


Figure 1

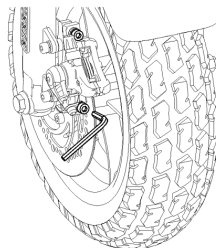
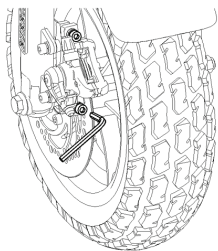


Figure 2

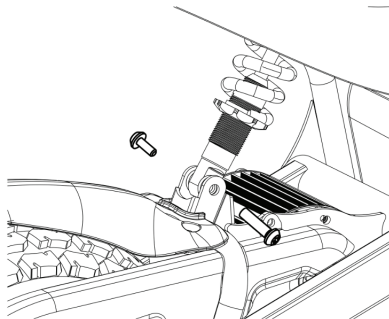
Adjusting the Brake Caliper

After you have tightened the brake mounting bolts, squeeze the brake lever a couple times to set the position of the caliper. Squeeze the brake lever one more time and hold pressure on the lever while tightening the caliper adjusting bolts (Figure 2). This will align the caliper and brake pads. The rotor should be running parallel and central to the caliper body. When depressed, the brake lever should be approx. 1-inch or more off the hand grip and have a firm feel. The front wheel should roll freely without dragging on the brake when this operation is complete.



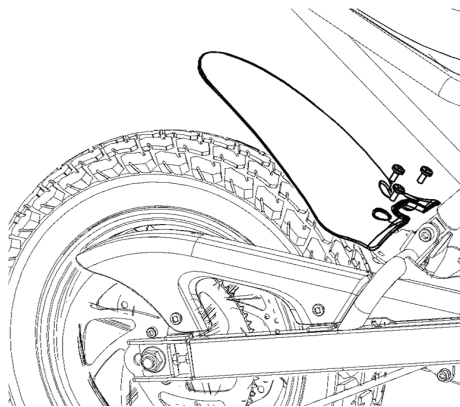
Installing the Rear Shock

The rear shock is mounted to the top shock mount under the seat. Swing the shock down into place and install the special 2-piece bolt supplied in the parts.



Install the Rear Fender

Using (3) 6mm allen bolts, attach the rear fender to the top of the rear fork just behind the rear shock. Tighten securely with a 5mm allen wrench. Remember the fender is plastic, so do not over tighten bolts.

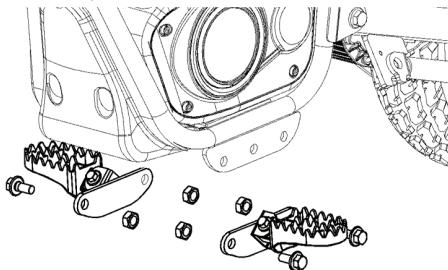


Checking the Tire Pressure

Both tires should be set to 40-45 PSI. We strongly recommend 45 PSI for persons over 175 lbs when riding this product. Proper tire pressure is VERY IMPORTANT. Do not squeeze the tire and assume its OK—Check it! You will need a 45-degree air chuck to get this done.

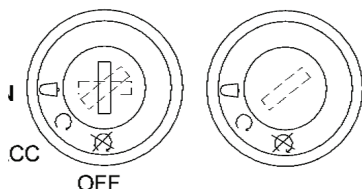
Installing the Footrest

The footrests are made to fit on the right and left. **MAKE SURE YOU ATTACH THE FOOTRESTS SO THAT THEY FOLD TOWARD THE BACK OF THE BIKE.** Using (4) 10mm hex bolts and lock nuts, attach the footrests and brackets to the bottom of the frame just below the battery box. Using 14mm and 15mm wrenches tighten the bolts and nuts securely.



KEY SWITCH OPERATION

All TT Series minibikes come with keyed switches so that use can be restricted to owners and parental control is available. We send 2 keys with each unit, and we highly recommend you save one of these keys in a safe place. The TT1000R has a three (3) position switch. The first position (1) is OFF, the second position (2) allows all lights and USB ports to operate without power to the motor. This is useful when using the lights, charging cell phones and using other accessories without the possibility of the vehicle taking off due to someone accidentally twisting the throttle. In the third position (3), lighting, USB port and motor are **all ON** and the bike is **fully functional**.



Charging the Battery

Your TT1000R has a charging port located on the left side of the battery box as shown in Figure 4. To access the plug rotate the charger port cover away from the battery box housing. This plug must be orientated properly for the plug to connect and the charger plug can easily be turned until the charger port pins align allowing the connection to be made.

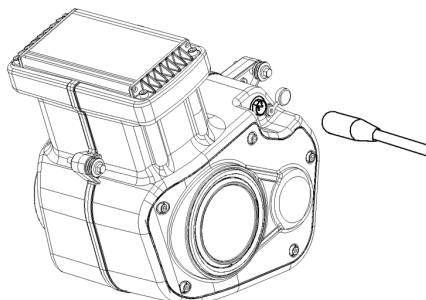
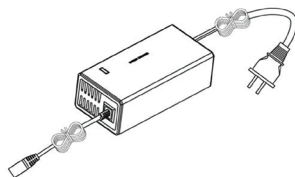


Figure 4

The charge box has a small window with one LED to indicate the charge status. A green light indicates the charger is on and a red light indicates the charger is charging. When the battery is fully charged the indicator will change from a red light to a green light signifying the battery is fully charged. The charger will get warm during use, this is normal and is no cause for concern. If your charger does not get warm during use, it does not mean that it is not working properly.



For the first 5 charge cycles, we recommend that you discharge the battery to 45V and then fully recharge uninterrupted until the battery is full. Typical recharge time: up to 4 hours, depending on level of depletion. After the first 5 discharge cycles, shorter charging times or partial charging is okay. You will get over 75% charge in 3.5 hours. There is no need to fully cycle the battery every time you ride with Lithium batteries. You can ride for an hour and charge to full again if you like. When the minibike is not in regular use, recharge the battery at least once every 3-months until normal use is resumed. Turn power switch "OFF" before charging and conducting any maintenance procedures. Expect up to 600 charge and discharge cycles. Charging and discharging the battery in extreme temperatures above 110°F and below 32°F can cause damage to the battery. The Burromax Li-ion battery and charger are to be used together. Do not use chargers from other model bikes—**USE ONLY Burromax battery chargers.**

WARNING: Do not stick metal objects into the charger end or charger port of charger!! This can cause component failure or fire which is not warrantied.

WARNING: Rechargeable batteries are only to be charged under adult supervision. Always disconnect your electric minibike from the charger when the battery is fully charged and before cleaning with liquid.

MODES OF OPERATION

Standard Mode: Maximum performance of the bike allows the controller to provide power instantly when on/off throttle during riding.

Saver Mode: Reduction in take off power and longer transition to full power but will reach maximum speed. On/off throttle while moving is not instant. Great for when in crowds, just cruising and saving battery power.

SAVER AND STANDARD MODE OPERATION

The control for these modes are located on the handlebar and operated by depressing and releasing the large red button. This will change the mode from standard to saver or vice-versa. The gauge shows a small “S” at the 6 o’clock position when you are in saver mode and will disappear when you are in standard mode.

All Burromax electric bikes are set on saver mode and the hi-low speed button should be in the low position when they are shipped. You should change this setting only when you feel the rider can control the vehicle at higher speeds. You can change this setting while the bike is in motion.

High and Low Speed

The H/L function is available so you can limit the speed of the bike when appropriate—it’s also hidden so it cannot be easily accessed.

There are 2 hidden switches on the battery box; one on each side of the bike. One will control the side lights and the other will control the H/L function.

When you depress the hidden button one time with the small key tool supplied on your key ring, you will notice the multi-function gauge will display an **H** for high and an **L** for low on the left side of the gauge.

When on **H**, the bike is capable of 30+ MPH and 18 MPH on **L**.

SIDE LIGHTING

The side lighting is OFF when the bike is received. We have incorporated LED lights on the sides of the bike for both safety and utility. These lights can help you be seen in daytime and nighttime. They are especially useful as a camping light. The lights can be turned on or off by depressing the hidden switch using a small tool as shown in Figure 5B.

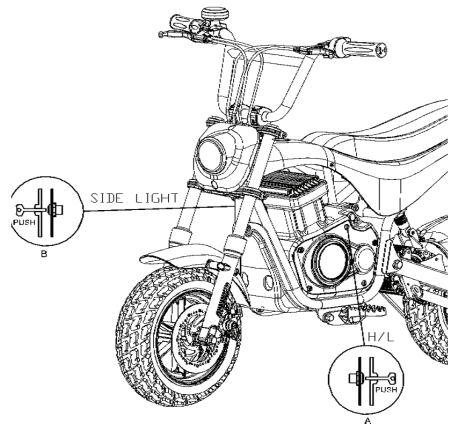
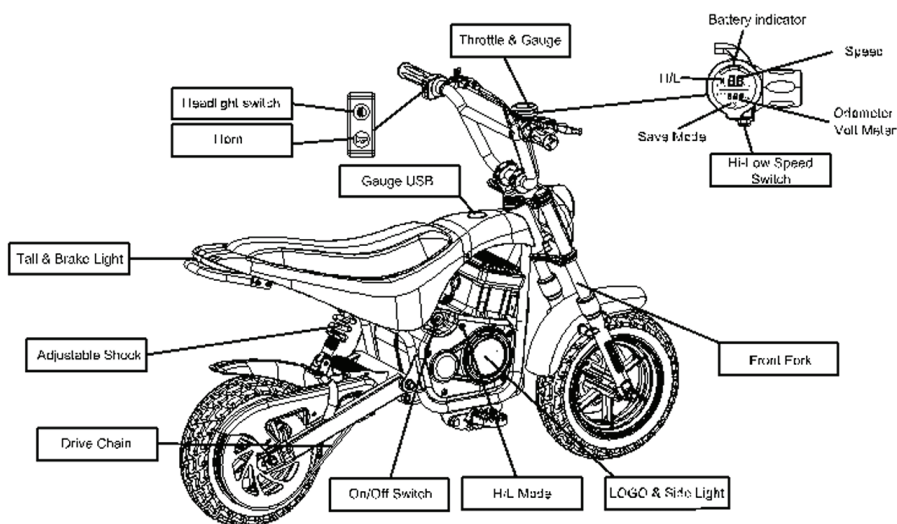
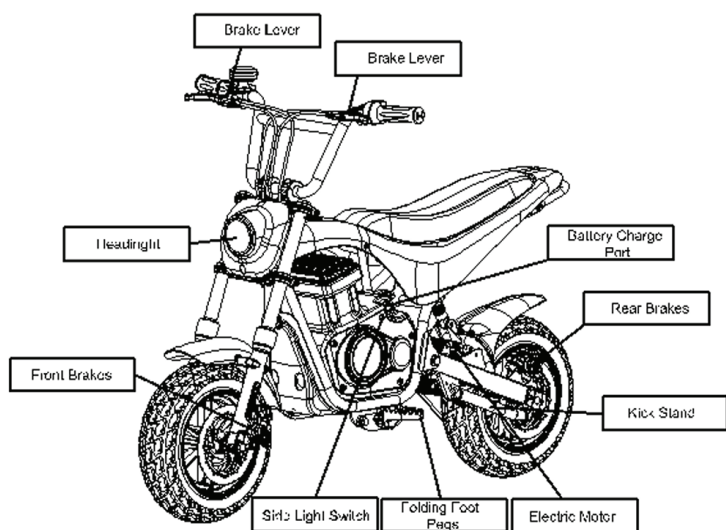


Figure 5

Features & Controls



SIDE LIGHTING

Tire Pressure

Check tires for 40-45 PSI!! It is very important for performance and ride time that these are set correctly. **DO NOT ASSUME—CHECK IT**

Loose Parts

Check and secure all fasteners before every ride. Make sure handlebar clamp bolts are locked properly in place. There should not be any unusual rattles or sounds from loose parts or broken components. If you are not sure, ask an experienced mechanic to check.

Brake

Check the brake for proper function. When you squeeze the lever, the brake should provide positive braking action. When you apply the brake with the speed control on, the brake cut-off switch will stop the motor. When the brake is not in use, the front and rear wheel should spin freely without drag. Turning the key on with the brake lever pulled in will result in an E3 displayed on the gauge. Simply let go of the brake and the E3 will go away.

Frame, Fork and Handlebars

Check for cracks or broken connections. Although broken frames and chassis components are rare, it is possible for an aggressive rider to jump, run into a curb or wall and wreck, bend or break a frame, fork or suspension components. Get in the habit of inspecting yours regularly.

Safety Gear

Always wear proper protective equipment such as an approved safety helmet, elbow pads and knee pads. Always wear athletic shoes (lace-up shoes with rubber soles), never ride barefooted or in sandals, and keep shoelaces tied and out of the way of the wheels, motor and drive system. **DO NOT WEAR BAGGY PANTS OR CLOTHES AND ACCESSORIES THAT CAN GET CAUGHT IN THE WHEELS OR CHAIN.**

RIDERS SAFETY WARNING

This minibike is designed for off-road use only and has been designed and intended for use in controlled environments free of potential traffic hazards and not on public streets. It is up to the end user to know the local laws governing such vehicles and where they are legal to be ridden. Burromax makes no claim that these bikes are street legal.

Riding an electric mini bike can be a hazardous activity. Certain conditions may cause the equipment to fail without fault of the manufacturer. Like other electric products, these vehicles can and are intended to move, and it is therefore possible to lose control, fall off and/or get into dangerous situations that no amount of care, instruction or expertise can eliminate. If such things occur you can be seriously injured or die, even when using safety equipment and other precautions.

RIDE AT YOUR OWN RISK AND USE COMMON SENSE. It is your responsibility to review this information and make sure that all riders understand all warnings, cautions, instructions and safety topics and assure that young riders can safely and responsibly use this product. Burromax recommends that you periodically review and reinforce the information in this manual with younger riders and that you inspect and maintain your product to ensure rider safety. The recommended minimum rider age of 16 years or older is only an estimate, and can be affected by the rider's size, weight or skills. Any rider unable to fit comfortably on the mini bike should not attempt to ride it. A parent's decision to allow a person younger than 16-years-old to ride this product should be based on the child's maturity, skill and ability to follow rules.

DO NOT exceed the maximum recommended rider weight of 300 lbs. **DO NOT RIDE DOUBLE.** Rider weight does not necessarily mean a person's size is appropriate to fit or maintain control of the vehicles.

MORE SAFETY WARNINGS

Keep this product away from small children and remember that this product is intended for use only by persons who are completely comfortable and confident when operating this mini bike. Do not touch the brakes or electric motor on your electric mini bike when in use as they can become very hot. Always check and obey any local laws or regulations which may affect the locations where the vehicles may be used. Ride defensively. Watch out for potential objects that could catch your wheel or force you to swerve suddenly or lose control. Be careful to avoid pedestrians, skaters, skateboards, scooters, bikes, children or animals who may enter your path and respect the rights and property of others. Do not activate the throttle on the hand grip unless you are on the electric mini bike and in a safe, outdoor environment suitable for riding. These bikes were manufactured for performance and durability but are not impervious to damage. Jumping or other aggressive riding can over-stress and damage any product, including this electric mini bike, and the rider assumes all risks associated with high-stress activity. Be careful and know your limitations. Risk of injury increases as the degree of riding difficulty increases. The rider assumes all risks associated with aggressive riding activities. Maintain a hold on the handlebars at all times. Never carry passengers or allow more than one person at a time to ride the electric mini bike without proper skills and accessories. Never use near steps or swimming pools. Keep your fingers and other body parts away from the drive chain, wheels, brake rotors, steering system and all other moving components. Never use headphones or a cell phone while riding this bike. Never hitch a ride with another vehicle. Do not ride the vehicles in wet or icy weather and never immerse the electric mini bike in water, as the electrical components and drive components could be damaged by water or create other hazards or possibly unsafe conditions. These vehicles are intended for use on smooth ground without loose debris, such as rocks or gravel. Wet, slick, bumpy uneven or rough

surfaces may impair traction and contribute to possible accidents. Do not ride the electric mini bike in mud, ice, puddles or water. Avoid excessive speeds that can be associated with downhill rides.

PROPER CLOTHING

Always wear an approved safety helmet (with chin strap securely buckled). A helmet may be legally required by local law or regulation in your area. Long pants and gloves are recommended. Always wear boots or athletic shoes (never ride barefooted or in sandals) and keep shoelaces tied and out of the way of the wheels, motor and drive system.

BATTERY AND CHARGER WARNINGS

1. The charger supplied with the electric mini bike should be regularly examined for damage to the cord, plug, enclosure and other parts. In the event of such damage, the bike must not be charged until the charger has been repaired or replaced.
2. Use **ONLY** Burromax Li-ion battery charger specific to the TT1000R. Use of any other charger may pose a fire risk.
3. Do not operate a charger near flammable materials.
4. Unplug charger and disconnect from bike when not in use.
5. Chargers are not waterproof and should never be used in wet conditions. Water and moisture will damage the charger so always use the charger in a clean, dry area.
6. Do not store or charge the battery in extreme temperatures. Above 110°F or below 32°F.
7. Keep away from fire.
8. Do not disassemble the battery.
9. Do not use lead acid or automotive battery chargers as it will damage the battery and void your warranty.
10. Turn the power switch OFF before charging the battery or conducting any maintenance procedures.
11. Do not stick metal objects into the charger end, charger port or charger!

FAILURE TO USE COMMON SENSE AND HEED THE ABOVE WARNINGS INCREASES RISK OF SERIOUS INJURY. USE WITH APPROPRIATE CAUTION AND SERIOUS ATTENTION TO SAFE OPERATION.

Recycle batteries at locations that accept Lithium Ion batteries—DO NOT THROW IN THE TRASH

POWER WASHING WARNINGS

Use care when washing to avoid pointing the water streams directly at the electrical components. Avoid pointing the water at the throttle and speedometer, brakes handles and the ends of the motor.

Do not use high pressure to wash the plastic body or the hydrographics may come off! Do not put water directly into the battery housing vents! High pressure washing tires, wheels, brakes and under the bike or frame components poses no danger to the bike when washing. Be careful and thoughtful of all wiring and electrical components when washing.

OPERATION AND PERFORMANCE NOTES

This bike was intended for enjoyment for the entire family as a pit bike, camping bike, hunting mobility or to cruise around the property on. It was designed specifically as an off-road motorcycle. This bike was not intended for use as a competition or motocross bike and should not be used to jump.

We recommend riders up to 300 lbs use this bike on relatively flat, hard packed surfaces and lighter weight riders have more freedom on terrain and riding aggressiveness.

WARNING: Do not operate this vehicle in WATER or SAND. Water and sand can damage the motor which has AIR VENTING and COOLING HOLES in each end. Keep water and sand away from the motor!

These vehicles are intended for use on hard packed ground without loose debris such as rocks or gravel and sand. Wet, slick, bumpy, uneven or rough surfaces may impair traction and contribute to possible accidents. Do not ride the electric mini bike in mud, ice, puddles or water.

Avoid excessive speeds that can be associated with downhill rides! It is possible for rider to lose control. This bike can achieve high speeds on steep hills that can cause injury or even death. Select the proper speed mode for rider skill and avoid steep hills.

RUNNING TIME

Run time may vary depending on many factors such as riding conditions, rider weight, climate and/or proper maintenance.

Distance and performance testing was done with 200 lb riders, and these bikes were tested to have a 35 mile range on the low setting in saver mode (18 mph) and nearly 20 miles on the high setting in saver mode (30 mph).

Testing was done on flat ground with a wide open throttle with calmer weather. These bikes were tested from full charge to cutoff voltage and we don't recommend this type of usage as the normal. You should familiarize yourself with the voltmeter located on the handlebar gauge and the voltage displayed while the bike is under power and moving. You will notice the voltage changes with the power load required, this is normal. At full charge you should see approx. 54V and cut off is approx. 40.0V.

The most common cause of low performance is LOW TIRE PRESSURE, BRAKE DRAG and LOW BATTERY. Please ensure tire pressure is maintained for optimum ride time and performance and that the wheels turn freely. Keeping the battery voltage up increases performance.

RIDING UNTIL THE BATTERY IS COMPLETELY DEAD IS NOT RECOMMENDED

This bike will completely shut off at approx. 39.0V, which is displayed on the handlebar gauge. This always happens under load or while riding the bike. Even though your gauge shows a higher voltage while sitting, as soon as the throttle is turned when riding, the voltage drops. Look for the voltage drop while riding your bike and understand where you should recharge without worrying about having to push your

your bike home. **The voltage is always displayed on the gauge where the odometer is located while riding. Charging the bike below 47V when at rest is recommended.**

We do not recommend running the bike to cutoff, as it is a real pain to push your bike home. If this happens to you, you can wait approx. 3-5 minutes and the battery voltage will rise enough to allow you one short ride if you are gentle with the throttle, but don't expect to go far. If you do run the bike until cutoff, we recommend that you recharge the battery immediately after you have run the battery below this voltage.

DO NOT LET A DEAD BATTERY SIT FOR A LONG PERIOD OF TIME. If you allow these batteries to sit for long periods of time when fully discharged you may risk being unable to recharge the battery.

REPAIR AND MAINTENANCE

WARNING: Make sure the power switch is in off position before performing any maintenance.

WARNING: To avoid a pinch or injury keep fingers away from the moving wheel, brake disc, sprockets and chain.

TESTING THE BRAKES

To test the brake, squeeze the lever to increase the pressure on the brake. When depressing, the brake lever should be approx. 1-inch or more off the hand grip and have a firm feel. The wheel should roll freely by hand when the brake is not applied and the brake should lock up when applied with force.

***WARNING:** The brakes can cause the electric motorbike to skid the tire throwing an unsuspecting rider. Practice in an open area free from obstacles until you are familiar with the brake function. Avoid skidding to a stop as this can cause you to lose control and prematurely wear the tires and brake pads.*

***Note:** Brakes that are poorly adjusted can be draggy and will cause excessive wear and poor performance.*

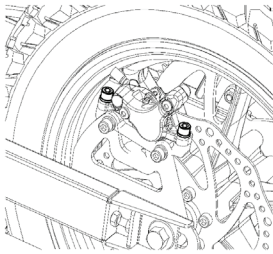
SERVICING THE BRAKE

The TT1000R is equipped with cable brake systems front and rear. For assistance on adjusting your brake we recommend going to YouTube and locating the service video provided.

There are cable adjusters on both the handlebar lever and brake caliper that will take play out of the cable (in doing so take play out of the handle). This can be done multiple times before any other readjustment is required.

When removing cable slack make sure the brake is not dragging! Only remove what will allow the wheel to roll freely. If pads are worn excessively, you will need to adjust the inner brake pad towards the brake rotor. If you look on the top of the caliper next to the inner brake pad you will see a small set screw. Loosen this screw and it will allow the large set screw on the back side of the caliper to be adjusted inward, moving the pad closer to the brake rotor. After locating these 2 set screws and loosening the small one on top of the caliper, you will need to do the following to adjust:

1. Loosen the brake caliper adjusting the screws (seen below in Figure 1)
2. Tighten the large set screw on the back of the caliper until both pads are squeezing the rotor.
3. Back the large set screw off enough to allow the brake caliper cable arm to move at least 3/8 to 1/2 inch with both the handlebar cable adjuster and caliper cable adjusters turned all the way in.
4. Adjust the upper and lower cable adjusters until the lever is at least 1" off the handlebar and the wheel rolls freely.
5. Hold the brake on and snug the caliper mounting bolts in Figure 1 below.
6. Retighten the small set screw located on the top of the caliper that holds the large set screw.



CHAIN ADJUSTMENT

Tools required: 5mm allen wrench, 2-10mm, 14mm, 17mm wrenches and chain lube.

CHAIN AND SPROCKET NOTES

The chain will typically have a “loose spot” and “tight spot” corresponding with a sprocket rotational position. This is normal and common to all chain-driven products due to run-out tolerances of the sprockets. The chain should be adjusted to the ideal tension with the chain in the tightest spot. Proper chain alignment must be maintained. The wheel must not be skewed. If the chain is noisy or rough running, check the lubrication, tension and alignment of the sprockets (in that order).

Set the bike on a stable platform so that the rear wheel is off of the ground. Use a 5mm allen wrench, remove the chain cover screws and slide the chain guard to the back of the minibike. Roll the wheel while feeling the slack in the chain and find the tightest spot in the chain, lifting from the bottom with your fingers. Using the 14mm and 17mm wrenches loosen the axle. Using the 2-10mm wrenches, turn the axle adjusting bolts out, moving the axle toward the back of the bike while tightening the chain.

Warning: When adjusting the chain using the adjuster screws, turn both sides equally. This will keep the chain line and wheel alignment straight.

Hold the adjusting bolt and loosen the jam nut on the chain adjuster bolts. Turn the chain adjuster bolts one flat at a time counterclockwise to tighten the chain adjusters. Work both sides evenly to remove the slack from the chain as required. Keep rolling the wheel while checking the free play in the chain (Figure A).

When you have 1/2” of free play in the chain at the tight spot, tighten the axle nut (Figure 3). Recheck chain free play by rolling the wheel around again to find the tight spot and confirm that you still have the 1/2” free play. Hold the axle adjusting bolt with one 10mm wrench and lightly tighten the jam nut with the other 10mm wrench. Recheck for free play and that the rear wheel rolls freely. Lube the chain.

REPLACING THE CHAIN

You will need the chain adjustment instructions for replacing the chain as well.

You should use this sequence to start:

Locate and remove the master link on the chain using a small pair of needle nose pliers and press the clip off the chain link pin—see Figure 2 below to understand the outer clip removal. Remove the clip, outer plate and link and then remove the old chain from the bike. Install the new chain by lacing the chain around the motor sprocket. Maneuver the chain onto the sprockets on the rear wheel and motor. Pull the chain tight, and place both ends of the chain at 10 o'clock on the rear wheel sprocket. The chain should be too short if replacing the stock chain and require you to loosen the axle (14mm and 17mm wrench) and axle adjuster bolts (2-10mm wrench) to allow the rear wheel to move forward. (You should try to turn the axle adjusters in equal amounts to keep the wheel alignment and chain alignment correct.) This will make it easier to install the master link. Move the wheel forward enough to slide the master link into the chain with the pins facing out, place the outer side link onto the protruding master link pin. Push the link together so that you can see the retaining clip grooves in the pins. Lay the retaining clip over the pins with the open end toward the back of the bike and slide the clip in place using a pair of needle nose pliers. Make sure the clip is locked in place. Follow Chain Adjustment Sequence described to the left on this page. Reinstall the rear brake caliper. After the caliper has been reinstalled, spin the rear wheel by hand and squeeze the brake lever to make sure the wheel spins freely and the brake works properly.

(Readjust if needed as described on previous page)
Slide the chain guard back in place and reattach using two 6mm allen screws. Tighten using a 5mm allen wrench and then test ride.



Figure 2

REPAIR AND MAINTENANCE

WARNING: Make sure the power switch is in off position before performing any maintenance.

WARNING: To avoid a pinch or injury keep fingers away from the moving wheel, brake disc, sprockets and chain.

CHAIN FREE PLAY

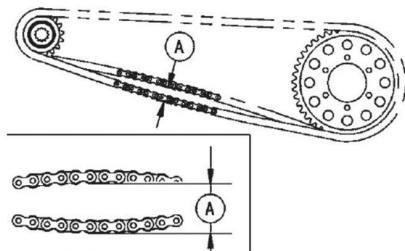
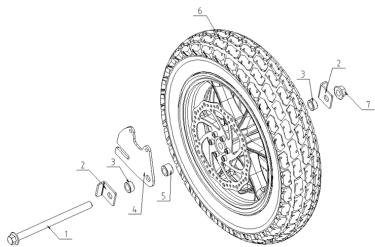


Figure 3



TT1000R AXLE ASSEMBLY

B-1 Rear Axle

B-2 Rear Axle Adjuster Plate (2)

B-3 Rear Axle Spacer-Sprocket and Disc Sides

B-4 Caliper Mounting Plate

B-5 Rear Axle Spacer

B-6 Rear Tire

B-7 Rear Axle Nut

Error Codes Explanation

E1-Motor Failure (Broken connections, power or signal)

E2-Instrument Failure (Gauge is malfunctioning/broke)

E3-Brake Failure (Disconnect at handlebar to test)

E4-Controller Failure (Check wiring harness also)

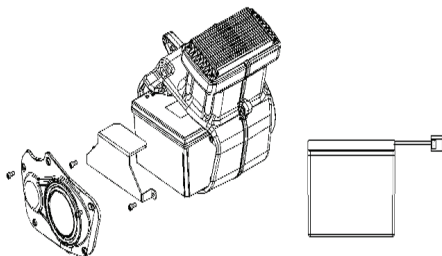
E5-Throttle/Mid Wiring Harness Failure (Testing required)

If error codes ever show up on the bike, call us immediately.

Battery Replacement

WARNING: Make sure the power switch is in off position before performing any maintenance.

Li-ion battery (1-48V-17.4ah) contains a non-replaceable internal breaker. Only use the Burromax Li-ion battery and Li-ion battery charger together. Do not attempt to replace this battery with anything other than the OEM battery.



1. With the battery cover removed, disconnect the hold down strap.
2. Slide battery set out of mounting tray.
3. Disconnect battery connection. Re-install new battery and reconnect.
4. When reconnecting the new battery you may get a small spark.
5. Tuck in wires and reassemble.

SPECIFICATIONS

Weight

Gross: 93.5 lbs

Net (Bike Only): 81.5 lbs

Performance (Depends on Rider Weight)

High Speed: 38-40 MPH on Standard/Saver Mode

Low Speed: 18 MPH on Standard/Saver Mode

Range (Tested using 200 lb rider on flat pavement)

High: Up to 26 miles

Low: Up to 44 miles

Charge Time

100% discharge approx. 4.5-5 hrs to full recharge

80% charge in 2.5-3 hrs.

Weight Capacity

Up to 300 lbs on flat pavement/dirt

For off-road riding we recommend 200 lbs max

Electrical

Battery: 48V, 17.4 Ah Lithium Ion

Charger: 54.6V, 4 Amp

Controller: 4 modes, Hi/Lo Speed Handlebar controlled, Standard/Saver mode is a hidden switch, locked wheel cut

Wiring: Waterproof *** Type

Motor: Brushless DC 1000W Rated

Lighting: LED Headlight with Hi/Lo, LED Taillight, LED Safety Side Lights, Strobe, Halo and Bright modes

Display: MPH, Odometer, Voltage, Charge Bar Graph and Hi/Low

USB Ports: Dual 4.0 Amp Fast Charging

Horn: Single Note 120 db

Chassis

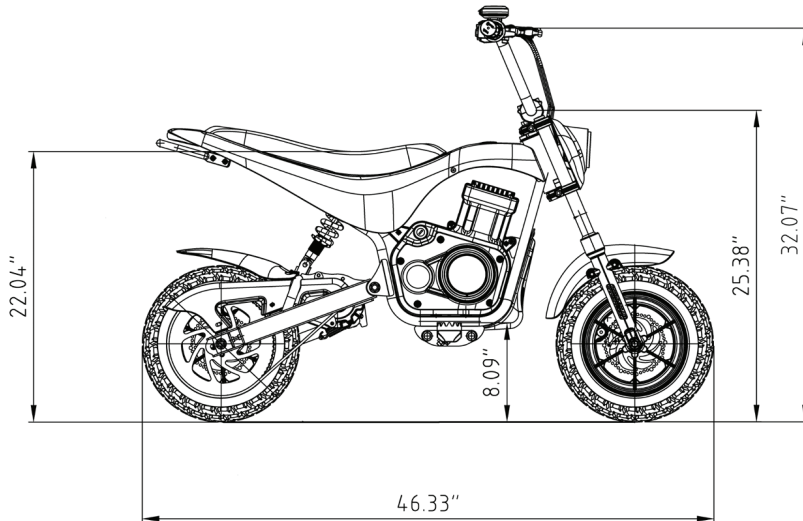
Fork: 25mm conventional hydraulic

Rear Shock: 160mm coil over-adjustable

Wheel: 3.5x8" 6 Spoke Alloy

Tire: 90-65-8" Burromax track tire

Brakes: 160mm hydraulic disc F/R



Service Intervals and Recommendations

It is recommended that all Burromax mini bike owners do the following service to the bikes in the times shown below. These service intervals are only estimates. If the bikes are being ridden hard you will need to service them more often and it's up to the owner to maintain the bikes properly.

At the first 5 hrs of operation or at 50 mi

- Check and adjust the rear chain if needed. See “Adjusting Chain” in this manual or go to our YouTube channel for video instruction.
- Lube rear chain with motorcycle chain lube (preferable) or use bicycle tape. If these are unavailable, go to the local auto parts store and ask for chain lube.
- Check air pressure in tires 40-45 PSI
- Check and retighten any loose hardware found

After the first 10 hrs of operation or 100 mi

- Check and adjust the rear chain if needed. See “Adjusting Chain” in this manual or go to our YouTube channel for video instruction.
- Lube rear chain with motorcycle chain lube (preferable) or use bicycle type. If these are unavailable, go to the local auto parts store and ask for chain lube.
- Check air pressure in tires 40-45 PSI
- Check and retighten any loose hardware found

After the first 15 hrs of operation or 150 mi

- Check and adjust the rear chain if needed. See “Adjusting Chain” in this manual or go to our YouTube channel for video instruction.
- Lube rear chain with motorcycle chain lube (preferable) or use bicycle type. If these are unavailable, go to the local auto parts store and ask for chain lube.
- Check air pressure in tires 40-45 PSI
- Check and retighten any loose hardware found

Every 200 mi of operation

- Check both front and rear brakes for wear. Replace as needed.
- Check and adjust the rear chain if needed. See “Adjusting Chain” in this manual or go to our YouTube channel for video instruction.
- Lube the rear chain with motorcycle chain lube (preferable) or use bicycle type. If these are unavailable go to the local auto parts store and ask for chain lube.
- Check air pressure in tires 40-45 PSI

Every 500 mi of operation

- Check both front and rear brakes for wear. Replace as needed.
- Check and adjust the rear chain if needed. See “Adjusting Chain” in this manual or go to our YouTube channel for video instruction.
- Lube the rear chain with motorcycle chain lube (preferable) or use bicycle type. If these are unavailable go to the local auto parts store and ask for chain lube.
- Check air pressure in tires 40-45 PSI

Every 1000 mi of operation

- Check both front and rear brakes for wear. Replace as needed.
- Check and adjust the rear chain if needed. See “Adjusting Chain” in this manual or go to our YouTube channel for video instruction.
- Lube the rear chain with motorcycle chain lube (preferable) or use bicycle type. If these are unavailable go to the local auto parts store and ask for chain lube.
- Check air pressure in tires 40-45 PSI

Owner's Tool Kit

The service information included in this manual and the tools provided in the owner's tool kit are intended to assist you in the performance of preventive maintenance and minor repairs. However, additional tools such as a torque wrench may be necessary to perform certain maintenance work correctly.

If you do not have the tools or experience required for a particular job, please take a look on YouTube channel or contact us at info@burromax.com or 1-800-742-1189.

Care and Storage

Always store your motorcycle in a cool, dry place and, if necessary, protect it against dust with a porous cover. Storing the motorcycle in a poorly ventilated room or covering it with a tarp while it is still wet. This will allow water and humidity to seep in and cause rust. To prevent corrosion, avoid damp cellars as well as wet and humid locations where strong chemicals are stored.

Power Washing Warnings

Use care when washing to avoid pointing the water streams directly at the electrical components. Avoid pointing the water at the throttle and speedometer, brake handles and the ends of the motor. Do not use high pressure to wash the plastic body or the hydrographics may come off! Do not put water directly into the battery housing vents! High pressure washing tires, wheels, brakes and under the bike or frame components poses no danger to the bike when washing. Be careful and thoughtful of all wiring and electrical components when washing.

Short-term storage

When possible, always store your bike in a cool, dry space. We do not recommend storing and charging your bike inside your living quarters if possible. Leaving the bike on the charger is OK for a few days but should be the exception—not the rule. The chargers are “smart chargers” and will not overcharge the battery.

Long-term Storage

Before storing your motorcycle for several months you should make sure the battery voltage is 70-80% of the full charge voltage. Do not store the bike for long periods of time at full charge. Typically these batteries will remain charged for months in a climate controlled area at a partial charge. Always fully charge the battery before use after long term storage.

Consumer Information/Serial Numbers

You may need to contact Burromax from time to time for parts or maintenance. To expedite communications with us, please provide the vehicles serial number located on the front of the frame near the steering head. It is located on an informational bar code sticker and stamped into the frame.

California Prop 65 Warning

**WARNING!**

Lithium-ion Batteries and/or products that contain Lithium-ion Batteries can expose you to chemicals including cobalt lithium nickel oxide and nickel which are known to the State of California to cause cancer and birth defects or other reproductive harm.

For more information, go to
www.P65Warnings.ca.gov/passenger-vehicle.

If you have defects of quality or workmanship, Burromax will send you replacement parts free of charge for a period of 90 days from date of purchase. This limited warranty does not cover normal wear and tear, tires, tubes, chain or any damage, failure or loss caused by improper assembly, maintenance, storage or use of these products. Electronics are warranted 1-year from date of purchase. Frames may be replaced under situational circumstances within a year of purchase. The manufacturer is not liable for incidental or consequential loss or damage due directly or indirectly to the use of this product.

This Limited Warranty will be void if the product is ever:

- used in a manner other than for recreation specified in this manual
- modified in any way

Burromax does not offer an extended warranty. If you have purchased an extended warranty, it must be honored by the store at which it was purchased. For your records, save your original sales receipt with this manual. Fill out the product registration page and mail it to:

Burromax
3080 Elm Point Industrial Drive
Saint Charles, MO 63301

All warranty requests will be evaluated by Burromax and final determination will be made at our sole discretion.

Replacement parts are available at:

burromax.com
1-800-742-1189