Unlike many retrofit e-bike kits, ARCC’s e²-pod assist system is also available ready-fitted to brand new bikes. The Cambridge-based company sells a couple of e²-pod belt-drive town bikes, the Abington and Rosemont, an e²-pod Brompton, and a number of e²-pod Moultons, such as this TSR model.

The Moulton’s unique ‘space frame’ is designed for lightness and strength. I particularly liked its suspension: the rear elastomer and leading link fork iron out the worst that UK roads can offer and enable you to corner confidently at speed. The bike would make a great tourer or commuter, and will even venture onto smoother off-road trails. It splits into two halves in a couple of minutes, so it’s easy to pack down for storage or transport.

The Bafang front hub motor gives fairly powerful, torque-sensor smooth assist up hills, and it compares well to other motors of the same size. (Don’t expect top-end mid-motor power.) A wireless Bluetooth handlebar-mounted control unit lets you switch between levels, though I found it a little fiddly. The Bluetooth unit doubles as an electronic key, disabling the system.

The Bosch power tool batteries mount on the e²-pod control unit on the head tube, which precludes using a Moulton front rack. These Bosch batteries are widely available and you can buy as few or as many as you need. I found the system so efficient I would probably get a full day’s riding out of two 216Wh batteries (or three at most). Larger or smaller capacities are available.

ARCC can also retrofit their system to any current Moulton that doesn’t feature a double pylon fork. There’s a five-year warranty on the electrical system, while Bosch batteries are warrantied for two years.

Verdict
This off-the-peg electric-assist Moulton TSR feels rather front heavy and awkward to manhandle when you’re on foot, but when you’re riding it’s fast, comfortable, and super manoeuvrable.