

# Kalk&

Manual

# Hello & Welcome!

We are extremely flattered that you have chosen to ride a CAKE electric motorbike. It's our obligation to do the best we can to serve you with product, information, service and spare parts for an effortless experience.

Our ambition is to develop uncompromising high-performance off-road motorbikes. CAKE's mission is to inspire people, contributing to speeding up the journey towards a zero-emission society, combining excitement with responsibility.

To optimize the performance and benefits for an off-road motorbike with an electric drivetrain, establishing a new category, we needed to start from scratch. Every little detail, hard and software has been engineered, designed and chiseled for perfection while considering the perspectives of sustainability.

This manual should be your tool and guidance for general maintenance, safety precautions, service matters - stretching from what may be dealt with by yourself and what needs to be handed over to professional mechanics, tuning, warranty aspects, handling, and troubleshooting.

Explore with Respect

Stefan Ytterborn Founder & CEO

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# 1. Introduction and Getting started

## 1.1 Introduction

***Please read the manual to its entirety to ensure that you understand the functions and operation of this vehicle before you drive.***

To get the most out of your Kalk&, electric motorcycle, and to ensure safe operation, it's critical that you fully understand the features of this bike. This manual includes important information that every rider needs to fully understand. Please study this manual cautiously in its entirety before your first ride on your new CAKE, Kalk&. Do not ride the motorcycle until you've attained enough understanding of its controls and features.

Make sure that you have the latest version of the manual by visiting [www.ridecake.com/manuals](http://www.ridecake.com/manuals)

We also have instruction videos teaching you how to ride and maintaining your bikes.

## 1.2 Unboxing

You will receive your CAKE Kalk& in a cardboard box. To ensure that the unpacking process is smooth and that you don't damage the Kalk& or yourself, make sure to go to [www.ridecake.com/manuals](http://www.ridecake.com/manuals) and see the unboxing manual and how to unpack and assemble the bike.

The manual features easy step-by-step guidance with pictures and what tools are needed.

## 1.3 Getting started

Before you are ready to take your first ride on the KALK&. Please follow the steps below to make sure to not make any damage to the vehicle, property or injure yourself or others.

During transportation, the bike might have become damaged. We can't guarantee the bikes rideability as it's been strapped down for up to several weeks before you receive it. During this time, some components might have become loose or even damaged.

- Read the manual and understand the information. If anything is unclear, please get in touch with us.
- Charge the battery. Start with plugging the charger in the bike before connecting the charger to the outlet.
- Make sure that the handlebar is tightened firmly and in a comfortable driving position.
- Check the suspension.
- Go to [www.ridecake.com/manuals](http://www.ridecake.com/manuals) and see the Öhlins user manual on how to tune your suspension properly. The suspension is racing grade, in order to get the most of your CAKE Kalk&, it's important to tune the suspension according to your body weight and riding style.
- Make sure that the headset is tightened correctly.
- Go through the chapter "Regular inspection and Maintenance" and go through the checklist on "Before each ride".

## 2. General information

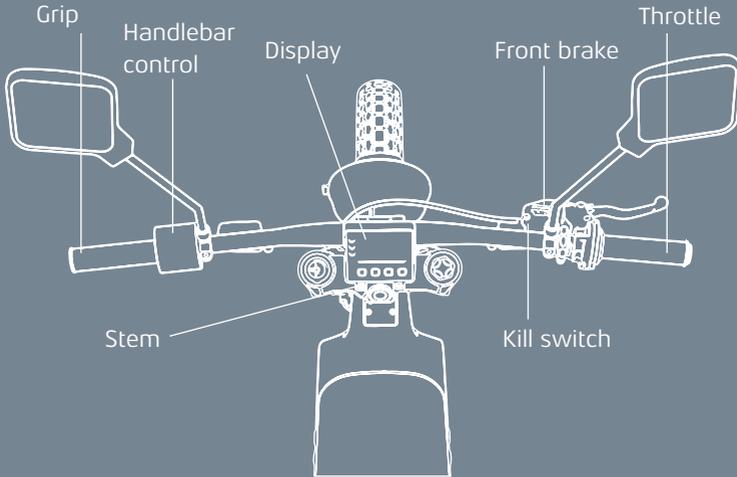
### 2.1 Safety advice

#### *Riding*

When riding a CAKE bike for the first time, there are a few things to consider. The bike has an electric motor with instant torque and a primary drive with no gears or clutch, which means you have all the power available at all times in the throttle. It's very sensitive and it's highly recommended to start riding in the 1st riding mode to get used to riding the Kalk&.

- Never ride the bike under the influence of alcohol or drugs
- Always check your local laws and regulations where to ride

## 2.2 Controls and Power modes



### *Rider controls and components*

- Grips
- Throttle
- Kill switch
- Front brake
- Stem
- Display
- Handlebar control

### *Brakes*

As the Kalk& bike is built for off-road use, it does not have ABS brakes to give the rider full control over the bike when riding in off-road conditions. Please be cautious not to lock the wheels when braking in traffic. The front brake is located on the right side on the handlebar, and the rear brake is located by the right foot peg and is operated by the right foot.

### *Kill switch*

The kill switch is located on the right side of the handlebar. When the kill switch is connected with the magnet, the bike is turned on.

When you are done riding or in case of an emergency, pull the kill switch to turn off the bike.

ALWAYS wear the kill switch strap around your wrist when riding. This is to prevent further damage to the rider, the vehicle or other property. When falling, losing control or feeling unsafe, release your right hand from the handlebar and pull it back, this will disconnect the kill switch and turn the bike off.

ALWAYS disconnect the kill switch when not riding. As the bike is electric, it's hard for bystanders to know if the bike is on or not. This can cause accidents if people are pulling the throttle while expecting a turned off bike.

### *Display*

The display on the stem is the bike's control panel. Here, you will be able to see the speedometer, odometer, trip meter, Power mode, Brake mode, Service intervals, Warning signals and Limiters and Error codes.

### *Operating the display*

When the bike has been turned on. Press and hold the button to the left to activate the bike.

### *Changing Power mode*

When the bike has been activated. Press the button middle left to change Power mode. You will always change the Power mode, starting from "1 - Easy" to "2 - Medium" to "3 - Full" and back to "1 - Easy" again, one press at a time. The bike will make a different sound depending on the selected riding mode.

### *Changing Brake mode*

When the bike has been activated. Press the button middle right to change Brake mode. You will always change the Brake mode, starting from "1 – No brake" to "2 – Medium brake" to "3 – Hard brake" and back to "1 – No brake" again, one press at a time. The bike will make a different sound depending on the selected riding mode.

**WARNING:** When riding in traffic and utilizing the brake mode, the braking light will not be activated and alarm other in traffic that you are slowing down. Use with caution and always use the real brakes as a mean to stop your bike when riding.

### *Change between Miles per hour and Kilometers per hour*

When the bike has been activated. Press and hold middle left button on the display in order to change between Mph and Kmh.

### *Start and Cancel the tripmeter*

When the bike has been activated. Press and hold middle right button in order to start a new trip, or to cancel your current trip.

### *See information about the software and bike information*

When you are starting the bike and the display is loading. When you get to the screen "Press to start", press and hold the button on the right side of your display to access this information. This can be useful in service and maintenance.

### *Brake modes*

You can put the bike into 3 different Braking modes. Ranging from a freewheel experience that keeps you rolling after you release the throttle, to a harder motor brake that deaccelerates you slowly as you release the throttle. All braking power is regenerated back into the battery for extended range.

#### *Brake mode 1*

No motor brakes. Gives the same sensation as riding a bike, perfect for mellow riding and the ultimate freedom experience.

### *Brake mode 2*

Moderate motor brake. As you release the throttle you feel the bike slowing down at a slow pace. This can boost your confidence when riding a bit more technical terrain as you get better control over the bike. The braking power is regenerated to the battery for extra range.

### *Brake mode 3*

Hard motor break. When releasing the throttle, the bike will slow down significantly. This could be uncomfortable for novice riders as the braking is quite hard. This brake mode is best suited for technical tracks where full control for the bike is needed. All the braking power is regenerated back to charge the battery for extended range.

### *Power mode, the knob to the left*

There are 3 different Power modes to choose from when riding the bike. Never ride the bike above your comfort level and always ride according to your personal riding skills. We always recommend a new CAKE-rider to start on the first mode to get used to the bike and the differences between an electric motor and an internal combustion engine. The 3 different Power modes have different attributes in terms of top speed, acceleration, and torque to suit riders of all riding levels, from beginners to professionals.

### *Power mode 1 - Easy*

This mode is ALWAYS recommended when riding a CAKE bike for the first time. It has a limited top speed of 45kmh (28mph) and soft acceleration. This Power mode still has a high torque for rideability off-road as well as something for new riders to progress with. This mode is perfect for tracks where control is more valued than power.

### *Power mode 2 - Medium*

With a top speed of 70kmh and a good acceleration, this mode is perfect for enduro riding out in the woods.

### *Power mode 3 - Full*

With no restrictions when it comes to the performance, this mode is perfect when you need all the power available. This mode is highly recommended for highly skilled riders only.

### *Charging screen*

As a safety measure, you are not able to ride your bike while charging the bike. The display will have the loading screen when charging. Unplug the charger to use the display.

### *Limited performance*

The bike has a level of self-preservation, which means that during certain conditions, the performance will be limited or even stopped completely. During the following conditions, the performance will be limited.

### *Batter Overvoltage or Battery Undervoltage*

If the voltage is out of the ordinary range of the battery pack, such as an overcharged battery pack or an empty battery pack, the performance will be limited as to not damage the battery or other components in the drivetrain.

**Note:** This occurs naturally when you turn off the bike and it is not an issue.

### *Battery overtemperature and Battery undertemperature*

If the battery pack is too warm or too cold. The performance is limited as it could otherwise cause damage and decrease the life cycles of the battery pack. The limiter is proportional to the temperature and will stop the bike completely if it's too hot or cold.

**Note:** In order to avoid potential limiters when out riding. It's recommended to keep your bike inside during if the outside temperature ranges outside of +2°C to +35°C (36 F to 95 F)

### *Controller overtemperature*

If the controller is getting too hot, the performance will gradually be limited. Go easy on the throttle or take a short break if this occurs.

### *Motor overtemperature*

If the motor is getting too hot, the performance will gradually be limited. Go easy on the throttle or take a short break if this occurs.

### *Error codes*

If a critical electrical error occurs in the bike. The display will show a message with a code on the screen. In the unlikely event that this happens, please take a picture of the code with your phone or write the code down and contact CAKE at [service@ridecake.com](mailto:service@ridecake.com)

## 2.3 Starting procedure

Before you start the vehicle, please remember that this is an all-electric vehicle that is completely silent when it's on.

To start your CAKE Kalk&, follow the steps below.

1. Make sure that your bike is charged and that the charger is removed from the bike as it won't turn on otherwise. Don't forget to put the plastic plug into the bikes charging port to avoid dirt in the connector.
2. Make sure that the battery is connected properly by removing the seat and checking that the battery is screwed down by two screws so it is properly mounted and has no play.
3. Make sure that the steering lock, and any other locks being used have been unlocked.
4. Put the key into the display and turn the bike on.
5. Put the red kill switch on the kill switch holder on the handlebar (see chapter "2.2 Controls and Power modes")
6. Wait for the display to load, when fully loaded, press and hold, the button to the right on the display.
7. The bike is now active and will ride away. In order to avoid injuries, there is a sound coming from the bike, when it's turned on but not riding, every five seconds to remind you and your surroundings that the bike is on.

## 2.4 How to change the PIN

We advise you to change the PIN to personalize your bike and avoid it from getting stolen. Once the PIN has been changed, write it down and don't lose it. If you would lose or forget your PIN code has to be reset by the Cake service team.

Your PIN can consist of either 3 or 6 digits. The available digits are 1, 2, or 3. A PIN can for example be "131", "113", "132212" or "123321".

- 1) In the "ENTER YOUR PIN" screen, hold button 2 and 3 (middle and lower) simultaneously for 5 seconds
- 2) Enter the current PIN (factory default = "123")
- 3) Enter your new PIN
- 4) Enter your new PIN again to confirm
- 5) Your new PIN is now set, please restart the bike to make sure it works.

## 2.5 Charging

***When charging the bike, do the following steps. ALWAYS read the charging manual before charging. Please check the charger specific manual at [www.ridecake.com/manuals](http://www.ridecake.com/manuals) to if you have any questions regarding your charger.***

1. Make sure that the battery is connected to the bike.
2. Make sure that your chargers voltage settings corresponds to the voltage in your outlet. If the charger has the wrong settings, it will break. If you're unsure on what Voltage you use in your country, try a Google search or calling your electric utility provider.
3. Start with connecting the charger to the bike before you connect the charger to the outlet. This is a smart charger that will recognize if it has a connection with a battery. If it does not get any connection with the bike, it will go into "error mode" (red light) and stop the charging. This happens if you leave the charger in the outlet without connecting it to the bike as a safety measure. To restart your charger from the "Error mode", remove the charger from the wall and wait for the LEDs on the charger to stop glowing (around 30 seconds). Then proceed with this

list from step 1.

4. Plug the charger into the outlet.
5. When the bike is fully charged. The charger's LED will show "FULL" in green.
6. Don't forget to put the plastic plug into the charger port to avoid dirt and damage to the plug.

- Never charge the bike without supervision.
- Never let the bike charge unattended.
- Never use the charger in any other application than with the CAKE Kalk& bike.
- Never use any other charger than the original CAKE charger.
- Never have the kill switch on the handlebar connected as the bike can be turned on and ridden while the charger is connected. This can cause severe injuries to people or properties.

## 2.6 Specifications

Top speed: +90 Km/h or +56mph

Electric consumption: 85 Wh/km or 137 Wh/mile

Electric Range: 86 km or 53.5 miles

Tire Pressure (cold): 250 kPa

Torque: 42 Nm

Power: 10 kW

Ratio: 12/72 direct drive

Battery capacity: 50 Ah

Wheel size: 19" motorcycle

Fork: 38mm, 203mm travel Öhlins, CAKE specific

## 3. Regular inspection and Maintenance

### 3.1 Before & after each ride on

To make sure that your bike is always in good condition and avoid injury or damage, please make sure to always take care of your CAKE Kalk& bike by the following steps.

- Check the angle of your mirrors.
- Try your turn signals, head light, rear light, braking light and horn.
- Check the wheels (see 3.3 Wheels & tires)
- Check the condition and tension of the chain.
- Clean your bike (see Chapter 5.2 - Cleaning)
- Check the suspension.
- Check that the headset is properly tightened.
- Check that the brakes are functioning properly by doing a brake test.

### 3.2 Service table and Service intervals

<b>Service intervals - After every:</b>	<b>Ride</b>	<b>10hrs</b>	<b>20hrs</b>	<b>6 months</b>
Check tire pressure		x		
Check thread depth, tire		x		
Check rims for damage		x		
Check spoke tension	x			
Check brake discs		x		
Check brake pads			x	
Check brake fluids				x
Check braking ability test drive				x
Check brake hoses for damage				x
Check front wheel bearings				x
Check rear wheel bearings				x
Check screws on brake disc, front & rear			x	
Check screw on rear sprocket			x	
Check rear sprocket for damage			x	
Check screw on motor sprocket				x
Check motor bearing				x
Check damage on motor sprocket				x
Check chain for damage		x		
Check chain tension	x			
Oil chain	x			
Change chain				x
Check headset		x		
Check footpegs			x	
Check rear axle		x		
Check pressure in forks				x
Check linkage and screws				x
Check seat and subframe				x
Check frame and swing				x
Check cable harness				x
Check angle on lights and turn signals	x			
Check that the headlight is working properly	x			

Check that the horn is working properly	x			
Check that the rear and brake light is working properly, both with front and rear brake	x			
Check that the turn signals are working properly	x			
Final check: Check that the motorcycle is reliable for use and testride	x			

### 3.3 Wheels and Tires

The wheels should be inflated to a pressure of 250 kPa.

With new factory wheels, you have to check and tighten the spokes after riding. To make sure the wheels are in their best shape you need to tighten the spokes after your first rides of a couple of hours. You will find some loose spokes for sure, this is because the spokes and rim will work a bit when they are new. Be sure that when you start to tighten your spokes the hub is completely cooled down, because the braking hubs get warm.

Tighten your spokes as follow. Use a spoke wrench and tighten the nipple which is found where the spoke and rim meets. Check all spokes with your spoke wrench and tighten loose spokes. Don't tighten loose spokes too firm otherwise you will pull the wheel out of his straight position. Spokes that are still tightened don't need to be tightened extra firm. Keep repeating to check the spokes after your second and third ride. You will find that the spokes keep nicely tightened because they are now "settled" in the hub and rim.

Now your CAKE wheels are ready to race. Keep checking your spokes regularly. By checking regularly, we don't mean that the spokes have to be tightened every time. You just need to make sure that there are no loose spokes in the wheel. If you tighten the spokes every time you check them the result can be that after a while the spokes are all way too tight. Keep in mind: A spoke needs to have the possibility to "stretch" with big impacts. When the spokes are over tightened the spoke cannot stretch and it can break.

- Check that the tires are inflated with the correct pressure
- Check the tires tread pattern is at least 3mm deep
- Check for bent spokes
- Check that all spokes have the correct tension
- Check that the brake discs are straight
- Check that the axle of the front wheel is tightened correctly
- Check that the rear axle is tightened correctly
- Check that the axle of the rear wheel is adjusted correctly and evenly on both sides, according to the swing arm markings

### 3.4 Handlebar and Cockpit

#### *Headset*

Make sure that the headset bolt is tightened firmly and that there is no play between the head tube and triple clamps when suspending the forks.

### 3.5 Suspension

Read the Öhlins manual at [www.ridecake.com/manuals](http://www.ridecake.com/manuals) to change the factory settings for your bodyweight and riding style. If the bike is not used for longer periods of time, the fork might start leaking oil. This is due to that the rubber gaskets dry up. It's therefore recommended not to let your bike stand for too long periods at a time. Make sure that the linkage has no damage. Make sure that all bolts on the linkage is firmly tightened.

### 3.6 Drivetrain and Chain

#### *Chain*

Check that the chain is in good condition. It's advised to clean your chain and applying chain lubricant when needed in order to prolong the lifetime of your chain. Check that the chain has correct tension. The chain gets longer as the bike is being used and will needed to be tensioned with time. It should have a total play of 20mm. Check the video instructions on [www.ridecake.com/manuals](http://www.ridecake.com/manuals) to ensure that you tension the chain correctly if you are unsure how to do it. If done incorrectly, it's easy to misalign the whole wheel which is dangerous and can lead to a crash.

### 3.7 Brakes

Look at the front and rear calipers to see that they or the brake brackets are not damaged. Look at the front and rear brake pads to see that they are not worn out. Look in the window at the reservoir to see that there is enough brake fluid in the brake housings on the handlebar. Make a brake test to check that both the front and rear brake works properly.

## 4. Remove and Installation

### 4.1 Battery and Seat

In order to remove the battery please follow the steps below. Make sure that the bike is standing securely before removing either the seat and/or the battery pack.

#### *Removing the seat*

Use a 5mm Hex key and unscrew the screws under the seat. Then pull the seat upwards and backward in order to remove the seat.

#### *Removing the battery pack*

Use a hex key in order to remove the 2 screws that's holding the battery pack down. When removed, put away the 2 screws nearby. There are two steel rods holding the battery in place, make sure to lift the battery straight up using both hands. Note that the battery pack is very heavy, and you might want the help of a friend to assist.

When mounting the battery in the bike, make sure that there's no dirt or objects on the battery rubber floor or where the connectors are. This can cause the battery to not connect properly. Look through the holes in the battery pack making sure that you match up the holes and the metal rods before gently sliding it down. Use help of a friend if needed.

When you don't have the battery inside the bike, always be careful handling the battery. If dropped, inspect it visually and get in contact with a CAKE Employee if there's any damage to it.

Slide the seat on and make sure that the metal tongue gets full contact with the pin without any cables getting in the way. Before screwing on the 2 bolts in the rear seat, make sure that the seat has good contact with the carbon frame, both in the front and on the side.

## 5. Owning and Operation

### 5.1 Maintenance

It's important to keep the bike in good condition in order to get the full performance of the bike and increase its lifetime. When you are done riding, always clean the bike and follow the "regular inspection" checklist. Charge the bike to a minimum of 30% State Of Charge. Turn the bike off with the main switch if it will not be used for more than a week.

### 5.2 Cleaning

Always be cautious when cleaning the bike. The bike's electrical components can be damaged if cleaned improperly which can damage the bike, property or people.

Always make sure that the bike is standing firmly before washing and don't forget to turn the bike off.

Never use a pressure washer or a water hose in order to clean the bike. It's recommended to use pressurized air, a bucket of water together with a cloth and brush. When cleaning the chain, use a chain cleaner and scrub the chain with a brush. Repeat the cleaning before drying the chain and apply chain lube.

### 5.3 Storing

Follow these following steps to ensure that your CAKE Kalk& is always in a good condition and to extend the life of the bike. We recommend you to ride the bike at least once every month as some of the bike's components need to be used in order for them to be in the best condition. Store the

bike indoors away from sunshine to avoid unnecessary aging or discoloration. Make sure to turn the bike off with the main switch (pointing down) as it's otherwise in standby and will drain the battery to an unhealthy level which will shorten the lifespan of the battery.

Never store a bike with an empty battery. The optimal SOC is 30% (1-2 bars on the display). If the bike will be stored for a longer period of time, charge the bike to 30% SOC (see under "display") to maximize the lifespan of the battery.

Never store your bike in below 10° C, if you are unable to store the bike in temperature above that, remove the battery and bring it inside. If the bike is unused for too long. The oil inside of the forks can start to leak.

#### 5.4 Locking the bike

In order to keep your bike safe. It's recommended to use an external lock that is recommended for motorcycles. When leaving your bike on the street, always turn the bike off and remove the key and the kill switch from the bike. Lock the steering lock by turning the handlebar all the way to the left and insert the key into the steering lock and turn the key. You will feel how the handlebar will be locked to that position, so you can't ride the bike. The steering lock is found under the triple clamps between the fork legs.

#### 5.5 Crash

In the case of a crash, please go through the bike for any visual or structural damage. If you find any damage affecting the handling of the vehicle, stop riding to prevent further damage to the vehicle, yourself or the environment around you.

For inspection, please go through the procedures under Chapter 3 "Regular inspection and Maintenance". In case of a broken or damaged component, visit [www.ridecake.com/spareparts](http://www.ridecake.com/spareparts) to order spare components. If you can't find what you are looking for or have any questions, please get in contact with CAKE directly.

## 5.6 Troubleshooting

If your bike isn't working properly, please read the following use cases to find the solution. If you can't find the problem you are experiencing or a solution that works for you, contact CAKE directly.

### *My bike won't turn on*

Start with checking that both the main switch and kill switch is turned on properly. Remove the seat to check that the battery is properly connected to the bike. Carefully try to give the bike some throttle to climate the possibility of a malfunctioning display. Get in contact with CAKE directly for further instructions and troubleshooting to solve the issue.

### *My bike doesn't give me full power*

Check the display temp signal. The bike will protect itself and can under certain circumstances limit the performance. This happens if any of the drivetrain components gets overheated, under-voltage, over-voltage etc.

Start with making sure that the bike is properly charged y checking the display. As the battery gets close to empty, the battery cells inside lose the ability to have a high discharge (full power).

Please be careful when checking if the controller or motor is overheated as you could get burned. This will be shown by the display overtemperature symbol. If it does, please let the vehicle cool down sufficiently to avoid permanent damages to either the motor, controller or battery.

### *My motor is sounding strange or won't spin*

If the motor sounds strange when giving throttle and does not run properly. Please turn the bike off and do not give the bike any throttle as the motor can still be overheated by the battery current. This could potentially happen if the sensors in the motor get humid/water. The issue is temporary, please put the bike inside to let it dry for 24 hours. Get in touch with CAKE directly regardless if the issue disappears or not.

*My bike won't turn on after a long time of inactivity.*

Does the display turn on when the main switch and kill switch is turned on and connected properly?

While the battery is connected to the bike, turn on the main switch and measure the voltage with a multimeter in the small yellow connector on the battery. If the voltage is under 48V, get in contact with CAKE

*Oil has started leaking from the fork*

This can happen if the bike is stored for too long without being ridden. When the suspension is static for too long, the gasket in-between the moving pipes can dry out. If this happens, wipe the oil off, test the suspension to see if it works normally and see if the leaking disappears. If it doesn't, get in contact with CAKE directly.

*Theres play between the front suspension and the frame*

This is due to the that the headset is not tightened properly/has become loose.

Put the bike on a stand. Start with unscrewing the 4 screws on the upper triple clamp so they become loose (don't unscrew completely). Push the lower triple clamp upwards so the head tube gets full contact with the frame. Loosen the headset bolt just a bit before tightening it hard. Tighten the screws on the upper triple clamp and test the suspension to see if the play is still there. Repeat if necessary. Get in contact with CAKE if the issue doesn't resolve after the actions above.

## 5.7 Tools

To properly maintain and to keep your Kalk& in mint condition, we always recommend you to use quality tools and to handle the bike with care. If you can't perform and need maintenance, please get in touch with someone who has the proper experience.

*For the Kalk&, CAKE recommends you to buy and use the following tools*

- Hex keys in mm, 1-10mm
- Screwdriver
- Torx keys, T7-T45
- Rubber hammer
- Wrench kit in mm
- Tire iron
- Pressurized air pump
- Air pump, forks
- Multimeter
- Spoke wrench
- Bleeding kit for brake fluids

## 6. Contact and Support

If you have any problems or questions regarding the bike, send an email to [service@ridecake.com](mailto:service@ridecake.com)

For general questions and information, get in contact with us at [hello@ridecake.com](mailto:hello@ridecake.com)

[www.ridecake.com](http://www.ridecake.com)

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This manual is constantly being updated.  
Please make sure that you have the latest one on  
[www.ridecake.com/manuals](http://www.ridecake.com/manuals)

