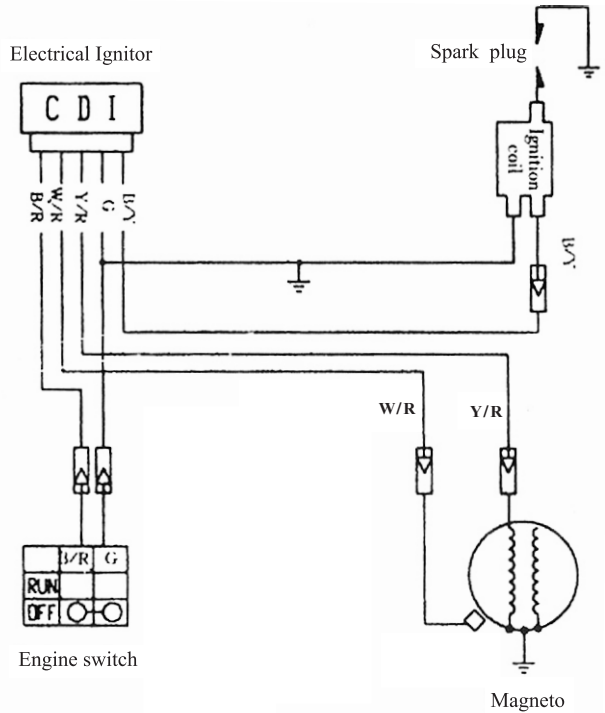


USER MANUAL DIRT BIKE



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ELECTRICAL CIRCUIT DIAGRAM FOR
50CC MOTORCYCLE



IMPORTANT PRECAUTIONS

BREAK-IN GUIDELINES

The first 1,600km riding is the most important for motorcycle service life. The proper break-in in this period is very important to achieve maximum life and performance from your new motorcycle.

The proper break-in helps assure your motorcycle's future reliability and performance. During this period, Avoid full-throttle start and rapid acceleration causing the engine overheat.

The concrete break-in method, see "running-in" chapter.

Read carefully this operation instructions and observe all regulations or instructions.

You will find important safety information in a variety of forms, including "WARNING", "CAUTION" and "NOTE ". These signal words carry special meaning and should be carefully reviewed.

These signal words mean:

WARNING: The personal safety of the rider may be involved, disregarding this information could result in injury to the rider.

CAUTION: These instructions point out special service procedures or precautions that must be followed to avoid damaging the machine.

NOTE: These provide special information to make maintenance easier or important instructions clearer.

CONSUMER INFORMATION

ACCESSORY INSTALLATION AND SAFETY PRECAUTION TIPS

There are great variety of accessories available to motorcycle owner. It can not have direct control over the quality or suitability of accessories you may wish to purchase. The addition of unsuitable accessories can lead to unsafe operating conditions. For proper installation of accessories, we have laid down some principles which will help you for the correct choice and installation of accessories.

(1) If you want to install an accessor, which will result in an extra weight or an aerodynamic effect to your motorcycle, try to install it as low as possible and as close as possible to the center of gravity of your motorcycle. Check carefully the holder for installing accessories to make sure for its firmness. The installation will lead to unstable and dangerous

conditions due to weight deviation.
(2) Check the net clearance and turning angle to make sure that they are adequate. The improper load, which may occur after installing accessories, will very likely lower their safety factors. Checks should also be made that this improper load will not hinder the idling, tuning and other control actions.
(3) Fixing the accessories on handlebars or front fork will result in unstable operation. The extra weight will reduce the maneuverability of your motorcycle during turning operations. Meanwhile, this extra weight will also cause unstable condition due to vibration at the front end. Therefore, fixing accessories on handlebars or front fork should be minimized.
(4) Things like windglass, windshield, waist support, bags across seat and suitcases all have an aerodynamic effect on the stability of your motorcycle, when there is a side wind or large

Transmission	Three Gears. Gear drive transmission by foot
Gear Ratio (crankshaft : wheel)	
First Gear	13.28 : 1
Second Gear	6.99 : 1
Third Gear	4.83 : 1
Drive Chain	08MA—178Pins
CHASSIS	
Tyre Size	Front Tyre 3.50—8—4PR Rear Tyre 3.50—8—4PR
Tyre Pressure	Front Tyre 100kPa Rear Tyre 125kPa

Suspension System	Spring Hydraulic Type(Front &. Rear)
Brake System	Drum Type Brake
Steering Angle	42°(Left&.Right)
Caster	25°
Turning Radius	3000mm
ELECTRICAL	
Ignition Type	CDI
Magneto	Flywheel Magneto
Spark Plug	Thunder Brand (LD)1F7TC
CAPACITIES	
Fuel Tank	4L

Engine	125CC SHINERAY 4 stroke air cooled
	COMPRESSION 9:1
	CLUTCH: Heavy Duty Wet Multi-plate
Starting Method	Kick Start
Ignition Mode	CDI
Fuel Tank Capacity	3.0L
Fuel	Unleaded Petrol
Transmission	4 Speed Manual 1 down, 3 up
Engine Oil Capacity	800ml
Max Power	8.5kw @ 9000RPM
Drive System	Chain
Throttle Control	Motorcycle Twist Throttle

<u>SPECIAL FEATURES</u>
- Genuine 125CC SHINERAY High Performance 4 Stroke engine [runs straight unleaded petrol]
- 4 speed with twist throttle for easy control
- Full STEEL Frame
- Fast and effective button kill switch to turn off engine
- Hydraulic Drilled Disc Brakes (Front and rear)
-TRIPLE SUSPENSION SYSTEM - rear and dual front

vehicles passing by. The improper installation or bad design of accessories will affect your driving safety. Therefore, you should be careful for the choice and installation of accessories.

(5)Ccrtain acccssories displace the rider from his normal riding position. This will not noly limits the freedom of movenent of the rider, but also his control ability.

(6)Extra electrical acccssories may overload the existing electrical system. Severe overloads may damage the wiring harness or create a dangerous situation due to the loss of electrical power during the operation of the motorcycle.

When carrying a load on the motorcycle , mount it as low as possible and as close as possible to the motorcycle. An improperly mounted load can create a high center of gravity which is very dangerous and make the motorcycle difficult

to handle. The size of a load can affect the aerodynamics and the handling of the motorcycle. Balance the load between the left and right side of the motorcycle and fasten it firmly.

SAFE RIDING RECOMMENDATIONS FOR MOTORCYCLE RIDERS

Motorcycle riding is a great joy and an exciting sport. Motorcycle riding also requires that some extra precautions be taken to ensure the safety of the rider. These precautions are :

RIDING APPAREL

Loose, Fancy clothing can be uncomfortable and unsafe when riding your motorcycle. Choose good quality and close-fitting motorcycle riding apparel when riding your motorcycle.

CHECKS BEFORE RIDING

Review thoroughly the instructions in the “CHECK BEFORE RIDING” section of this manual. Do not forget to perform all the safety checks to ensure the safety of the rider.

AMILIARIZE YOURSELF WITH THE MO-
ORCYCLE

Your riding skill and your mechanical knowl-
ge form the foundation for safe riding practices.
e suggest that you practice riding your motorcy-
e in an non-traffic situation without obstacles
til you are thoroughly familiar with your ma-
ine and its controls. Remember that practice
akes. perfect.

NOW YOUR SAFETY SPEED LIMITS

Ride within the boundaries of your own skill
all times. Knowing these limits and staying
ithin them will help you to avoid accidents.

E EXTRA SAFETY CONSCIOUS ON BAD
EATHER DAYS

Riding on bad weather days. especially wet
nes, requires extra caution. Braking distance
oubles on a rainy clay. Stay off the painted sur-
ce marks , manhole covers and greasy appearing
'eas as they can be especially slippery. Use ex-

treme cautioil ai railway crossings and on metal
grating and bridges. Whenever in doubt about
road condition. SLOW DOWN!

AVOID TRAFEIC ACCIDENT

Many automobilc/ motorcycle accidents hap-
pen 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".

MODIFICATION

Modification of the motorcycle or removal of
original equipment may render the vehicle unsafe
or illegal. ()bey all national and local equipment
regulations.

WARNING !

Do not let fuel run off , always keep it in a
vessel. Do not let the fuel to be near hightemper-
aturc engine and air exhausting pipe. When
making this test , keep away from the fire . fire
source and heat source.

(1)Take off spark plug and connect it again
to the entrance of spark plug.

(2)Turn ignition switch to"RUN" position ,
align the spark plug to enginc and start the en-
gine. If the ignition system works normally, the
bluc flare flashes across the spark plug gap. If
there is no flare , it needs to repair and contact the
Jincheng dealer.

WARNING !

Don'T let the spark plug to be near spark
plug opening aperture in cylinder head, because
the fuel vapor in the cylinder can ignite causing
fire.

WARNING !

To reduce the possibility of a seldom seen
electric shock , th housing metallic part of spark
plug should be as close as possible to frame
metallic part without smering. The persons who
have cardiovascular diseases or cuipped with a
cardiac pacemaker should avoid to perform this
check.

ENGINE IMPETUS INSUFFICIENT

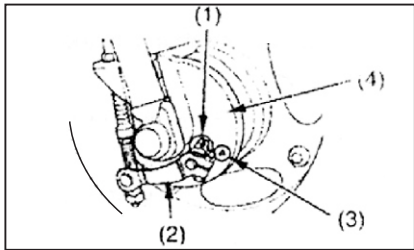
- (1) Check the supply sycim of fuel tank.
- (2) Check the ignition timing of ignition sys-
tem.
- (3) Check the idlre speed of enginc.

NOTE:

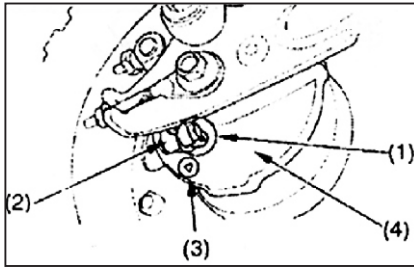
Before troubleshooting. it is best to contact
the dealer. if your motorcycle is still in guaran-
tee period, but you want to make the trou-
bleshooting by your self , dealer should help you
to perform this trouble shooting. In guaratntee
period, if you take liberty to make trou-
bleshooting by oneself ,this action could inflence
the guarantee contents.

RAKE SHOE WEAR

The front and rear brakes are equipped with external brake wear indicators that let you check car without disassembly.



(1)Arrow (2)Brake arm
(3)Reference mark (4)Brake panel



(1)Arrow (2)Brake arm
(3)Reference mark (4)Brake panel

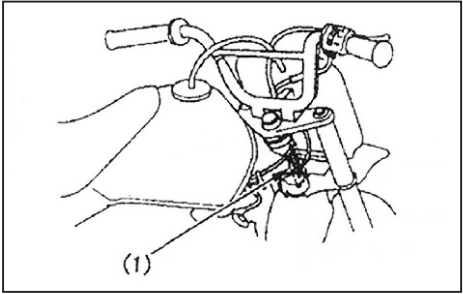
Apply the brake control (lever or pedal) and check the movement of the arrow (1) on the brake arm (2). Replace the brake shoe if the ar-row aligns with the reference mark (3) on the brake panel (4) upon full application of the brake.

TROUBLESHOOTING

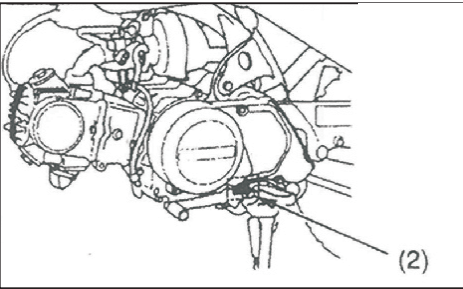
If the engine can't be started, please perform the following checks to find out the reasons.

- (1) Whether there are sufficient fuel in the fuel tank.
- (2) Whether the fuel flows from the fuel cock into carburetor.
- (3) Cut off the fuel line from the carburetor. turn the fuel cock into " OFF" position to see whether the fuel flows from the line.
- (4)If the fuel line is normal, then check the ign tion system.

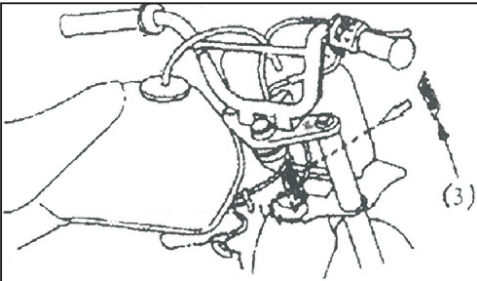
SERIAL NUMBER LOCATION



①Frame No.



②Engine No



③Motorcycle nameplate

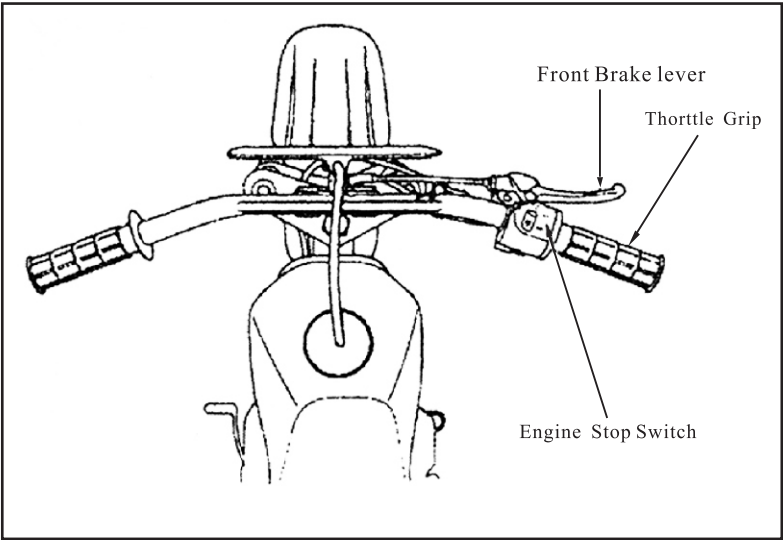
The frame and /or engine srial num bers are used to register the motorcycle. They are also used to assist your dealer when ordering parts or refer-ring to special service informa tion.

Please write down the numbers here f or your reference.

FRAME NO.

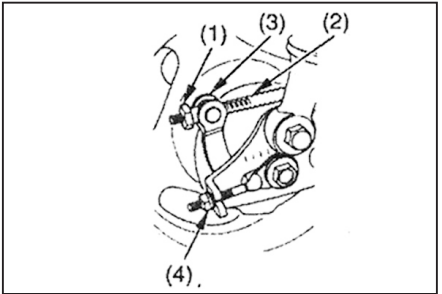
ENGINE NO.

COMPONENT LOCATION

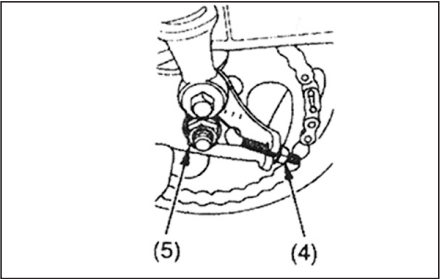


out.

(6) Remove the rear wheel.



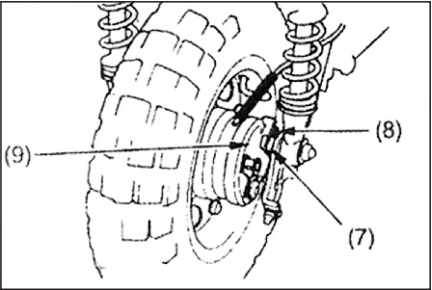
(6)Rear adjusting nut (2)Brake rod
(3)Brake arm (4)Adjusting nut



(5)Axle nut

REAR WHEEL INSTALLATION

- Reverse the removal procedure.
 - Make sure the lug (7) on the swingarm is located in the slot (8) in the brake panel (9).
- Check that the chain adjuster are installed properly.
- Mount the rear brake arm , brake lever and rear brake adjusting nut.
 - Adjust the chain adjusting nut and make the tension of chain conforming to siandard.
 - Torque the axle nut to : 49N • m.
 - Adjust the rear brake (see relative page).
 - Apply the rear brake , releasc it, then spin the wheel and check that it rotates freely.

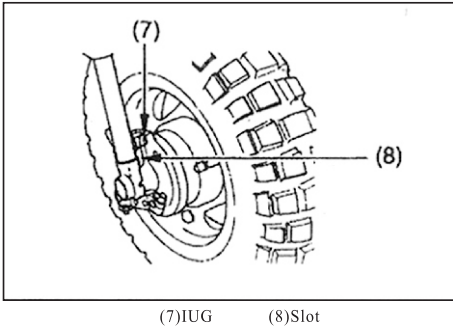


(7)Lug (8)Slot (9)Brake panel

- (1) Raise the front wheel off the ground by placing a maintenance stand or support block under the engine.
- (2) Remove the fork (4) on both sides.
- (3) Unscrew the front brake adjusting nut (1) and pull the front lever in and disconnect the brake cable (2) from the brake arm (3).
- (4) Remove the front axle nut (5).
- (5) Remove the front axle and the front wheel.

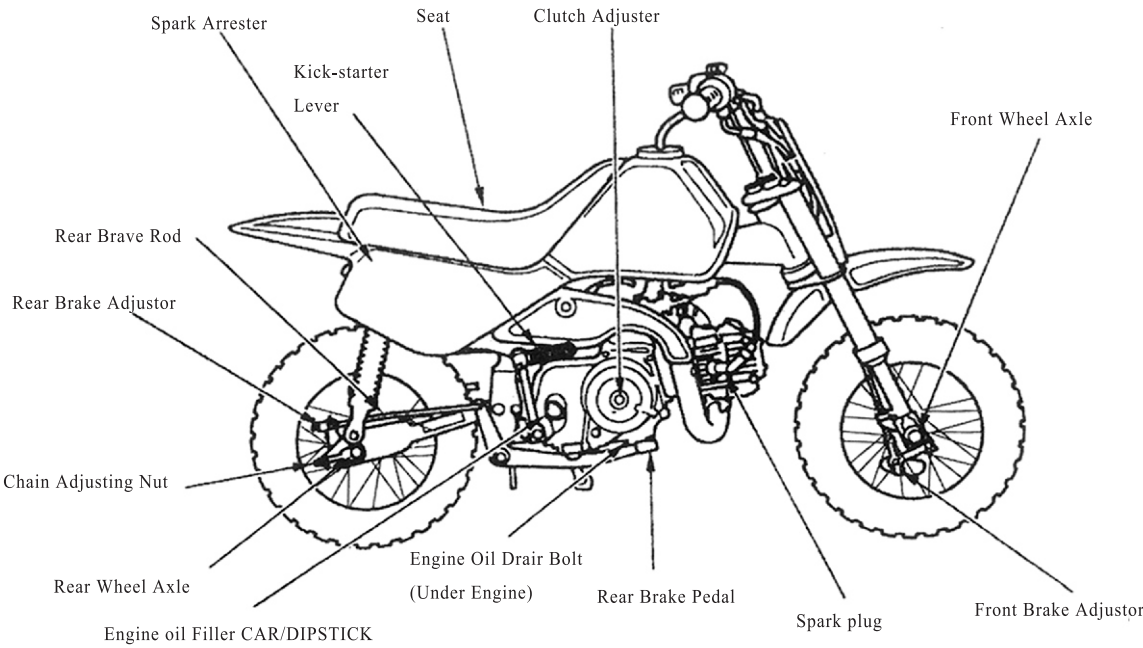
FRONT WHEEL INSTALLATION

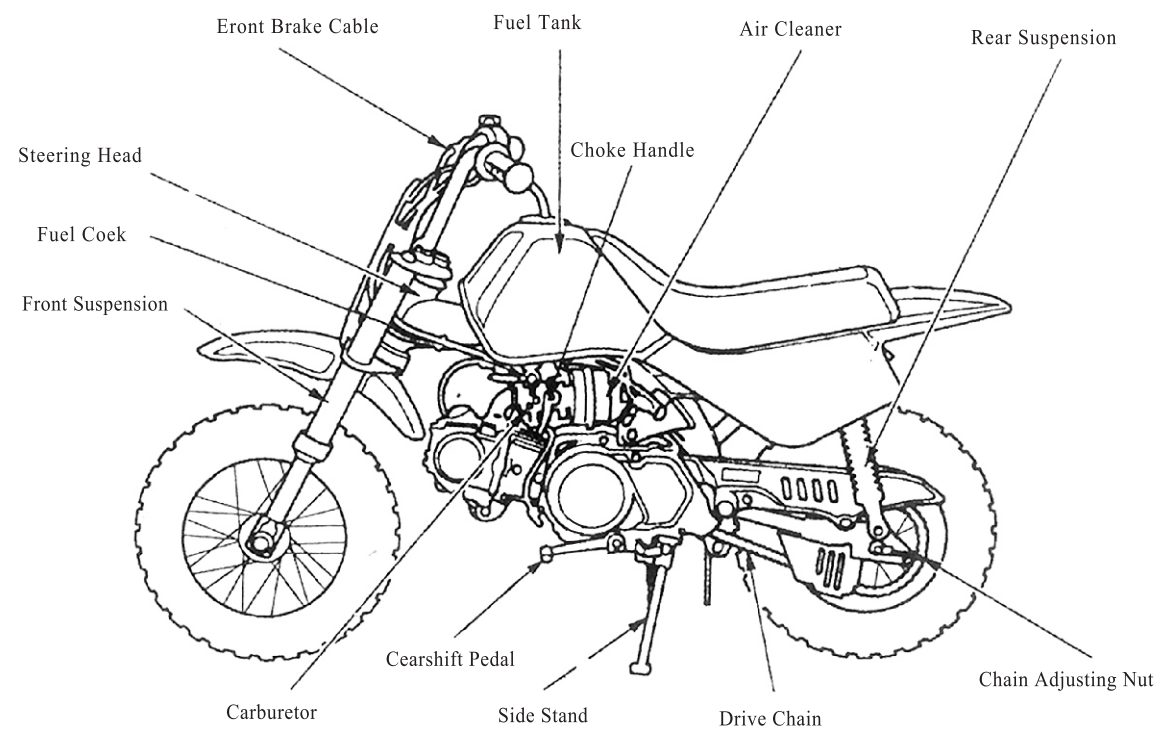
- Reverse the removal procedure. Make sure the lug (7) on the fork leg is located in the slot (8) in the brake panel.
- Torque the axle to • 49N • m.
- Check front brake adjustmemnt (see relative page).
- Check the brake security and check the wheel free rotation state.



REAR WHEEL REMOVAL

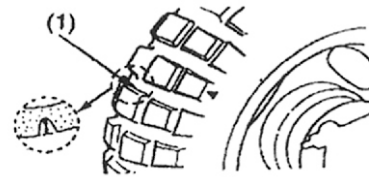
- (1) Raise the rear wheel off the ground by placing a maintenance stand or support block under the engine. Secure the front of the motorcycle with tie-down straps.
- (2) Unscrew the rear brake adjusting unt (1). Press the rear brake pedal and disconnect the brade rod (2) from the brake arm (3).
- (3) Remove the rear brake arm (3).
- (4) Loosen the adjusting nut (4) on the chain adjuster on both sides.
- (5) Unscrew the axle nut (5). Pull the axle





TYRE TREAD CONDITION

Operating the motorcycle with excessively worn tyres will decrease riding stability and can lead to loss of control. It is recommended that the front and rear tyres be replaced when the remaining depth of tyre tread becomes 3mm or less.



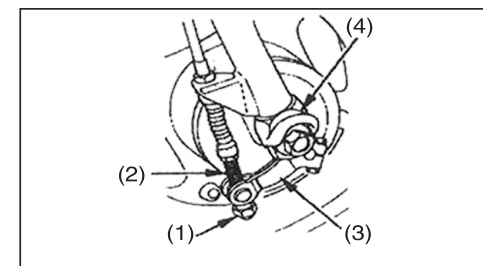
WARNING!

To safely operate your motorcycle, the tires must be the proper type and size. The standards are : 3.5 ~ 8 ~ 4PR. For both front wheel and rear wheel. Using nonstandard types could cause the troubles. It is recommended that you select the standard tyres supplied by dealer.

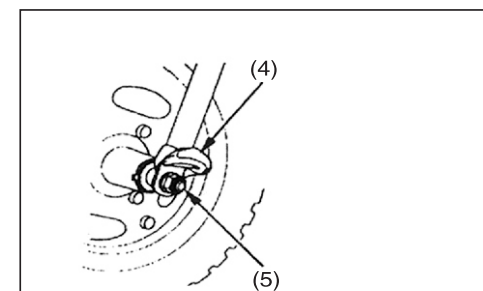
Tyre inflation pressure and the general type condition are extremely important to the proper performance and safety of the vehicle, check your tyres frequently for both wear and inflation pressure.

WHEEL REMOVAL AND INSTALLATION

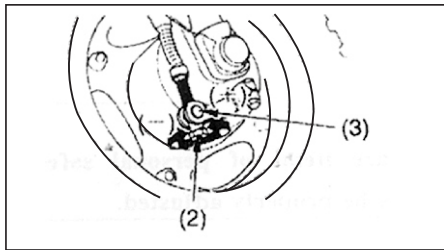
FRONT WHEEL REMOVAL



(1) Brake adjusting nut (2) Brake cable (3) Brake arm



(4) Fork cover (5) Axle nut

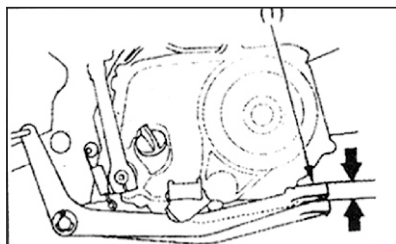


(2)Adjusting nut (3)Brake aun pin

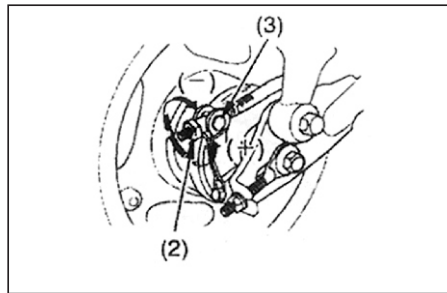
REAR BRAKE

Locate the brake pedal in the most comfortable and safe position while performing the rear brake.

When adjusting the travel of brake pedal(1), adjust the free travel to 20~30mm by screwing in or out the rear brake adjusting nut(2)



(1)Brake pedal



(2)Adjusting nut (3)Brake aun pin

TIRES

Check periodically the tyre inflation pressure and tyre tread condition. In order to assure the maximum safety and longer service life, check frequently the tyre inflation pressure.

TYRE PRESSURE

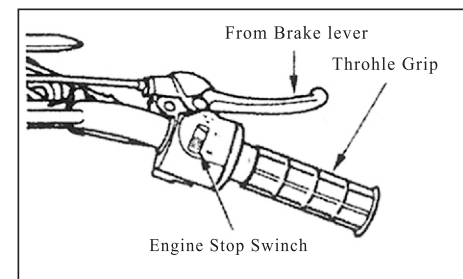
Improper tyre pressure may not only hastens tyre wear but also seriously affect the stability of the motorcycle, adjust the air pressure correctly when the tyres are cold.

Front tyre pressure: 100kPa

Rear tyre pressure: 125kPa

CONTROLS

RIGHT HANDLEBAR CONTROLS



ENGINE STOP SWITCH

Turn the switch to “RUN” position, the engine can be started.

In emergency state or stopping, turn the switch to “OFF” position, the ignition circuit is disconnected and the engine goes out.

FRONT BRAKE LEVER

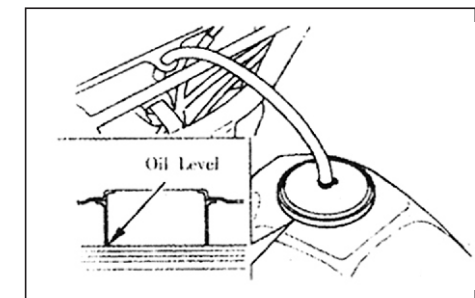
Squeezing the front brake lever will apply the front brake.

THROTTLE GRIP

Twist the throttle grip toward yourself to in-

crease the engine speed. Turn it away from yourself to decrease the engine speed.

FUEL TANK CAP



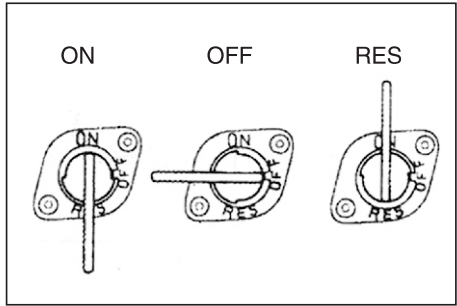
WARNING

- Do not 'overfill the fuel tank (the oil level can not be over the lower port of fueling pipe). Do not splash gasoline on warm engine. D(not fill the fuel tank above the bottom of the filler tube as shown in the illustration.

- When refueling, always shut the engine off and turn the ignition key to the “OFF” position. Never refuel near an open flame.

FUEL COCK

The tyep of motorcycle is equiped with man-
ual acting fuel lever. There are three positions:
“ON”, “RESERVE” and “OFF”.



“ON”

Normal position while operating the moetor-
cycle. At this time, the gasoline flows thre igh
the fuel lever to carburetor.
“RES”

If the fuel level in the fuel tank is too low,
turn the lever to the “RESERVE” position to us
the reserved fuel.

“OFF”

After the engine stops for a fe minutes, put
the fuel llever to “OFF” position.

WARNING

After the engine stops, when putting the fu-
el cock to “ON” or “RES” position, it is possible
to cause carburetor fuel overflow and fuel flows
in to the engine. When starting engine, it is pos-
sible to cause serious mechanical damage with
fuel in the engine.

Therefore, after the engine stops, turn the
fuel tank lock to the “OFF” position.

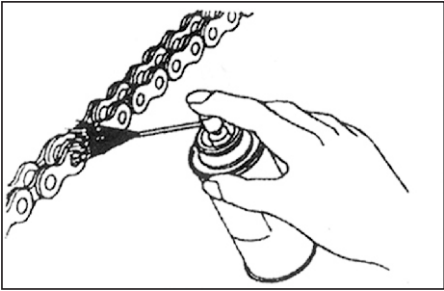
NOTE:

When the fuel tank supply is in the “RES”
position, refilling the fuel in nearby station. Af-
ter refilling fuel, turning the fuel lever to “ON”
position.

KICK STARTER LEVER

The kick starter lever is located on right side
of the engine.

CLEANING AND LUBRICATION FO DRIVE
CHAIN



A dirty drive chain could cause not only the
chain worn, but also could damage the sprocket.
Therefore, clean the drive chain with a special
solvent and smear it with special chain oil or en-
gine oil.

BRAKES

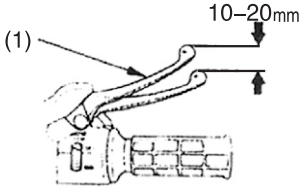
The drum brake is used by this motorcyele
front and rear wheels. The proper brake opera-
tion is very important for safe riding. After first
1, 000km and every 3, 000km thereafter, check

the brake and these checks should be per fomed by
the quaeified dealer.

WARNING!

Brakes are items of personal safety and
should always be properly adjusted.

FRONT BRAKE



(1)Front brake lever

(1) The play measured at the figure shown
front brake lever (1) should be 10~ 20mm when
the front brake is lightly pulled towards the
throttle grip. Check the play every time before
riding and adjust it if necessary, as follows.

(2) If necessary, turn brake adjusting nul
clockwise to decrease the distance.

WARNING!

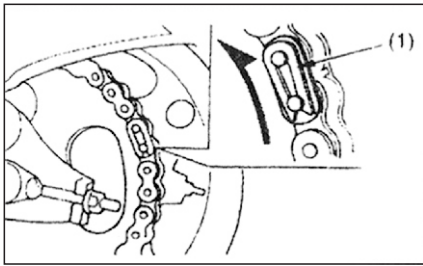
A very hot silencer may scald person even when the engine is shut down. Perform the drive chain repairing after the silencer has been colded to avoid scalding person.

(3) Adjust the tension of drive chain by turning the adjusting nut to the right or the left. At the same time, the alignment of aligning center must also be held. For your convenience of adjustment, reference marks are made on rotating arms and all chain adjusters. They can be aligned with each other and referenced from one end to another. Refit the adjusting nut and new cotter pin (1) and lock the locking nut after adjusting the tension of drive chain between 15~ 25mm. Then you can make the final check.



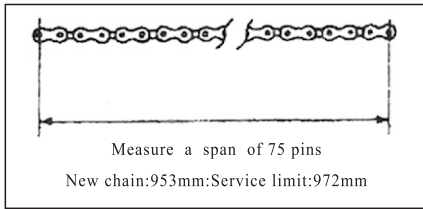
NOTE:

Inspect the front and rear sprocket teeth for excessive wear or damage after change of drive chain, if necessary, change the sprocket.



CAUTION:

Fit the chain joint clip to the chain with its open end toward the reverse direction of the transmission direction.



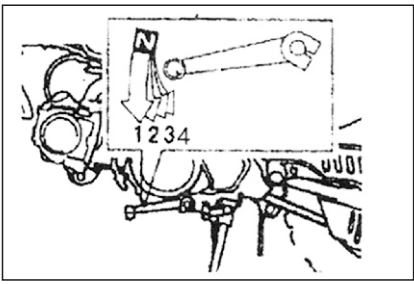
WARNING

After starting the engine, check if the kick starter lever is returned to its normal position.

REAR BRAKE PEDAL

Pressing the rear brake pedal will apply the rear brake.

GEARSHIFT LEVER

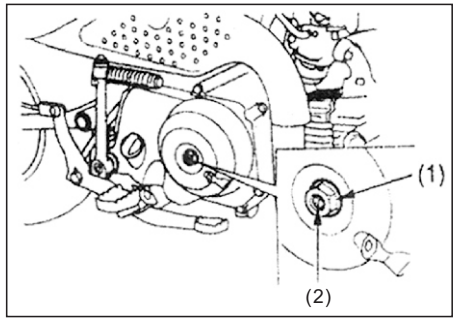


There are four gearshifts in this type of motorcycle. The gearshift lever is connected with ratchet. After choosing one gear, the gearshift lever is returned to its original position for choosing another gear. Every time when you stamp the

front part of the shifting gear treadle, the high speed shift is engaged. When you stamp the front part of the shifting gear treadle, the next higher speed shift is engaged. When you stamp the rear part of the shifting gear treadle, shifting down.

Before shifting gear down, reduce the motorcycle speed, and when shifting gear down, increase the engine speed to avoid overwear of rear tyre and driving elements.

CLUTCH ADJUSTMENT



- (1) Loosen the locking nut(1);
- (2) Turn clockwise the clutch cable adjuster (2) for one revolution (100 many revolutions are not permitted);
- (3) Turn counterclockwise the clutch cable adjuster(2) slowly until feeling hindered ;
- (4) Screw from this position the adjusting bolt for 1/8 ~ 1/4 revolution in clockwise, then lock the nut(1);
- (5) After the clutch adjustment, starting the motorcycle to check for clutch working condition. If there is slipping or difficult engagement, adjust again the clutch as per the above-mentioned steps.

FUEL AND ENGINE OIL RECOMMENDATION

FUEL

Use SH0041 — 93 unleaded-type gasoline. The gasoline should be at least 90 octane.

By using recommended unleaded-type gasoline, it can prolong the spark plug, exhausting system and motorcycle service life.

ENGINE OIL

The lubeoil used by this motorcycle is conform to chinese national standards GB11121—95 and american national standards SAEJ183E80. Use 15W/40 SF/CD GB11121 automobile engine oil to this motorcycle. motorcycle special engine oil, 15W./40 four-stroke lubeoil, is recommended to be used. Do not use the ordinary engine oil. vegetable oil or castor oil.

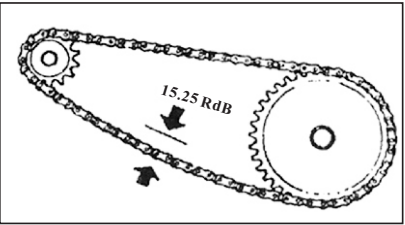
The user should select suitable grade and brand engine lubeoil according to different zone and temperature as shown in the following fig.

- (3) Dry and rusty chain links
- (4) Excessive damage
- (5) Kinked or birding links
- (6) Loose drive chain

If the above troubles found, the sprocket is most probably to be damaged. Therefore the following check of the sprocket is necessary:

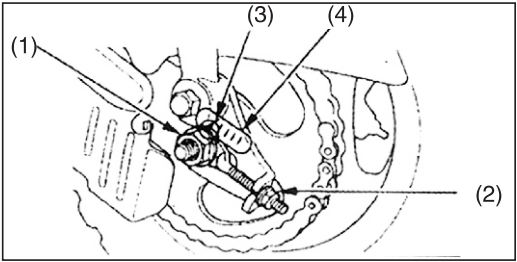
- (1) Excessively damaged sprocket teeth.
- (2) Broken or damaged sprocket teeth.
- (3) Loose lock nuts of the sprocket.

After every 1,000km riding, adjust the drive chain tension to ensure the tension distance between 15~25mm as shown in fig. The drive chain adjustment should be conducted frequently according to your riding state.



WARNING!

Every 1,000km riding adjustment is the longest adjustment interval. Practically, the drive chain should be checked and adjusted before each driving. Excessive chain slack could cause the chain to come off the sprockets and result in an accident or serious engine damage. The drive chain adjustment should be conducted as per following methods.



(1) Cotter pin (2) Adjusting nut
(3) Adjuster index mark (4) Graduated scale

- (1) Place the motorcycle on the center stand.
- (2) Remove the cotter pin(1), loosen the adjusting nut(2).

CAUTION:

It is suggested that this adjustment be conducted by approved Jincheng dealer.

You can do it yourself with the above procedures if a speedometer is available.

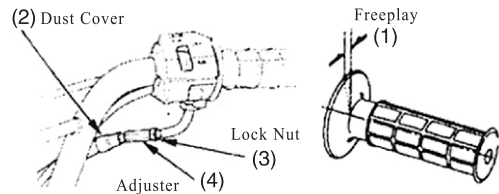
THROTTLE CABLE ADJUSTMENT

(1)Check for smooth rotation of the throttle grip from fully closed to fully open in ail steering position. No break, crack or deformation are permitted for throttle grip and connecting parts.

(2) Check and adjust the effective rotation range(1).

Adjustment range: 2~6mm

0.5~1mm freeplay on throttle cable is permitted. Adjust the freeplay as per the following steps.



- (3)Adjustment:
- Pull the rubber dust cover
 - (2) back until the adjusting nut and lock nut revealed.
 - Hold the throttle cable hose to check for freeplay.
 - Loosen the lock nut (3) and turn the adjuster (4) until the stipulated freeplay gotten
 - Tighten the lock nut (3).

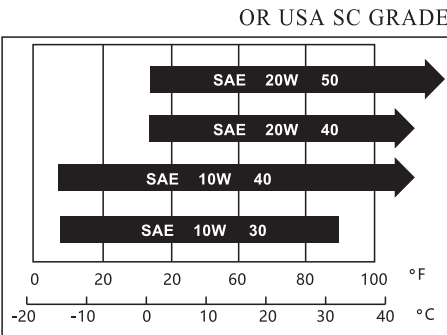
DRIVE CHAIN

We recommend that you trust the worn chain change to dealer.

WARNING!

In order to assure your riding safety, the check and adjustments of drive chain state should be carried out before riding.

- When performing the periodical check, the following states of drive chain should be checked.
- (1)Loose pins
 - (2)Damaged rollers



RUNNING-IN FOR A NEW MOTORCYCLE

The foreward explains how important the proper running-in is to achieve maximum life and performance from your new Jincheng motorcycle. The following guidelines explain proper running-in procedures.

MAXIMUM SPEED

This table shows the maximum speed in running-in period

Initial 160km	Less than 25km/h
Up to 800km	Less than 30km/h
Up to 1600km	Less than 35km/h

VARY THE ENGINE SPEED

The engine speed should be varied and not held at a constant speed. This allows the parts to be “loaded” with pressure, and then unloaded, allowing the parts to cool. This aids the matching process of the parts.

It is essential that some stress be placed on the engine components during break-in to ensure this mating process. Do not, though, apply excessive load on the engine

AVOID CONSTANT LOW SPEED

Operating the engine at constant low speed (light load) can cause parts to graze and not seat in. Allow the engine to accelerate freely through the gears provided that the recommended maximum limit is not exceeded. Do not, however, use

full throttle for the first 1600km.

ALLOW THE ENGINE OIL TO CIRCULATE BEFORE RIDING

Allow sufficient idling time after warm or cold engine start up before applying load or reviving the engine. This allows time for the lubricating oil to reach all critical engine components.

PERFORM YOUR FIRST, AND THE MOST CRITICAL, SERVICE

The first 1,000km service is the most important one that your motorcycle will receive. During running-in, all engine components will have worn in and all the other parts will have seated in. At this time all adjustment should be made, all fasteners should be tightened and the dirty oil be replaced.

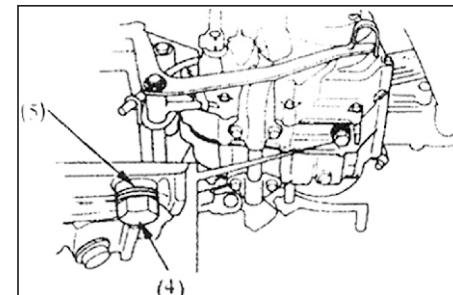
Timely performance of the first 1,000km service will ensure optimum service life and; performance of the engine.

CAUTION:

The first 1,000km service should be performed as outlined in the maintenance schedule section of this operation instructions. Pay particular attention to the caution and warning in maintenance schedule section.

INSPECTION BEFORE RIDING

Before riding the motorcycle. Be sure to check the following item. Never underestimate the importance of these checks and perform all of them before riding the motorcycle.



(4) Drain bolt (5) Washer

Remove the engine oil filler cap/dipstick (1) and the engine oil drain bolt to drain the oil fully, refit the drain bolt and fill slowly through oil-filling hole the clean lubeoil. Check the oil level by the dipstick. Insert the dipstick into shifting gear, the oil level should be between the upper mark (2) and lower mark (3) (Insert the dipstick into the oil filling hole, don't screw in dipstick into the oil-filling hole while inspection).

CARBURETOR

Undisturbed carburetion is the basic of the performance you ought to expect from your en-

gine. The carburetor is factory set for the best carburetion. Do not attempt to alter its setting. There are two adjustments that you should take care are: Engine idle speed and throttle cableplay periodically.

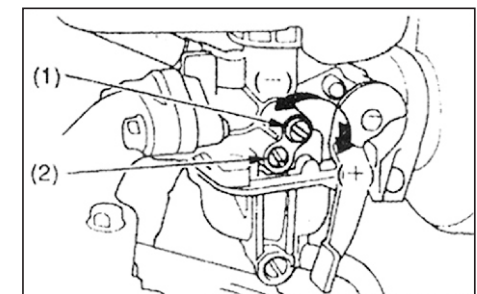
ENGINE IDLE SPEED ADJUSTMENT

(1) Start up the engine and warm it up.

(2) When the engine is warm, shut off the throttle, turn the adjusting screw in or out so that the engine may run at 1350r/min.

NOTE:

Adjust the engine idle speed should be carried out while engine is in warmed condition.



(1) Idle speed adjusting screw (2) Screw

spark plug with a gap thickness gauge to make it between 0.6 to 0.7mm. The spark plug should be replaced after every 6,000km riding.

CAUTION:

The standard spark plug for this motorcycle has been carefully selected to meet the most operation ranges. If the spark plug color differs from a standard one, you should better consult your dealer before selecting an alternating plug on a heat range. The selection of an improper spark plug can lead to severe engine damage and driving difficult.

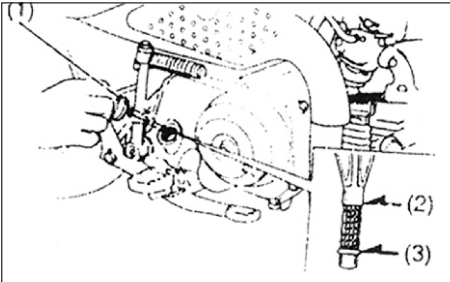
CAUTION:

Do not over torque the spark plug otherwise threads of the cylinder head will be damaged. Do not allow contaminants to enter the engine through the spark plug hole when the plug is removed.

FINAL GEAR OIL (SHIFTING GEAR OIL)

oil in the transmission may degrade, which could reduce the lubricating capacity of the oil. Therefore, after first 1,000km driving and afterwards every 6,000km, change the oil according to the following instructions.

Changing the shifting gear oil should be carried out while engine is in warmed condition.



(1)Engine oil filler cap (2)Oil level upper mark
(3)Oil level lower mark

WHAT TO CHECK	CHECK FOR:
STEERING	(1)Smoothness (2)No restriction of movement (3)No play or looseness
BRAKES	(1)Correct pedal and lever play (2)No dragging (3)Brake shoes to be within the wear limit
TYRES	(1)Proper pressure (2)Adequate tread depth (3)No crack or cuts
ENGINE OIL	Enough amount of oil
THROTTLE	(1) Correct play in the throttle cable (2)Smooth operation and positive return of the throttle grip to the closed position
DRIVE CHAIN	(1)Correct play in the clutch (2)Smooth operation

RIDING TIPS

WARNING!

- (1) If it is the first time that you have ridden a motorcycle of this type, we suggest that you practice on a non-public road to become thoroughly familiar with the controls and operation of the motorcycle.
- (2) One-hand riding is extremely dangerous. Keep both hands firmly on the handlebars and feet securely on the footrests. Under no circumstances should both hands be removed from the handlebars.
- (3) Don't brake hard in the midst of cornering. Slow down to a safe speed before negotiating a corner.
- (4) When the road surface is wet or slushy, there is a reduction in tyre traction. You should reduce speed whenever these conditions exist as braking and cornering ability are reduced.
- (5) At side winds which may be experienced at the exits of tunnels, when passing by the cut of hill, or when being overtaken by larger vehicles, you should reduce speed and ride alertly.

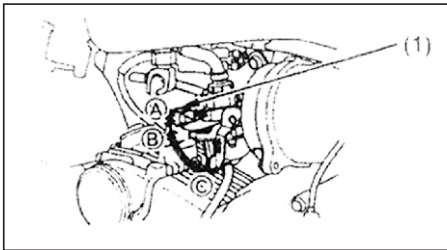
STARTING THE ENGINE

Check the fuel lever to make sure that it is at “ON” position, and the transmission is in neutral.

WARNING!

Always start the engine with the transmission in neutral.

WHEN THE ENGINE IS COLD



Turn the choke lever (1) to ① and press the kick starter lever to start the engine. Immediately after the engine starts, return the choke lever halfway ② and warm up the engine. Return the choke lever to its original position ③. Let the en-

gine run until the engine sufficiently warms up.

WHEN THE ENGINE IS WARM

Open the throttle 1/8 to 1/4. Press the kick starter lever quickly. Operation of the carburetor choke system is usually not necessary when the engine is warm (the choke lever should be at ③ position).

CAUTION:

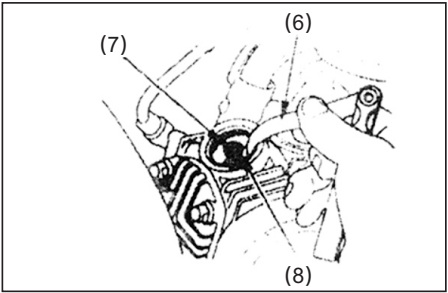
When 2~3 times operation can not start the engine, thn the throttle grip 1/8 to 1/4 revolution, then start the engine again.

The motorcycle not used for long time and the fuel with poor vaporization performance may cause the engine starting difficult, at this time, do not turn the throttle grip, but have to repeat the engine starting process.

WARNING!

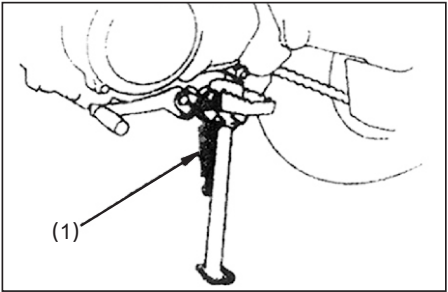
Do not run the engine indoors where there is little or no ventilation available. Carbon monoxide fumes are extremely poisonous. Never leave the motorcycle running while unattended, even for a moment.

hole caps and mount the crankcase cover.



(6)Feeler gange (7)Adjusting screw (8)Adjusing serev lock nut

SIDE STAND

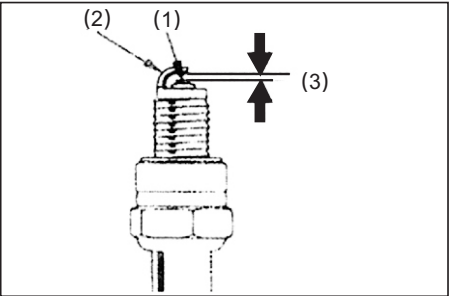


(1)Side stanel spring

Check the spring for wear, sensibility and check if its working is normal.

If the side stand doesn't work smoothly-clean it and lubricate its rotating parts. If the spring has no elasticity, change it with a new one.

SPARK PLUG

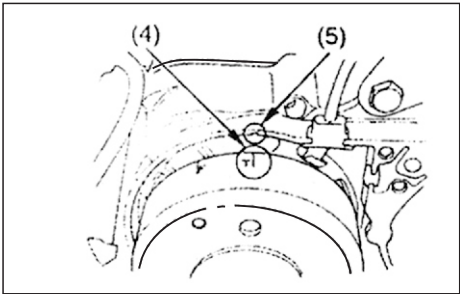


(1)Center electrode (2)Siide electrode (3)Spark plug gap

After the first 1,000km and afterwards every 3,000km riding, remove the carbon deposits from the spark plug with a small metal wire brush or a spark plug cleaner. Readjust the electrode gap of

- (1) Remove the left crankcase cover (1) by removing the bolts (2).
- (2) Remove the adjusting hole caps (3).
- (3) Rotate the generator flywheel counterclockwise until the mark (4) on the flywheel lines up with the index mark (5) on the crankcase in this position, the piston may either be on the compression or exhaust stroke.

The adjustment must be made when the piston is at the top of the compression stroke when both the intake and exhaust valves are closed. This condition can be determined by moving the rocker arms. If they are free, it is an indication that the valves are closed and that the piston is on the compression stroke. If they are tight and the valves are open, rotate the flywheel 360° and realign the mark to the index mark. Insert a feeler gauge (6) between the adjusting screw (7) and the valve lever tip, check two valves clearance.



④ "T" mark ⑤ Gasoline engine mark

VALVE CLEARANCE STANDARD

Intake valve : 0.05mm

Outtake valve: 0.05mm

(4) If it is necessary to make an adjustment, loosen the adjusting screw lock nut (8) and turn the adjusting screw (7) so there is a slight resistance when the feeler gauge (6) is inserted.

After completing the adjustment, tighten the adjusting screw lock nut (8) while holding the adjusting screw to prevent it from turning. Finally, recheck the clearance, then cover the adjusting

CAUTION:

Do not let engine run excessively without riding, or it will overheat and may damage internal engine components.

STARTING OFF

Pulling in the clutch lever and wait a minute, stamp down the shifting lever, the first gear is engaged. Twist the throttle lever toward yourself, at the same time, smoothly and slowly loosen the clutch lever. Due to engagement of clutch, the motorcycle move forward.

For shifting to next higher gear, slowly increase the speed. Then /shut off the throttle and pull in the clutch lever, after turn shifting lever to next higher gear and loosen clutch lever, turn on the throttle.

WARNING!

Before starting off you must put the side brace back in its position entirely. Don't let it hang.

DRIVING ON SLOPE

- When climbing and feeling that impetus is not enough, shift gear down and let the engine run in the power range. At this time, quickly shift gear to avoid the impetus loss.
- When driving on declivity, shift gear down to facilitate the brake.
- Don't let the engine run too quickly, or it would overheat and the inside parts are likely damaged.

STOPPING AND PARKING

- Twist the throttle grip away from yourself to close the throttle completely.
- Apply the front and rear brakes evenly and at the same time.

NOTE:

Using only the rear brake can cause its quick wear and prolong the brake distance.

WARNING!

Using only the front or rear brake is dangerous and can cause skidding and loss of control. Apply brakes lightly and with great care on a wet or slippery surface. Applying the brakes too hard is very dangerous in wet or raining conditions, or on loose surfaces.

WARNING!

The higher speed or vehicle is, the longer distance of braking needs. Be sure of the safe distance between front or object and yourself.

- Before stopping the motorcycle, shift gear into neutral.
- Select a level ground and place the motorcycle.
- If the motorcycle has to parking' on slope with single stand, engage a gear to avoid the slipping. Before starting the engine, remember to return to neutral position.
- Turn the ignition switch to the““OFF”position to stop the engine.
- Turn the fuel tank switch to“OFF”position.

CHECKS AND MAINTENANCE

The chart below indicates the intervals between periodic service in kilometers and months. At the end of each interval, be sure to check, inspect, lubricate and service as instructed. If your motorcycle is used under high stress conditions such as continuous full throttle operation, or is operated in a dusty climate, certain services should be performed more often to ensure reliability of the motorcycle as explained in the maintenance section. Steering components, suspension and wheel components are key items and require very special and careful servicing. For maximum safety we suggest that you have these items checked and serviced by your authorized dealer or qualified service personnel.

WARNING!

Proper running-in maintenance (1,000km) is a mandatory item for making certain that your motorcycle is reliable and gives full performance at all times. Be sure that this periodic maintenance is performed thoroughly and in accordance with the instructions in this manual.

(2) Squeeze the solvent off the washed element by pressing in it between the palms of both hands. Do not twist and wring the element or it will develop fissures.

(3) Immerse the element in a pool of motor oil and squeeze the oil off the element to make it slightly wet with oil.

NOTE:

Before and during the cleaning operation, carefully examine the element for any tears in the material. A torn element must be replaced with a new one.

(4) Reinstall the cleaned element. Be absolutely sure that the element is securely in position and is sealing properly.

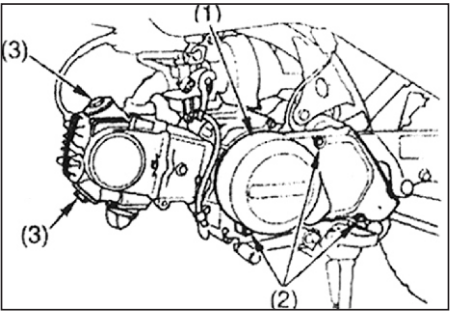
NOTE:

Never operate the engine without the element in position. Operating the engine without the air cleaner element will increase engine wear. Always be sure that the air cleaner element is in excellent operational condition at all times. The life of the engine depends largely on this single component.

VALVE CLEARANCE

Excessive valve clearance will cause noise and eventual engine damage. Little or no clearance will prevent the valve from closing and cause valve damage and power loss. Check valve clearance when the engine is cold at the intervals specified in the maintenance schedule.

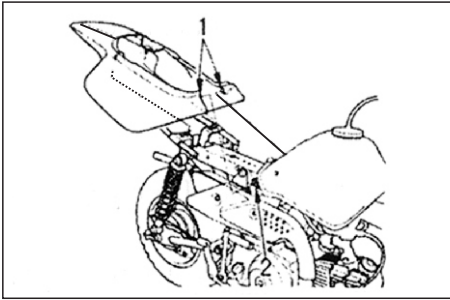
The checking or adjusting of the clearance should be performed while the engine is cold. The checking or adjusting method is as follows:



①Crankcase cover ②Bolts ③Adjusting hole caps

INSTALLATION OF SPARK ARRESTER

Contrary to order of removal.



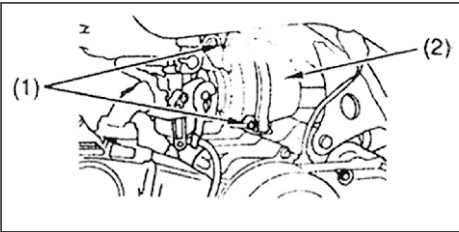
AIR CLEANER

If the air cleaner element has become clogged with dust, intake resistance will increase with a resultant decrease in power output and an increase in fuel consumption due to richer mixture. After each 2, 000km riding, check and clean the element.

NOTE:
If driving under dusty condition, the air cleaner element must be cleaned more frequently.

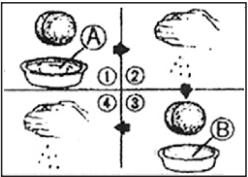
REMOVAL OF AIR CLEANER

- (1)Screw out the two mounting screw (1) and remove the air cleaner cover.
- (2)Take out the air cleaner element.



(1)Screw (2)Air cleaner cover

CLEANING OF AIR CLEANER COMPONENTS



Ⓐ Inflammable cleaning solvent Ⓑ Engine oil

Wash the air cleaner element as follows:
(1)Fill a washing pan of a proper size with inflammable cleaning solvent. Immerse the element in the solvent and wash it clean.

PERIODIC MAINTENANCE CHART

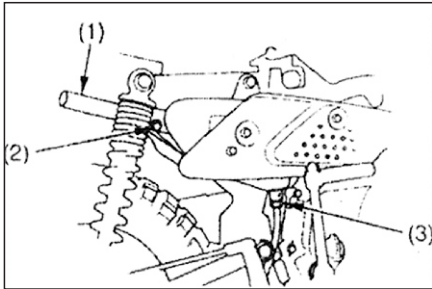
Item \ Period	First 1000km	1600km	3000km	5000km	Afterwards Every 2000-3000km
* Engine fixing bolts and nuts	CH	CH	CH	CH	CH
* Inlet and outlet valve clearances (cold state)	CH	CH	CH	AD	CH AND AD
Drive chain tension		CH	AD	AD	CH AND AD
Carburetor	CH	CL	CH	CH	CH AND AD
Air cleaner	—	—	CL	—	CL
Luboil in gear box	RE	RE	RE	RE	RE
Luboil filter gauze	CH	CH	CH	CH	CH
Spark plug	CH	CH	CH	CH	CH
Throttle handlebar and cable	CH	—	CH	CH	CH
* Brakes (front , rear)	CH	CH	CH	CH	CH
Type pressure	CH	—	CH	CH	CH
* Front and rear wheel center bearing	CH	—		OI	CH
Fuel tank cock	CH	—	CH	CH	CH
* Steering	CH	CH	CH	CH	CH
* Fuel line	CH	CH	CH	CH	CH
* * All parts for fixing	CH	CH	CH	CH	CH

- NOTES: CH =Check, AD=Adjust. CL=Clean, RE= Replae , OI =Oil.
- (1) This chart is for refrence of perioalic maintenance. idcally more check and maintenance should be carried out.
 - (2) Check in the chart contains cleaning、adjusting, lubrication and changing.
 - (3) Ask a professional repairer for some itens in the charl which you can't do by yourself.
 - (4) The inlet and outlet valve should be checked after every 1, 600km. The valve clearanc in cold state is 0. 05mm.
 - (5) Wecar limit : The worn thickness of tihc upper platc of brake sloc is 1.5mm (minimun). The brake shocs should be replaccd in full sets.
 - (6) Chcek the swing situation of front and rear wheels often. If wheels swing seriously , find out the reasons and get rid of them.
- * * The four connectng bolts in iron and rear wheels assy. Are $M8 \times 16 - Zn. D$, torque value is $18 \sim 25 N \cdot m$.

NOTE:

It is possible to change one or several parts in the,periodic maintenance. We suggest you to use the genuine parts. Ne matter you are mechanical expert or you have repairing experiEnce, for the items with (*), we suggest you to trust the repairing to qualified special repair shop. For the items without (*), you can perform the repairing by yourself as per the instructions of this section.

SILENCER



(1)Installing bolt (2)Water draining port

LUBRICATION

The lubrication is evry important to prolong the service life and to achieve the best flexibility of your motorcycic , and is also very important to your riding safety. After long time riding at ful - lopened throttle, and riding on rainy day or the motorcycle is wet due to cleaning, it is necessary to lubricate all parts of motorcycle.

The main locations to be lubricated are : Drive chain, brake cable , front brake handlebar and kick starter lever pivot.

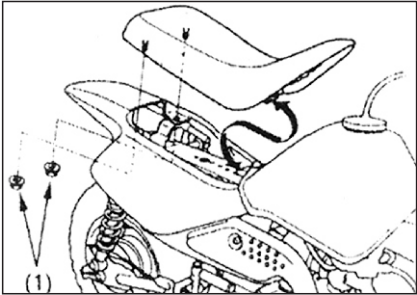
SEAT AND SPARK ARRESTER

REMOVAL OF SEAT

- (1) Screw off two bolts (1) under the scat of rear fender.
- (2) Pull backward the seat.

INSTALLATION OF SEAT

- (1) Mount the front tip of seat into the space of established frame.
- (2)Install thc nut and tighten the unt (1).



REMOVAL OF SPARK ARRESTER

- (1) Remove the seat.
- (2) Take out thc two tips from the rubber damper of spark arrester.