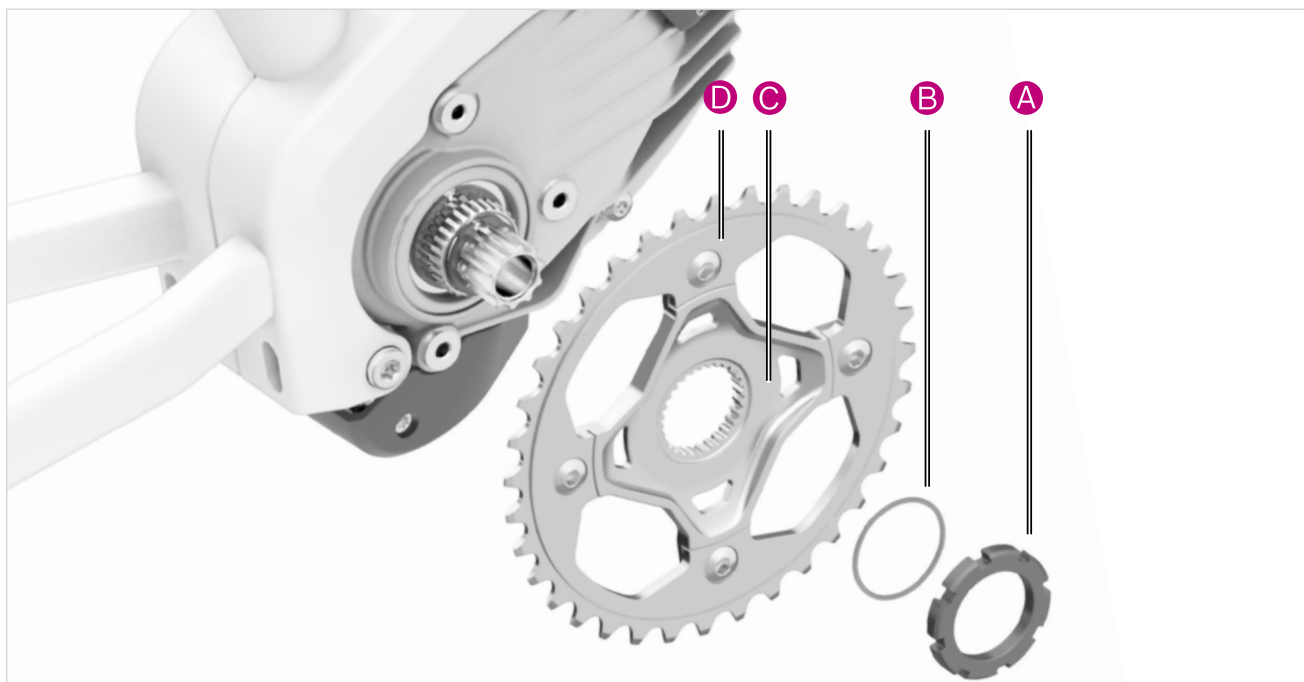


# Removing Drive Unit (BDU450 CX / 490P)


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## Work steps

### Detach the spider from the Drive Unit

1. Remove the crank arms
2. Block the rear wheel, e.g. secure the brake lever with a cable tie or similar
3. Use the Spider tool to unscrew the lock ring **A**  
 As it has a left-hand thread, turn it to the right
4. Loosen the brake lever again
5. Remove the chain
6. Remove the O-ring **B** and carefully check it for damage. Only reuse O-rings if they are intact
7. Remove the chainring **D** with the mounted spider **C**

### Retrofit / replacement of bearing protection ring BDU4xx / 374y

#### ► Assembly instructions:

[bosch-ebike.net](https://www.bosch-ebike.net)  
→ Service → Technical  
Information → Assembly  
Instructions

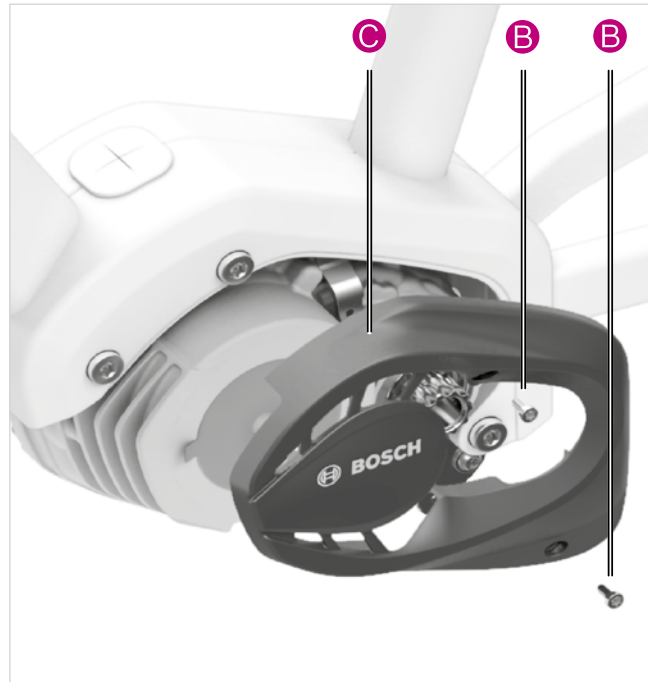
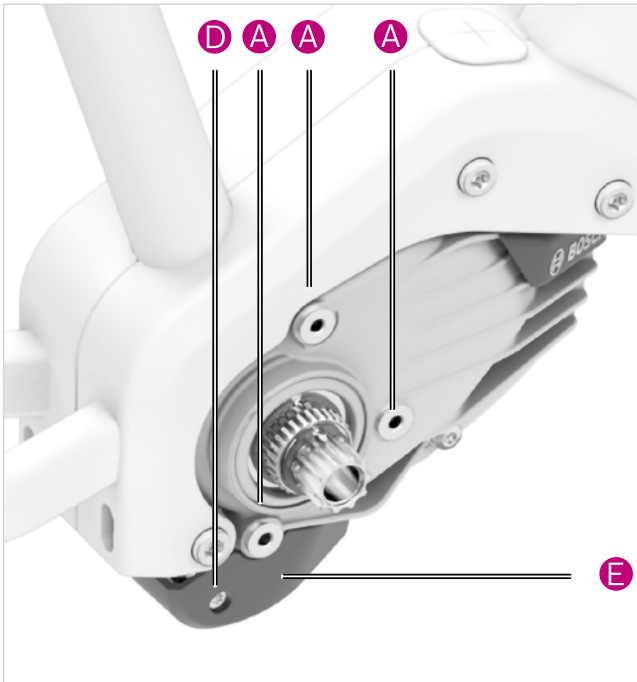


## Tools

- Allen key size 8
- Standard crank-puller
- Spider tool for BDU4xx, available from the Bosch eBike B2B online store

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## Work steps

### Remove the chain guard or chain guide adapter

- If there is a chain guard or chain guide adapter
- 1. Remove the M6 x 10 screws **A**
- 2. Remove the chain guard / chain guide adapter



Manufacturer-specific mounts, chain guide and chain guard solutions ("Bashguard") are possible on the thread inserts

### Remove the design cover

- Version with glued logo cover: Skip step
- 1. Remove two pan head Torx screws M4 x 12 **B**
- 2. Remove the design cover **C**

### Remove the design cover on the chainring side

1. Remove two pan head Torx screws M4 x 12 **D**
2. Remove the design cover **E**

### Disconnect the cable connections on the Drive Unit

1. Remove the cable ties
  2. Carefully detach all cables using an electronics-suitable flat nose pliers
    - The connector plug on the battery has a locking latch **F**. When removing it, make sure to use a screwdriver to pry it up by 1 – 2 mm
- Do not damage the plug or cable. Never pull the cable directly
  - Do not use magnetised tools

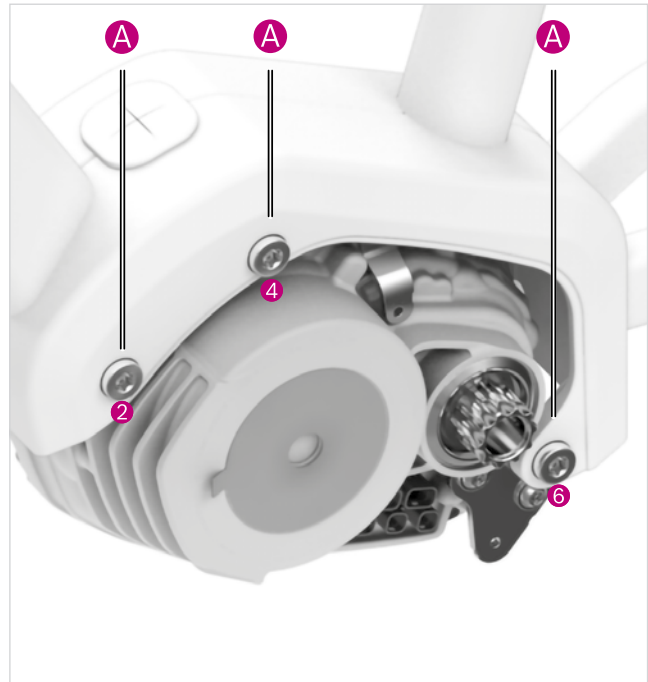
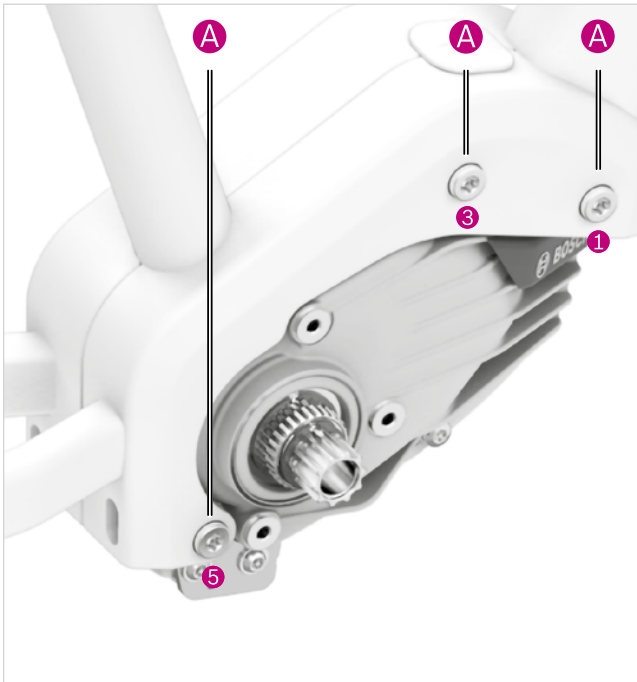
## Tools

- Appropriate tool for chain guard screws
- Torx T20
- Side cutters
- Small slot-headed screwdriver
- Electronics-suitable flat nose pliers



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## Work steps

### Remove the Drive Unit from the frame

1. Check that all cables are disconnected. Carefully pull out all cables as far as possible from the frame interface
2. Loosen six M8 x 16 Torx Plus screws **A** in the specified order **1** to **6** or, alternatively: **1 3 5 2 4 6**
3. Remove the Drive Unit from the housing without applying force



Make sure to secure the Drive Unit so it cannot fall. If necessary remove it in an inverted position

### Secure mounting plates (CCP) on the Drive Unit

- Check and tighten loose screw connections between the Drive Unit and mounting plates

#### ► Assembly instructions:

[bosch-ebike.net](https://bosch-ebike.net)

→ Service → Technical Information → Assembly Instructions



If these instructions are followed carefully, the warranty will remain valid



Otherwise: Never loosen the mounting plates in the motor housing. Screws may not be inserted directly into the magnesium housing or removed from the housing. This would lead to a risk of corrosion and to a loss of warranty

## Tools

- Torx Plus 40



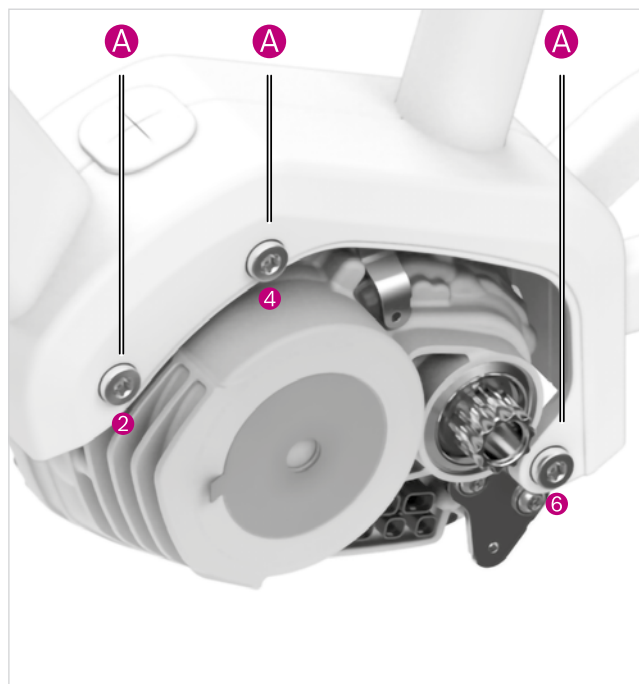
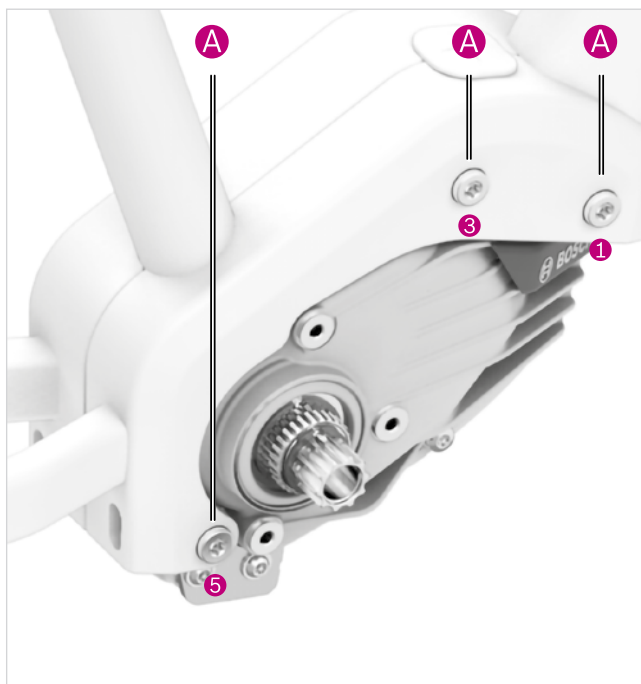
### Torx Plus 40

Special profile for mechanical screw joints with particularly flat screw heads with high tightening torques. Standard Torx 40 can be used, but even with a new screw insert there is a risk of increased wear and possible damage to the screw threads

# Installing Drive Unit (BDU450 CX / 490P)

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## Work steps

### Insert the Drive Unit

1. Place the Drive Unit onto the frame interface. Do not allow cables to pinch
  2. Loosely screw in six M8 x 16 Torx Plus screws **A** then tighten them in the specified order **1** to **6** or, alternatively: **1 3 5 2 4 6**
- When reinstalling an already used Drive Unit: Remove any residue on screws and mounting plate threads. Use a medium-strength screw adhesive (e.g. Loctite 243) to secure screws

### Connect the cable connections

1. Secure excess cable lengths using cable ties
2. Plugs have latching lugs **B** to prevent polarity reversal. Make sure that these point in the right direction



You should feel them engage. Plugs are colour coded and mechanically coded (see next page) and can be attached almost without any force. Do not apply force!



Latching lug on plug for front light

## Tools

- Torx Plus 40
- Torque wrench

## Tightening torques

- Drive Unit on the frame:  
**20 Nm ± 2 Nm**

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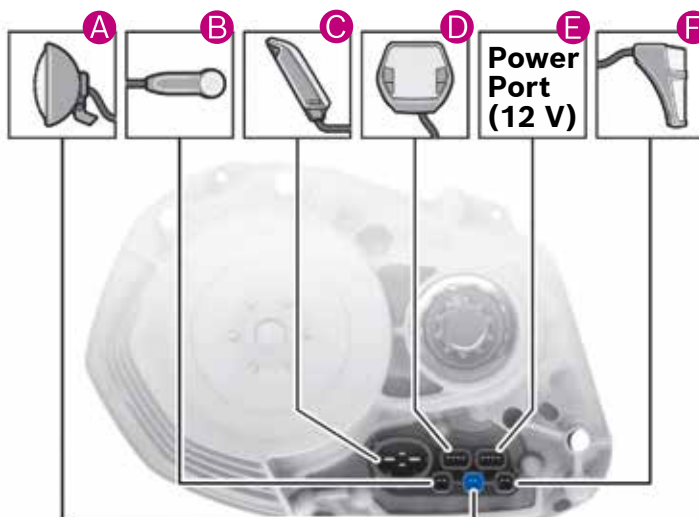
## Electrical connections

Performance Line CX (BDU450 CX), Performance Line Speed (BDU490P),  
Cargo Line Cruise (BDU450 CX), Cargo Line Speed (BDU490P)



The Drive Unit can be damaged if a plug is connected incorrectly

Pos.	Connection	Colour	Voltage
<b>A</b>	Front lamp	Blue	12 V
<b>B</b>	Speed sensor	Grey	3.3 V / min. 3.1 V
<b>C</b>	Battery	Black	36 V
<b>D</b>	Display	Black	12 V
<b>E</b>	Power Port (12 V)	Black	12 V
<b>F</b>	Rear light	Black	12 V



## Work steps

### Connect bicycle lighting

1. Only connect DC headlamps without a parking light function
2. Observe the current rating:
  - Output power for lighting: max. 18 W, output current max. 1.5 A
  - Distribution of the output current to the front and rear light as required
3. Remove the blanking plugs on the slots to connect the lighting cable. It is not necessary to occupy both lighting slots

4. **Activate the light switch function** via the DiagnosticTool (see p. 115)



- ▶ Adjust the **lighting system output** when a stronger headlight is installed
- ▶ According to the StVZO (German Road Traffic Licensing Regulations), the lighting must provide light for at least another 2 hours without eBike support



Original Bosch eBike lighting cables are available from the Bosch eBike B2B online store



Unused connections must be closed off with blanking plugs – risk of corrosion

### Connection to Power Port (12 V)

- ▶ For supplying power to 12 V consumers, such as Bosch eBike ABS, eSuspension or other 12 V components
- ▶ Max. output power: 12 V, 1 A
  - 3 A for 3 s



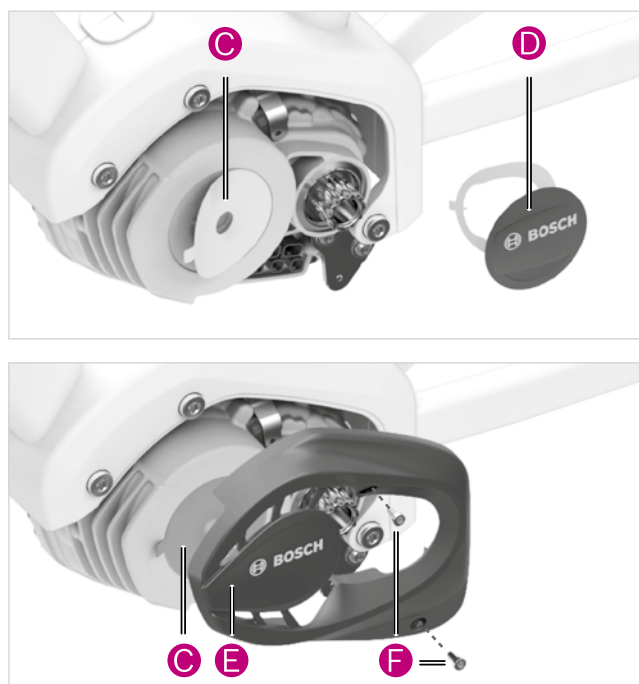
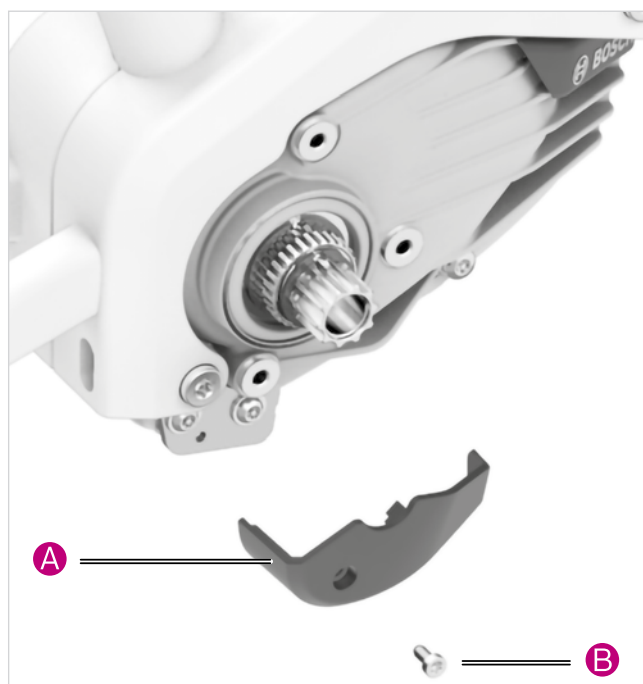
- ▶ When the Bosch eBike ABS is connected, no other consumers may be connected to the Power Port (12 V)
- ▶ Take care not to confuse the display port **D** with the Power Port (12 V) **E**



12 V connector cables for third components are available from the Bosch eBike B2B online store

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## Work steps

### Attach the design cover on the chaining side

1. Attach cover **A** to the mounting plate of the Drive Unit
2. Tighten pan head Torx screw M4 x 12 **B** (self-tapping on first assembly)

### Attach the logo cover

Attaching the logo cover on initial assembly

1. Remove the protective foil **C** from the adhesive surface on the motor head
2. Remove the protective foil from the back of the logo cover
3. Position the logo cover **D** on the motor head
  - Pay attention to the installation position: the lettering must be positioned horizontally
4. Firmly press the logo cover onto the adhesive surface at room temperature ( $> 18\text{ °C}$ ), applying constant pressure for at least 10 seconds

### Attach the design cover

1. In the case of an initial assembly, remove the protective foil **C** from the motor head
2. Place the electrical cables around the crank casing to prevent pinching
3. Attach the design cover **E** to the front cooling rib of the Drive Unit, then attach the rear section
4. Tighten two pan head Torx screws M4 x 12 **F**. The screws are self-tapping on first assembly

## Tools

- ▶ Torx T20
- ▶ Torque wrench

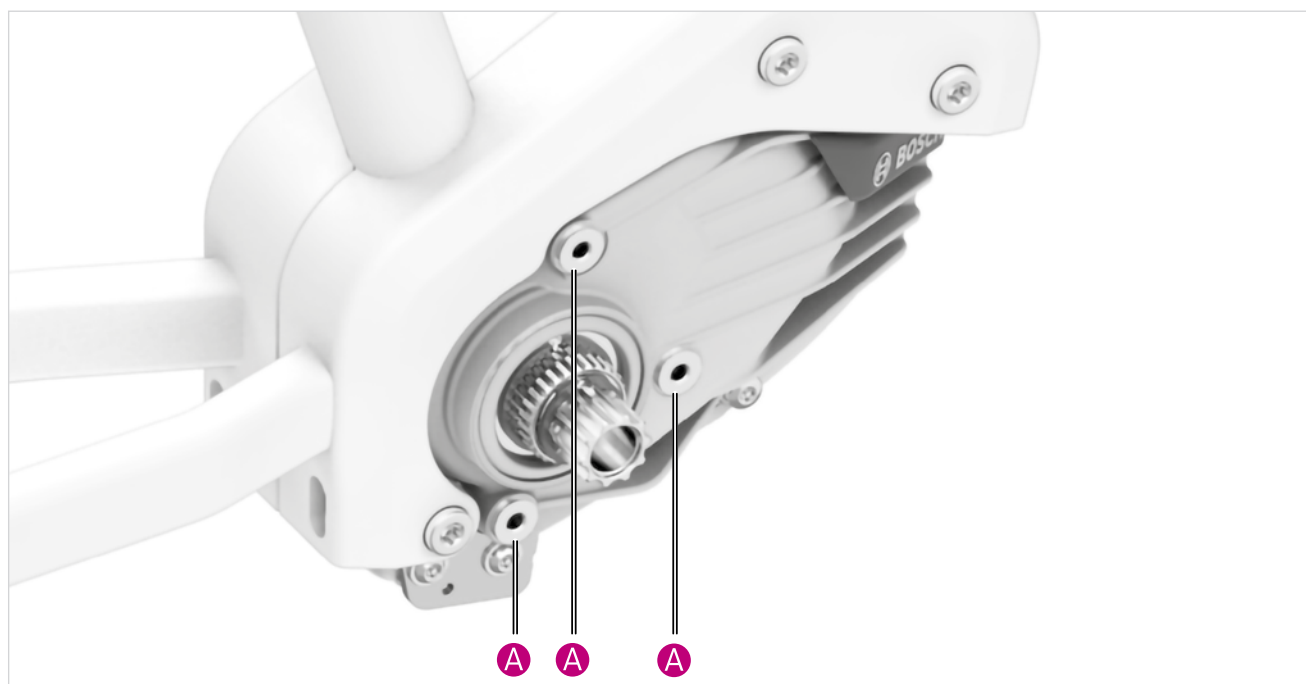
## Tightening torques

- ▶ Design cover:
  - Initial assembly (self-tapping):  **$3\text{ Nm} \pm 0.5\text{ Nm}$**
  - Subsequent assembly:  **$2\text{ Nm} \pm 0.5\text{ Nm}$**




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## Work steps

### Fit the chain guard or chain guide adapter

- ▶ Optional, if intended by the bicycle manufacturer
  - ▶ Available from bike manufacturers
1. Screw the adapter to the screw-on points provided **A**
  2. Use manufacturer-specific screws with shallow heads
    - ▶ Longer screws may be used, depending on the chain guard manufacturer
-  Max. screw-in depth of the threads in the Drive Unit: 8.5 mm

## Tools

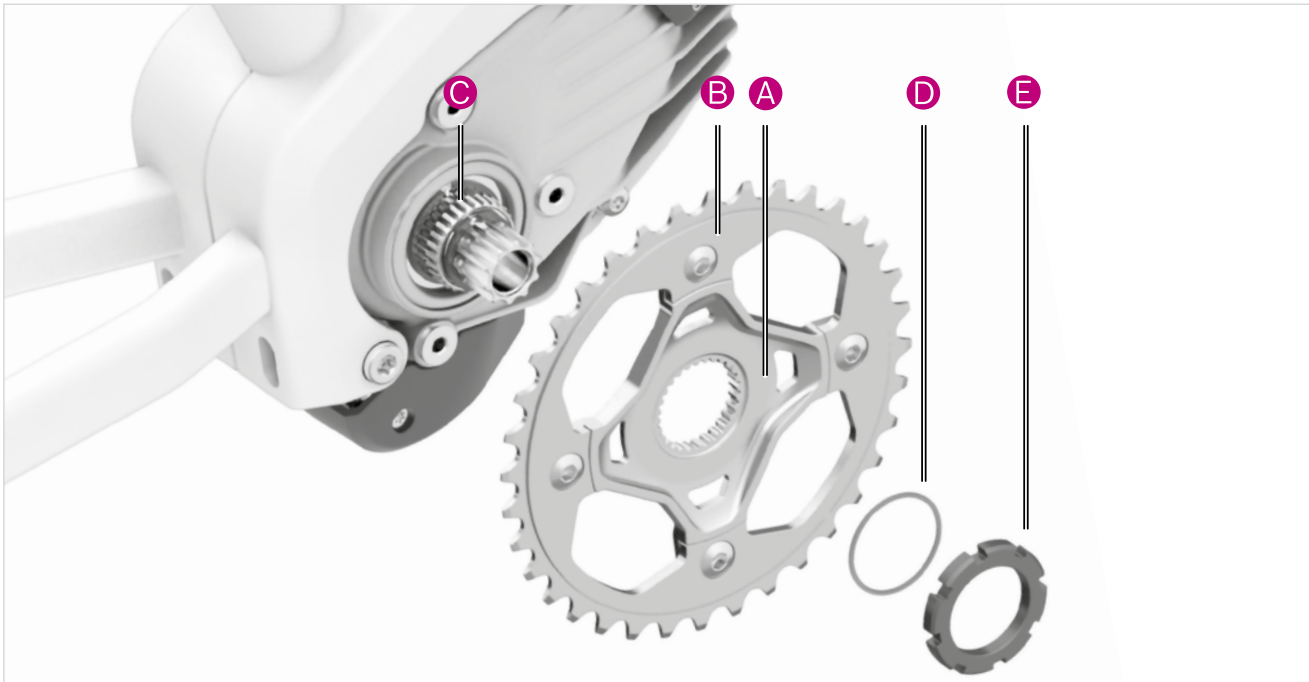
- ▶ Depending on the type of screw
- ▶ Torque wrench

## Tightening torques

- ▶ Chain guard / chain guide adapter on Drive Unit: **according to manufacturer's specifications, max. 5 Nm**

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## Work steps

### Fit the spider to the Drive Unit

1. Mount the left-side crank arm. To do this, grease the bottom bracket shaft and then tighten bolt M15 x 1. Tighten using a torque wrench



Make sure not to mix up the left and right cranks! Pedals can come loose if assembled incorrectly

2. Clean and grease the internal interlock of the spider (A)
3. Press chainring (B) along with the mounted spider (A) or directly mounted chainring onto the cleaned and lightly greased interlock (C). The spider must be on the side of the chainring facing toward the bike
4. Slide the O-ring (D) on as far as the spider. Only use O-rings if they are intact!

5. Grease the cleaned lock ring threads and push on the lock ring (E). The lettering on the lock ring must be visible



The lock ring has a left-hand thread, so tighten it to the left with the spider tool. Hold it back with the left crank

6. Grease the right-side bottom bracket shaft and mount the crank arm with the crank bolt M15 x 1

## Tools

- ▶ Allen key size 8
- ▶ Torque wrench
- ▶ Spider tool for BDU4xx, available from the Bosch eBike B2B online store
- ▶ Bearing grease and brush

## Tightening torques

- ▶ Lock ring: **30 Nm**
- ▶ Crank: **according to manufacturer's specifications**