

PREFACE

Thank you for choosing a motorcycle of the company. May you enjoy riding all the time.

The manual contains the necessary instructions and guidance with respect to the operation and maintenance of the motorcycle, and **BE SURE TO READ IT CAREFULLY BEFORE YOU RIDE THE MOTORCYCLE**. Proper operation and maintenance can guarantee a safe riding to minimize troubles of the motorcycle and keep it in a sound condition, which can extend the engine service life. Your dealer will provide you with technical inquiry and after-sales service.

The technical data in the manual are the latest, and we reserve absolute right to amend them. The manual is subject to change without notice. Please check carefully the product nameplate, VIN record and engine code in the motorcycle, which you have bought, and they are helpful for you to get the motorcycle a license plate and for future inquiry.

Important Notice

Operator and passenger

This motorcycle is designed to carry the operator and one passenger. Never exceed the maximum loading capacity as specified in the manual.

Maximum load

150 kg.

On-road use

This motorcycle is designed to be used only on the road.

READ THIS OWNER'S MANUAL CAREFULLY

Pay special attention to statements preceded by the following words:

WARNING

Indicates a strong possibility of severe personal injury or death if instructions are not followed.

CAUTION

Indicates a possibility of personal injury or equipment damage if instructions are not followed.

Note: Gives helpful information.

This manual should be considered as a permanent part of the motorcycle and should remain with the motorcycle when resold.

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MOTORCYCLE SAFE RIDING

⚠WARNING

Motorcycle riding requires special efforts on your part to ensure your safety. Know these requirements below before you ride.

SAFE RIDING RULES

1. Always make a pre-ride inspection before you start the engine. You may prevent accident or equipment damage.
2. Many accidents involve inexperienced riders. Most countries require a special motorcycle riding test or license. Make sure you are qualified before you ride. NEVER lend your motorcycle to an inexperienced rider.
3. Many automobile/motorcycle accidents happen because the automobile driver does not “see” the motorcyclist.
Make yourself conspicuous to help avoid the accident that wasn't your fault:
 - Wear bright or reflective clothing.
 - Don't ride in another motorist's “blind spot”.
4. Obey all national and local laws and regulations.
Excessive speed is a factor in many accidents. Obey the speed limits, and NEVER travel faster than conditions warrant.
Signal before you make a turn or lane change to draw other motorists' attention..
5. Don't let other motorists surprise you.
Use extra caution at intersections, parking lot entrances and exits, and always remember to ride with both hands and keep both feet on the rider footrests while the passenger grasp the rear handrail with both feet on the passenger footrests.

PROTECTIVE CLOTHS

1. Most motorcycle accident fatalities are due to head injuries. ALWAYS wear a helmet. You should also wear a face shield and protective clothing. A passenger needs the same protection.
2. The exhaust system becomes hot during operation, and it remains hot for a while after stopping the engine. Be careful not to touch the exhaust system while it is hot. Wear clothing that fully covers your legs.
3. Do not wear loose clothing that could catch on the control levers, kick-starter, footrests or wheels.

REFITTING

⚠WARNING

Refitting of the motorcycle, or removal of original parts, may make the vehicle unsafe or illegal. Obey all national and local equipment regulations.

LOADING AND ACCESSORIES

⚠WARNING

To prevent an accident, take extreme care when adding accessories and cargo and riding with them. Addition of accessories and cargo may reduce a motorcycle's stability, performance and safe operating speed. Remember these performances may be reduced by installation of the accessories not produced by the company, improper loading, worn tyre and overall motorcycle conditions, poor road or weather conditions. These general guidelines may help you decide whether or how to equip your motorcycle, and how to load it safely.

Loading

1. Keep cargo and accessory weight low and close to the center of the motorcycle. Load weight equally on both sides to minimize imbalance. As weight is located further from the motorcycle's center of gravity, handling is proportionally affected.
2. Adjust tyre pressure and rear suspension to suit load weight and riding conditions.

3. Vehicle handling and stability can be adversely affected by loose cargo. Recheck cargo security and accessory mounts frequently.
4. Do not attach items to the handlebars, fork, or fender. Unstable handling or slow steering response may produce.

Accessories

Genuine accessories of the company have been specifically designed and tested on the motorcycle. Because the factory cannot test all other accessories, you are personally responsible for selection, installation, and use of accessories not produced by the company. Always follow the guidelines under loading, and these below:

1. Carefully inspect the accessory to make sure that it does not obscure any lights, reduce ground clearance and banking angle, or limit suspension travel, steering travel or control operation.
2. Large fork-mounted fairings or windshields, or poorly designed or improperly mounted fairings can produce aerodynamic forces that cause unstable handling. Do not install fairings that decrease cooling air flowing to the engine.
3. Accessories may increase the time that hands or feet operate controls, resulting in increased reaction time in an emergency.
4. Do not add electrical equipment that will exceed the motorcycle's electrical system capacity.
5. This motorcycle is not designed to pull a sidecar or trailer. Handling may be seriously impaired if so equipped.

PART LOCATION AND VIN RECORD

PARTS LOCATION (Fig. 1-1, 1-2 & 1-3)

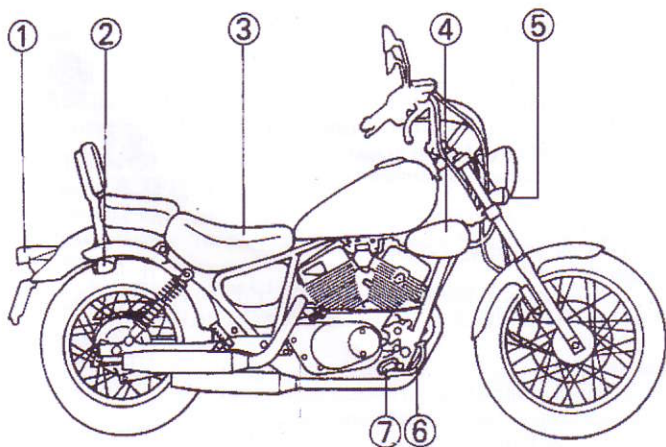


Fig. 1-1

- ① Taillight/Brake light ② Rear turn signal lamp ③ Seat cushion
 ④ Air cleaner ⑤ Front turn signal lamp ⑥ Rear brake pedal ⑦ Footrest

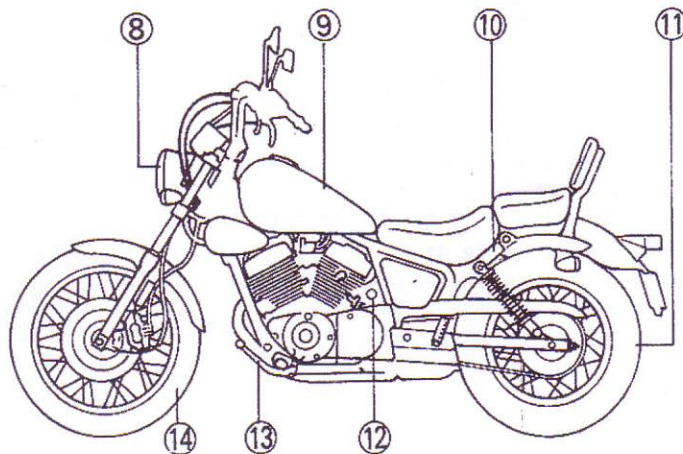


Fig. 1-2

- ⑧ Headlight ⑨ Fuel tank ⑩ Helmet holder ⑪ Rear wheel
 ⑫ Main switch ⑬ Gearshift pedal ⑭ Front wheel

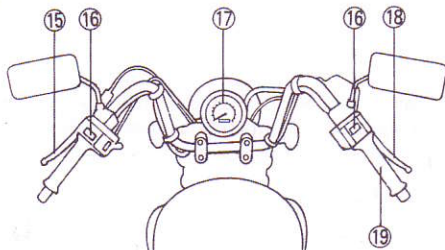


Fig. 1-3

- 15 Clutch lever
- 16 Handlebar switch
- 17 Meter
- 18 Front brake lever
- 19 Throttle grip

VIN RECORD (Fig. 2 & 3)

Please fill the VIN and engine code of your motorcycle in blank below. They will help order spare parts and find out the vehicle once stolen.



Fig. 2
① VIN

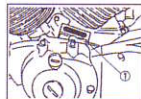


Fig. 3
① Engine code

VIN: ☆ ☆

ENGINE CODE: ☆ ☆

NOTE

- ① The VIN is stamped on the steering pipe (Fig. 2).
- ② The engine code is stamped on the crankcase (Fig. 3).
- ③ The vehicle nameplate is fixed on the left of the steering pipe.

CONTROL FUNCTION

MAIN SWITCH (Fig. 4)

The main switch is used for controlling ignition and illumination systems, the control is as follows:

“⊗” (OFF): means that the circuit is off, and the key can be removed.
 “○” (ON): means that the circuit is on, engine can be operated and the key cannot be removed.

PARKING

If taillight and position light are on, other circuit should be off, for which purpose:

Set the key to OFF, and press it into the ignition switch and release the key. This done, turn the key counterclockwise to PARKING position and take it out. To cancel parking position, turn the key clockwise.

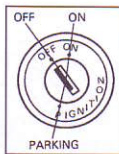


Fig. 4

NOTE

Always set the main switch is OFF and remove the key when the motorcycle is not kept in use.

INSTRUMENTS AND INDICATORS (Fig. 5)

S/N	Description	Function
①	Turn signal indicator	Flashes when either of turn signal is operated.
②	Neutral indicator	Lights when the transmission is in neutral.
③	High beam indicator	Lights when the headlight is on high beam.
④	Odometer	Shows accumulated mileage.
⑤	Trip meter	Shows mileage per trip.
⑥	Trip meter reset knob	Reset the trip meter to 0.

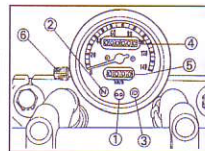


Fig. 5

- ① Turn signal indicator
- ② Neutral indicator
- ③ High beam indicator
- ④ Odometer
- ⑤ Trip meter
- ⑥ Trip meter reset knob

HANDLEBAR CONTROLS (Fig. 6 & 7)

Passing Lamp Button

Depress the button to control the passing lamp.

Headlight Dimmer

Set the dimmer to \equiv (HI) to select high beam or to \ominus to select low beam.

Turn Signal Button

Move the button to \leftarrow (L) to signal a left turn and to \rightarrow (R) to signal a right turn. Releasing the button, let it return to center position. By depressing the button, the signal light is put out.

Horn Button

Press the button to sound the horn.

Emergency Switch

In an emergency, depressing the switch to “⊗” (OFF) will stall the engine at once; in normal case, set the switch at “○” (ON).

Light Switch

: The taillight, position light and instrument lights are bright.

: The headlight and the said lights are bright.

Electric Starter Button

Depress the button to start up the engine.

⚠ WARNING

Refer to related instructions before starting the engine.

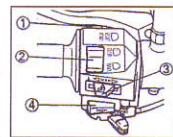


Fig. 6

- ① Passing lamp button
- ② Headlight dimmer
- ③ Turn signal switch
- ④ Horn button

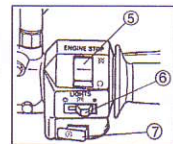


Fig. 7

- ⑤ Emergency switch
- ⑥ Light switch
- ⑦ Electric starter button

CLUTCH LEVER

Located on the left handlebar, the clutch lever bears starting switch. Hold firmly the lever to the handlebar, disengage the clutch, while loose the lever to engage the clutch.

GEARSHIFT PEDAL (Fig. 8)

With 5-speed, the gearshift pedal located on the left of engine. The pedal should be used together with the clutch when the transmission is operated..

FRONT BRAKE LEVER

The front brake lever is fitted on the right handlebar. Operate it will stop the front wheel.

REAR BRAKE PEDAL

The pedal is located on the right side of vehicle. Depressing the pedal by foot, the rear brake will work.

FUEL FILLER CAP (Fig. 9)

OPEN

Insert the key, turn it clockwise by 1/4 of a revolution, the cap may be opened.

CLOSE

Cover the cap and insert the key, turn it to original position.

⚠WARNING

The fuel filler cap must be locked before the motorcycle is used.

FUEL COCK (Fig. 10)

Fuel in the fuel tank is filtered via the vacuum cock to enter into the carburetor. The fuel cock has 3 positions as follows:
ON

With the fuel cock in the ON position, fuel will flow from the main fuel supply to the carburetor. If the engine is not in use, fuel will not flow.

RES

Means reserve fuel. With the fuel cock in the RES position, fuel will flow from the reserve fuel supply to the carburetor. Use the reserve fuel only when the main supply is gone, for which purpose, set the cock to PRI position and start the engine, then turn it to RES position. Refill the tank as soon as possible after switching to RES. This done, the fuel cock should be set to ON position.

PRI (filling)

With the fuel cock in this position, fuel may flow in the system whenever the

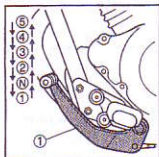


Fig. 8

① Gearshift pedal
N. Neutral

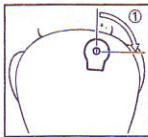


Fig. 9

① Open

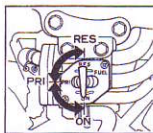


Fig.10

engine is in service or out of service. Fuel should be filled if the fuel tank is empty. The fuel cock should be set to ON when the engine has is started.
NOTE

The fuel cock will function under vacuum by the engine when the former is set to ON or RES. If the pipe is not connected with the carburetor and its intake manifold, or leakage of fuel occurs, the fuel cock will work improperly.

CHOKE LEVER (Fig. 11)

The choke lever is positioned on the left handlebar. It is designed to help starting the engine in cool condition, for which purpose, put the knob to left. When the engine is warmed up, the lever is back to original position.

STEERING LOCK (Fig. 12)

To lock the steering head, turn the handlebar to right as far as it will go, then insert the lock into key slot and turn it counterclockwise by 1/8 of a revolution. To open the steering lock, just turn the key clockwise.

SEAT CUSHION (Fig. 13)

To remove the seat cushion, unscrew the bolt. To reinstall the seat cushion, insert the lug of seat into the hole in the main frame, then tighten up the bolt.

NOTE

Make sure that the he seat cushion is mounted securely.

HELMET LOCK (Fig. 14)

To open the helmet lock, insert the key into lock slot, and turn it as shown in fig. 14. To lock it, just turn the key to original position.

⚠WARNING

Do not ride the motorcycle if the helmet is locked together with it, otherwise, the helmet may knock something to cause the vehicle to be out of control or happen an accident.

REMOVING OF RIGHT SIDE COVER(Fig.15&16)

Pull out the cover as shown in Fig. 16, then, remove it by slipping forward.

To install the cover, fit the ring of the side cover onto the hook of main frame, then put it to position.

REAR SHOCK ABSORBER (Fig. 17)

The shock absorber has 5 adjustment positions for differ

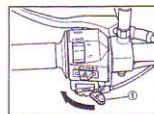


Fig. 11

① Choke lever



Fig. 12

① Steering lock

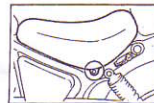


Fig.13

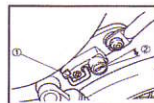


Fig.14

ent loads or riding conditions. For further detail, refer to ADJUSTMENT OF REAR SHOCK ABSORBER hereinafter.

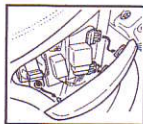


Fig. 15

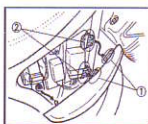


Fig. 16

- ① Stand
- ② Hook



Fig. 17

- ① Adjuster

PRE-RIDE INSPECTION

⚠ WARNING

If the Pre-ride inspection is not performed, severe personal injury or vehicle damage may result.

Inspect your motorcycle every day before you ride it. The items listed here will only take a few minutes to inspect, and in the long run they can save time, expense, and possibly your life.

ITEM	ROUTINE CHECK
Front brake	Check it for proper function, free play, leak of brake fluid. Add brake fluid DOT#4(or DOT#3) if necessary.
Rear brake	Check it for function and free play, adjust it if necessary.
Clutch	Check it for function and free play, adjust it if necessary.
Throttle lever	Check it for smooth opening, otherwise adjust and lubricate it.
Engine oil	Check oil level, add the oil if necessary.
Drive chain	Check it for proper tension, or adjust it if necessary.
Tyre/wheel	Check it for pressure, worn, damage and spoke tightness.
Control/meter cable	The operation should be smooth, or lubricate it if necessary.
Brake & gearshift pedal pin	The operation should be smooth, or lubricate it if necessary.
Brake & clutch control pivot	The operation should be smooth, or lubricate it if necessary.
Side stand pivot	The operation should be smooth, or lubricate it if necessary.
Parts/fasteners	Check all of them, or tighten up or adjust them if necessary.
Fuel tank	Check fuel amount, or add it if necessary.
Lights and signal lamp	Check them for proper functioning.
Battery	Check the electrolyte amount, or add distilled water if necessary.

NOTE

Correct any discrepancy before you ride. Contact your dealer for assistance if you cannot correct the problem.

BRAKE SYSTEM

BRAKE LEVER AND PEDAL

Check the front brake lever and rear brake pedal for proper free play. Adjust them if necessary. Check the brake system at low speed just the vehicle is started.

If you feel soft when operating the brake lever, it means the brake system is in dangerous condition. In this case contact your dealer for assistance.

BRAKE FLUID

Check the brake fluid for level, add it if necessary.

Brake fluid recommended: DOT#4

NOTE

- If fluid DOT#4 is unavailable, DOT#3 may be used instead.
- Check the lining of disc brake.
- Check the brake shoe.
- Contact your dealer for assistance if you cannot correct the problem.

LEAK OF BRAKE FLUID (FRONT)

Check the brake system for leakage from pipe unit or brake cylinder by applying the brake for few minutes.

⚠ WARNING

Brake fluid may cause irritation. Avoid contacting with skin or eyes. In case of contact, flush thoroughly with water and call a doctor if your eyes were exposed. KEEP OUT OF REACH OF CHILDREN.

CAUTION

- Handle brake fluid with care because it can damage plastic and painted surfaces.
- When adding brake fluid, be sure the brake fluid tank is horizontal before the cap is removed, or brake fluid may spill out.
- Use only specified brake fluid from a sealed container.
- Never allow contaminants such as dirt or water to enter the brake fluid tank.

CLUTCH

Check the clutch lever for proper free play and functioning. Adjust the free play if necessary.

THROTTLE GRIP

Turning the grip, check it for proper functioning and free play. Adjust the free play if necessary.

Make sure that the grip is back to original position actuated by torsion spring. If not so, contact your dealer for adjustment.

ENGINE OIL (Fig. 18)

The quality of the engine oil plays a vital role in deciding the engine performance and service life. Engine oil must be selected in accordance with the rules below and other oils, such as ordinary machine oil, gear oil and vegetable oil, are

forbidden to be used.

Engine oil recommended: gasoline engine oil Class SAE15W/40-SE or class SE, SF, SC from API Service Classification.

The vehicle has been filled with the engine oil Class SAE15W/40-SE before delivered, and the lubricant is only suitable at a temperature range from 40°C to -10°C. If other engine oil is to be used instead, the alternative must be technically equivalent in every respect. Viscosity varies with regions and temperatures, so the lubricant has to be selected according to our recommendation (see Fig. 18). If the gasoline engine oil Class SAE15W/40-SE can not be obtained when in need, the gasoline engine oil No.HQB-10 (or No.HQB-6 in regions where the temperature is -10°C or lower) may be used.

Before replacing the lubricant, please drain the oil out completely remaining in the crankcase, and clean the inside by cleansing kerosene, then fill new one instead.

Oil amount: Total: 1.8L Change oil: 1.4L Oil filter: 1.6L

CAUTION

Running the engine with insufficient oil can cause serious damage to engine.

CHAIN

Check the chain for conditions and tension before using the motorcycle. Adjust and lubricate it if necessary.

TYRE

Proper tyre pressure will provide maximum stability, riding comfort and tyre life. Check tyre pressure frequently and adjust if necessary.

Select the right replacement tyres in accordance with the specifications shown in the table 1.

Table 1

		Front	Rear
Tyre size		3.00-18-47P	130/90-15M
Model		C-916	C-916
Cold tyre pressure(kPa)	Rider only (or ≤ 90kg)	175	200
	Rider and one passenger (or >90kg)	200	225

NOTE

Tyre pressure should be checked before you ride while the tyres are “cold”. Check the tyres for cuts, embedded nails, or other sharp objects. Check the rims for dents or deformation. See your dealer for change of damaged tyres or punctured inner tubes.

⚠WARNING

●Do not attempt to patch a damaged tyre or inner tube. Wheel balance and

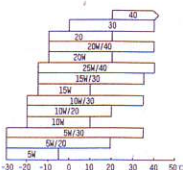


Fig. 18

tyre reliability may be impaired.

- Improper tyre inflation will cause abnormal tread wear and create a safety hazard. Under inflation may result in the tyre slipping on, or coming off from the rim causing tyre deflation that may result in a loss of vehicle control.
- Operation with excessively worn tyres is hazardous and will adversely affect traction and handling.
- The use of tyres other than those listed on the table 1 may adversely affect handling.

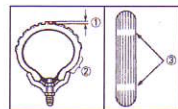


Fig. 19

- ① Tread depth
- ② Side wall
- ③ Min. tread line

When the tread depth in the middle section of tyres (Fig. 19) reaches the limits in table 2 below, please replace tyres.

Table 2

Tread depth limits			
Front tyre	2.0mm	Rear tyre	2.0mm

WHEEL

⚠WARNING

The wheel of basic model is designed not to use tubeless tyre. Never attempt to employ tubeless tyre as basic model.

For good feature, long service and safe control, pay attention to as follows:

- 1.Check the wheel for crack, bending or deformation. If found any, contact your dealer for help.
- 2.If replace one of tyres or wheels, make sure that wheel balance is kept. If not so, operation may be difficult and the service life of tyre may be shortened.
- 3.After mounting the tyre, you should ride the motorcycle evenly so as to let the tyre fit to rim. Otherwise, trouble may occur, even result in injury or damage.

PARTS/FASTENERS

Check chassis parts and fasteners for fitting tightness.

LIGHTS

Check to see that the headlight, tail/brake light, turn signals, etc. function properly.

SWITCHES

Check to see that headlight switch, turn signal switch, brake switch, horn switch, etc. function properly.

BATTERY

Check the battery electrolyte for proper level. Add distilled water if necessary.

FUEL

Check to see that fuel in the fuel tank is enough.

Fuel Selection

Fuel is a key factor in deciding the exhaust emissions from the engine, so selection of fuel must follow the rules below.

Selected fuel must be unleaded or low-leaded gasoline with the octane NO. RQ-90 or higher.

The fuel tank capacity is 12.1L including the reserve supply of 2.6L .

⚠ WARNING

- **Gasoline is extremely flammable and is explosive under certain conditions. Refuel in a well-ventilated area with the engine stopped. Do not smoke or allow flames or sparks in the area where gasoline is stored or where the fuel tank is refueled.**
- **Before refueling, make sure to filter fuel first.**
- **Do not overfill the tank (there should be no fuel in the filler neck). After refueling, make sure the fuel filler cap is closed securely.**
- **Be careful not to spill fuel when refueling. Spilled fuel or fuel vapor may ignite. If any fuel is spilled, make sure the area is dry before starting the engine.**
- **Avoid repeated or prolonged contact with skin or breathing of vapor. KEEP OUT OF REACH OF CHILDREN.**

With the fuel cock in the RES position, fuel will flow from the reserve fuel supply to the carburetor. Use the reserve fuel only when the main supply is gone. Refill the tank as soon as possible after switching to RES.

⚠ WARNING

- **To avoid running out of fuel that may result in a sudden stop, learn how to operate the fuel cock when riding the motorcycle.**
- **Be careful not touch any hot engine parts while operating the fuel cock.**

NOTE

Remember to check that the fuel cock is in ON position each time you ride. If the cock is left in RES position, you may run out of fuel with no reserve.

OPERATION GUIDE

NOTE

You should be full familiar with all of controls and functions. If any problem, please contact your dealer for help.

STARTING THE ENGINE

Always follow the proper starting procedure described below.

⚠ WARNING

- **Never run the engine in an enclosed area. The exhaust contains poisonous**

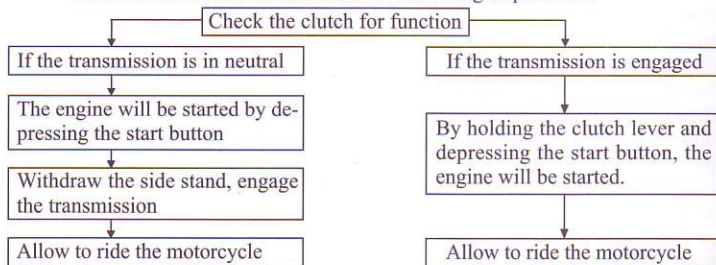
carbon monoxide (CO) gas that can cause loss of consciousness and lead to death.

- **Attempting to start the engine with the transmission in gear and the clutch engaged may result in injury or damage.**

Preparation

NOTE

Check the clutch for function before conducting steps below.



1. Set the fuel cock to ON.
2. Set the main switch to ON, put the engine stop switch to "○" (ON).
3. Slip the gearshift into NEUTRAL (neutral indicator light on).
4. Push the choke lever all the way to its fully closed position and close the throttle grip fully.
5. Start the engine by start button.

NOTE

For protecting the battery, do not use the electric starter for more than 5 seconds at a time. Release the starter button for approximately 10 seconds before pressing it again.

6. After starting the engine, keep it at a speed of 2500 ~ 3500 r/min by adjusting the throttle lever.

NOTE

The engine should be warmed up for prolonging its service life. Don't forcefully accelerate the engine.

7. Push the choke lever all the way to its open position after warming up the engine.

NOTE

As a rule, with the choke in full closed condition, if the engine responds to the choke, it means that the engine is warmed up.

STARTING PROCEDURE OF WARMED ENGINE

To restart a warm engine, do not use the choke.

CAUTION

- **Snapping the throttle or fast idling for more than about 5 minutes at normal air temperature may cause exhaust pipe discoloration.**
- **Extended use of the choke may impair piston and cylinder wall lubrication and damage the engine.**

GEARSHIFT

The gearshift is designed to control the motorcycle at given speed for starting, accelerating and climb. To shift the transmission into neutral, repeatedly step on the gearshift pedal until it reaches 1st gear, then slightly step on the rear pedal to neutral.

⚠️WARNING

- **Don't slip the vehicle inertly for long time, even with the transmission in neutral when the engine is closed. Because the gearshift may be properly lubricated as the engine runs. Operation with insufficient lubrication will damage the gearshift.**
- **Always use the clutch during gear shifting. If not so, mechanical damage may occur, because the engine, gearshift and drive system can not be subject to shock due to force gear-shifting.**

BREAKING-IN

Help assure your motorcycle's future reliability and performance by paying extra attention to how you ride during the first 1000 km.

During this period, avoid full-throttle riding and loading the engine heavily, be sure to drive at a speed not more than 60% of each gear and to keep changing speed.

NOTE

After the running-in period, be sure to conduct maintenance according to the maintenance schedule so as to keep the motorcycle at an optimal state with high performance, which will extend the service life of the engine obviously.

RIDING

⚠️WARNING

Review MOTORCYCLE SAFE RIDING before you ride.

1. After the engine has been warmed up, the motorcycle is ready for riding.
2. While the engine is idling, pull in the clutch lever and tread the gearshift pedal to shift into 1st (low) gear.
3. Slowly release the clutch lever and at the same time gradually increase engine speed by opening the throttle. Coordination of the throttle with clutch lever will assure a smooth and positive start.
4. When the motorcycle attains a steady speed, close the throttle, pull in the clutch lever and shift to 2nd gear by treading the gearshift pedal.

This sequence is repeated to progressively shift to 3rd, 4th and 5th (top) gears.

5. Coordinate the throttle with brakes for smooth deceleration.
6. Both front and rear brakes should be used at the same time and should not be applied strongly enough to lock the wheel, or braking effectiveness will be reduced and control of the motorcycle be difficult.

CAUTION

It is forbidden to gearshift up or down when the throttle is still not decreased and the clutch is in, otherwise, damage to the engine, drive chain or other parts may happen.

BRAKING

1. For normal braking, gradually apply both the front and rear brakes while downshifting to suit your road speed.
2. For maximum deceleration, close the throttle and apply the front and rear brakes firmly. Pull in the clutch lever before coming to a complete stop to prevent stalling the engine.

⚠️WARNING

- **Independent use of only the front or rear brake reduces stopping performance. Extreme braking may cause either wheel to lock, reducing control of the motorcycle.**
- **When possible, reduce speed or brake before entering a turn; closing the throttle or braking in mid-turn may cause wheel slip. Wheel slip will reduce control of the motorcycle.**
- **When riding in wet or rainy conditions, or on loose surfaces, the ability to maneuver and stop will be reduced. All of your actions should be smooth under these conditions. Rapid acceleration, braking or turning may cause loss of control. For your safety, exercise extreme caution when braking, accelerating or turning.**
- **When descending a long, steep grade, use engine compression braking by downshifting, with intermittent use of both brakes. Continuous brake application can overheat the brakes and reduce their effectiveness.**
- **Riding with your foot resting on the brake pedal or your hands on the brake lever may actuate the brake light, giving a false indication to other drivers. It may also overheat the brake, reducing effectiveness.**

PARKING

1. After stopping the motorcycle, shift the transmission into neutral, turn the steering bar fully to the right, and then lock the steering lock, at last, remove the key.
2. Use the side stand to support the motorcycle while parked.

CAUTION

Park the motorcycle on the firm, level ground to prevent it from falling over.

⚠ WARNING

Park the motorcycle away from foot passenger and children as far as possible, because the exhaust muffler is very hot even a long time after stopping the engine.

MAINTENANCE

The Maintenance Schedule specifies how often you should have your motorcycle served, and what things need attention. It is essential that your motorcycle be served as scheduled to retain its high level of safety, dependability, and emission control performance.

These instructions are based on the assumption that the motorcycle will be used exclusively for its designed purpose. Sustained high speed operation, or operation in unusually wet or dusty conditions, will require more frequent service than specified in the MAINTENANCE SCHEDULE. Consult your dealer for recommendations applicable to your individual needs and use.

TOOL KIT (Fig. 20)

Some roadside repairs, minor adjustments and part replacement can be performed with the tools contained in the kit.

- ① Screw driver handle ⑦ Open-ended spanner 13× 15
 ② Double-end screw driver ⑧ Open-ended spanner 17× 19
 ③ Spark plug wrench 16× 18 ⑨ Allen key No.5 ⑩ ⑪ ⑫
 ④ Slip-jointed pliers 135 ⑩ Allen key No.6
 ⑤ Open-ended spanner 8× 10 ⑪ Allen key No.8
 ⑥ Open-ended spanner 12× 14 ⑫ Tool bag



Fig.20

MAINTENANCE SCHEDULE

The following Maintenance Schedule specifies all maintenance required to keep your motorcycle in a sound condition. Maintenance work should be performed by properly trained and equipped technicians.

MAINTENANCE SCHEDULE

ITEM	MAINTENANCE/LUBRICATION	First 1000km	First 3000km or 3 months	Then, every 3000km or 3 months
Valve*	Check the gap, adjust if necessary	○	○	○
Spark plug	Check for condition, clean or replace	○	○	○
Air cleaner	Wash, replace if necessary	○	○	○
Carburetor*	Check idle speed, adjust if necessary	○	○	○
Fuel system *	Check the pipe for cracks or damage, replace if necessary			○

Fuel filter	Check for condition, replace if necessary	○		○
Engine oil	Replace (pre-warm up the engine before draining)	○	○	○
Oil filter*	Replace			○
Front brake*	Check for function and leak, adjust if necessary		○	○
Rear brake	Check for function, adjust if necessary		○	○
Clutch	Check for function, adjust if necessary		○	○
Rear arm pivot*	Check for looseness, correct if necessary. Refit it every 12000km or 12 months**			○
Wheel *	Check for balance, damage, diameter run-out, repair if necessary		○	○
Wheel bearing*	Check for looseness, replace if necessary		○	○
Steering bearing*	Check for looseness, correct if necessary. Refit it every 12000km or 12 months***	○	○	○
Front fork*	Check for function, leak. Repair if necessary		○	○
Rear shock absorber*	Check for function, leak. Repair if necessary		○	○
Drive chain	Check for slack. Adjust if necessary		Every 500 km	
Parts/fasteners*	Check all of them. Repair if necessary	○	○	○
Side stand*	Check for function. Repair if necessary	○	○	○
Battery*	Check electrolyte for specific gravity, check the duct for function. Correct if necessary		○	○

*IN THE INTEREST OF SAFETY, WE RECOMMEND THESE ITEMS ARE SERVICED ONLY BY YOUR DEALER.

Copper disulphide grease *Lithium grease

NOTES

1. Service more frequently when riding in unusually wet or dusty areas.
2. At higher odometer readings, still follow the frequency interval established here.

TORQUE SPECIFICATION (Fig. 21)

By using a torsion wrench, tighten up items below. We recommend that these items should be checked, especially before long tour.

ITEM	TORQUE	
	N·m	Kg·m
Spark plug	13	1.3
Drain plug of engine	34	3.4
Plug of oil filter	7	0.7
Fixing bolt of front wheel axle	20	2.0

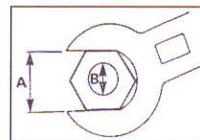


Fig.21

ITEM	TORQUE	
	N·m	Kg·m
Front wheel axle	58	5.8
Rear wheel axle	80	8.0
Pull rod bolt	23	2.3

NUT A mm	NUTB mm	BASIC TORQUE	
		N·m	Kg·m
10	6	6	0.6
12	8	15	1.5
14	10	30	3.0
17	12	55	5.5
19	14	85	8.5
22	16	130	13

ENGINE OIL

CHECK OF OIL LEVEL (Fig. 22)

- Place the motorcycle on the even ground and keep it in vertical position. Then start the engine and run it at idle speed for a few minutes.
- Stop the engine so as to let the oil level be stable, then, check the oil level through the check window located on the lower part of right crankshaft case.
- The level must be maintained between the upper and lower level marks. Add the engine oil if necessary.



Fig. 22

- Check window
- Upper level mark
- Lower level mark

CHANGE OF ENGINE OIL AND OIL FILTER (Fig. 23, 24 & 25)

The quality of engine oil is the chief factor affecting the engine service life. Change the engine oil as specified in the maintenance schedule.

NOTE

Change the engine oil with the engine at normal operating temperature and the motorcycle on the stand to assure complete and rapid draining.

- Start the engine and run it at idle speed for a few minutes, then stall it.
- To drain the oil, place an empty oil tray under the engine, and remove the filter cover.

⚠ WARNING

A warmed-up engine and the oil in it are hot; be careful not to burn yourself.

- Turn off the drain plug
- Take out the filter element.
- Reinstall the drain plug with a torque of 34N·m (3.4kg·m).
- Install a new filter element and O-ring, then fit the cover to original position and secure it with bolts.

Torque of oil filter bolt: 7N·m (0.7kg·m)

NOTE

Make sure that the O-ring is fit properly.

- Add specified engine oil if necessary.
- Start the engine for a few minutes. Check it for leak of oil. If any, stall it and find the cause.



Fig. 23

- Drain plug

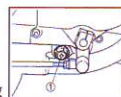


Fig. 24

- Drain plug

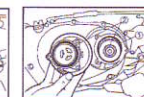
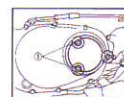


Fig.25

CAUTION

Running the engine with insufficient oil can cause serious engine damage.

NOTE

- When running in very dusty conditions, oil changes should be performed more frequently than specified in the maintenance schedule.
- Please dispose of used engine oil in a manner that is compatible with the environment. We suggest you take it in a sealed container to your local recycling center or service station for reclamation. Do not throw it in the rubbish or pour it on the ground or down a drain.

AIR CLEANER (Fig. 26, 27, 28, 29, 30 & 31)

The air cleaner should be serviced at regular intervals as specified in the maintenance schedule. Service more frequently when riding in unusually wet or dusty areas. See your dealer for further information.

Maintain the air cleaner in the following sequence:

- Loosen the clamp(Fig.26).
- Remove the bolt(Fig.27).
- Take out the hose and the air cleaner casing(Fig.28).
- Remove the cover(Fig.29).
- Along the guide rod, withdraw the filter element(Fig.30), wash it with clean, non-flammable or high flash point solvent. This done, squeeze it to remove the remained solvent.
- Soak the air cleaner filter element in gasoline engine oil of 15W/40QE until saturated, and then squeeze out the excess oil so as to let it keep wet without draining(Fig.31).

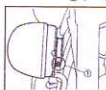


Fig. 26

- Screw



Fig. 28

- Screw

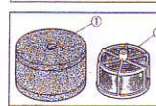


Fig. 30

- Filter element
- Guiderod



Fig.31

Fig. 27

Fig. 29

⚠ WARNING

Never use gasoline or low flash point solvents for cleaning the air cleaner. A fire or explosion could result.

7..Install the removed parts in the reverse order of removal.

NOTE

Make sure that the element is fit properly in the filter casing.

⚠ WARNING

Never operate the engine without filter element, otherwise, the piston/cylinder wall may be worn excessively.

IDLE SPEED (Fig. 32)

The engine must be at normal operating temperature for accurate idle speed adjustment.

NOTE

Do not attempt to compensate for faults in other systems by adjusting idle speed. See your dealer for regularly scheduled carburetor adjustments.

1. Warm up the engine, shift to neutral and place the motorcycle on its center stand.
2. Adjust idle speed with the throttle stop screw to set idle speed at about 1250 ~ 1350r/min.

Turn the throttle fixing screw clockwise (in the direction of the arrowhead A) will increase idle speed while will decrease it turning counterclockwise (in the direction of the arrowhead B).

3. When the engine has no idle speed or runs at a decreased speed, set the throttle stop screw in the middle between the two limit positions to help mix air and fuel.
4. Run the engine again; readjust the throttle stop screw if necessary.

ADJUSTMENT OF THROTTLE CABLE (Fig. 33)

NOTE

The idle speed must be set before adjusting the free play of throttle cable.

1. Check the throttle grip for smooth rotation from the fully open to the fully closed position at both full steering positions.
2. Measure the throttle grip free play at the throttle grip flange.

The standard free play should be approx.: 3 ~ 5mm.

To adjust the free play, loosen the lock nut and turn the adjuster.

SPARK PLUG (Fig. 34)

SELECTION

Standard plug: CR6HSA (NGK) or U20FSR-U(NIPPONDENSO)

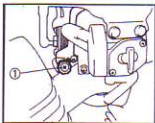


Fig. 32

① Throttle fixing screw

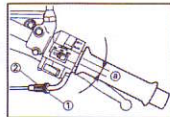


Fig. 33

① Lock nut

② Adjuster Free play

CHECK AND REPLACE

1. Disconnect the spark plug cap from the spark plug.
2. Clean any dirt from around the spark plug base. Remove the spark plug using the plug wrench containing in the tool kit.
3. Inspect the electrodes and center porcelain for deposits, erosion or carbon fouling. If the erosion or deposit is heavy, replace the plug. Clean a carbon or wet-fouled plug with a plug cleaner, or use a wire brush.
4. Check the spark plug gap using a wire-type feeler gauge. If adjustment is necessary, bend the side electrode carefully.

The spark plug gap should be 0.6 ~ 0.7 mm.

Make sure the plug washer is in good condition.

5. With the plug washer attached, thread the spark plug in by hand first to prevent cross threading, and then by the spark plug wrench.

Torque of spark plug: 13N·m (1.3 kg·m)

6. Reinstall the spark plug cap.

NOTE

If there is no torque wrench when fitting the spark plug, following way is available: tighten the spark plug by your hand, then turn it additionally by 1/4 ~ 1/2 of a revolution. The spark plug should be tightened to specified torque as soon as this tool is obtained.

CAUTION

- The spark plug must be securely tightened. An improperly tightened plug can become very hot and possibly damage the engine.
- Never use a spark plug with an improper heat range, otherwise severe engine damage could result.

ADJUSTMENT OF FRONT BRAKE (Fig. 35)

As the brake pads wear, brake fluid level drops. There is no adjustment to perform, but fluid level and pad wear must be inspected periodically. The system must be inspected frequently to ensure there are no fluid leaks. If the brake lever free play becomes excessive and the brake pads are not worn beyond its minimum depth, there is probably air in the brake system and it must be bled. See your dealer for this service.

The free play of front brake rod end should be 2 ~ 5 mm. Adjust it as follows:

1. Unscrew the lock nut.
2. Turn the adjuster so as to shift the rod end a clearance of 10 ~ 15 mm before the adjuster bears against the piston of main cylinder.

NOTE

Check the free play of brake rod, and make sure that the brake rod functions properly.

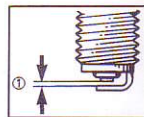


Fig. 34

① Spark plug gap

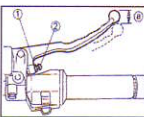


Fig. 35

① Lock nut

② adjuster 10 ~ 15 mm

ADJUSTMENT OF REAR BRAKE (Fig. 36, 37 & 38)

NOTE

We recommended that the item should be conducted by your dealer.

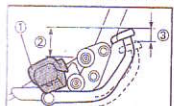


Fig. 36

- ① Footrest
- ② Pedal height: 45 ~ 55 mm
- ③ Free play: 20 ~ 30 mm



Fig. 37

- ① Lock nut
- ② Adjuster

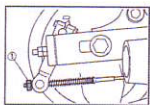


Fig. 38

- ② Adjuster

PEDAL HEIGHT

1. Unscrew the lock nut.
2. Turn the adjuster clockwise or counterclockwise to set the pedal position.
3. Tighten up the lock nut.

NOTE

The free play of brake pedal should be adjusted after the pedal height is set.

FREE PLAY

Adjust the free play to 20~30 mm at the brake pedal end as follows: turn the adjuster clockwise to decrease the free play, while turn it counterclockwise to increase the free play.

CAUTION

1. The pedal height should be checked after the chain is reinstalled or adjusted.
2. The brake light should be checked for proper functioning after the brake is adjusted.

ADJUSTMENT OF BRAKE LIGHT SWITCH (Fig. 39)

Adjust the brake light switch by shifting the brake pedal, for which purpose: turn the adjusting nut while holding the body until the light is bright just before the brake starts engaging.



Fig. 39

- ① Body
- ② Adjusting nut

HOW TO USE BRAKE WEAR INDICATORS (Fig. 40)

The front and rear brakes are equipped with brake wear indicators.

When the brake is applied, a pointer attached to the brake arm moves toward a reference mark on the brake end cover. If the pointer aligns with the reference mark on full application of the brake, the brake shoes must be replaced.



Fig. 40

- ① Brake wear indicator
- ② Limit line

CHECK OF BRAKE FLUID LEVEL (Fig. 41)

WARNING

● Brake fluid may cause irritation. Avoid contact with skin or eyes. In case of

contact, flush thoroughly with water and call a doctor if your eyes were exposed.

● KEEP OUT OF REACH OF CHILDREN.

CAUTION

● Handle brake fluid with care because it can damage plastic and painted surfaces.

● When adding brake fluid, be sure the brake fluid tank is horizontal before the cap is removed, or brake fluid may spill out.

● Use only specified brake fluid from a sealed container.

● Never allow contaminants such as dirt or water to enter the brake fluid tank.

1. Locate the vehicle by its side stand on a level ground, then set the brake main cylinder in the level position by controlling the steering bar.

2. Through the view window in the brake main cylinder to see the brake fluid level; if the fluid level is below the LOWER level mark in the view window, specified brake fluid must be add to the brake fluid tank.

3. Turn loose the screws and then remove the cylinder cover, add brake fluid up to the UPPER level mark of the view window.

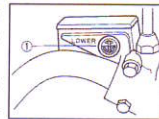


Fig. 41

- ① Lower fluid level

REPLACEMENT OF BRAKE FLUID

1. Replacement of all brake fluid should be carried out by your dealer.

2. The parts below should be replaced by your dealer when the motorcycle is maintained at regular intervals or damage or leakage of the part is found.

a. Replace all of the rubber rings every 2 years.

b. Replace all of the hose every 4 years.

ADJUSTMENT OF CLUTCH (Fig. 42 & 43)

Measure the clutch lever free play at the clutch lever flange. The free play should be 10 ~ 15 mm.

To make adjustment, turn loose the lock nut at the top of the clutch cable of another at the clutch cable-setting block located on the crankcase, and then make adjustment by screwing in or out the corresponding adjusting nut until reaching the requirement, this done, tighten up the lock nut.

NOTE

If such adjustment is still unsatisfactory, contact your dealer for help.

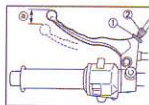


Fig. 42

- ① Lock nut
 - ② Adjusting nut
- Free play:
10 ~ 15 mm

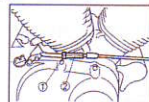


Fig. 43

- ① Lock nut
- ② Adjusting nut

DRIVE CHAIN

The service life of the drive chain is dependent upon proper lubrication and adjustment. Poor maintenance can cause premature wear or damage to the drive chain and sprockets.

The drive chain should be checked and lubricated as part of the Pre-ride inspection. Under severe usage, or when the motorcycle is ridden in unusually dusty or muddy areas, more frequent maintenance will be necessary.

INSPECTION (Fig. 44)

NOTE

By turning the wheel, find the most tight part, where check for slack.

1. Stall the engine, place both wheels on the ground with the motorcycle in the vertical position, and shift the transmission into neutral.

2. Check slack in the lower drive chain run midway between the sprockets.

Drive chain slack should be adjusted to allow the following vertical movement by hand: 10 ~ 20 mm

3. Rotate the rear wheel and then stop. Check the drive chain slack. Repeat this procedure several times. Drive chain slack should remain constant. If the chain is slack only in certain sections, some links are kinked and binding.

Binding and kinking can frequently be eliminated by lubrication.

4. Inspect the sprocket teeth for possible wear damage. Replace if necessary.

5. If the drive chain or sprockets are excessively worn or damaged, they should be replaced. Never use a new chain with worn sprockets; rapid chain wear will result.

ADJUSTMENT (Fig. 45 & 46)

Drive chain slack should be checked and adjusted, if necessary, every 1,000 km. When operated at sustained high speeds or under conditions of frequent rapid acceleration, the chain may require more frequent adjustment.

If the drive chain requires adjustment, the procedure is as follows:

1. Loosen the adjuster of rear brake.

2. Loosen the axle nut.

3. Loosen the lock nuts for the drive chain adjusters.

4. Turn both adjusting bolts at the same time until both left and right adjusters align with the index mark, and then reinstall the axle nut. To keep a correct concentricity, rotation of both adjusters should be identical. Chain slack should be 10 ~ 20 mm.

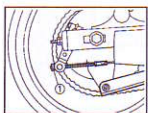


Fig. 45
① Adjuster

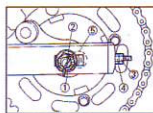


Fig. 46
① Axle nut
② Adjuster
③ Lock nut
④ Index mark

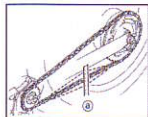


Fig. 41
a. 10 ~ 20 mm

5. Check the drive chain slack.

6. Once the drive chain slack is changed, it is necessary to relocate the rear wheel, for adjustment will affect the rear brake pedal free play.

LUBRICATION

Use engine oil or a commercially prepared drive chain lubricants in preference to machine oil or other lubricants. Saturate each chain link joint so that the lubricant penetrates between the link plates, pins, bushings, and rollers.

REMOVAL AND CLEANING

When the drive chain becomes dirty, it should be removed and cleaned prior to lubrication.

1. With the engine off, carefully remove the chain clip.

2. Clean the drive chain in high flash-point solvent and allow it to dry. Inspect the drive chain for possible wear or damage. Replace any chain that has damaged rollers, loose fitting links, or appears unserviceable.

3. Inspect the sprocket teeth for possible wear or damage. Replace if necessary. Never use a new drive chain on badly worn sprockets. Both chain and sprockets must be in good condition, or the new replacement chain or sprocket will wear rapidly.

4. Lubricate the drive chain.

5. Pass the chain over the sprockets and join the ends of the chain with the master link. For ease of assembly, hold the chain ends against adjacent rear sprocket teeth while inserting the master link.

⚠ WARNING

Install the chain clip so that the closed end of the clip will face the direction of forward wheel rotation.

6. Adjust the drive chain and rear brake pedal free play.

CHECK AND LUBRICATION OF CABLES

CAUTION

Damaged flexible tube may cause corrosion inside, which affects the movement of the cable. Check the brake cable for kinks or signs of wear that could cause sticking or failure. In this case the flexible cable should be replaced as soon as possible.

Lubricate the cable with a commercially available cable lubricant to prevent premature wear and corrosion.

Contact your dealer for help if you cannot correct the problem

Recommended lubricant: engine oil Class 15W/40Q

LUBRICATION OF CHOKE CABLE AND THROTTLE GRIP

To lubricate the moving part of the choke, remove the screw, hold the end of cable and slight pull it out, then apply few drops of lubricant to it.

To lubricate the throttle grip cable, first disassemble the grip, then coat the metal surfaces of throttle grip with general-purpose grease.

REAR BRAKE AND GEARSHIFT PEDAL

The moving parts such as pivots and pins should be lubricated.

Recommended lubricant: engine oil of 15W/40Q

FRONT BRAKE AND CLUTCH LEVER

The moving parts such as pivots and pins should be lubricated.

Recommended lubricant: engine oil of 15W/40Q

SIDE STAND

The moving parts such as pivots and pins should be lubricated. Check to see that the movement of side stand is smooth.

Recommended lubricant: engine oil of 15W/40Q

CAUTION

Contact your dealer for help if the side stand functions improperly.

REAR SUSPENSION

The moving parts such as pivots and pins should be lubricated.

Recommended lubricant: lithium grease.

CHECK OF FRONT FORK (Fig. 47)

CAUTION

The vehicle should be supported firmly against being turned over.

1. Check the tube for scratches or oil track from front fork.

2. Place the motorcycle on the smooth ground with it in vertical position, apply the front brake several times, and then swing the front fork up and down repeatedly.

NOTE

Contact the dealer for assistance if any damage or uneven movement in the front fork is found.

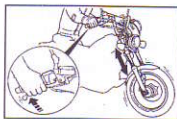


Fig.47

ADJUSTMENT OF REAR SHOCK ABSORBER (Fig. 48)

The shock absorber is provided with preloaded spring adjuster. To adjust the spring to load which you expect, turn the adjuster in ① direction to increase preload, while turn it in ② direction to decrease preload.

CAUTION

The shock absorbers should be set to the same preload, otherwise, it may cause out of control or problem.

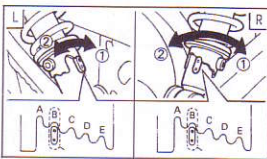


Fig. 48 ① decrease ② Increase

CHECK OF STEERING DEVICE (Fig. 49)

Periodically check the steering device for functioning. Operation with the worn or loose steering bearing is dangerous. Make the check as follows: support the motorcycle on the stand, lift up the front wheel off the ground. Attempt to move the front wheel to and fro while holding it. Contact the dealer for help if any free play is present.

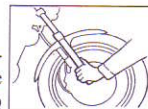


Fig.49

Removing of the front wheel will help the check.

WHEEL BEARING

The wheel bearing should be checked as per the MAINTENANCE SCHEDULE. Contact the dealer for assistance if any backlash in the front or rear wheel bearing is found or wheel rotation is uneven.

BATTERY (Fig. 50 & 51)

Battery electrolyte is poisonous, so be sure not to discard it at will. Handle in accordance with national or local environmental protection rules.

Maintain the battery in accordance with the maintenance schedule in the manual. The battery electrolyte level should be between the UPPER level mark and the LOWER level mark. If battery electrolyte level is below the LOWER level mark, add proper distilled water up to the UPPER level mark.



Fig. 50

- ① Battery
- ② Vent hose

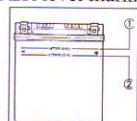


Fig. 51

- ① Upper level mark
- ② Lower level mark

CAUTION

- When the motorcycle is to be stored for an extended period of time, remove the battery from the motorcycle and charge it fully, and then store it in a cool, dry place. If the battery is to be left in the motorcycle, disconnect the negative lead from the battery terminal first and then come to the positive lead.
- The vent hose should be placed properly when the battery is checked. If not so, gases from the battery or electrolyte leakage will cause corrosion of the main frame and damage its surfaces.

⚠ WARNING

- The battery gives off explosive gases; keep sparks, flames, and cigarettes away. Provide adequate ventilation when charging or using the battery in an enclosed space.
- The battery contains sulfuric acid (electrolyte). Contacting with skin or eyes may cause severe burns. Wear protective clothing and a face shield.

If electrolyte gets in your skin, flush with water.

If electrolyte gets in your eyes, flush with water for at least 15 minutes and call a physician immediately.

●Electrolyte is poisonous. If swallowed, drink large quantities of water or milk and follow with milk of magnesia or vegetable oil and call a physician.

●KEEP OUT OF REACH OF CHILDREN

FUSE

The vehicle is equipped with a self-recovered overload protector. The protector will cut off the circuit automatically in the case of troubles such as a short circuit or an overload trouble, and it will switch on the circuit automatically a few seconds later after you turn on the power switch in the case of troubleshooting.

The fuse may be used repeatedly for thousands times.

REPLACEMENT OF HEADLIGHT BULB (Fig. 52 & 53)

If the headlight bulb is burnt out, replacement should be done as follows:

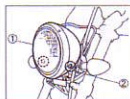


Fig. 52
① Chimney
② Screw

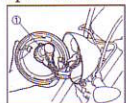
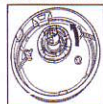


Fig. 53



1. Loosen off the screw from the headlight Assy.
2. Turn off the leading wire of headlight, take the headlight Assy out of the bracket, then remove the chimney.
3. Remove the socket by turning it counterclockwise, withdraw the damaged bulb.

NOTE

Be careful not to burn yourself and keep flammable materials away because the bulb is very hot during operation

4. Fit a new bulb to position and secure it with socket spring.
5. Reinstall the chimney and headlight Assy.

Contact the dealer for help if the light beam need to be adjusted.

DISMANTLEMENT OF FRONT WHEEL (Fig. 54)

NOTE

Contact the dealer for assistance, if front wheel need to be repaired.

CAUTION

Please support the vehicle with a stand to prevent it from falling over.

1. Remove the drive cable of speedometer from the side of front wheel.
2. Loosen the bolt and axle.
3. Put a block under the engine to raise the front wheel off the ground.

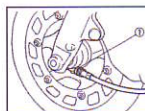
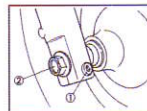


Fig. 54
① Drive cable of speedometer



① Clamp bolt
② Front wheel axle

4. Remove the bolt and extract the axle.

NOTE

Don't hold the handlebar to clamp the friction lining when withdraw the brake disc from the clipper Assy.

MOUNTING OF FRONT WHEEL (Fig. 55)

Reinstallation should be carried out in the reverse order of dismantlement, but pay attention to points below:

1. Make sure that the wheel case should be engaged with the gear device of speedometer properly.
2. The clearance between the linings should be enough before the brake disc is fit to position.
3. Make sure that the slot in the outside of gear should be engage with the boss of front-left shock absorber properly.
4. Tighten up the axle nut to specified torsion.

Torsion of front wheel axle: $5.8\text{N}\cdot\text{m}$ ($5.8\text{kg}\cdot\text{m}$)

5. Check the front fork for proper functioning before fixing the clamp bolt.
6. Tighten up the bolt to specified torsion.

Torsion of clamp bolt: $20\text{N}\cdot\text{m}$ ($2.0\text{kg}\cdot\text{m}$)

DISMANTLEMENT OF REAR WHEEL (Fig. 56 & 57)

NOTE

We recommend that this item should be done by your dealer.

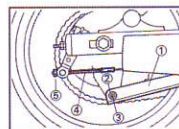


Fig. 56
① Tie-rod
② Split pin
③ Nut
④ Brake rod
⑤ Adjuster

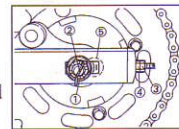


Fig. 57
① Nut of axle
② Lock nut
③ Adjuster
④ Align mark

CAUTION

Please support the vehicle with a stand to prevent it from falling over.

1. Place a block under the engine to raise the rear wheel.
2. Put out the split pin from the brake tie-rod, unscrew the nut and tie-rod bolt.
3. Remove the brake adjuster and rod.
4. Loosen the lock nuts and chain adjusters at both sides.
5. Withdraw the wheel axle and remove the wheel Assy.

NOTE

The chain may not be dismantled when the rear wheel is dismantled.

MOUNTING OF REAR WHEEL

Reinstallation should be carried out in the reverse order of dismantlement, but pay attention to points below:

1. Adjust the drive chain.
2. Check to see if the parts below are tightened properly, and secured with a new split pin.
 - Torsion of axle nut: $80\text{N}\cdot\text{m}$ ($8.0\text{ kg}\cdot\text{m}$)
 - Torsion of tie-rod bolt: $20\text{N}\cdot\text{m}$ ($2.0\text{ kg}\cdot\text{m}$)
3. Adjust the rear brake.

NOTE

Check the brake light for function after adjusting the rear brake.

TROUBLESHOOTING BLOCK DIAGRAM

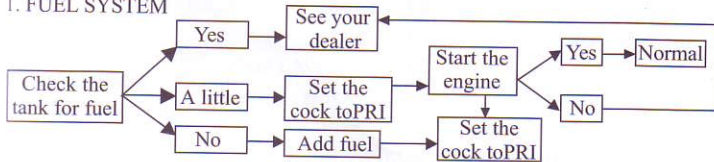
Trouble may occur during operation though the motorcycle has been inspected strictly before delivery. Any problem from fuel, compression and ignition systems will cause abnormal loss of power. The troubleshooting table gives produces for finding the reasons. Please contact your dealer if the vehicle needs to be repaired.

⚠ WARNING

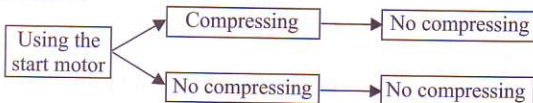
Do not smoke or allow flames or sparks in the area where the fuel system is subject to check.

TROUBLESHOOTING BLOCK DIAGRAM

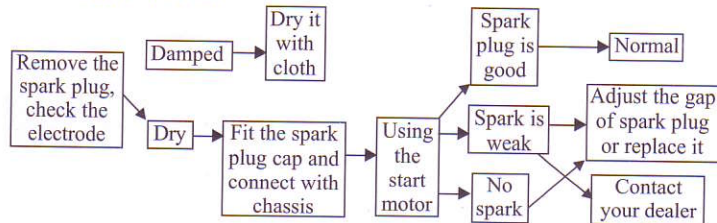
1. FUEL SYSTEM



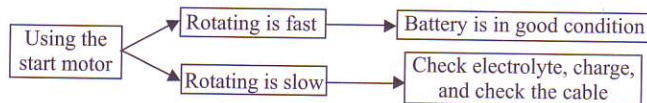
2. COMPRESSION



3. IGNITION SYSTEM



4. BATTERY



CAUTION

Do not dismantle or maintain the vehicle without the professional knowledge.

CLEANING

Clean your motorcycle regularly to protect the surface finishes and inspect for damage, wear, and oil or brake fluid leakage, and to prolong service life of parts.

CAUTION

High-pressure water (or air) can damage certain parts of the motorcycle.

Avoid spraying high-pressure water at the following areas:

Wheel Hubs, Ignition Switch, Carburetor, Instruments, Handlebar Switches, Muffler Outlets, Under Fuel Tank, Drive Chain, Under Seat, etc.

1. Wash the vehicle completely with a great deal of water.

NOTE

Clean the headlight lens and other plastic parts using a cloth or sponge dampened with a solution of mild detergent and water.

2. Dry up the motorcycle, start the engine, and let it run for several minutes.

⚠ WARNING

Braking efficiency may be temporarily impaired just after washing the motorcycle.

17 Anticipate longer stopping distance to avoid a possible accident.

SPECIFICATIONS 250//125-C

3. Test the brakes before riding the motorcycle. Several applications may be necessary to restore normal braking performance.

4. Lubricate the drive chain immediately after washing and drying the motorcycle.

STORAGE GUIDE

Some measures should be taken for storing a long term-unused vehicle so as to reduce the bad influence on its performance. Before the storage, make necessary maintenance to ensure the vehicle high performance after-storage.

Storage

1. Clean and dry up the vehicle and wax its surface.

2. Empty the fuel inside the fuel tank and carburetor, spray some antirust.

⚠WARNING

Gasoline is extremely flammable and is explosive under certain conditions.

Perform this operation in a well-ventilated area with the engine stopped. Do not smoke or allow flames or sparks in the area where gasoline is drained or stored and where the fuel tank is refueled.

3. Drive off the spark plug to fill a spoon of engine oil (about 15 ~ 20 millilitre) into the cylinder; turn off the ignition switch and run the engine several times by pressing the starter button to scatter evenly the oil inside the cylinder, and then reinstall the spark plug.

4. Clean and oil the drive chain.

5. Dismantle the battery and store in a dry, cool and well-ventilated place without being shone directly.

CAUTION

When dismantling the battery, dismantle the negative lead first, and then the positive lead. When installing it, the procedure is just opposite. During the operations above, the ignition switch must be turned off.

6. Seal the muffler outlet with plastic cloth to prevent the former from moisture.

7. Cover the motorcycle (don't use plastic or other coated materials) and store in an unheated area, free of dampness. Do not store the motorcycle in direct sunlight.

REMOVAL FROM STORAGE

1. Take off the cover shielding the vehicle and clean it.

2. Charge the battery as required. Install the battery.

3. Clear away the antirust inside the fuel tank, and fill fresh gasoline instead.

4. Perform all Pre-ride Inspection checks. Try the motorcycle at low speeds in a safe riding area away from traffic.

DIMENSIONS

Overall length	2215 mm
Overall width	780 mm
Overall height	1140 mm
Seat height	685 mm
Ground clearance	150 mm
Min. turn circle dia.	5600 mm
Wheel base	1495 mm
Steering bar angle	45°
Max. speed	≥ 90 km/h
Grade ability	≥ 18°

WEIGHT

Dry weight 137 kg // 142 kg

CAPACITIES

Passenger capacity	Operator and one passenger
Max. weight capacity	150 kg

ENGINE

Model	2V49FMM // 2V41FMI
Type	4-stroke, V-twin cylinder with air-cooled
Bore and stroke	49 × 66 mm // 41 × 47 mm
Compression ratio	10:1 // 10.2:1
Displacement	248 cm ³ // 124.1 cm ³
Start mode	Electric starter
Lubrication	Press/splash
Carburetor type/No.	BDS2/1
Spark plug	CR6HSA/1U20FSR-U
Spark plug gap	0.6-0.7 mm
Ignition system	CDI (digital)
ENGINE OIL	
Type/Class	SEA20W40-SE class or SEA10W30-SE class

OIL CAPACITY

Regular replacement of oil	1.4 L
Replacement of oil in filter	1.6 L
Total	1.8 L

FUEL

Octane No.	RQ-90and higher
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Fuel tank capacity	9.5 L
Reserve supply	2.6 L

SUSPENSION

Tyre size, front	3.00-18
Tyre size, rear	5.00-18
Front brake type	Disc type by hand, RH
Rear brake type	Drum type by foot, RH
Front suspension	Telescopic fork type
Rear suspension	Swing arm type
Front shock absorber	Hydraulic drive
Rear shock absorber	Spring/hydraulic drive

POWER TRANSMISSION

Clutch type	Wet-type and multi-plated
Transmission	Five-speed, gearbox
Primary reduction system	Spur gear
Primary reduction	3.130 // 3.4
Second reduction system	Chain driving
Second reduction	2.812 // 3.615
Gear ratio,	
1st	2.642
2nd	1.684
3rd	1.260
4th	1.000
5th	0.821

CHASSIS

Main frame	Dual-tube cradle
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Caster angle	32.05°
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ELECTRICAL

Battery type	GM10-3A-2
Battery capacity	12V-10A
Magneto	Permanent magnetic

LIGHTS

Headlight	12V-35W/35W // 12V-60W/55W
Tail/brake light	12V-35W/21W // 12V-5W/21W
Turn signal light	12V-15W // 12V-21W
Instrument indicator	12V-1.7W // 12V-3W
Neutral light	12V-1.7W
High beam indicator	12V-3W
Sub-headlight	12V-3W

OTHER

Air cleaner	Wet-element type
Tyre pressure (in cold position)	
Max. load (without vehicle weight)	150 kg
Load distribution A*	0 ~ 90 kg
Front wheel	175 KPa
Rear wheel	200 Kpa
Load distribution B*	90 ~ 150 kg
Front wheel	200 Kpa
Rear wheel	225 Kpa

Note : The load means goods, driver/passenger and other.

REPORTING SAFETY DEFECTS

Thank you for choosing Lifan brand. Our goal is to offer value based powersports products of exception quality and craftsmanship. We wish you many years of safe and reliable use of your vehicle.

In accordance to the National Highway Traffic Safety Administration, we are required to provide our consumers with the following information on reporting safety defects.

If you believe that your vehicle has a defect which could cause a crash or could cause injury or death, you should immediately inform the National Highway Traffic Safety Administration (NHTSA) in addition to notifying American Lifan Industry, Inc.

If NHTSA receives similar complaints, it may open an investigation, and if it finds that a safety defect exists in a group of vehicles, it may order a recall and remedy campaign. However, NHTSA cannot become involved in any individual problems between you, your dealer, or American Lifan Industry, Inc.

To contact NHTSA you may either call the Auto Safety Hotline toll-free at 1-800-424-9393 (366-0123 in Washington, DC area) or write to:

NHTSA

U.S. DEPARTMENT of TRANSPORTATION

4007TH Street SW, (NSA-11)

Washington, DC 20590

You can also obtain other information about motor vehicle safety form the Hotline.

ELECTRIC DIAGRAM

