



LEKI

ELECTRIC MOTORBIKE OWNER'S MANUAL

*Please read this manual fully before operating your LEKI electric motorbike.
Keep this document in a safe place for future reference.*



Welcome

TO THE LEKI ELECTRIC MOTORBIKE FAMILY!

Whether you're new to motorbikes or just new to electric, this manual is designed to make your experience simple, safe, and seriously fun. Packed with essential technical specs, riding instructions, service intervals, and tips, this guide will help you get the most out of your LEKI.



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Your LEKI at a Glance

Complete this section on delivery and keep for insurance, warranty, and service purposes.

Model	
Variant	5000W / 10000W (circle one)
Colour	
VIN / Serial Number	
Battery Serial Number	
Controller Serial Number	
Date of Purchase	
Place of Purchase	
Dealer / Retailer	
Dealer Contact	
Next Service Due	



NOTE: Photograph your VIN plate (located under the seat or on the frame) and save it with your purchase receipt.



Feature Quick

This page summarises the four key features added to the 2nd-shipment LEKI motorbikes. Full instructions for each appear in their dedicated sections.

⌘ Heated Grips

Location	Left handlebar grip
Levels	5 (press repeatedly to cycle)
Activation	Long-press left-grip button to turn on/off
Indicator	Display shows grip heat level 1–5
Section	See page — Heated Grips & Seat

⌘ Heated Seat

Location	Right handlebar control
Levels	5 (press repeatedly to cycle)
Activation	Long-press right-seat button to turn on/off
Indicator	Display shows seat heat level 1–5
Section	See page — Heated Grips & Seat

⌘ Bluetooth Proximity Security

Function	Smartphone replaces physical key for arming/disarming
Device Name	HWS XXX
Auto-arm Distance	10–20 metres from bike
Section	See page — Bluetooth Security System

⌘ Type 2 AC Fast Charging

Connector	Type 2 — built-in
Charge Port	Top of tank
Compatible Chargers	Any Type 2 AC EV charger (public or home wallbox)
Section	See page — Charging Your LEKI

Both LEKI variants use the same platform, battery chemistry, and smart BMS. The key differences are motor output, battery capacity, top speed, and (on the 10000W) standard ABS.

Model *Comparison*

Specification	5000W Model	10000W Model
Motor Type	Hub-drive (rear wheel)	Hub-drive (rear wheel)
Rated Power	72V / 5000W	72V / 10000W
Peak Power Output	6.9 kW @ 530 rpm	12.3 kW @ 720 rpm
Max Torque	220 Nm @ 215 rpm	340 Nm @ 250 rpm
Transmission	Automatic (direct drive)	Automatic (direct drive)
Controller	TM72800	TM72800
Battery	72V / 80 Ah (Ternary Lithium NMC)	72V / 120 Ah (Ternary Lithium NMC)
Battery Cells	20 cells	20 cells
BMS	Smart ANT BMS	Smart ANT BMS
Top Speed	110 km/h	140 km/h
Power-to-Mass Ratio	30.8 W/kg	48.6 W/kg
Unladen Weight	119 kg	143 kg
Running Order Weight	149 kg	178 kg
Seat Height	840 mm	840 mm
Front Tyre	110/70-17	110/70-17
Rear Tyre	140/70-17	160/60-17
ABS	Not fitted	Standard (HCU)
Braking	Hydraulic disc (F & R)	Hydraulic disc (F & R) with ABS
Front Suspension	Inverted fork, 43 mm piston (SFBP)	Inverted fork, 43 mm piston (SFBP)
Rear Suspension	Adjustable monoshock	Adjustable monoshock
Charging — Standard	Anderson connector	Anderson connector
Charging — Fast	Type 2 (AC) built-in	Type 2 (AC) built-in
Heating	Heated grips + heated seat (5 levels each)	Heated grips + heated seat (5 levels each)
Security	Bluetooth proximity (HWS) + key fob	Bluetooth proximity (HWS) + key fob

Electronics & *Charging*

Nominal System Voltage	72V DC
Fully Charged Voltage	84V DC
Controller Model	TM72800 (FarDriver compatible)
BMS Type	Smart ANT BMS
Standard Charge Port	Anderson SB connector (rear)
Fast Charge Port	Type 2 / IEC 62196-2 (built-in, 2nd shipment)
Onboard Charger	Yes (Type 2 AC input, built-in)
Bluetooth	HWS proximity security system



Getting Started

⌘ 1. *Delivery & Unpacking*

Inspect your LEKI thoroughly before signing delivery paperwork. Check for:

- Visible damage to bodywork, mirrors, and indicators
- Secure attachment of all fasteners and panels
- Presence of key fob, charger cable, and this manual
- No fluid leaks around brake calipers or lines



WARNING: Do not accept delivery of a visibly damaged motorcycle without noting all damage on the delivery receipt.

⌘ 2. *Battery Isolator Switch*

Before first use, locate the battery isolator switch beneath the seat. Turn it to the ON position. This switch disconnects all power — use it when storing the bike for extended periods (7+ days).



NOTE: In the OFF position, the BMS continues to draw a small standby current. Always switch OFF for storage longer than one week.



⌘ **3. First Charge**

Charge to 100% (84V) before your first ride, even if the battery indicator appears partially full.

1. Connect the supplied charger cable to the rear port (behind rear faring), OR connect the a Type 2 cable to the Type 2 port in tank.
2. Plug the charger into a standard 10A household outlet (Anderson) or Type 2 wallbox. Use 15A converter if req.
3. The charger indicator will show RED (charging) then GREEN (complete).
4. A full charge from flat typically takes 4–6 hours via Anderson, or 2–3 hours via Type 2 (depending on charger output).

⌘ **4. Pre-Ride Power On**

1. Ensure battery isolator is ON.
2. Disarm using unlck button
3. Hold down lighing bolt to start
4. Wait 3 seconds for the BMS and controller to initialise.
5. The throttle is now active. Ride safely.



First Ride Checklist

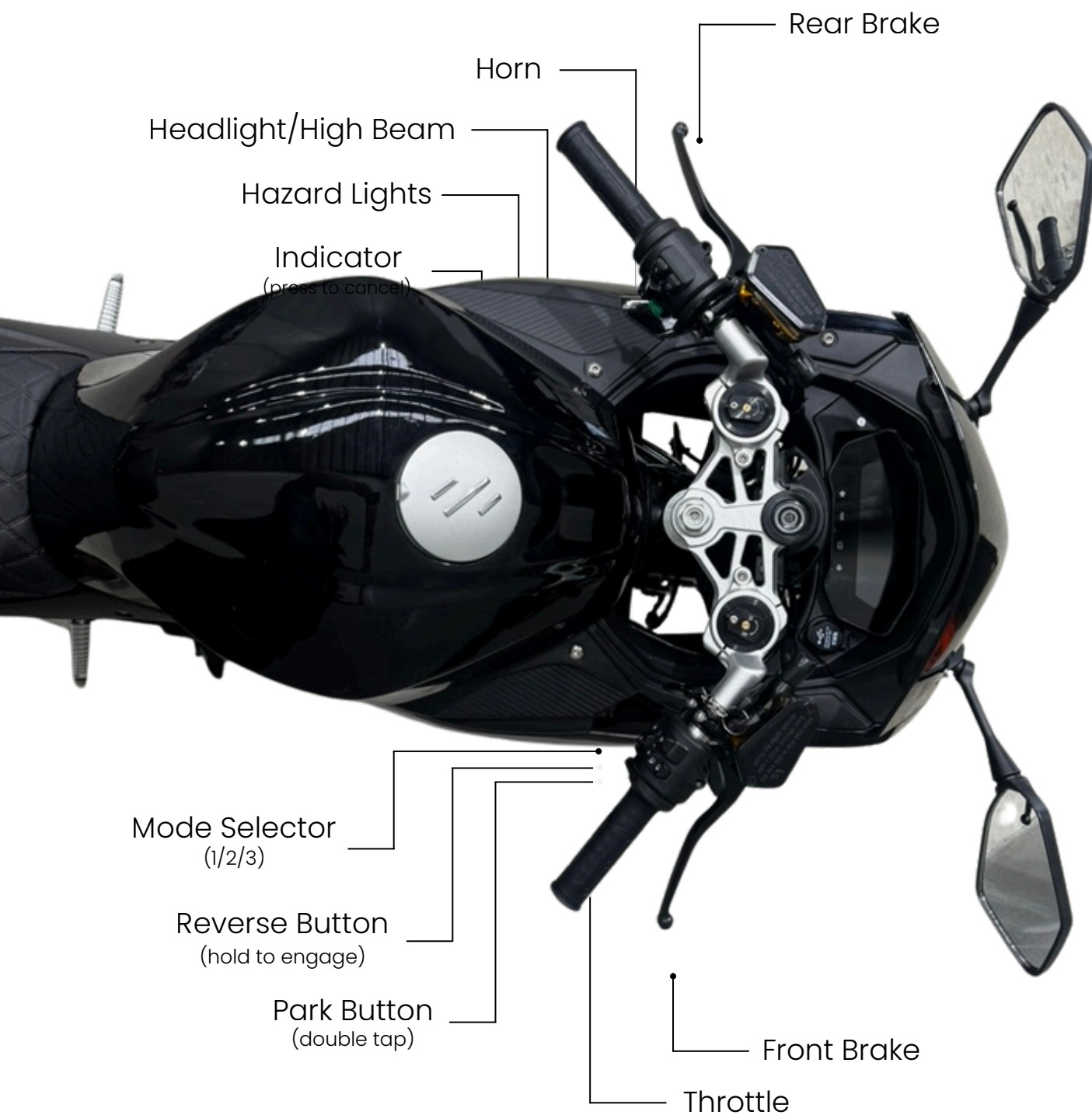
Complete every item before your first ride and repeat the safety-critical items before every ride.

Item	Check	Notes
Battery charge level	☐	Charge to 100% for first ride
Battery isolator switch ON	☐	Located under seat
Tyre pressures correct	☐	Front: 29 psi Rear: 33 psi
Tyre condition (no cracks, cuts)	☐	Replace if tread depth < 1.6 mm
Front brake lever – firm pressure	☐	Spongy feel = air in system
Rear brake pedal – firm pressure	☐	Spongy feel = air in system
Brake fluid level visible in reservoirs	☐	Between MIN and MAX marks
Brake pads not worn below 1 mm	☐	Inspect through caliper aperture
All lights operational (front, rear, indicators)	☐	Include horn test
Mirrors correctly adjusted	☐	Clear rear-view required
Throttle moves freely, snaps back	☐	No sticking or hesitation
Steering moves lock to lock freely	☐	No binding or tight spots
No visible cable damage or loose connections	☐	Check under seat and at bars
Side stand auto-cutout functioning	☐	Bike should not move with stand down
Heated grips/seat connected (2nd shipment)	☐	Test function at Level 1
Bluetooth paired (2nd shipment)	☐	See Bluetooth Security section
Safety gear worn	☐	Helmet, jacket, gloves, boots, pants



Controls & Components

≡ Left Handlebar



≡ Right Handlebar



Controls & Components

⌘ *Left Handlebar Controls*

Horn button	Press to sound horn
High-beam flash button	Short press to flash Long press to toggle high beam
Indicator switch (<i>left</i>)	Push left for left indicator
Heated grip control	Short press to cycle 5 levels fo heat Long press to activate

⌘ *Right Handlebar Controls*

Throttle (<i>twist grip</i>)	Rotate smoothly to accelerate
Front brake lever	Apply smoothly
Ignition / Power button	Press to power on/off
Mode button	Cycle riding modes: (1) ECO → (2) STANDARD → (3) SPORT
Heated seat control	Short press to cycle 5 levels Long press to activate



⌘ *Instrument Display*

Speedometer	Current speed in km/h
Battery SOC bar	Remaining charge
Odometer / Trip meter	Press mode button to switch
Ride mode indicator	1 = Eco, 2 = Standard, 3 = Sport
Error/fault code	Beep count + code displayed on fault

⌘ *Under pillion –Seat*

Battery isolator switch	Master power disconnect — turn OFF for storage
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⌘ **Component Labels (A–H)**

The following correspond to labels in your printed diagram:

A. Front brake lever

Hydraulic, linked to front caliper

B. Rear brake lever

Hydraulic, linked to rear caliper

C. ABS HCU (10000W)

Hydraulic Control Unit

D. Throttle grip

Hall-effect sensor, 5V supply (red/green/black wires)

E. Anderson charge port

Behind rear right hand faring — standard charge connection

F. Type 2 port

In tank — IEC 62196-2 fast charge

G. Battery pack

72V Ternary Lithium NMC — sealed, do not open

H. TM72800 Controller

Motor controller — do not modify firmware



Riding Modes

Your LEKI has **three riding modes selectable via the mode button on the right handlebar**. The mode persists until you change it or power off.

Mode	Throttle Response	Best For
ECO (1)	Soft 50% max power	City commuting, maximum range, new riders
STANDARD (2)	Moderate 75% max power	Everyday mixed riding, balanced performance
SPORT (3)	Sharp 100% max power	Open road, experienced riders, maximum performance



NOTE: During the 1,000 km running-in period, ride exclusively in ECO or STANDARD mode. Avoid SPORT mode and sustained wide-open throttle.



WARNING: SPORT mode delivers the full 220 Nm (5000W) or 340 Nm (10000W) of torque instantly. Apply throttle progressively to avoid rear-wheel slip, particularly on wet or loose surfaces.



Safety Gear Requirements

Australian law requires an approved helmet for all riders. LEKI strongly recommends the following minimum protection on every ride.

Item	Standard	Notes
Helmet	AS/NZS 1698 or ECE 22.06	Full-face recommended for speeds above 80 km/h
Jacket	CE Level 1 or 2 armour	Shoulder, elbow, and back protection
Gloves	Motorcycle-specific	Knuckle and palm protection
Boots	Above ankle, non-slip sole	Dedicated motorcycle boots preferred
Pants	CE Level 1 or 2 knee/hip armour	Avoid loose fabric near wheels
High-visibility vest	Recommended at night	Increases visibility to other road users



WARNING: Never modify your helmet or wear a damaged helmet. Replace any helmet after an impact, even if no visible damage is present.



Bluetooth Security System

⌘ How It Works

Your LEKI uses a Bluetooth proximity security system (*device name: HWS*). When your paired smartphone is within range (~10–20 metres), the bike disarms automatically. When you walk away beyond that range, the bike arms and the alarm activates if tampered with.

⌘ **NOTE:** The HWS Bluetooth system supplements — but does not replace — the physical key fob. Always carry your key fob as a backup.

⌘ Initial Pairing — Step by Step

1. Ensure your bike is powered OFF.
2. On your smartphone, open Settings → Bluetooth. Enable Bluetooth if not already on.
3. Power ON the bike. Wait 10 seconds for the HWS module to become discoverable.
4. On your phone, scan for new devices. Select "HWS" from the available list.
5. Accept the pairing request. The bike will emit one short beep confirming successful pairing.

⌘ **NOTE:** Only one phone can be paired at a time. Pairing a new phone automatically clears the previous pairing.

⌘ Clearing All Pairings

To reset the HWS and remove all stored pairings:

1. Power ON the bike.
2. Hold the pairing/reset button on the HWS module (located under the headstock) for 5 seconds until you hear three beeps.
3. All pairings are now cleared. Repeat the Initial Pairing steps above.



⚡ Auto-Arm Distance

Disarm range	~10–20 metres (phone approaching)
Arm range	~10–20 metres (phone moving away)
Arm delay	Approximately 5 seconds after leaving range
Alarm trigger	Movement detected while armed



WARNING: Ensure your phone has sufficient battery and Bluetooth is enabled before riding. A flat phone battery will leave the bike in its last known state — carry your key fob at all times.



Key Fob & Steering Lock

⌘ Key Fob Operation

Lock (<i>arm</i>)	Press LOCK button once – one beep
Unlock (<i>disarm</i>)	Press UNLOCK button once – two beeps
Panic / Alarm	Hold LOCK + UNLOCK together for 3 seconds
Range	Approximately 30–50 metres line-of-sight

⌘ Lost Key Fob

If your key fob is lost or stolen, contact your LEKI dealer immediately. The BMS and HWS system can be re-programmed to invalidate lost fobs. Do not leave your bike unsecured while awaiting replacement.

The key fob uses a standard CR2032 battery. Replace when the LED indicator becomes dim or range reduces significantly. Use a small flat-blade screwdriver to open the fob back cover, noting the battery polarity (*+side facing up*).



Heated Grips & Heated Seat

Both heated grips and heated seat are standard on all LEKI 2nd-shipment bikes. Both features operate independently and have 5 heat levels.

⚡ Heated Grips — Left Handlebar

1. Power ON the bike.
2. Long-press the left-grip button (≥ 2 seconds) to activate heated grips. The display will show "G1" (*Level 1 – lowest heat*).
3. Short-press to cycle through levels:
G1 → G2 → G3 → G4 → G5 → OFF.
4. Long-press again to turn off immediately.

Level	Temperature (approx.)	Typical Use
G1	35–40 °C	Light chill, thin gloves
G2	40–45 °C	Cool mornings
G3	45–50 °C	Cold weather riding
G4	50–55 °C	Near-freezing conditions
G5	55–60 °C	Maximum heat — short bursts only

NOTE: Heated grips draw additional power from the battery.

- ⚡ Use Level 1–2 for normal cold-weather riding to preserve range. G5 is intended for very brief warm-up periods, not sustained use.



⌘ Heated Seat — Right Handlebar Control

1. Power ON the bike.
2. Long-press the right-seat button (≥ 2 seconds) to activate heated seat. Display shows "S1" (*Level 1 — lowest heat*).
3. Short-press to cycle through levels:
S1 → S2 → S3 → S4 → S5 → OFF.
4. Long-press again to turn off immediately.

Level	Temperature (approx.)	Notes
S1	30–35 °C	Gentle warmth
S2	35–40 °C	Cool conditions
S3	40–45 °C	Cold conditions
S4	45–50 °C	Cold weather
S5	50–55 °C	Maximum — brief use only

⌘ **WARNING:** Do not sit on a heated seat at S4 or S5 for more than 20 continuous minutes. This can cause discomfort or skin irritation. Reduce to S1–S2 for extended rides.

⌘ **NOTE:** Both heated grips and seat can be used simultaneously. Combined use at G3/S3 or higher will noticeably reduce battery range. Factor this in when planning long rides in cold weather.



Charging Your LEKI

⌘ Charging Methods

240V 15A Charger	Not supplied, but can be ordered. Wall charger — plug into standard 10A Australian outlet
Type 2 / IEC 62196-2 (Fast)	Built-into tank housing — compatible with public EV stations and home wallboxes

⌘ 240V 15A Charger — Step by Step

1. Lift the charging cover flap behind rear faring
2. Connect the plug from the charger
3. Plug the charger into a **240V / 10A** power outlet.
4. **Red LED on charger** = charging in progress.
5. **Green LED** = fully charged (84V). Disconnect charger promptly.

⌘ **NOTE:** Charge time from flat approximately 4–6 hours.



⌘ Type 2 Fast Charging — Step by Step

1. Locate the Type 2 port in the tank
2. Connect a Type 2 cable between the bike port and the charger / EV station.
3. The bike BMS will handshake with the charger automatically.
4. Charging begins — display will show charging status.
5. When complete, the charger will stop and the display will confirm 100%.
6. Disconnect the cable and close the cover



NOTE: Type 2 charge time varies with charger power output. A 7.2 kW home wallbox will charge the 5000W model in approximately 2–3, while a faster charger will reduce the time.

⌘ Charging Safety Rules

- Never charge in rain or standing water.
- Never leave charging unattended for extended periods
- Do not charge below 0°C — the BMS will disable charging to protect the cells.
- Do not charge above 40°C ambient — move bike to a cool area first.
- Disconnect the charger before riding.
- Do not use third-party chargers without confirming voltage/current compatibility with your LEKI dealer.



WARNING: Charging at temperatures below 0°C is automatically blocked by the BMS. Forcing a charge at low temperature can cause lithium plating, permanently reducing battery capacity.



⚡ Dead Flat Battery Recovery

If the battery has been fully discharged (*below the BMS minimum cutoff*), the standard charger may not initiate charging. Use a trickle charger (*2A or less*) to raise the battery voltage above the BMS cutoff threshold (*~60V*), then switch to the normal charger.

- Connect trickle charger to the Anderson port.
- Allow 30–60 minutes for voltage to recover above 63V.
- Switch to normal charger for full charge.



NOTE: Regularly discharging below 25% (63V) significantly shortens battery life. Aim to charge when the display shows 30–35% remaining.



Battery Performance & Voltage Reference

⌘ State of Charge vs Voltage

The table below shows the relationship between battery voltage and state of charge (SOC). Use this as a reference when reading a multimeter or interpreting raw BMS data from the ANT BMS app.

Battery Voltage	State of Charge (%)	Recommended Action
84.0 V	100%	Fully charged — ready to ride
82.6 V	95%	Excellent range
81.2 V	90%	Excellent range
79.8 V	85%	Good range
78.4 V	80%	Good range
77.0 V	75%	Good range
75.6 V	70%	Adequate range
74.2 V	65%	Adequate range
72.8 V	60%	Plan for charging soon
71.4 V	55%	Plan for charging
70.0 V	50%	Charge when convenient
68.6 V	45%	Charge when convenient
67.2 V	40%	Charge soon
65.8 V	35%	Charge soon — range limited
64.4 V	30%	Charge now — do not delay
63.0 V	25%	Minimum safe level — charge immediately



⚡ Estimated Range

Range varies significantly with speed, terrain, rider weight, temperature, and use of heated accessories. The following are approximate figures at constant speeds with no heated accessories:

Model	
5KW (72V/80Ah)	100–120 km
10KW (72V/120Ah)	150–160 km

⚡ **NOTE:** Heated grips at G3 and heated seat at S3 simultaneously can reduce range by 10–15%. Cold weather (below 10°C) can reduce effective capacity by up to 20%.

⚡ Maximising Battery Life

- Avoid regularly charging above 90% or discharging below 30% for day-to-day use.
- Charge to 100% only before long trips.
- Store the bike at 50–70% charge if unused for more than 2 weeks.
- Keep battery temperature between 10°C and 35°C during operation.
- Avoid leaving a fully charged battery in direct sunlight for extended periods.
- Complete the first 1,000 km running-in before sustained hard riding.



Battery Management (BMS)

Overview

Your LEKI is fitted with a Smart ANT BMS (Battery Management System). The BMS continuously monitors every cell in the 72V pack, protecting against overcharge, over-discharge, overcurrent, and temperature extremes.

BMS Safety Interlocks

Condition	BMS Action	How to Resolve
Battery temperature < 0°C	Charging disabled	Warm battery to above 0°C before charging
Battery temperature > 50°C	Charging disabled	Allow battery to cool before charging
Cell voltage imbalance	Throttle power reduced	Complete a slow charge cycle to balance
Over-discharge (< 60V)	Throttle disabled	Charge immediately – use trickle charger first
Overcurrent event	Momentary throttle cutout	Release throttle, wait 5 seconds, reapply gently
Short circuit detected	Full disconnect	Contact dealer – do not attempt to reset



⌘ BMS Connection Codes

The ANT BMS uses a password for Bluetooth connection via the ANT BMS app. The standard connection codes are:

Code Option 1

Contact dealer

Code Option 2

Contact dealer

⌘ **NOTE:** Try Code Option 1 first. If connection fails, try Option 2. If neither works, the BMS may have been reprogrammed – contact your LEKI dealer.

⌘ What the BMS Monitors

- Individual cell voltages (*all 20 cells*)
- Pack total voltage
- State of charge (%)
- Charge and discharge current
- Battery temperature (*multiple sensors*)
- Total energy throughput (*cycle count estimation*)
- Fault history and error log



ANT BMS App — Setup & Use

⌘ Installing the App



iOS: Search "ANT BMS" in the Apple App Store



Android: Search "ANT BMS" in the Google Play Store



Download the official app from **Shenzhen Antelectronics (ANT)**

⌘ Connecting to Your Battery

1. Locate the Type 2 port under the rear seat panel (*marked with the IEC 62196 symbol*).
2. Connect a Type 2 cable between the bike port and the charger / EV station.
3. The bike BMS will handshake with the charger automatically.
4. Charging begins — display will show charging status.
5. When complete, the charger will stop and the display will confirm 100%.
6. Disconnect the cable and re-seat the panel.



⌘ Reading the BMS Data

Pack Voltage	Total voltage of all 20 cells in series
Cell Voltages (1–20)	Each cell should read 3.0–4.2V. Imbalance > 0.05V needs attention.
State of Charge	Percentage — cross-reference with voltage table
Temperature (T1, T2)	Battery temperatures — normal range 10–40°C in operation
Current	Positive = discharging, Negative = charging
Cycle Count	Estimated full charge cycles — expected life 1,000–1,500 cycles
Fault Codes	Any active BMS faults will appear here

⌘ FarDriver App — Controller Monitoring

The TM72800 controller is also Bluetooth-compatible via the FarDriver app (requires the optional Bluetooth dongle connected to the controller). This app allows monitoring of:

- Motor RPM and temperature
- Controller temperature
- Phase current and voltage

⌘ **NOTE:** Do not modify controller parameters without guidance from your LEKI dealer. Incorrect settings can damage the motor or void your warranty.



Battery Chemistry

Ternary Lithium (NMC)

⌘ About Your Battery

Your LEKI is fitted with a Smart ANT BMS (Battery Management System). The BMS continuously monitors every cell in the 72V pack, protecting against overcharge, over-discharge, overcurrent, and temperature extremes.

⌘ NMC vs LFP — Key Differences

Property	NMC (Your LEKI)	LFP (common alternative)
Energy density	Higher — more range per kg	Lower
Peak power	Higher	Lower
Temperature sensitivity	More sensitive — avoid extremes	More tolerant
Cycle life	800–1,200 cycles typical	1,500–3,000 cycles typical
Safety	Excellent with BMS protection	Excellent
Cost	Higher	Lower



⌘ Safe Temperature Ranges

Optimal operating range	15°C to 35°C	Optimal operating range
Acceptable operating range	0°C to 45°C	Acceptable operating range
Charging minimum	0°C (<i>BMS blocks below this</i>)	Charging minimum
Charging maximum	40°C ambient recommended	Charging maximum
Storage temperature	10°C to 25°C ideal	Storage temperature
Danger zone	Above 60°C – do not operate	Danger zone

⌘ Battery Safety



WARNING: Never puncture, crush, or disassemble the battery pack. Ternary lithium cells can release flammable gases and combust if physically damaged. In the event of battery damage, swelling, or unusual heat, move the bike to a safe open area immediately and call emergency services.

- Do not store near open flames or heat sources.
- Do not immerse in water
- Do not cover the battery area when charging – allow heat to dissipate.
- If the battery smells unusual or shows physical deformation, cease use immediately.



Battery Warranty & Life Cycle

⌘ Warranty Coverage

The LEKI battery pack is warranted against manufacturing defects in materials and workmanship. Warranty does not cover capacity fade from normal use, damage from improper charging, physical damage, or use of non-approved chargers.

Warranty period	36 months from date of purchase <i>(confirm with dealer)</i>
Coverage	Manufacturing defects, cell failures not caused by misuse
Exclusions	Capacity fade, physical damage, water damage, non-approved chargers, modifications
Claim process	Contact LEKI dealer — BMS data log review required for all claims

⌘ Expected Battery Life

The LEKI battery pack is warranted against manufacturing defects in materials and workmanship. Warranty does not cover capacity fade from normal use, damage from improper charging, physical damage, or use of non-approved chargers.

Expected cycle life	2000 full cycles (<i>NMC chemistry</i>)
Expected calendar life	5 years with proper care
End-of-life indicator	Range drops below 70% of original — capacity fade is normal
Reconditioning	Contact dealer — cell replacement may be possible



⌘ Warranty Claim Process

1. Contact your LEKI dealer with proof of purchase.
2. The dealer will connect the ANT BMS app to read the fault history and usage log.
3. If a manufacturing defect is confirmed, the dealer will arrange repair or replacement.
4. If the claim is outside warranty, the dealer can quote for battery reconditioning.

NOTE: The BMS stores a usage log including total cycles, temperature excursions, and fault events.

- ⌘ This log is reviewed for all warranty claims. Proper charging and storage habits protect both your battery and your warranty.



Riding Instructions

⌘ Starting the Bike

1. Battery isolator ON (under seat).
2. Ensure side stand is retracted.
3. Key fob in pocket
4. Press power/ignition button — display illuminates.
5. Wait 3 seconds — BMS and controller initialise.
6. Select desired mode
7. Apply throttle smoothly to move off.

⌘ City Riding Tips

- Use ECO or STANDARD mode for urban stop-start riding — maximises range and smoothness.
- The bike is near-silent at low speed — use the horn when approaching pedestrians.
- Give extra space to the vehicle ahead — electric motors deliver torque instantly with no lag.

⌘ Open Road / Highway

- Use STANDARD or SPORT mode for highway cruising.
- The 10000W model is capable of sustained 130+ km/h — obey posted speed limits.
- Wind resistance increases range consumption significantly above 90 km/h.
- Monitor regularly on longer trips — plan charging stops in advance.
- The throttle is highly responsive in SPORT mode — avoid sharp inputs at high speed.



⌘ Wet Weather Riding

- Reduce speed and increase following distance significantly on wet roads.
- The 5000W model has no ABS — brake earlier and with less force in the wet.
- The 10000W model ABS provides additional safety but does not eliminate stopping distance increases in wet conditions.
- Avoid deep water
- Dry brakes by briefly applying light pressure after riding through puddles.



WARNING: Do not ride through water deeper than the bottom of the footpegs. Water ingress can damage the motor, controller, and battery, and will void the warranty.

⌘ Stopping & Parking

1. Reduce throttle and apply both brakes progressively.
2. Come to a complete stop and hold brake.
3. Lower side stand fully before dismounting.
4. Press power button to turn off display (*or wait for auto-off*).
5. Arm the bike: press LOCK on key fob, or walk away beyond 10–20 m (*Bluetooth*).
6. For extended parking, turn battery isolator OFF under seat.



Running-In Period

The first 1,000 km are critical for bedding in brake pads, conditioning the battery, and allowing all mechanical components to seat correctly. Following these guidelines extends the life of your LEKI significantly.

⌘ 0–200 km

- Ride in ECO mode only.
- Avoid sustained wide-open throttle — maximum 50% throttle.
- Avoid emergency braking — use gradual, progressive braking to bed in pads.
- Allow brakes and motor to cool between spirited riding sessions.

⌘ 200–500 km

- ECO or STANDARD mode.
- Gradually increase throttle usage — up to 75%.
- Begin practising normal braking pressure to complete pad bed-in.
- Perform first visual inspection of all fasteners.

⌘ 500–1,000 km

- All modes permitted — avoid sustained SPORT mode.
- Continue avoiding wide-open throttle for extended periods.
- Book the 1,000 km service with your LEKI dealer before this milestone.

⌘ **NOTE:** After 1,000 km, your LEKI dealer will complete the initial service including torque checks on all critical fasteners, brake fluid inspection, tyre pressure confirmation, and BMS health check. This service is important and is required to maintain warranty coverage.



Braking System

Overview

Both LEKI models use hydraulic disc brakes front and rear. The 10000W model adds ABS (Anti-lock Braking System) via a Hydraulic Control Unit (HCU). Both models have independent front and rear circuits — there is no combined or linked braking.

ABS (10000W Model)

The ABS HCU (Hydraulic Control Unit) modulates brake pressure to prevent wheel lock-up during emergency braking. ABS activates when the system detects wheel deceleration faster than road speed would allow.

- ABS is always active — it cannot be disabled.
- ABS activation can be felt as a pulsing sensation in the brake lever — this is normal.
- On very low-speed manoeuvres (under 10 km/h), ABS may not activate fully — brake carefully.
- Never attempt to open, drain, or modify the ABS HCU — it must be serviced by a dealer.



WARNING: Do not disassemble the ABS HCU or attempt to bleed it with standard methods. The HCU requires specialised equipment to bleed. Contact your LEKI dealer for all ABS servicing.

Brake Fluid

Fluid specification	DOT 4 brake fluid
Reservoir locations	Front: right handlebar master cylinder. Rear: under seat/frame.
Replace interval	Every 12 months OR every 4,000 km (<i>whichever comes first</i>)
Change reason	DOT 4 is hygroscopic (<i>absorbs moisture</i>) — old fluid reduces boiling point



WARNING: Do not mix DOT fluid grades. Do not use DOT 5 (silicone) fluid — it is incompatible with the seals in your LEKI braking system.



⌘ Brake Pad Inspection & Replacement

Minimum pad thickness	1.0 mm (<i>measured on friction material, not backing plate</i>)
Inspection interval	Every 1,000 km or monthly
Inspection method	View through the caliper aperture — pad must be visible and above 1 mm
Replacement type	Organic or sintered — match the original specification

Brake pad wear symptoms:

- Metallic squealing or grinding when braking
- Reduced braking force requiring more lever pressure
- Vibration or pulsing under normal braking (*not ABS activation*)

⌘ Brake Disc (Rotor) Specifications

Position	Minimum Disc Thickness
Front disc	3.0 mm
Rear disc	3.5 mm

⌘ **NOTE:** Disc thickness is stamped on the disc edge. Measure with a micrometer at the pad contact area, not the outer edge. Replace in pairs (left and right) for even braking.

⌘ Brake Line Inspection

- Inspect brake lines every 4,000 km for cracking, abrasion, or bulging.
- Replace braided lines every 4 years regardless of appearance.
- Ensure lines are routed clear of hot components and moving parts.
- Check all banjo bolt connections for seepage after any line disturbance.



⌘ Brake Bleeding (Standard Brakes — Non-ABS)

Bleed brakes when the lever feels spongy, after fluid replacement, or after opening any hydraulic connection.

1. Fit a clear bleed tube to the caliper bleed nipple.
2. Open the master cylinder reservoir and top up to MAX with fresh DOT 4.
3. Open the bleed nipple 1/4 turn.
4. Slowly squeeze and hold the brake lever.
5. Close the bleed nipple before releasing the lever.
6. Repeat until no air bubbles appear in the bleed tube.
7. Top up reservoir to MAX and replace cap.
8. Test lever firmness before riding.



WARNING: ABS-equipped bikes (10000W) require specialised bleeding procedures. Do not attempt to bleed the ABS HCU at home — take the bike to your LEKI dealer.



Suspension

Front Suspension

Both LEKI models use Separate Function Big Piston (SFBP) inverted forks with a 43 mm piston. "Separate function" means each fork leg performs a different damping role:

Left fork leg	Spring preload adjustment — controls ride height and sag
Right fork leg	Rebound + compression damping — controls fork movement speed

Preload Adjustment (Left Fork)

Preload adjustment changes the initial compression of the spring, affecting ride height and how firm the fork feels at rest.

- Turn **adjuster CLOCKWISE**: increases preload — firmer, raised ride height
- Turn **adjuster COUNTER-CLOCKWISE**: decreases preload — softer, lowered ride height
- Adjust in small increments — 1/4 turn at a time
- Set both forks identically — deviation causes handling imbalance

Damping Adjustment (Right Fork)

Rebound damping controls how fast the fork extends after compression. Compression damping controls how fast the fork compresses.

- **REBOUND** (*top adjuster*) — turn clockwise to slow rebound (*more damping*). Avoid setting too slow — the fork will not recover before the next bump.
- **COMPRESSION** (*bottom adjuster*) — turn clockwise to firm compression. Setting too firm transmits road shock to the handlebar.
- **Factory setting**: 8–10 clicks from fully clockwise (*fully closed*) on both adjusters.



NOTE: For road use, begin with factory settings. Increase rebound damping if the bike feels "bouncy" after bumps. Increase compression damping if the fork dives excessively under braking.



⌘ Rear Suspension

The rear shock is an adjustable monoshock with spring preload and rebound damping. Measurement of sag is the standard method for setting preload.

Measuring Rear Sag

1. Place the bike on a paddock stand (rear wheel off ground).
2. Measure from rear axle to a fixed reference point on the rear subframe. Record as Measurement A.
3. Remove stand – bike on side stand. Bounce rear gently to settle suspension.
4. With rider in full riding gear seated on the bike, measure same point. Record as Measurement B.
5. Rider sag = A minus B. Target: 25–30 mm for typical road use.

Adjusting preload:

- **To increase sag (softer):** turn preload adjuster counter-clockwise
- **To decrease sag (firmer):** turn preload adjuster clockwise
- Adjust in equal increments and re-measure after each change



NOTE: Sag above 35 mm means the spring is too soft for your weight – increase preload or consider a stiffer spring. Sag below 20 mm means the spring is too stiff – decrease preload.

⌘ Fork Oil

Fork oil should be replaced every 10,000 km or 2 years. Oil specification: 5W–10W fork oil. Contact your LEKI dealer for fork oil service – the procedure requires removing and disassembling the fork legs.



Pre-Ride Inspection

The T-CLOCS system provides a structured pre-ride check covering all safety-critical systems. Complete this before every ride.

⌘ T — Tyres & Wheels

- Check tyre pressure (cold): Front 29 psi / Rear 33 psi. Adjust if needed.
- Inspect tyres for cuts, embedded objects, cracks in sidewall, or abnormal wear.
- Confirm tread depth above 1.6 mm (legal minimum in Australia).
- Check wheel bearings by rocking the wheel side-to-side — no play should be present.
- Confirm wheel nuts/axle bolts are tight.

⌘ C — Controls

- Throttle rotates smoothly and snaps back fully when released.
- Both brake levers firm — not spongy. Lever free play 10–15 mm.
- Rear brake pedal firm — travels <15 mm before firm resistance.
- Handlebar moves smoothly lock-to-lock with no binding.
- All switches and buttons operational.

⌘ L — Lights & Electrics

- Headlight, high beam, and DRL functional.
- Tail light and brake light illuminate when brakes applied.
- Left and right indicators flash at correct rate.
- Horn sounds.
- Display illuminates and shows correct charge level.
- Heated grips / seat test at Level 1 (2nd shipment).



⌘ O — Oil & Fluids

- Brake fluid level visible in both master cylinder windows (between MIN/MAX).
- No visible fluid leaks beneath the bike (brake fluid leaves a wet residue).
- Fork seals dry — no oil weeping down fork legs.

⌘ C — Chassis

- Side stand retracts fully and auto-cutout is functional.
- Frame, subframe, and bodywork panels secure — no loose fasteners.
- Battery isolator switch functional.
- No unusual noises during slow forward/backward movement.

⌘ S — Side Stand & Stand

- Side stand pivot bolt tight — no lateral play.
- Side stand spring returns stand to the up position when lifted.
- Auto-cutout: engine should not engage with stand down.



Maintenance Schedule

Follow this schedule to maintain performance, safety, and warranty coverage. "Whichever comes first" applies to all km/time intervals.

⌘ Every Ride

- T-CLOCS pre-ride inspection (*see previous section*)
- **Tyre pressures:** Front 29 psi / Rear 33 psi
- Check charge level and plan route accordingly

⌘ 1,000 km / 6 Months — Initial Service

This service is mandatory and required for warranty continuity. Take the bike to your LEKI dealer.

- **Torque check:** all critical fasteners (*see Torque Specifications section*)
- Brake pad inspection and measurement
- Brake fluid level and condition check
- Tyre pressure and condition check
- Battery BMS health check via ANT BMS app
- Controller fault code history check via FarDriver app
- All lights and electrical systems test
- Throttle free play and return check
- Suspension check — sag measurement and adjustment
- Chain/belt inspection (*if applicable to variant*)
- Full visual inspection and road test



⌘ 4,000 km / 12 Months — Mid-Range Service

- Everything in the 1,000 km service, PLUS:
- Brake fluid replacement (DOT 4)
- Front fork inspection — check for seal seepage
- Rear shock inspection — check for oil seepage
- Brake pad replacement if below 2 mm (proactive)
- Tyre inspection — measure tread depth
- Battery capacity test — compare range to new condition
- All wiring harness inspection — look for chafing or connector corrosion
- Check all brake disc thickness measurements

⌘ 7,000 km / 24 Months — Full Service

- Everything in the 4,000 km service, PLUS:
- Fork oil replacement
- Brake disc measurement — replace if at or near minimum
- Full brake system rebuild (*seals, pistons*) if required
- Rear shock service or replacement assessment
- Battery cell balance check — individual cell voltages via ANT BMS
- Throttle sensor resistance check (*Hall effect sensor: 5V supply, signal 0.8–4.2V*)
- Controller firmware version check — update if available



NOTE: Intervals can be shortened based on riding conditions. Harsh environments (dust, rain, salt air) require more frequent inspection. Always err on the side of more frequent maintenance.



Torque Specifications

Use a calibrated torque wrench for all fasteners listed. Always clean threads and inspect fasteners for damage before tightening. Use thread-locking compound (Loctite 243 medium) where specified.

Component / Fastener	Torque (Nm)	Notes
Triple clamp bolt (top/bottom)	20 Nm	Apply evenly — alternate tightening
Front axle bolt	80 Nm	Loctite 243 recommended
Front axle pinch bolts	20 Nm	Tighten after setting axle
Front brake caliper bolts	30 Nm	Check after first 200 km
Front brake disc bolts	30 Nm	Star pattern — Loctite 243
Front engine / motor mount	35 Nm	—
Swing arm pivot bolt	80 Nm	Critical — check at every service
Rear axle nut	80 Nm	Use castle nut with cotter pin
Rear engine / motor mount (main)	45 Nm	Check after first 500 km
Rear engine / motor mount (secondary)	30 Nm	—
Shock absorber upper mount	50 Nm	—
Shock absorber lower mount	50 Nm	—
Rear brake disc bolts	30 Nm	Star pattern — Loctite 243
Front footpeg bolt	60 Nm	Loctite 243 recommended
Rear footpeg bolt	40 Nm	—
Seat mounting bolt	25 Nm	Do not overtighten — plastic mounts
Handlebar clamp bolts	20 Nm	Alternate diagonally



WARNING: Overtightening is as dangerous as undertightening. A stripped thread or cracked bracket will fail suddenly. Use a proper torque wrench — do not estimate by feel.

The TM72800 controller communicates faults via a series of beeps. Count the beeps carefully — the code is indicated by the number of beeps. The display may also show a fault code number.

Beeps / Code	Fault Description	Action
1 beep	Motor hall sensor failure	Check motor hall sensor connector. If fault persists, controller or motor replacement may be required.
2 beeps	Accelerator (throttle) failure	Check throttle connector and wiring. Throttle sensor may need replacement (Hall effect, 5V, R/G/B wires).
3 beeps	Current protection restart	Controller reset itself after overcurrent. Check for short circuit. If repeated, contact dealer.
4 beeps	Phase current overcurrent	Indicates heavy load or wiring issue. Check motor phase wires for damage or loose connections.
5 beeps	Voltage failure (over/under)	Battery voltage out of range. Check battery charge level. May indicate BMS fault.
6 beeps	Anti-theft alarm signal	Security system triggered. Disarm via key fob or Bluetooth. If persistent, check HWS module.
7 beeps	Motor overheating	Motor temperature exceeded limit. Allow motor to cool (15–30 min). Check for blocked airflow.
8 beeps	Controller over temperature	Controller too hot. Park in shade, allow to cool. Check controller mounting and heat sink.
9 beeps	Phase current overflow	High-load condition exceeded current limits. Reduce load or gradient. If repeated, check motor and wiring.
10 beeps	Phase current zero fault	Controller detected no current in a phase. Motor phase wire may be open-circuit. Contact dealer.
11 beeps	Phase short circuit fault	Short circuit detected in motor phases. Do not ride. Contact dealer immediately.
12 beeps	Wire current zero fault	Main wire open circuit or connection loss. Check battery main lead connections.
13 beeps	MOSFET upper bridge fault	Controller internal fault. Do not ride. Contact dealer — controller replacement likely required.
14 beeps	MOSFET lower bridge fault	Controller internal fault. Do not ride. Contact dealer — controller replacement likely required.
15 beeps	Peak line current protection	Peak current limit reached. Reduce demand. If repeated, check all connections and motor.



NOTE: For codes 11, 13, and 14: Do not attempt to ride the bike. These indicate serious electrical faults. Contact your LEKI dealer immediately.



Troubleshooting Guide

Use this guide to diagnose common issues. If the problem is not resolved by the suggested actions, contact your LEKI dealer — do not attempt electrical repairs beyond those described here.

⌘ Starting & Power

Problem	Likely Cause	Solution
Bike will not power on	Battery isolator OFF	Turn isolator switch ON (under seat)
Bike will not power on	Battery fully discharged	Charge with trickle charger first, then standard charger
Bike will not power on	Key fob battery flat	Replace CR2032 battery in fob
Bike will not power on	BMS fault / disconnect	Check ANT BMS app for active faults
Throttle unresponsive	Side stand down	Retract side stand fully
Throttle unresponsive	BMS temperature interlock	Check battery temperature — below 0°C blocks throttle
Throttle unresponsive	Fault code active	Count beeps — refer to Fault Codes section
Bike cuts out while riding	Overcurrent event	Release throttle, wait 5 sec, gently reapply
Bike cuts out while riding	Battery under-voltage	Charge battery immediately — below 25% (63V)

⌘ Braking

Problem	Likely Cause	Solution
Spongy brake lever	Air in hydraulic system	Bleed brakes (non-ABS) or contact dealer (ABS)
Brake lever goes to bar	Fluid loss or air ingestion	Stop riding — inspect lines. Contact dealer.
Squealing brakes	Glazed or contaminated pads	Lightly sand pad surface or replace pads
Pulsing / vibration when braking	Warped brake disc	Measure disc runout — replace if above spec
Brake warning light on (10000W)	ABS fault	Do not ignore. Contact dealer immediately.
Reduced braking force	Worn brake pads	Inspect and replace if below 1 mm



⌘ Charging

Problem	Likely Cause	Solution
Charger LED stays RED, no green	Battery still charging	Normal — allow full cycle to complete
Charger does not start	Battery below 0°C	Warm battery to above 0°C
Charger does not start	BMS fault active	Check ANT BMS app for faults
Charger overheats	Poor ventilation	Ensure charger is not covered during use
Type 2 charge not initiating	Handshake failure	Disconnect, wait 30 sec, reconnect. Check cable.
Charge level not reaching 100%	Cell imbalance	Complete a slow Anderson charge — BMS balances cells
Problem	Likely Cause	Solution
Charger LED stays RED, no green	Battery still charging	Normal — allow full cycle to complete
Charger does not start	Battery below 0°C	Warm battery to above 0°C
Charger does not start	BMS fault active	Check ANT BMS app for faults
Charger overheats	Poor ventilation	Ensure charger is not covered during use
Type 2 charge not initiating	Handshake failure	Disconnect, wait 30 sec, reconnect. Check cable.
Charge level not reaching 100%	Cell imbalance	Complete a slow Anderson charge — BMS balances cells

⌘ Heated Grips & Seat

Problem	Likely Cause	Solution
Grips not heating	Feature disabled	Long-press left grip button to activate
Grips not heating	Connector unplugged	Check under-handlebar connector for heated grip wiring
Seat not heating	Feature disabled	Long-press right seat button to activate
Seat not heating	Fuse blown	Check auxiliary fuse box under seat
Grips/seat turn off suddenly	Thermal protection activated	Level too high — reduce to G1/S1 for 2 min then retry



⌘ Bluetooth / Security

Problem	Likely Cause	Solution
HWS not pairing	Previous pairing stored	Clear all pairings (hold reset 5 sec) then re-pair
Alarm activating randomly	Range sensitivity	Move your phone further away or adjust placement
Seat unlock not working	Out of Bluetooth range	Move closer – within 5 metres for seat unlock
Bike not arming when walking away	Bluetooth connection maintained	Check for obstructions – phone may be in unusual RF environment

⌘ General Electrical

Problem	Likely Cause	Solution
Display not illuminating	Battery isolator OFF	Turn isolator ON under seat
Indicators not working	Blown fuse	Check fuse box – replace with same-rated fuse
Headlight not working	Blown fuse or bulb	Check fuse first – replace bulb if fuse is intact
Display shows fault code	Controller fault	Refer to Fault Codes section – count beeps
Problem	Likely Cause	Solution



Throttle Replacement

Overview

The LEKI throttle uses a Hall effect position sensor. It requires no adjustment for wear but will need replacement if the sensor fails (Code 2 – 2 beeps, accelerator failure).

Throttle Specifications

Sensor type	Hall effect magnetic sensor
Supply voltage	5V DC (from controller)
Wire colours	Red = +5V supply, Black = Ground, Green = Signal
Signal voltage range	0.8V (closed) to 4.2V (wide open)

Replacement Procedure

1. Power OFF the bike completely and disconnect the battery isolator.
2. Remove the right-side handlebar switch/throttle assembly (*usually 2 screws*).
3. Locate the 3-pin throttle connector – note wire colour positions before disconnecting.
4. Slide the old throttle grip off the handlebar (*may require loosening cable ties*).
5. Slide the new throttle onto the handlebar and align the pin with the handlebar hole.
6. Reconnect the 3-pin connector – Red to Red (+5V), Black to Black (GND), Green to Green (signal).
7. Secure all wiring and replace the switch housing.
8. Reconnect battery isolator and power ON to test.
9. Verify throttle snaps back fully when released – test at low speed before road use.



WARNING: Incorrect wiring of the throttle can cause unintended acceleration or controller damage. Double-check wire colours before powering on.



Tyre Care

⌘ Recommended Pressures

Front (cold)	29 psi / 2.0 bar
Rear (cold)	33 psi / 2.3 bar
Check frequency	Before every ride (tyres cold — not ridden in last 2 hours)
Max inflation pressure	As marked on tyre sidewall — do not exceed

⌘ **NOTE:** Pressure drops approximately 1 psi for every 6°C decrease in temperature. On cold mornings, check and adjust before riding.

⌘ Tyre Specifications

Position	5000W Model
Front	110/70-17
Rear	140/70-17

⌘ When to Replace Tyres

- Tread depth below 1.6 mm (legal minimum in Australia) — replace immediately
- Any visible cords, bulges, cuts, or cracking in the sidewall — replace immediately
- After any impact that causes rim damage or visible tyre deformation
- Tyres more than 5 years old regardless of tread depth (check DOT date code on sidewall)

⌘ **NOTE:** Reading DOT date code: the last 4 digits indicate week and year of manufacture. "2223" = 22nd week of 2023. Tyres older than 5 years should be replaced even if they appear visually fine.



Vehicle Care

⌘ Cleaning

- Use a soft cloth or sponge with mild motorcycle shampoo diluted in water.
- Never use a high-pressure washer directly at electrical connectors, the battery compartment, or the controller.
- Avoid solvent-based cleaners on painted panels or seat — they strip paint and crack vinyl.
- After washing, dry with a microfibre cloth. Apply ACF-50 or similar corrosion inhibitor to exposed metal components.
- Do not spray water directly at the instrument cluster display.

⌘ Storage — Short Term (1–4 Weeks)

- Charge to approximately 60–70% before storing.
- Turn battery isolator OFF.
- Cover with a breathable motorcycle cover — avoid non-breathable plastic (traps moisture).
- Store in a dry, ventilated area — avoid direct sunlight.

⌘ Storage — Long Term (4+ Weeks)

- Charge to 50–70% — do not store fully charged or fully flat.
- Turn battery isolator OFF.
- Remove battery fob and store separately.
- Raise bike on paddock stand if possible to prevent flat spots on tyres.
- Check and re-inflate tyres to correct pressure when taking out of storage.
- Check brake fluid level — it will have absorbed moisture over time.
- Charge battery for a full cycle before returning to service.



WARNING: Storing a fully discharged battery for more than 4 weeks can cause irreversible cell damage. The BMS cannot prevent self-discharge below the minimum cell voltage over extended periods.

⚡ Common Mistakes to Avoid

- Running the battery flat repeatedly — shortens life significantly
- Charging immediately after a hard ride — allow battery to cool 15 minutes
- Using the bike in deep water — electronics and battery are not waterproof
- Ignoring fault codes — a beep code that appears and disappears can indicate an intermittent fault that worsens over time
- Using aftermarket chargers without verifying voltage/current compatibility
- Skipping the 1,000 km service — this inspection catches running-in issues before they become failures
- Riding with worn brake pads — stopping distance increases dramatically below 1.5 mm



Warranty & Compliance

Vehicle Warranty

Your LEKI electric motorbike is covered by the LEKI Australia warranty from the date of purchase. Warranty terms are provided separately with your purchase documentation.

Coverage period	As per purchase documentation — confirm with dealer
What is covered	Manufacturing defects in materials and workmanship
What is not covered	Normal wear, damage from misuse, water damage, modifications, failure to service
Servicing requirement	1,000 km initial service required to maintain warranty coverage

What Voids the Warranty

- Riding in conditions beyond the vehicle's specifications (deep water, off-road if not rated)
- Modifications to motor, controller, BMS, or electrical systems
- Use of non-approved chargers or voltage/current mismatches
- Failure to complete the 1,000 km initial service
- Physical damage from collision, dropping, or mishandling
- Tampering with the ABS HCU (10000W model)

Australian Compliance

Your LEKI motorbike is supplied in compliance with applicable Australian Design Rules (ADRs) for electric motorcycles. Confirm your state or territory registration requirements — electric motorcycles above a certain power threshold may require standard motorcycle registration and licensing.

NOTE: Check with your state road authority (VicRoads, Service NSW, TMR, etc.) regarding registration requirements, learner restrictions, and licensing for your LEKI model.



Disclaimers & Notices

The information in this manual was accurate at the time of publication. LEKI Australia reserves the right to make changes to product specifications, features, and procedures without notice.

⌘ **Safety Disclaimer**

Motorcycling involves inherent risks. LEKI Australia accepts no liability for injury, death, or property damage arising from operation of this vehicle. The operator is solely responsible for riding safely, observing road laws, wearing appropriate protective equipment, and maintaining the vehicle in roadworthy condition.

⌘ **Battery Disclaimer**

Lithium NMC battery packs present fire and chemical hazard risks if damaged, improperly charged, or stored in extreme conditions. LEKI Australia accepts no liability for damage or injury arising from improper battery handling, storage, or charging outside of the procedures specified in this manual.

⌘ **Modifications Disclaimer**

Any modification to the electrical system, motor, controller, BMS, or braking system voids the warranty and may render the vehicle unroadworthy. LEKI Australia accepts no liability for any consequences arising from modifications.

⌘ **First Edition Notice**

This is a comprehensive reference document consolidating all available technical information for the LEKI electric motorbike range. In the event of any discrepancy between this document and the original manufacturer's documentation, consult your LEKI dealer.



Contact & Support

⌘ LEKI Australia

For all warranty, technical support, parts, and service enquiries, contact LEKI Australia:

Website	www.lekielectric.com
Email	getonalekia@lekielectric.com
Phone	0426 011 492
Hours	Monday–Friday, 9am–5pm AEST

⌘ Emergency Contacts

Emergency services (Australia)	000
Roadside assistance	Contact your insurer or LEKI dealer for roadside coverage
Battery fire emergency	Call 000 — move away from vehicle, do not attempt to extinguish lithium fires with water

⌘ Useful Apps

ANT BMS	Battery monitoring — iOS & Android (search "ANT BMS")
FarDriver	Controller monitoring & regen settings — requires Bluetooth dongle

⌘ Online Resources

- **ANT BMS app guides:** Search YouTube for "ANT BMS setup"
- **FarDriver controller guides:** Search "FarDriver TM72800"
-



Maintenance Logbook

Record all services in this logbook. A complete service history increases resale value and is required for warranty claims.

Service Record 1 – 1,000 km Initial Service

Date	_____
Odometer reading	_____ km
Service type	_____
Work performed	_____
Parts replaced	_____
Next service due	_____ km/ _____
Technician name	_____
Dealer / Workshop	_____
Stamp / Signature	_____

Service Record 2

Date	_____
Odometer reading	_____ km
Service type	_____
Work performed	_____
Parts replaced	_____
Next service due	_____ km/ _____
Technician name	_____
Dealer / Workshop	_____
Stamp / Signature	_____



Service Record 3

Date	_____
Odometer reading	_____ km
Service type	_____
Work performed	_____
Parts replaced	_____
Next service due	_____ km/ _____
Technician name	_____
Dealer / Workshop	_____
Stamp / Signature	_____

Service Record 4

Date	_____
Odometer reading	_____ km
Service type	_____
Work performed	_____
Parts replaced	_____
Next service due	_____ km/ _____
Technician name	_____
Dealer / Workshop	_____
Stamp / Signature	_____



Service Record 5

Date	_____
Odometer reading	_____ km
Service type	_____
Work performed	_____
Parts replaced	_____
Next service due	_____ km/ _____
Technician name	_____
Dealer / Workshop	_____
Stamp / Signature	_____

Service Record 6

Date	_____
Odometer reading	_____ km
Service type	_____
Work performed	_____
Parts replaced	_____
Next service due	_____ km/ _____
Technician name	_____
Dealer / Workshop	_____
Stamp / Signature	_____



Service Record 7

Date	_____
Odometer reading	_____ km
Service type	_____
Work performed	_____
Parts replaced	_____
Next service due	_____ km/ _____
Technician name	_____
Dealer / Workshop	_____
Stamp / Signature	_____

Service Record 8

Date	_____
Odometer reading	_____ km
Service type	_____
Work performed	_____
Parts replaced	_____
Next service due	_____ km/ _____
Technician name	_____
Dealer / Workshop	_____
Stamp / Signature	_____