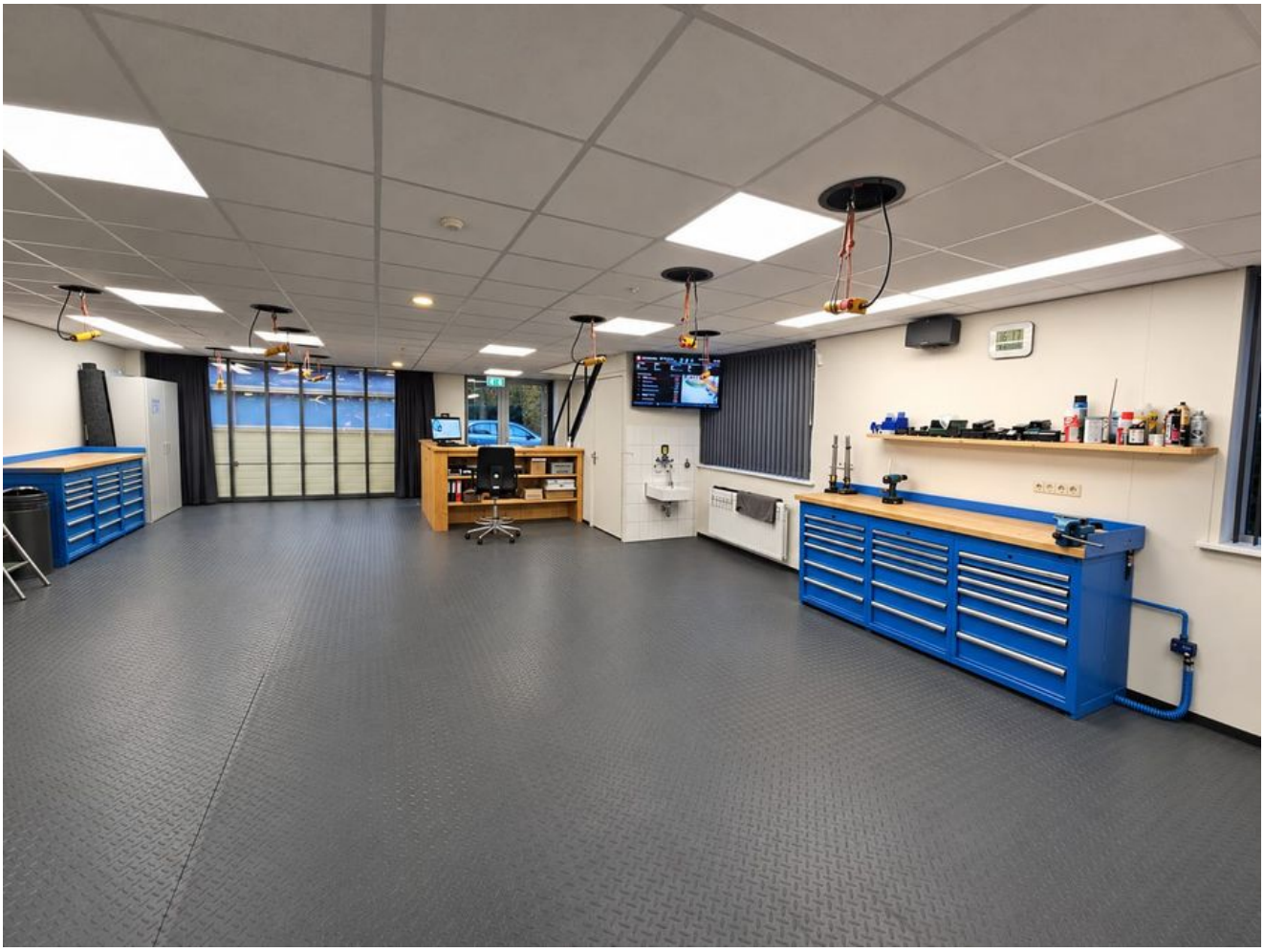
INSTALLATION GUIDE

Conversion kit Van Beijck e-bike

Everything you need to convert your bike to an electric bike step by step: motor, pedal sensor, battery, controller, display, throttle, brake sensors and neat cable finishing.



For more than 15 years we have been building conversion kits with fixed assistance per level: little effort needed, even at 25 km/h. This guide was made in our own workshop in Neede (NL).

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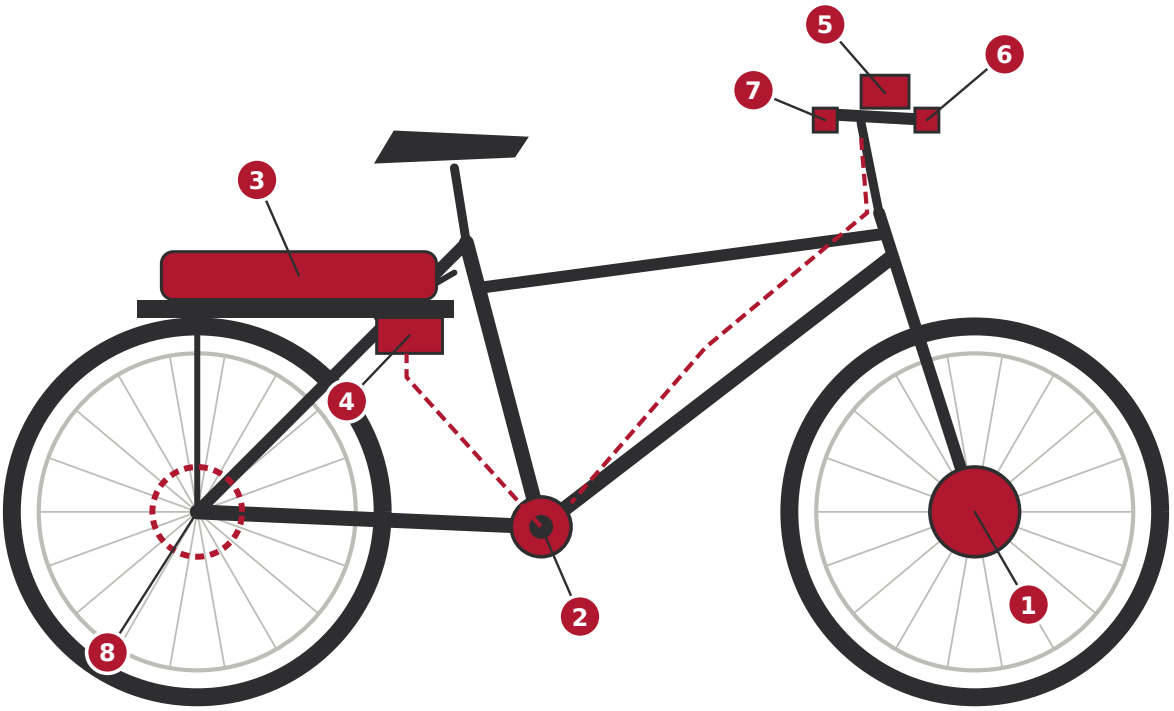
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PREPARATION

1 Overview and order

A conversion takes an experienced mechanic about **4 hours**. Take your time and work through the chapters in this order.



1. Front hub motor *(or 8: rear hub motor)*
2. Pedal sensor
3. Battery on the luggage carrier
4. Controller in the controller box
5. Display
6. Throttle
7. Brake sensors (in both brake cables)
8. Rear hub motor (if you do not have a front hub motor)

Recommended order

1. **Fit the motor**
   See chapter 2 or 3.
2. **Fit the pedal sensor**
   See chapter 4 or 5.
3. **Luggage carrier with battery rail**
   See chapter 6.
4. **Display, throttle and brake sensors**
   See chapters 8, 9 and 10.

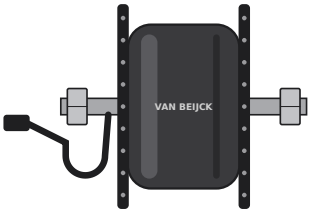
5 **Finish the cables and connect the controller**
See chapters 11 and 7.

6 **Check and test ride**
See chapter 12.

Safety first
Disconnect the battery before working on cables, the controller or the motor. Make sure the bike stands firmly, preferably in a work stand. In doubt? Have the installation done by a bike shop or a Van Beijck dealer. Connect the battery **very last**.

CHAPTER 2 · OPTION A

2 Fitting the front hub motor



For all Van Beijck front hub motors. Read this guide completely before you start.

In the box

- Front hub motor (laced into rim)
- Motor cable
- Nuts and lock washers

What you need

- Open-end or ring spanner 18 and 19 mm
- Open-end spanner 10 mm (for centring)
- Cable ties and side cutters
- File (only if the axle does not fit the fork)

Safety first
Disconnect the battery before working on cables, the controller or the motor. Make sure the bike stands firmly, preferably in a work stand. In doubt? Have the installation done by a bike shop or a Van Beijck dealer.

Step by step

1 Remove the old front wheel

Loosen the axle nuts and take the front wheel out of the fork.

Drum brake or roller brake
First disconnect the brake cable. Do you have an old **drum brake**? It does not fit the motor and must be replaced by a roller brake (available in our web shop).

2 Transfer the tyre

Take the tyre, inner tube and rim tape off the old wheel and fit them onto the motor's rim. Is the tyre worn? Choose an e-bike tyre: it rolls more easily and lasts longer.

3 Transfer the roller brake (roller brake only)

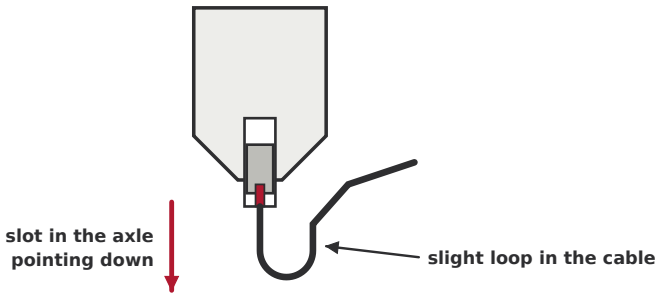
Move the roller brake over to the new motor.

Roller brake
Tighten the roller brake's lock nut **by hand only**, never with a spanner. Otherwise the wheel runs stiffly and that costs battery power.

4 Place the motor in the fork

Place the wheel in the front fork. Seen from the saddle, the motor cable comes out of the axle on the **left side**.

> **Important: cable pointing down**
> The slot in the axle where the cable comes out must point **towards the ground**. That way no water can run into the motor.



5 Centre and fit the wheel

Position the rim exactly in the middle of the fork. With a 10 mm spanner you can easily turn the axle into the right position.

> **Axle does not fit the fork?**
> The motor axle has two flat sides. Sometimes the fork dropout needs a little filing so the flat sides fit exactly.

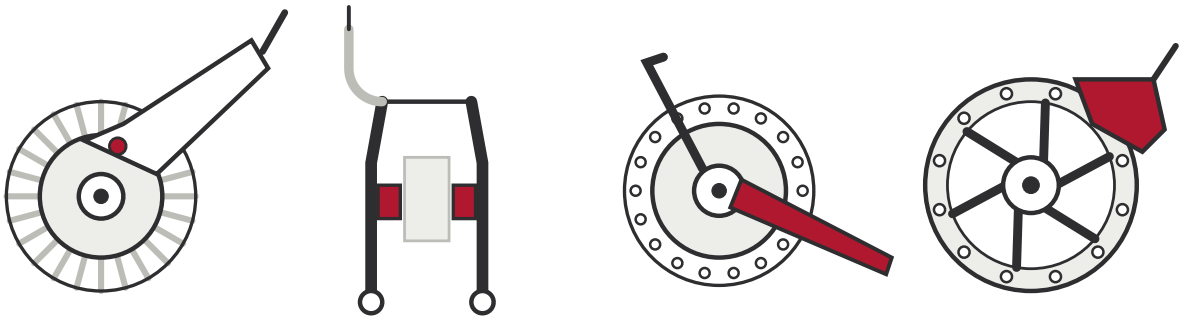
6 Tighten and secure

Fit the supplied lock washers and tighten the axle nuts firmly. Check that any torque arms are securely fitted.

> **Caution: the axle must not turn**
> If the axle turns in the fork ('spinning'), the motor cable will be torn off. So **always** use the supplied lock washers. Damage caused by a spinning axle is not covered by the warranty.

7 Adjust the brake

V-brake: adjust the brake pads to the new rim so that both pads touch the rim at the same time and over their full surface.
Roller brake: reconnect the brake cable and adjust the brake.



Roller brake | **V-brake** | **Drum brake** | **Disc brake**

8 **Secure and connect the cable**

Let the cable leave the axle with a small downward loop. Fix it to the fork with cable ties and push the motor cable plugs firmly together.

Check after fitting

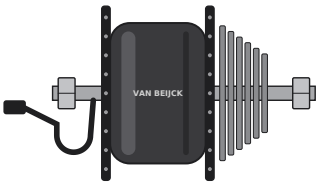
- ☐ Axle nuts tight and lock washers fitted
- ☐ Brakes work well, even at full force
- ☐ Handlebar turns freely left and right
- ☐ Wheel runs straight and freely
- ☐ Cable is secured and cannot get into the spokes
- ☐ Test ride: assistance works

i **After the first 50–100 km**

Retighten all nuts and bolts once more and have the spoke tension checked. New spokes settle in at first; this prevents spokes from breaking later on.

CHAPTER 3 · OPTION B

3 Fitting the rear hub motor



For all Van Beijck rear hub motors with freewheel or cassette. Read this guide completely before you start.

In the box

- Rear hub motor (laced into rim)
- Motor cable
- Nuts and lock washers

What you need

- Open-end or ring spanner 18 and 19 mm
- Open-end spanner 10 mm (for centring)
- Cable ties and side cutters
- Cassette or freewheel remover (only if you transfer it)

Safety first
Disconnect the battery before working on cables, the controller or the motor. Make sure the bike stands firmly, preferably in a work stand. In doubt? Have the installation done by a bike shop or a Van Beijck dealer.

Step by step

1 Remove the old rear wheel

Loosen the axle nuts and take the rear wheel out of the frame.

Bike with derailleur
Push the derailleur backwards. The chain then comes loose and the wheel slides out easily.

2 Transfer the tyre

Take the tyre, inner tube and rim tape off the old wheel. Fit them onto the rim of the Van Beijck motor. Is the tyre worn? Choose an e-bike tyre: it rolls more easily and lasts longer.

3 Transfer the brake (roller or disc brake)

Does your bike have a roller brake or a disc brake? Move it over to the new motor. With a V-brake you skip this step.

Roller brake
Tighten the roller brake's lock nut **by hand only**, never with a spanner. Otherwise the wheel runs stiffly and that costs battery power.

4 Transfer the cassette or freewheel

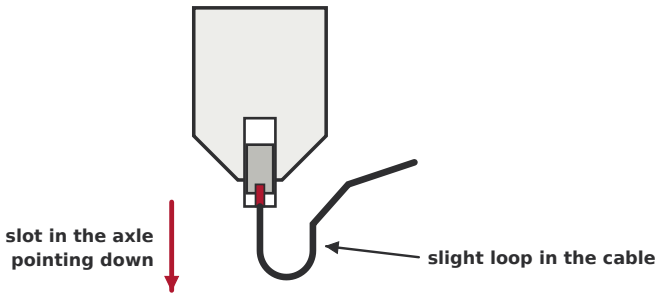
Move your cassette or freewheel over to the motor, or fit a new one. Check that it is firmly in place.

Freewheel
The freewheel must not touch the motor housing. Does it touch? Then fit a spacer in between.

5 Place the motor in the frame

Place the wheel in the rear dropouts. Seen from the saddle, the motor cable comes out of the axle on the **left side**.

> **Important: cable pointing down**
> The slot in the axle where the cable comes out must point **towards the ground**. That way no water can run into the motor.



6 Centre the wheel

Position the wheel straight in the middle of the frame. With a 10 mm spanner you can easily turn the axle into the right position.

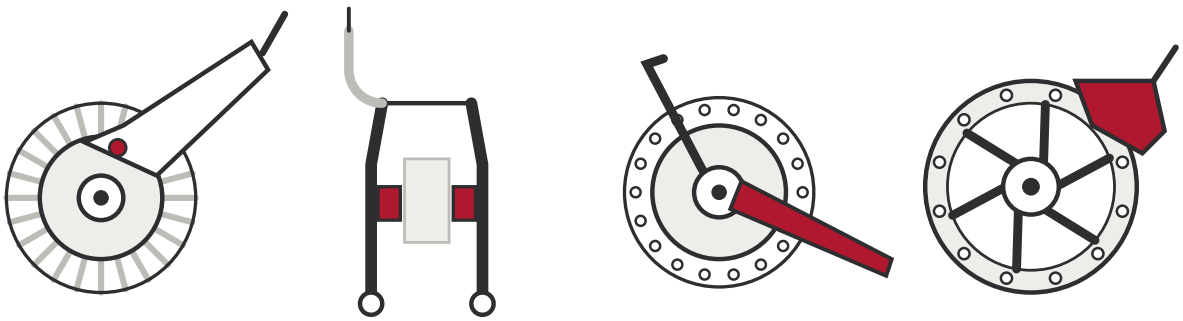
7 Tighten and secure

Fit the supplied lock washers and tighten the axle nuts firmly.

> **Caution: the axle must not turn**
> If the axle turns in the fork ('spinning'), the motor cable will be torn off. So **always** use the supplied lock washers. Damage caused by a spinning axle is not covered by the warranty.

8 Adjust the brake

V-brake: adjust the brake pads to the new rim so that both pads touch the rim over their full surface.
Roller or disc brake: reconnect the brake cable or caliper and adjust the brake.



Roller brake | **V-brake** | **Drum brake** | **Disc brake**

9 Secure and connect the cable

Let the cable leave the axle with a small downward loop; this prevents strain and moisture. Fix the cable to the frame with cable ties and push the motor cable plugs firmly together.

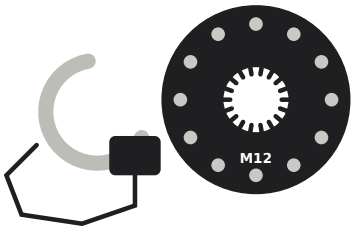
Check after fitting

- ☐ Axle nuts tight and lock washers fitted
- ☐ Brakes work well, even at full force
- ☐ Plugs are pushed fully together
- ☐ Wheel runs straight and freely, without rubbing
- ☐ Cable is secured and cannot get into the spokes
- ☐ Test ride: assistance works in all levels

After the first 50–100 km
Retighten all nuts and bolts once more and have the spoke tension checked. New spokes settle in at first; this prevents spokes from breaking later on.

CHAPTER 4 · OPTION A

4 Fitting the V8, V10 or V12 pedal sensor



For the Van Beijck pedal sensors with separate magnet disc: V8 (8 magnets), V10 (10 magnets) and V12 G3 (12 magnets).

In the box

- Pedal sensor V8, V10 or V12
- Magnet disc (8, 10 or 12 magnets)

What you need

- Crank puller
- Allen key 8 mm
- Open-end spanner 15 or 16 mm
- Mounting sealant or strong glue (only if there is no mounting point)
- File or saw (only if the crank is too close to the sensor)

Safety first
Disconnect the battery before working on cables, the controller or the motor. Make sure the bike stands firmly, preferably in a work stand. In doubt? Have the installation done by a bike shop or a Van Beijck dealer.

Step by step

1 Remove the left crank

Use the 8 mm Allen key to remove the bolt from the left crank. Then screw the crank puller into the crank and turn the puller's nut inwards with the 15 or 16 mm spanner. The crank then comes off the bottom bracket.

2 Fit the sensor

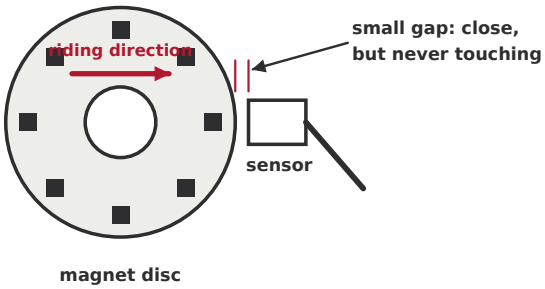
Slide the metal ring with the sensor over the bottom bracket axle and fix the sensor firmly against the frame.

V12 G3: left or right
The V12 G3 comes in a left-hand and a right-hand version. Choose the version for the side where you fit it.

- **With a plastic cap at the bottom bracket:** fit the ring behind the cap, with the sensor facing outwards (towards the side where the magnet disc goes).
- **No mounting point?** Degrease the frame thoroughly at that spot and fix the sensor with weatherproof mounting sealant.

3 Fit the magnet disc

Slide the magnet disc over the bottom bracket axle, as close to the sensor as possible.



> **Arrow in the riding direction**
> The arrow on the disc must point **forwards** (in the riding direction). If the disc is fitted the wrong way round, assistance only works when you pedal backwards.

4 Refit the left crank

Put the crank back on the bottom bracket axle and tighten the bolt firmly with the 8 mm Allen key.

> **Disc must not touch the sensor**
> While tightening, check carefully that the magnet disc is not pressed against the sensor. If there is too little space, a small piece may need to be filed or sawn off the inside of the crank.

5 Connect the cable

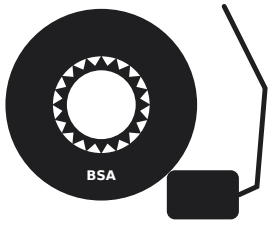
Route the cable neatly along the frame to the controller and connect it to the pedal sensor plug (black).

Check after fitting

- ☐ Arrow on the magnet disc points forwards
- ☐ Crank bolt firmly tightened
- ☐ Disc turns freely past the sensor
- ☐ Test ride: assistance starts when pedalling

CHAPTER 5 · OPTION B

5 Fitting the BSA pedal sensor



For the Van Beijck pedal sensor that slides into the teeth of the bottom bracket cup (BSA).

In the box

- BSA pedal sensor

What you need

- Crank puller
- Allen key 8 mm
- Open-end spanner 16 mm
- File or saw (only if the crank is too close to the sensor)

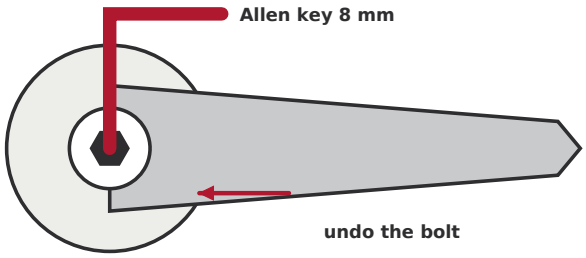
Safety first
Disconnect the battery before working on cables, the controller or the motor. Make sure the bike stands firmly, preferably in a work stand. In doubt? Have the installation done by a bike shop or a Van Beijck dealer.

Check first: does the sensor fit your bottom bracket?
There are many types of bottom bracket. The sensor must fit **exactly**: it is made for a **16 mm** bottom bracket axle. So measure the axle first. If it is too tight, it will not work properly. If it is too loose, the axle does not take the sensor round with it and you get no assistance. In doubt, please contact us first.

Step by step

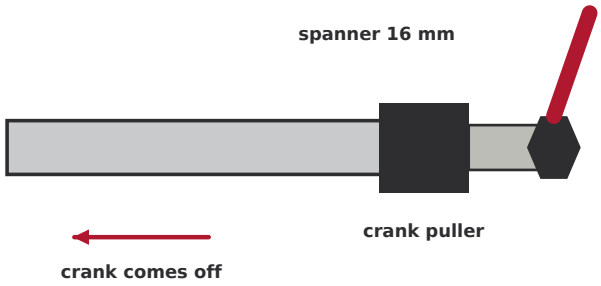
1 Loosen the left crank bolt

Use the 8 mm Allen key to remove the bolt from the left crank.



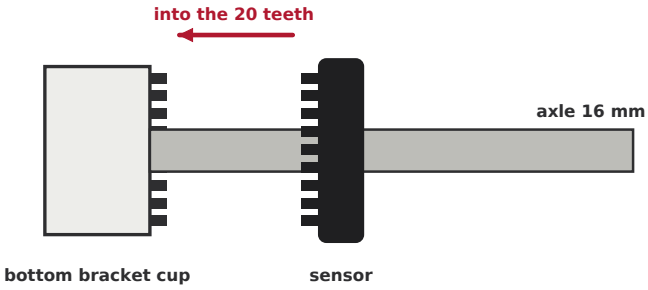
2 Pull off the crank

Screw the crank puller into the crank and turn the nut inwards with the 16 mm spanner. The crank then comes off the bottom bracket.



3 Fit the sensor

Slide the sensor over the bottom bracket axle and push it into the **20 teeth** of the bottom bracket cup.



> **A bit stiff?**
> That is normal: the sensor clamps around the axle. Push it on calmly and straight.

4 Refit the left crank

Put the crank back on the bottom bracket axle and tighten the bolt firmly with the 8 mm Allen key.

> **Crank must not touch the sensor**
> The crank must not press against the sensor. If there is too little space, a small piece may need to be filed or sawn off the inside of the crank.

5 Connect the cable

Route the cable neatly along the frame to the controller and connect it to the pedal sensor plug (black).

System not working?

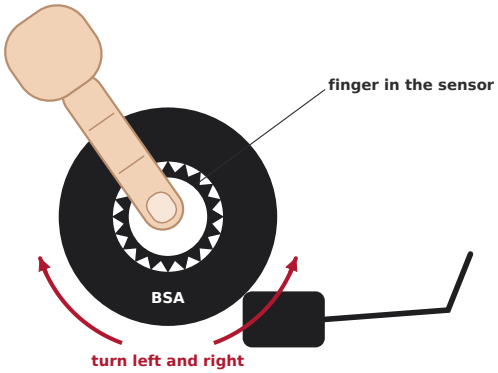
No assistance after fitting the BSA pedal sensor? Then the axle of your bottom bracket is probably **thinner or thicker than 16 mm**. These two tests quickly show you the cause.

1 Test 1: walk assist

Lift the wheel with the motor off the ground, switch on the display and hold the **bottom button** of the display. Does the wheel turn? Then the motor, controller and display are working. Continue with test 2.

2 Test 2: finger in the sensor

Remove the BSA sensor from the crank and bottom bracket. Put your finger in the hole of the sensor and turn it gently left and right, as when pedalling.



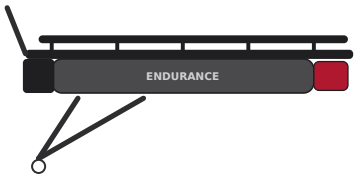
Does the wheel turn in test 2?
Then the sensor works, but it does not turn with your bottom bracket. The sensor is then **not suitable for your bottom bracket**: the axle is thinner or thicker than 16 mm. Please contact us.

Check after fitting

- ☐ Sensor sits firmly in the teeth of the cup
- ☐ Crank bolt firmly tightened
- ☐ Crank does not touch the sensor
- ☐ Test ride: assistance starts when pedalling

CHAPTER 6

6 Fitting the luggage carrier with battery rail



For the Van Beijck Endurance luggage carriers with integrated battery rail.

In the box

- Luggage carrier with battery rail
- Mounting hardware

What you need

- Ring or open-end spanner 10 mm
- Allen keys 4 and 5 mm
- Tools to remove your old carrier

Step by step

1 Remove the old luggage carrier

Take the existing carrier off the bike. You may need different tools from those listed above.

2 Prepare the mounting points

Get the supplied fittings ready at the mounting points by the rear axle and under the saddle (seat tube).

> **No mounting points under the saddle?**
> Then use a carrier mount (adapter), available in our web shop.

3 Fit and align the carrier

First fix the carrier loosely. Then align it: the carrier must **slope slightly backwards** and keep enough clearance from the rear wheel.

> **Let it slope slightly backwards**
> With Ansmann and Piccolo batteries the carrier must tilt slightly backwards. Otherwise water can run into the battery.

> **Carrier fixed to the mudguard (Gazelle)?**
> Then order the matching bracket from our web shop.

4 Tighten

Tighten all fixings firmly. The carrier must not move or shift.

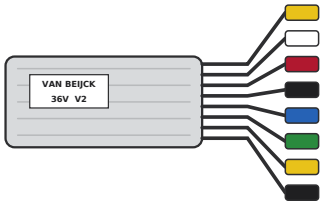
Check after fitting

- ☐ All bolts firmly tightened
- ☐ Carrier slopes slightly backwards
- ☐ Enough clearance from the rear wheel
- ☐ Battery slides in smoothly and locks

> **After the first 50–100 km**
> Retighten all bolts of the carrier once more.

CHAPTER 7

7 Fitting and connecting the controller



The controller is the 'brain' of your e-bike. It goes into the controller box of the Endurance battery rail.

In the box

- Controller

What you need

- Screwdriver or bit for the Torx screws
- Cable ties

Safety first
Always work **without power**: disconnect the battery and only reconnect it once all other cables are properly connected.

Step by step

1. **Open the controller box**
   Undo the four Torx screws on the underside of the controller box.

2. **Feed the cables in**
   Feed all cables in through the hole on the underside of the case. Put a cable tie around the bundle directly above the hole: it stops the cables from sliding down or being pulled out.

3. **Connect the cables**
   Connect all plugs according to the wiring diagram below. Push each plug fully together and never force it. Coil up any surplus cable neatly.

   Battery last
   Only connect the battery (yellow XT60 plug) once all other cables are properly connected.

4. **Fit the controller and close the box**
   Lay the controller in the bottom of the box and fold the surplus cable neatly on top.

   Do not trap anything
   Check that the lid closes properly, no cables are trapped and nothing lies in front of the screw holes.

Wiring diagram Van Beijck V2 controller

Applies to the controllers for the Slim, Lyra and Dewi displays (V2 and V3).

Connection	Plug	Wire colours
Display (LCD or LED)	White	Yellow – green – black – blue – red
Brake sensors (2×)	White	Blue – yellow – red

Connection	Plug	Wire colours
Throttle	Black	White – black – red
Pedal sensor (PAS)	Black	Red – green – yellow
Rear light with brake light	Yellow (3-pin)	Red – black – white
Headlight (6 V, existing)	Black	White – black
Motor Hall sensor	Blue	Blue – green – yellow
Speed sensor	Dark green	White – red – black
Battery (XT60)	Yellow	Red – black
Motor phases	–	Blue / green / yellow (thick)

Older systems have a white 2-pin plug for the rear light, without brake light function.

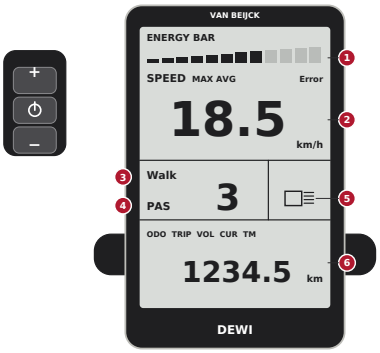
Check after fitting

- ☐ All plugs pushed fully together
- ☐ Lid closes without trapping cables
- ☐ Strain relief (cable tie) above the cable entry
- ☐ Display switches on after connecting the battery

CHAPTER 8

8 Fitting the display

For the Van Beijck Dewi, Lyra and Slim displays.



In the box

- Display (Dewi, Lyra or Slim)
- Mounting hardware (Dewi with separate bracket)
- Display cable

What you need

- Allen key 3 mm
- Cable ties and side cutters

> **Safety first**
> Disconnect the battery before working on cables, the controller or the motor. Make sure the bike stands firmly, preferably in a work stand. In doubt? Have the installation done by a bike shop or a Van Beijck dealer.

Step by step

1 Attach the bracket to the display (Dewi only)

Fix the bracket to the back of the display with the small Allen bolts supplied. On the Lyra and Slim the bracket is already fitted.

2 Fit the display on the handlebar

Place the display where you can see it well and reach the buttons easily. Carefully tighten the clamp bolt with the 3 mm Allen key.

> **Not too tight**
> Do not overtighten the clamp. Heat and cold make the material expand and contract; a clamp that is too tight can damage the handlebar or the display.

3 Keep the cables free

The cables from the display must not be trapped between the display, the bracket and the handlebar.

4 Route the cables along the handlebar

Turn the handlebar fully left and right: the cables must keep enough slack. Then fix the cable neatly to the handlebar or stem with a cable tie.

5 Connect

Push the display cable firmly onto the display's waterproof plug. Route the cable along the frame to the controller and connect it there (white plug).

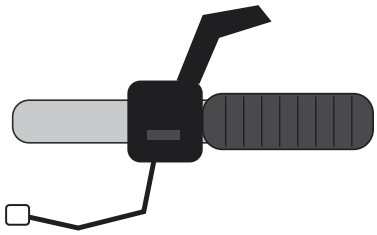
Check after fitting

- ☐ Display is secure but not too tight
- ☐ Plugs are pushed fully together
- ☐ Cables have slack at full steering lock
- ☐ Display switches on with the on/off button

CHAPTER 9

9 Fitting the throttle

For the Van Beijck thumb throttle and half-twist throttle.



In the box

- Throttle (thumb or half-twist)

What you need

- Allen key 3 mm
- Possibly soapy water or compressed air to loosen the grip

Safety first
Disconnect the battery before working on cables, the controller or the motor. Make sure the bike stands firmly, preferably in a work stand. In doubt? Have the installation done by a bike shop or a Van Beijck dealer.

Step by step

1 Remove the grip

Remove the grip on the side where the throttle will go.

Grip stuck?
A little soapy water or compressed air under the grip makes it much easier.

2 Fit the throttle

Slide the throttle onto the handlebar and put it in a comfortable position. The brake lever and shifter must not get in the way. Tighten the bolt with the 3 mm Allen key; the throttle must no longer be able to turn.

3 Refit the seal and grip

Slide the supplied plastic seal into the throttle (if included). Refit the grip, right up against the throttle, and check that it is secure.

4 Route and connect the cable

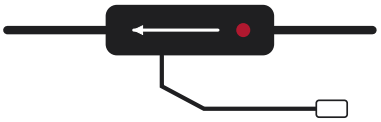
Route the cable neatly along the handlebar and stem to the controller and connect it (black plug). Turn the handlebar fully left and right: the cable must keep enough slack.

Check after fitting

- ☐ Throttle does not turn on the handlebar
- ☐ Cable has slack at full steering lock
- ☐ Grip is secure
- ☐ Throttle springs back by itself

CHAPTER 10

10 Fitting the brake sensors



For the Van Beijck brake sensor in the brake cable (mechanical brakes) and the stick-on brake sensor for hydraulic brakes. The sensor cuts the motor immediately when you brake.

In the box

- Brake sensor or brake sensor set (with end piece)
- Or: brake sensor for hydraulic brakes (sensor and magnet)

What you need

- Cable cutter for the outer cable
- Hydraulic: alcohol or degreaser

Safety first
Disconnect the battery before working on cables, the controller or the motor. Make sure the bike stands firmly, preferably in a work stand. In doubt? Have the installation done by a bike shop or a Van Beijck dealer.

Step by step

1 Choose the position

Choose where the sensor goes in the brake cable:

- **In the middle of the cable** (in a piece of outer cable), or
- **at the end**, right at the brake on the frame.

2 Shorten the outer cable

Cut a piece out of the outer cable exactly as long as the sensor.

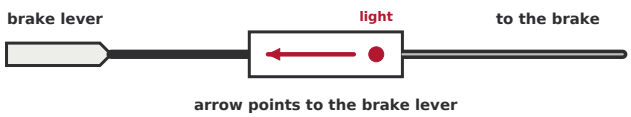
Do not cut the inner cable
The steel inner cable must stay intact. Pull it back a little so you can easily thread it through the sensor in a moment.

3 Fit the sensor

In the middle of the cable: fit the sensor between the two pieces of outer cable; the inner cable runs through the sensor. You do not use the loose end piece.
At the end: press the supplied end piece into the brake mount and fit the sensor against it.

4 Check the direction

The arrow on the sensor must point **towards the brake lever**.



5 **Test**
Squeeze the brake lever gently. The **red light** on the sensor comes on and the motor stops.

> ⚠ **Light must go out again**
> Release the brake: the light must go out immediately. If it stays on, the sensor is sticking and the motor will no longer give assistance.

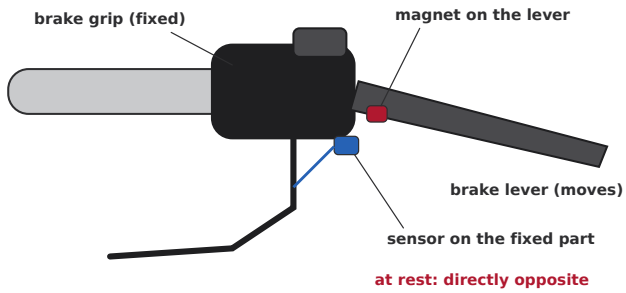
6 **Connect**
Connect the sensor cables to the brake sensor plugs (white) on the controller.

Hydraulic brakes: stick-on brake sensor

Does your bike have hydraulic brakes (no brake cable)? Then use the Van Beijck brake sensor for hydraulic brakes. It consists of a small sensor and a magnet that you stick onto the brake lever.

1 **Clean**
Clean and degrease the brake grip and brake lever where the sensor and magnet will go, for example with a little alcohol.

2 **Find the position**
First hold the sensor and magnet loosely in place. When you are not braking, they sit **directly opposite each other**, as close as possible without touching. When you squeeze the brake, the magnet moves away from the sensor.



3 **Stick on**
Stick the sensor onto the fixed part of the brake grip and the magnet onto the brake lever. Press both firmly for a moment.

4 **Connect**
Connect the sensor cable to the brake sensor plug (white) on the controller.

5 **Test**
Lift the driven wheel and let the motor run. Squeeze the brake: the motor stops immediately. Release: the motor assists again.

Check after fitting

- ☐ Inner cable intact and properly tensioned
- ☐ Arrow points towards the brake lever
- ☐ Light comes on when braking and goes out when released
- ☐ Hydraulic: sensor and magnet firmly stuck on
- ☐ Motor stops when braking
- ☐ Brakes still work fully

CHAPTER 11

11 Finishing the cables neatly

The last step of the conversion kit: all cables neat and safe from handlebar to battery case.

In the box

- Conversion kit (cables already fitted)

What you need

- Phillips screwdriver
- Side cutters
- Cable ties
- Cable sleeve or spiral wrap
- Mudguard cover cap (optional, web shop)

Front: handlebar and display

1 Fitting the display

Fit the display (see the guide *Fitting the display*) and connect the display cable to the waterproof plug.

2 Connect the headlight

Connect the supplied 6 V cable to your existing headlight.

3 Front hub motor (if fitted)

Fit the motor in the fork (see the guide *Fitting the front hub motor*).

4 Set the cables to length

All cables running to the bottom bracket are now complete. Leave enough slack at the handlebar for full steering and bundle them. Fix the bundle at the head tube with a cable tie.

> ⚠ **No tension on the cables**
> Turn the handlebar fully left and right: the cables must not become tight anywhere.

Middle: from head tube to bottom bracket

5 Fit the cable sleeve

Measure the distance from the head tube to the bottom bracket, cut the cable sleeve or spiral wrap to size and fit it around the bundle.

6 Fix the bundle to the frame

Fix the bundle neatly to the frame with cable ties or cable clips.

7 Add the pedal sensor

Fit the pedal sensor (see the guide for your pedal sensor) and add its cable to the bundle going to the controller.

Rear: from bottom bracket to battery case

8 **Second piece of cable sleeve**
Measure the distance from the bottom bracket to the battery case and cut a second piece of sleeve or spiral wrap to size. Fit it and fix it at the bottom bracket with a cable tie; that lets you pull the sleeve tight afterwards.

9 **Over the mudguard**
Route the cables over the mudguard to the battery case. Our mudguard cover cap (web shop) makes this extra neat.

10 **Connect the controller**
Feed the cables in through the opening on the underside of the battery case and connect the controller (see *Fitting and connecting the controller*).

11 **Finish off**
Pull the cable sleeve tight over its full length and fix it at the battery case with a cable tie.

Check after fitting

- ☐ Handlebar turns freely without pulling cables
- ☐ Cables cannot get into the wheel or chain anywhere
- ☐ Sleeve tight and secured
- ☐ Everything connected: display switches on

FINISHING

12 Check and first ride

Check everything before your first ride.

Checklist

- ☐ Axle nuts tight and lock washers fitted
- ☐ Brakes work well, even at full force
- ☐ Pedal sensor: assistance starts when pedalling
- ☐ Handlebar turns freely, no cables pulling
- ☐ Battery locked, display switches on
- ☐ Wheel runs straight and freely
- ☐ Brake sensors: motor stops when braking
- ☐ Throttle springs back (max. 6 km/h without pedalling)
- ☐ Cables cannot get into the wheel or chain
- ☐ Lights work (front and rear)

First ride

- Start in level 1 in a quiet place and feel how the assistance works.
- Test the brakes: the motor must stop immediately when you brake.
- After the ride, check that everything is still tight.
- No assistance with the BSA pedal sensor? See chapter 5, *System not working?*

After the first 50–100 km
Retighten all nuts and bolts once more and have the spoke tension checked. New spokes settle in at first; this prevents spokes from breaking later on.

Use and care
How to operate the display and how to charge and store the battery is explained in the separate user guides for your display and battery (vanbeijck.nl/handleidingen).