Owner's manual 2027

MC 65

Item no.: 3215283en



GASGAS

Dear GASGAS customer,

Congratulations on your decision to purchase a GASGAS motorcycle. You are now the owner of a state-of-the-art sports vehicle which, with proper care, will bring you pleasure for a long time to come.

We hope your child has many safe and enjoyable rides!

You can enter the serial numbers of your vehicle below to find the serial numbers more quickly if required:

Vehicle identification number (p. 14)	Stamp of the contractual partner
Engine number (p. 14)	

The owner's manual contained the latest information for this model series at the time of publication. However, minor differences due to further developments in design cannot be ruled out completely.
All specifications are non-binding. GASGAS GmbH specifically reserves the right to modify or delete technical specifications, prices, colors, forms, materials, services, designs, equipment, etc., without prior notice and without specifying reasons, to adapt these to local conditions, as well as to stop production of a particular model without prior notice. GASGAS accepts no liability for delivery options, differences from illustrations and descriptions, misprints, and other errors. The models portrayed partly contain special equipment that does not belong to the regular scope of supply.

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1.1 Conventions

1.1.1 Icons

✓	Indicates a desired result (e.g. of a work step or a function).
✗	Indicates an undesired result (e.g. of a work step or a function).
	All work marked with this symbol requires specialist knowledge and technical understanding. Ensure that this work is carried out or supervised by trained personnel from an authorized contractual partner, and that any special tools required are used.
	Indicates a page reference.
	Indicates information with more details.
	Indicates a tip, e.g. to simplify work.
»	Indicates the result from a test step.
◀	Indicates the end of an activity, including any rework.

1.1.2 Formatting

Proprietary name	Indicates a proprietary name.
Name ®	Indicates a protected name.
Brand ™	Indicates a brand available on the open market.
Underlined terms	Refer to technical details of the vehicle or indicate technical terms that are explained in the glossary.

1.1.3 Abbreviations

2-pc.	two-part
Part no.	Part number
or	respectively
approx.	circa
etc.	et cetera
poss.	possibly/possible
if necessary	if necessary
cmpl.	complete
min.	at least
no.	number
no fig.	no figure
s.	see
among others	among others/not limited to
and the like	and the like
etc.	et cetera
cf.	compare
e.g.	for example

2.1 Safety instructions

Function of the safety instruction

Safety instruction brings attention to dangers when handling the product. Hazards are classified, named, described, and supplemented with information on how to avoid them.

- If there is a safety instruction before a list of instructions, the danger exists throughout the entire activity.
- If there is a safety instruction immediately before an instruction, the next step presents a danger.

Safety instruction layout

All safety instructions are identified by a signal word and a warning symbol. The combination of signal word and warning symbol determines the degree of danger.



DANGER
Indicates an imminent danger that leads to serious injury or death.



WARNING
Indicates a potentially imminent danger that could lead to serious injury or death.



CAUTION
Indicates a potentially imminent danger that can lead to minor or slight injuries.



NOTE
Indicates a situation that can lead to damage to the product or the product environment.



NOTE
Indicates a situation that can lead to environmental damage.

2.2 Ban on tampering

No changes may be made to the noise control equipment and components.

Tampering that is prohibited

- Removing or disabling any devices or components used for noise control before the new vehicle is sold or delivered to the end customer.
- Removing or disabling any device or component used for noise control for purposes other than service, repair, or replacement during the service life of the vehicle.
- Use of the vehicle after a device or component used for noise control has been removed, disabled, or inadequately maintained.

Examples of prohibited tampering

- Removing or drilling through rear mufflers, baffle plates, manifolds, or other components that conduct exhaust gases.
- Removing or puncturing parts of the intake system.
- Replacing moving parts of the vehicle, or parts of the exhaust system or intake system, with parts other than those specified by the manufacturer.

2.3 Safe use



DANGER
Danger of accidents A rider who is not fit to ride poses a danger to themself and to others.
– Do not operate the vehicle if you are not fit to ride due to alcohol, drugs, or medication.
– Do not operate the vehicle if you are physically or mentally incapable of doing so.

DANGER

Danger of poisoning Exhaust gases are toxic and inhaling them may result in unconsciousness and death.

- Always ensure that there is sufficient ventilation when running the engine.
- Use suitable exhaust extraction when starting or running the engine in an enclosed space.

WARNING

Danger of burns Some vehicle components become hot when the vehicle is operated.

- Do not touch any parts such as the exhaust system, radiator, engine, damper, or brake system before the vehicle parts have cooled down.
- Allow the vehicle parts to cool down before performing any work on the vehicle.

The vehicle should only be used when it is in perfect technical condition, for its intended purpose, and in a safe and environmentally-friendly manner.

The vehicle must only be used by trained persons.

Have any faults that impair safety immediately remedied by an authorized contractual partner.

Adhere to the information and warning labels on the vehicle.

2.4 Protective clothing

WARNING

Risk of injury Missing or poor protective clothing presents an increased safety risk.

- Ensure your child wears appropriate protective clothing such as helmet, boots, gloves as well as trousers and a jacket with protectors on all rides.
- Alway use protective clothing for your child that is in good condition and meets the legal requirements.
- When you ride a motorcycle, set an example for your child and wear suitable protective clothing.

In the interest of your own safety, GASGAS recommends operating the vehicle only with suitable protective clothing.

2.5 Work rules

Unless specified otherwise, the ignition must be switched off during all work (models with ignition lock, models with transponder key) or the engine must be at a standstill (models without ignition lock or transponder key).

Special tools are required for some work. The tools are not part of the vehicle, but can be ordered using the number in parentheses. Example: bearing puller (15112017000)

Unless otherwise noted, normal conditions apply to all tasks and descriptions.

Ambient temperature	20 °C (68.0 °F)
Ambient air pressure	1,013 mbar (14.69 psi)
Relative air humidity	60 ±5 %

During assembly, use new parts to replace parts which cannot be reused (e.g. self-locking screws and nuts, expansion screws, seals, sealing rings, O-rings, pins, and lock washers).

A thread lock (e.g. **Loctite®**) is required for some screw connections. Observe the manufacturer's specific instructions for use.

If thread lock (e.g. **Precote®**) has already been applied to a new part, do not apply any additional thread lock.

After disassembly, clean the parts that are to be reused and check them for damage and wear. Replace damaged or worn parts.

After completing a repair or service, check the operating safety of the vehicle.

2.6 Environment

Handling the vehicle responsibly reduces the risk of conflict with other road users and the surrounding area. The future of motorcycling also depends on using motorcycles legally, being environmentally conscious and respecting the rights of others.

When disposing of used oil, other operating and auxiliary fluids, and used components, the laws and regulations of the respective country must be observed.

As motorcycles are not subject to the EU regulations governing the disposal of end-of-life vehicles, there are no legal regulations that pertain to the disposal of an end-of-life motorcycle. More information is available from the authorized contractual partner.

2.7 Owner's manual

It is important that you read this owner's manual carefully and completely before your child makes their first trip. The owner's manual contains useful information and many tips for you and your child on how to operate, handle, and service your motorcycle. This is the only way for you to find out how to ideally tune the vehicle and how to protect your child from injury.



Tip

Store the owner's manual on your terminal device, for example, so that you can read it whenever you need to.

If you would like to know more about the vehicle or have questions about the material, please contact an authorized partner.

The owner's manual is an important component of the vehicle. If the vehicle is sold, the owner's manual must be downloaded again by the new owner.

The owner's manual can be downloaded multiple times using the QR code or the link on the delivery certificate.

The owner's manual is also available for download from your authorized contractual partner and on the GASGAS website.

International GASGAS website: https://www.gasgas.com/

A printed copy can be ordered from the following address.

Website for printed copy: https://print.ktm.com

2.8 Use definition – intended use

This vehicle has been designed and built to withstand the typical stresses and strains of racing. This vehicle complies with the currently valid regulations and categories of the top international motorsports organizations.



Note

Only use this vehicle on designated tracks away from public roads.

2.9 Improper use

The vehicle may only be used as intended.

Improper use can result in danger to people, property and the environment.

Any use of the vehicle beyond the intended and defined use constitutes misuse.

Improper use includes the use of operating and auxiliary materials that do not meet the required specifications for the respective use.

3.1 Manufacturer's warranty, implied warranty

The work prescribed in the service schedule must only be carried out by an authorized contractual partner and then confirmed in the electronic proof of service, as otherwise all warranty claims will be void. Damage or secondary damage caused by tampering with and/or conversions on the vehicle are not covered by the manufacturer's warranty.

3.2 Auxiliary material, operating material

Use operating materials and auxiliary materials in accordance with the operating instructions and specifications.

3.3 Spare parts, accessories

For safety reasons, only spare parts and accessories approved by GASGAS may be used. They may only be installed by an authorized contractual partner. GASGAS accepts no liability for other products and any resulting damage or loss.

Certain spare parts and accessory products are specified in parentheses in the descriptions. Authorized contractual partners will be happy to help.

The current accessories for your vehicle can be found on the GASGAS website.

International GASGAS website: https://www.gasgas.com/

3.4 Service

A prerequisite for perfect operation and prevention of premature wear is that the service, care, and tuning work on the engine and chassis is properly carried out as described in the owner's manual. An incorrect suspension setting can lead to damage and breakage of chassis components.

Use of the vehicle under arduous conditions, such as on sand or on wet, dusty and muddy surfaces, can result in significantly increased wear of components, such as the powertrain, brake system, air filter, or suspension components. For this reason, it may be necessary to inspect or replace parts before the next scheduled service interval.

Please adhere to the prescribed run-in times and service intervals at all times. Strictly adhering to this will ensure a much longer service life for your motorcycle.

The relevant mileage or time interval is whichever occurs first.

A list of services that have already been carried out on the vehicle can be found in the Service area on the international GASGAS website:

International GASGAS website: https://www.gasgas.com/

Authorized contractual partners will be happy to answer any questions regarding the services performed.

A list of authorized contractual partners can be found on the GASGAS website.

3.5 Figures

Some of the figures in this document contain optional extras.

For clarity, some components may be shown disassembled or may not be shown at all. Disassembly is not always absolutely necessary in order to carry out the activities described. The textual information takes precedence.

3.6 Customer service

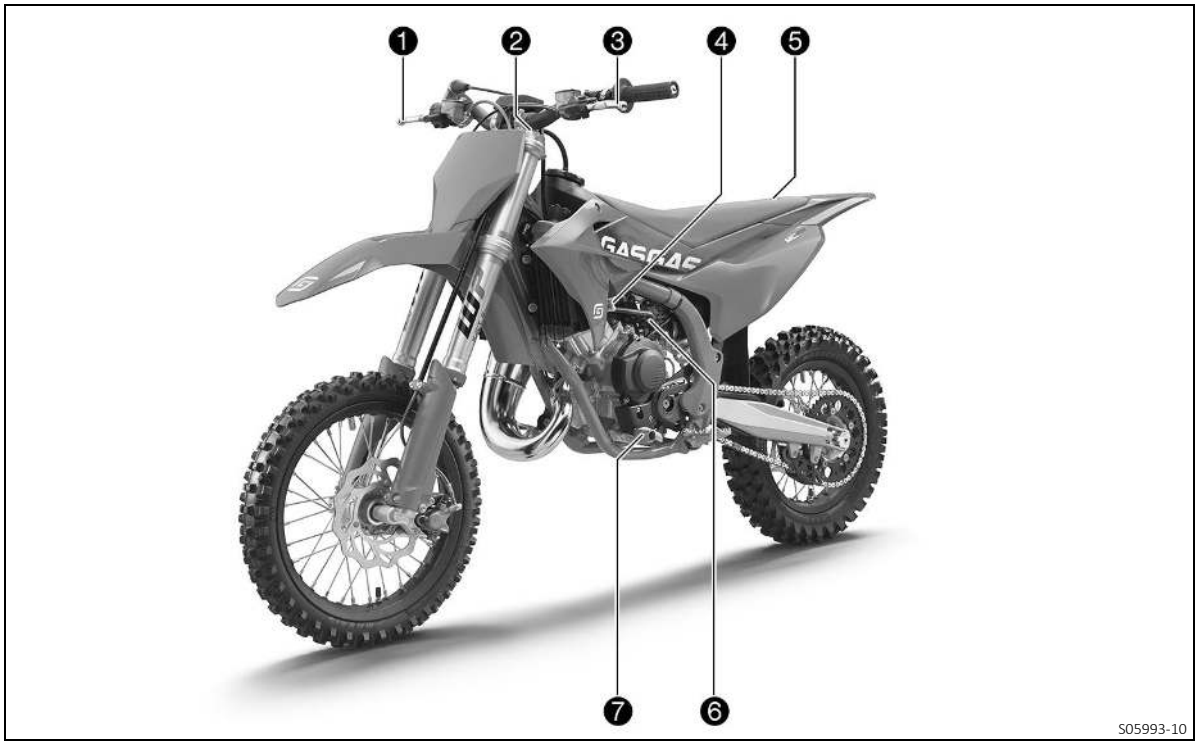
Authorized contractual partners will be happy to answer questions about the vehicle and GASGAS.

A list of authorized contractual partners can be found on the GASGAS website.

International GASGAS website: https://www.gasgas.com/

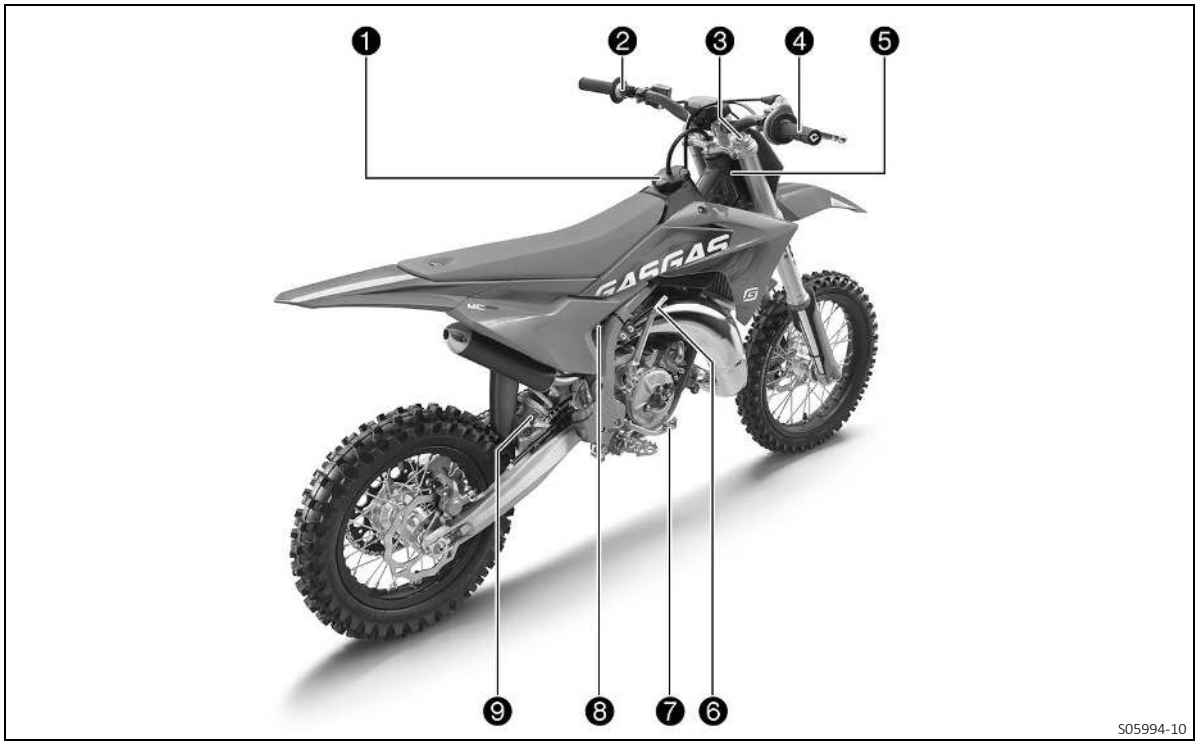
4 View of the vehicle

4.1 View of vehicle, front left (example)



1. Handbrake lever (p. 16)
2. Valve for fork airpump
3. Clutch lever (p. 16)
4. Fuel petcock (p. 18)
5. Quick release for seat lock
6. Choke (p. 18)
7. Gear shift lever (p. 18)

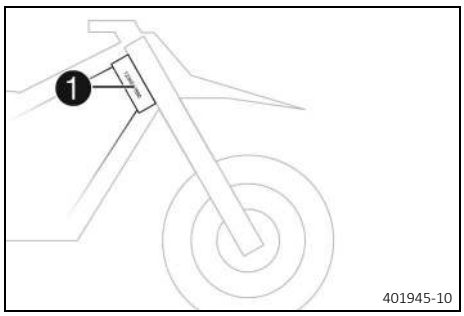
4.2 View of vehicle, rear right (example)



1. Fuel tank cap
2. Kill button (p. 16)
3. Fork rebound adjustment
4. Throttle grip (p. 16)
5. Vehicle identification number (p. 14)
6. Kickstarter lever (p. 19)
7. Brake pedal (p. 19)
8. Shock absorber compression adjustment
9. Shock absorber rebound adjustment

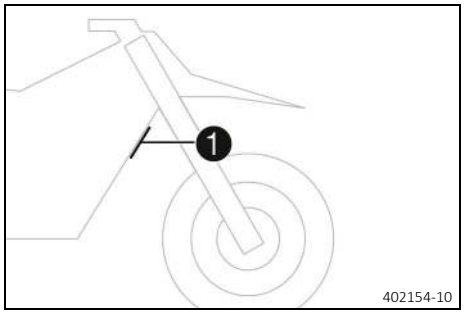
5 Serial number

5.1 Vehicle identification number



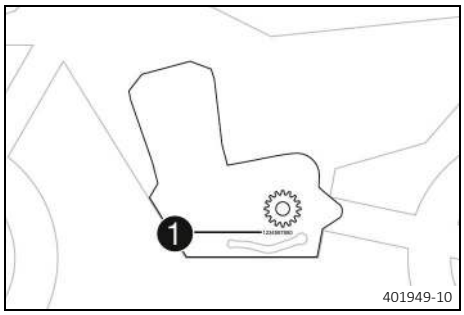
The vehicle identification number ❶ is stamped on the right-hand side of the steering head.

5.2 Frame label



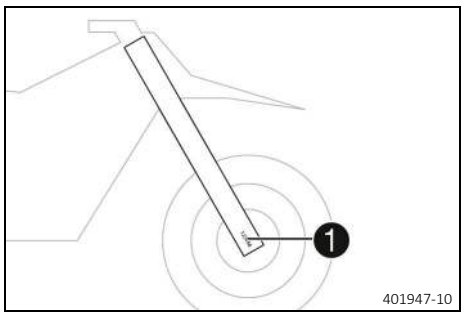
Frame label ❶ is located on the front frame tube.

5.3 Engine number



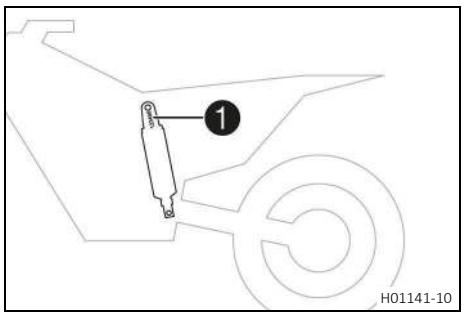
The engine number ❶ is located on the left side of the engine under the engine sprocket.

5.4 Fork part number



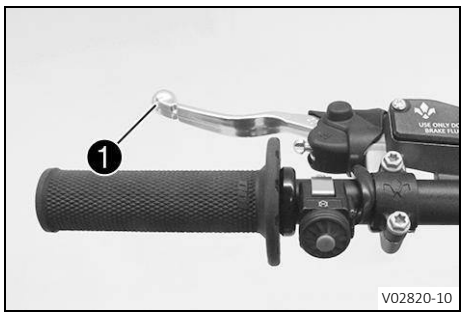
Fork part number ❶ is stamped on the inside of the fork shoe.

5.5 Shock absorber part number



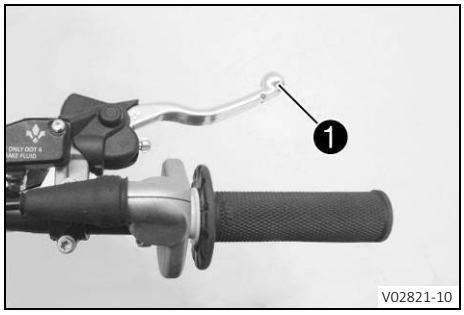
Shock absorber part number ❶ is stamped on the top left of the shock absorber.

6.1 Clutch lever



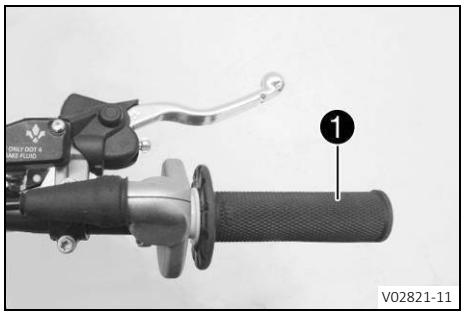
Clutch lever ❶ is fitted on the left side of the handlebar.
The clutch is activated hydraulically and adjusts itself automatically.

6.2 Handbrake lever



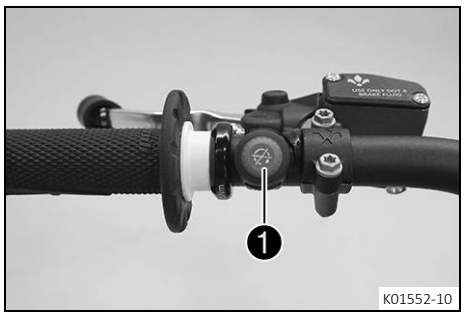
Hand brake lever ❶ is fitted on the right side of the handlebar.
The front brake is engaged using the hand brake lever.

6.3 Throttle grip



The throttle twist grip ❶ is fitted on the right side of the handlebar.

6.4 Kill button



The kill button ❶ is fitted on the left side of the handlebar.

Condition	Meaning
Kill button ⊗ is not pressed.	In this position, the ignition circuit is closed, and the engine can be started.
The kill button ⊗ is pressed and held.	In this position, the ignition circuit is interrupted, a running engine stops, and an engine at standstill will not start.

6.5 Opening the fuel tank cap

DANGER

Fire hazard Fuel is highly flammable.

The fuel in the fuel tank expands when warm and can escape if overfilled.

- Do not refuel the vehicle in the vicinity of open flames, glowing, or smoldering objects.
- Make sure that nobody smokes in the vicinity of the vehicle during the refueling process.
- Switch off the engine for refueling.
- Make sure that no fuel is spilled; particularly not on hot parts of the vehicle.
- If any fuel is spilled, wipe it up immediately.
- Do not overfill the fuel tank.

WARNING

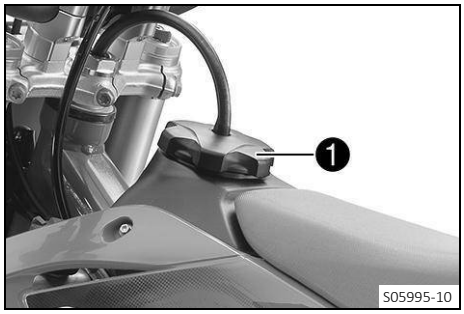
Danger of poisoning Fuel is harmful to health.

- Do not allow fuel to come into contact with skin, eyes, or clothing.
- Consult a doctor immediately if fuel has been ingested.
- Do not inhale fuel vapors.
- Rinse the affected area immediately with plenty of water in the event of contact with skin.
- Rinse eyes thoroughly with water and consult a doctor immediately if fuel comes into contact with eyes.
- If fuel spills on to your clothing, change the clothing.
- Store fuel properly in a suitable container and keep out of the reach of children.

NOTE

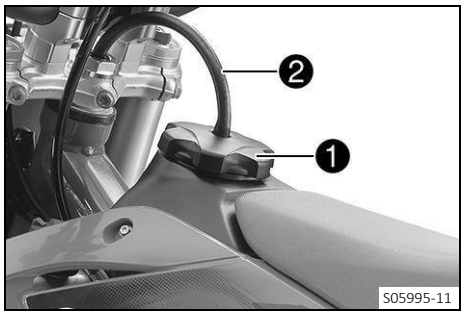
Environmental hazard Improper handling of fuel is dangerous to the environment.

- Do not allow fuel to enter the groundwater, the soil, or the sewage system.



- Turn fuel tank cap ❶ counterclockwise and lift it off.

6.6 Closing the fuel tank cap



- Mount fuel tank cap ❶ and turn it clockwise until the fuel tank is tightly closed.

Route hose of fuel tank vent ❷ without kinks.

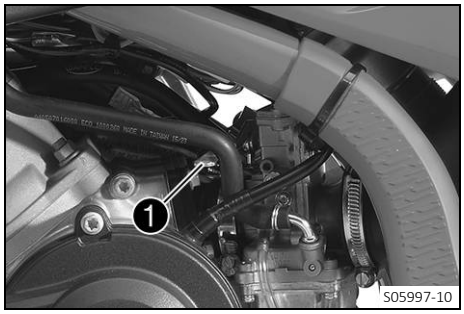
6.7 Fuel petcock



Fuel petcock ❶ is on the left of the fuel tank.

Condition	Meaning
The knurled screw is turned all the way clockwise.	Fuel petcock closed. Fuel cannot flow out of the fuel tank.
The knurled screw is turned all the way counterclockwise.	Fuel petcock open. Fuel can flow out of the fuel tank.

6.8 Choke



Choke lever ❶ is fitted on the left side of the carburetor.

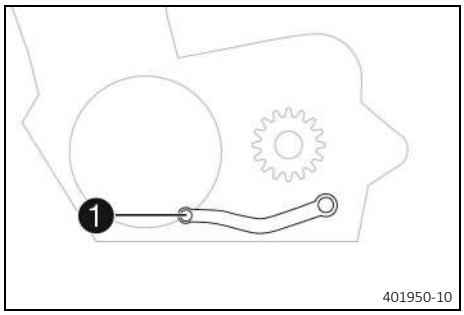
Activating the choke function frees a drill hole in the carburetor through which the engine can draw extra fuel. This results in a richer fuel-air mixture, which is needed for a cold start.

Note

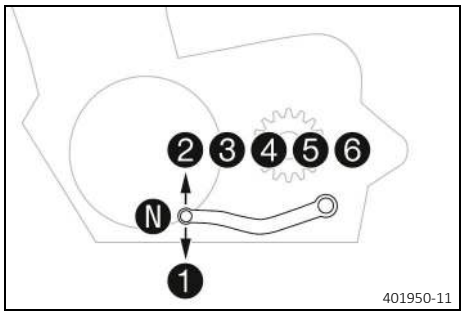
If the engine is warm, the choke function must be deactivated.

Condition	Meaning
The choke lever is pulled out to the stop.	Choke function activated
The choke lever is pushed in to the stop.	Choke function deactivated

6.9 Gear shift lever



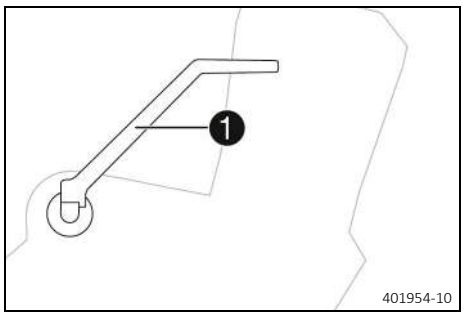
Gear shift lever ❶ is mounted on the left of the engine.



The gear positions can be seen in the figure.

The neutral or idle position Ⓝ is between the first and second gear.

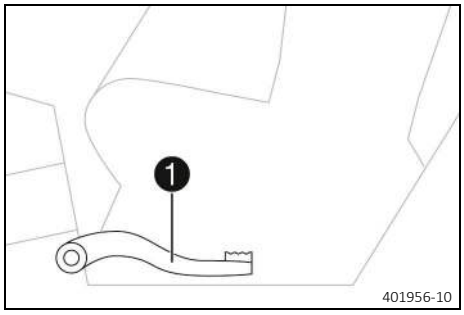
6.10 Kickstarter lever



Kick starter lever 1 is fitted on the right side of the engine.
The kick starter lever can be swiveled.

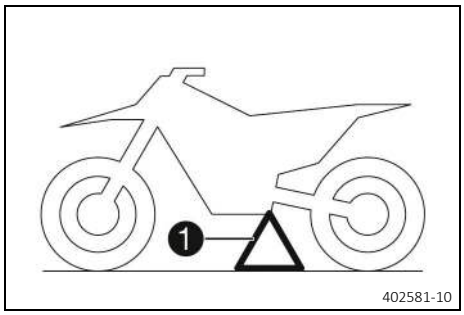
Note
Before riding, swing the kick starter lever inwards towards the engine.

6.11 Brake pedal



Brake pedal 1 is located in front of the right footpeg.
The rear brake is operated with the brake pedal.

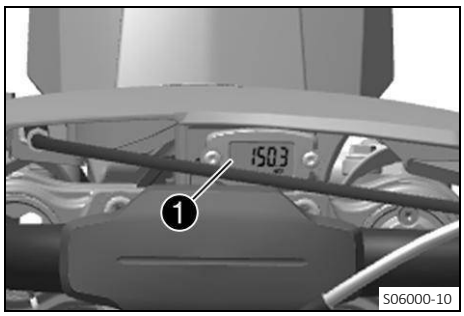
6.12 Plug-in stand



The fixture for plug-in stand 1 is located on the frame on the left side of the vehicle.
The plug-in stand is used to park the motorcycle.

Note
Remove the plug-in stand before riding.

6.13 Hourmeter



The service hour counter 1 is fitted in front of the handlebar.
It shows the total number of service hours for the engine.
The service hour counter begins counting when the engine is started and stops when the engine is switched off.

Note
The value indicated by the hourmeter cannot be cleared or adjusted.

7 Preparing for use

7.1 Notes on preparing for first use

WARNING
Danger of accidents The vehicle is not designed to carry passengers.
– Make it clear to your child that he or she must not carry a passenger.

WARNING
Danger of accidents The suspension components will become damaged or destroyed if overloaded.
– Make sure the maximum permissible weight of the rider is not exceeded.

WARNING
Danger of accidents Not adapting the riding style constitutes a major risk.
– Ensure that your child adapts the riding speed to the road conditions and to his or her riding abilities.

WARNING
Danger of accidents The brake system fails in the event of overheating.
If the brake pedal is not released, the brake pads grind continuously.
– Ensure that your child raises his or her foot from the foot brake lever if he or she does not want to brake.

WARNING
Risk of injury People who act without authorization endanger themselves and others.
– Never leave the vehicle unattended while the engine is running.
– Secure the vehicle against unauthorized access.

WARNING
Danger of accidents A lack of physical and mental readiness on the part of the child poses a major risk.
Children often underestimate or fail to recognize dangerous situations.
– Your child must already be able to ride a bicycle.
– Your child must be able to put the vehicle upright independently after a fall.
– Your child must understand that regulations and instructions from you or from other guardians must be followed.
– Make it clear to your child that they should not, under any circumstances, operate the vehicle without supervision.
– Make it clear to your child that he or she may only drive at speeds corresponding to the child's riding abilities and the road conditions.
– Do not ask too much of your child.
– Do not consider participation in competitive activities until your child's stamina, riding techniques and motivation are at the necessary levels.
– Only let your child ride on the vehicle if they are physically and mentally ready.

WARNING
Danger of accidents Different tire profiles on the front and rear wheels can make it more difficult to control the vehicle.
– Make sure that only tires of the same tread type are mounted to the front and rear wheel.

WARNING
Risk of injury Missing or poor protective clothing presents an increased safety risk.
– Ensure your child wears appropriate protective clothing such as helmet, boots, gloves as well as trousers and a jacket with protectors on all rides.
– Alway use protective clothing for your child that is in good condition and meets the legal requirements.
– When you ride a motorcycle, set an example for your child and wear suitable protective clothing.

Note
When using the motorcycle, remember that others may be disturbed by excessive noise.

– Ensure that the pre-delivery inspection has been carried out by an authorized contractual partner.
  ✓ The delivery certificate is transferred upon vehicle handover.
– Carefully read through the entire owner's manual together with the child before their first ride.

Note
Pay special attention to the safety instructions and to the risk of injury.
Explain to the child the techniques of riding and falling, e.g. how shifting weight can influence handling characteristics.

– Familiarize the child with the controls.
– Adjust the basic position of the clutch lever. (p. 74)
– Adjust the basic position of the hand brake lever. (p. 77)
– Adjust the basic position of the brake pedal. (p. 84)
– Before using the vehicle for the first time, ensure that the basic settings of the chassis are suitable for the child's weight.
– Allow the child to become accustomed to the handling of the motorcycle on suitable terrain, preferably on a large, open field.

Note
Let the child get used to the brake system by just pushing them on the vehicle at first. Do not start the motor until the child is able to apply the necessary front brake pressure.
Initially, let the child ride to another person who can help them stop and turn.

– Set up obstacles for the child to drive around in order to get used to the handling of the vehicle.
– Instruct the child to try to ride as slowly as possible and in a standing position to get a better feeling for the motorcycle.
– Do not let the child ride on terrain that exceeds their capabilities and experience.
– Instruct the child to hold the handlebar firmly with both hands and keep their feet on the footrests when riding.
– Make sure the maximum permissible weight of the rider is not exceeded.

Maximum permissible rider's weight	50 kg (110.2 lb)

– Check the spoke tension. (p. 93)

The spoke tension must be checked after half an hour of operation.

– Run in the engine. (p. 21)

7.2 Running in the engine

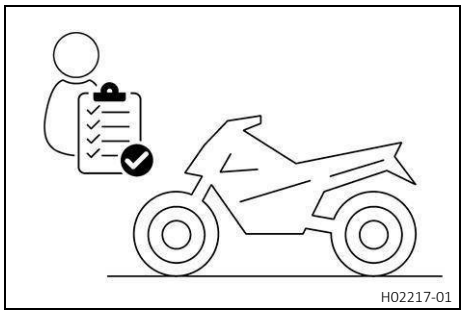
– During the running-in time, do not exceed the specified engine power.

Maximum engine power	
during the first 3 operating hours	< 70 %
during the first 5 operating hours	< 100 %

Avoid fully opening the throttle.

8.1 Checks and maintenance measures when preparing for use

Note
Before every trip, check the condition of the vehicle and ensure that it is safe to operate.
The vehicle must be in perfect technical condition when it is being operated.


H02217-01

- Check the gear oil level. (p. 105)
- Check the brake fluid level for the front brake. (p. 78)
- Check the brake fluid level for the rear brake. (p. 84)
- Check that the brake pads of the front brake are secured. (p. 80)
- Check that the brake pads of the rear brake are secured. (p. 86)
- Check that the brake system is functioning properly.
- Check the coolant level. (p. 96)
- Check the chain for dirt. (p. 67)
- Check the chain, rear sprocket, engine sprocket, and chain guide. (p. 70)
- Check the chain tension. (p. 68)
- Check the tire condition. (p. 92)
- Check the tire pressure. (p. 93)
- Check the spoke tension. (p. 93)

  The spoke tension must be checked regularly as incorrect spoke tension will severely impair riding safety.
- Clean the dust boots of the fork legs. (p. 45)
- Bleed the fork legs. (p. 44)
- Check the air filter.
- Check the settings of all controls and ensure that they can be operated smoothly.
- Check all screws, nuts, and hose clamps regularly for tightness.
- Check the fuel level.

8.2 Starting the vehicle

DANGER
Danger of poisoning Exhaust gases are toxic and inhaling them may result in unconsciousness and death.
- Always ensure that there is sufficient ventilation when running the engine.
- Use suitable exhaust extraction when starting or running the engine in an enclosed space.

NOTE
Engine failure Running a cold engine at high engine speeds negatively impacts the service life of the engine.
- Make sure your child always warms up the engine at low speed.

Note
If the motorcycle is unwilling to start, the cause can be old fuel in the float chamber. The flammable elements of the fuel evaporate after a long time of standing.
If the float chamber is filled with fresh fuel, the engine starts immediately.

The motorcycle has been out of use for more than 1 week

– Empty the carburetor float chamber. (p. 103)
– Turn the knurled screw on the fuel petcock all the way counterclockwise.
  ✓ Fuel can flow from the fuel tank to the carburetor.
– Remove the motorcycle from the stand.
– Shift the transmission into the neutral position.

The engine is cold

– Push down the choke lever all the way to the stop.
– Press the kick starter lever robustly through its full range.

Do not open the throttle.

8.3 Starting off

Note
The plug-in stand must be removed before riding.

– Pull the clutch lever, shift into first gear, release the clutch lever slowly and at the same time carefully open the throttle.

8.4 Shifting, riding.

WARNING
Danger of accidents If you downshift at high engine speed, the rear wheel blocks and the engine races.
– Make it clear to your child that he or she must not change into a low gear at high engine speed.

Note
If you hear unusual noises while riding, stop immediately, switch off the engine, and contact an authorized contractual partner.
First gear is used for starting off or for steep inclines.

– Shift into a higher gear when conditions allow (incline, riding situation, etc.). To do so, release the throttle while simultaneously pulling the clutch lever, shift into the next gear, release the clutch lever and open the throttle.
– If the choke function was activated, deactivate it after the engine has warmed up.
– After reaching maximum speed by fully opening the throttle twist grip, turn the throttle back so that it is ¾ open. This will reduce the speed slightly, but the fuel consumption will be considerably lower.
– Your child should always open the throttle only as much as the engine can handle – abruptly opening the throttle increases fuel consumption.
– To shift down, brake and close the throttle at the same time.
– Pull the clutch lever and shift into a lower gear, release the clutch lever slowly, and either open the throttle or shift again.
– Your child should switch off the engine if prolonged operation at idle speed or while stationary is imminent.

≥ 2 min

– Your child should avoid frequent and extended slipping of the clutch. This causes the gear oil, engine, and cooling system to heat up.
– Insist that your child ride with a low speed instead of with a high speed and a slipping clutch.

8.5 Braking

WARNING
Danger of accidents A spongy pressure point on the front or rear brake reduces the brake action.
– Make sure that your child does not ride the vehicle if the brake system has a spongy pressure point.

WARNING
Danger of accidents Braking with excessive force locks the wheels.
– Explain to your child that he or she must adapt the braking to the traffic situation and the road conditions.

WARNING
Danger of accidents Moisture and dirt impair the brake system.
– Explain to your child that he or she must brake carefully several times to dry out and remove dirt from the brake linings and the brake discs.

– On sandy, wet, or slippery surfaces, use the rear brake.
– Always finish braking before you go into a bend. Shift into a lower gear that suits the speed.
– Use the brake action of the engine on long downhill stretches. To do so, shift back one or two gears, but do not overrev the engine. This means that significantly less braking is required and means the brake system does not overheat.

8.6 Stop, park

WARNING
Danger of burns Some vehicle components become hot when the vehicle is operated.
– Do not touch any parts such as the exhaust system, radiator, engine, damper, or brake system before the vehicle parts have cooled down.
– Allow the vehicle parts to cool down before performing any work on the vehicle.

WARNING
Risk of injury People who act without authorization endanger themselves and others.
– Never leave the vehicle unattended while the engine is running.
– Secure the vehicle against unauthorized access.

NOTE
Fire hazard Hot vehicle components pose a fire hazard and explosion risk.
– Do not park the vehicle near materials which are highly flammable or explosive.
– Allow the vehicle to cool down before covering it.

NOTE
Material damage The vehicle may be damaged if parked incorrectly.
Damage can occur if the vehicle rolls away or falls over.
The components for parking the vehicle are designed only for the weight of the vehicle.
– Park the vehicle on a firm and level surface.
– Make sure that nobody sits on the vehicle when it is parked on a stand.

– Brake the motorcycle.
– Shift the transmission into the neutral position.
– Press kill button ⊗ when the engine is at idle speed until the engine stops.
– Turn the knurled screw on the fuel petcock all the way clockwise.
– Park the motorcycle on firm ground.

8.7 Transportation

NOTE

Fire hazard Hot vehicle components pose a fire hazard and explosion risk.

– Do not park the vehicle near materials which are highly flammable or explosive.
– Allow the vehicle to cool down before covering it.

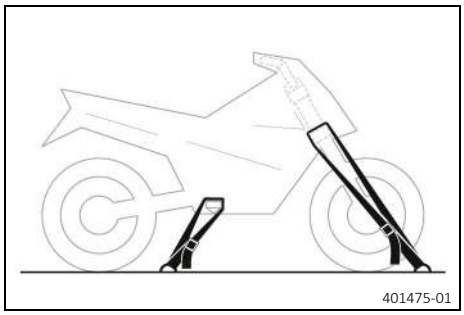
NOTE

Material damage The vehicle may be damaged if parked incorrectly.

Damage can occur if the vehicle rolls away or falls over.

The components for parking the vehicle are designed only for the weight of the vehicle.

– Park the vehicle on a firm and level surface.
– Make sure that nobody sits on the vehicle when it is parked on a stand.



– Switch off the engine.
– Use tension belts or other suitable devices to secure the motorcycle against falling over or rolling away.

8.8 Refueling

DANGER

Fire hazard Fuel is highly flammable.

The fuel in the fuel tank expands when warm and can escape if overfilled.

– Do not refuel the vehicle in the vicinity of open flames, glowing, or smoldering objects.
– Make sure that nobody smokes in the vicinity of the vehicle during the refueling process.
– Switch off the engine for refueling.
– Make sure that no fuel is spilled; particularly not on hot parts of the vehicle.
– If any fuel is spilled, wipe it up immediately.
– Do not overfill the fuel tank.

WARNING

Danger of poisoning Fuel is harmful to health.

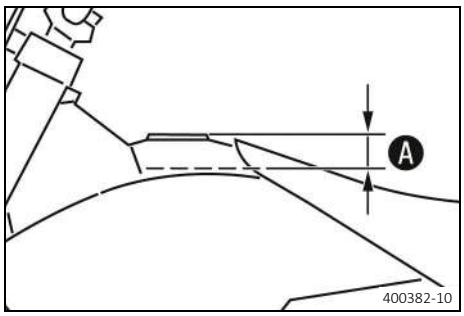
– Do not allow fuel to come into contact with skin, eyes, or clothing.
– Consult a doctor immediately if fuel has been ingested.
– Do not inhale fuel vapors.
– Rinse the affected area immediately with plenty of water in the event of contact with skin.
– Rinse eyes thoroughly with water and consult a doctor immediately if fuel comes into contact with eyes.
– If fuel spills on to your clothing, change the clothing.
– Store fuel properly in a suitable container and keep out of the reach of children.

NOTE

Environmental hazard Improper handling of fuel is dangerous to the environment.

– Do not allow fuel to enter the groundwater, the soil, or the sewage system.

– Switch off the engine.
– Open the fuel tank cap. (p. 17)



– Fill the fuel tank with fuel no higher than Ⓐ.

Level Ⓐ	35 mm (1.38 in)

Fuel tank capacity, approx.	
Super unleaded (95 octane) mixed with 2-stroke engine oil (1:60) 📖 (p. 128)	4.5 l (1.19 liq. gal_{US})
2-stroke engine oil 📖 (p. 129) fully synthetic	

– Close the fuel tank cap. 📖 (p. 17)

9.1 Service schedule

Any further work that results from the service work must be ordered separately and invoiced separately.

Different service intervals may apply in your country, depending on the local operating conditions.

Individual service intervals and scopes may change in the course of technical developments. The most up-to-date service schedule is available for authorized contractual partners for the electronic proof of service. Your authorized contractual partner will be happy to advise you.

	After one operating hour	Every 15 operating hours	Every 45 operating hours	Every 90 operating hours	Every 24 months
Check that the brake pads of the front brake are secured. (p. 80)	○	●	●	●	●
Check that the brake pads of the rear brake are secured. (p. 86)	○	●	●	●	●
Check the brake discs. (p. 77)	○	●	●	●	●
Check the brake lines for damage and tightness.	○	●	●	●	●
Check the brake fluid level for the front brake. (p. 78)	○	●	●		
Change the brake fluid for the front brake.				●	●
Check the brake fluid level for the rear brake. (p. 84)	○	●	●		
Change the brake fluid for the rear brake.				●	●
Check the fluid level of the hydraulic clutch. (p. 74)	○	●	●		
Change the hydraulic clutch fluid. (p. 75)				●	●
Check the free travel on the hand brake lever. (p. 77)	○	●	●	●	●
Check the free travel of the brake pedal. (p. 83)	○	●	●	●	●
Check the idle speed.	○	●	●	●	●
Change the gear oil. (p. 105)	○	●	●	●	●
Check all hoses (e.g. fuel, cooling, bleeder, drainage, etc.) and boots for cracking, leaks, and correct routing.	○	●	●	●	●
Check the cables for damage and that there are no kinks in the routing.	○	●	●	●	●
Check that the clutch cables are undamaged, routed without kinks, and set correctly.	○	●	●	●	●
Check the frame. (p. 72)		●	●	●	
Check the swingarm. (p. 72)		●	●	●	
Check the swingarm bearing for play.		●	●	●	
Check the heim joint on the shock absorber for play.		●	●	●	
Check the tire condition. (p. 92)	○	●	●	●	●
Check the tire pressure. (p. 93)	○	●	●	●	●
Check the wheel bearing for play.		●	●	●	
Check the hubs.		●	●	●	
Check the rim run-out.	○	●	●	●	
Check the spoke tension. (p. 93)	○	●	●	●	
Check the chain, rear sprocket, engine sprocket, and chain guide. (p. 70)	○	●	●	●	

9 Service schedule

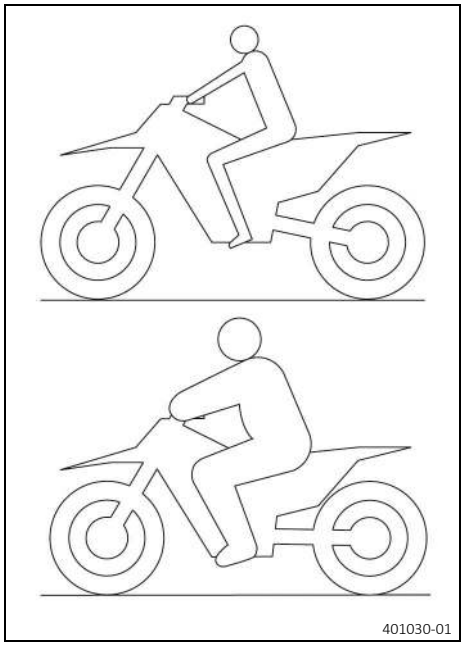
	After one operating hour	Every 15 operating hours	Every 45 operating hours	Every 90 operating hours	Every 24 months
Check the chain tension. (p. 68)	○	●	●	●	●
Grease all moving parts (e.g., hand lever, chain, etc.) and check for smooth operation.	○	●	●	●	●
Change the spark plug and spark plug connector.		●	●	●	
Clean the air filter and air filter box. (p. 62)	○	●	●	●	●
Change the damping material on the main silencer. (p. 64)			●	●	
Carry out fork service.			●	●	
Service the shock absorber.			●	●	
Check all screws, nuts, and hose clamps for a tight fit.	○	●	●	●	
Check the clutch.		●	●	●	
Check the frost protection and coolant level. (p. 95)	○	●	●	●	
Change the coolant. (p. 98)					●
Check the steering head bearing play. (p. 51)	○	●			
Lubricate the steering head bearing. (p. 52)			●	●	●
Check/adjust the carburetor components.			●	●	●
Check the cylinder and piston.		●	●	●	
Check the inlet membrane.		●	●	●	
Check the exhaust control for function and smooth operation.		●	●	●	
Perform minor engine service. (Replace exhaust control spring, replace piston. Change the needle jet.)			●	●	
Perform major engine service including removing and installing the engine. (Change the connecting rod, big (bottom) end bearing and crankshaft pin. Change the crankshaft bearing. Check the transmission and shift mechanism. Change the intake flange. Change all engine bearings.)				●	
Final check: check the operating safety of the vehicle and take for a test ride.	○	●	●	●	●
Enter the electronic proof of service in the contractual partner portal.	○	●	●	●	●

○ One-time interval

● Periodic interval

10.1 Checking the basic chassis setting with the rider's weight

Note
When adjusting the basic chassis setting, first adjust the shock absorber and then the fork.



- For optimal motorcycle riding characteristics and to avoid damage to forks, shock absorbers, swingarm, and frame, the basic settings of the suspension components must match the rider's weight.
- This vehicle is delivered pre-set for a standard rider's weight (with full protective clothing).

Standard rider's weight	35 kg ... 45 kg (77.2 lb ... 99.2 lb)

- If the rider's weight is above or below this range, the basic setting of the suspension components must be adjusted accordingly.
- Small weight differences can be compensated for by adjusting the preload, but in the case of large weight differences, the springs must be replaced.

10.2 Air suspension

Air suspension is used in this fork.
In this system, the suspension is located in the left fork leg and damping in the right fork leg.
As fork springs are no longer required, a significant weight advantage is achieved when compared to conventional forks. The response on slightly uneven surfaces is significantly improved.

In normal driving mode, suspension is provided exclusively by an air cushion. A steel spring is located in the left fork leg as an end stop.

Note
If the fork frequently bottoms out, then the fork air pressure must be increased to avoid damage to the fork and frame.

The air pressure in the fork can be quickly adjusted to the rider's weight, surface conditions, and the rider's preference using a fork air pump. The fork does not have to be dismantled. The time-consuming mounting of harder or softer fork springs is not required.
If the air chamber loses air due to a damaged seal, the fork will still not sag. In this case the air is retained in the fork. The suspension travel is maintained as far as possible. The damping becomes harder, and the riding comfort is reduced.

The damping can be adjusted.
The rebound adjustment is located at the upper end of the right fork leg.

10.3 Compression damping of the shock absorber

The compression damping of the shock absorber is divided into two ranges: high-speed and low-speed.

High-speed and low-speed refer to the compression speed of the rear wheel suspension and not to the vehicle speed.

The high-speed compression has an effect, for example, when landing after a jump: the rear wheel suspension compresses quickly.

The low-speed compression has an effect, for example, when riding over long bumps: the rear wheel suspension compresses slowly.

These two ranges can be adjusted separately, although the transition between high-speed and low-speed is floating. As a result, changes in the high-speed range affect the compression damping in the low-speed range and vice versa.

10.4 Adjusting the low-speed compression damping of the shock absorber

CAUTION

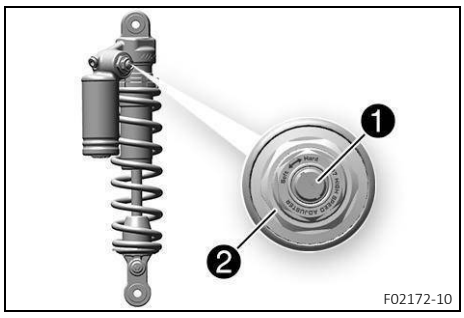
Risk of injury Parts of the shock absorber will move erratically if the shock absorber is detached incorrectly.

The shock absorber is filled with highly compressed nitrogen.

– Please follow the description provided.

Note

The effect of the low-speed compression adjustment can be seen in slow to normal compression of the shock absorber.



– Turn adjusting screw ❶ clockwise with a screwdriver as far as the last perceptible click.

Do not loosen fitting ❷!

– Turn counterclockwise by the number of clicks corresponding to the shock absorber type.

Low-speed compression damping	
Comfort	18 clicks
Standard	15 clicks
Sport	12 clicks

Note

Turning clockwise increases damping; turning anticlockwise reduces damping.

10.5 Adjusting the high-speed compression damping of the shock absorber

CAUTION

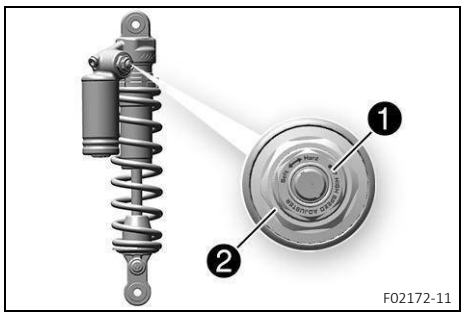
Risk of injury Parts of the shock absorber will move erratically if the shock absorber is detached incorrectly.

The shock absorber is filled with highly compressed nitrogen.

– Please follow the description provided.

Note

The effect of the high-speed compression adjustment can be seen in the fast compression of the shock absorber.



– Turn adjusting screw ❶ all the way clockwise with a socket wrench.

Do not loosen fitting ❷!

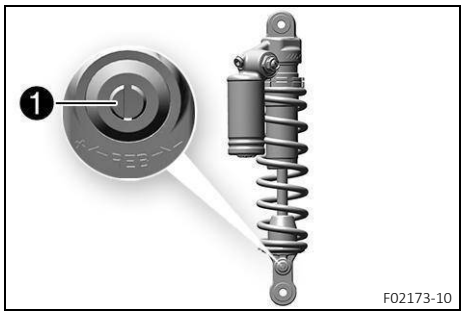
– Turn counterclockwise by the number of turns corresponding to the shock absorber type.

High-speed compression damping	
Comfort	2 turns (720°)
Standard	1.5 turns (540°)
Sport	1 turn (360°)

Note
Turning clockwise increases damping; turning anticlockwise reduces damping.

10.6 Adjusting the rebound damping of the shock absorber

CAUTION
Risk of injury Parts of the shock absorber will move erratically if the shock absorber is detached incorrectly.
The shock absorber is filled with highly compressed nitrogen.
– Please follow the description provided.



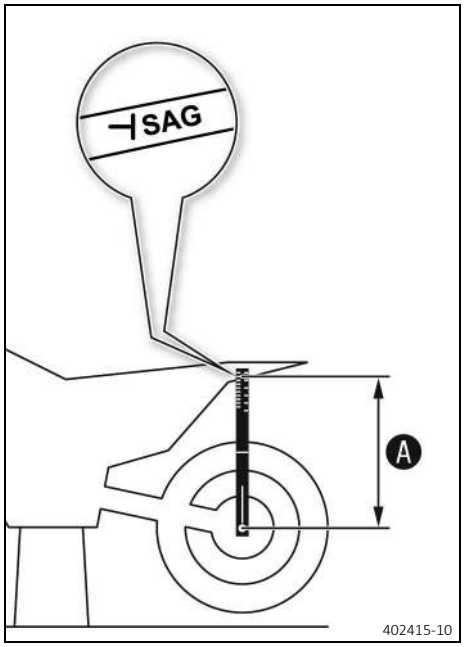
– Turn adjusting screw ❶ clockwise up to the last perceptible click.
– Turn counterclockwise by the number of clicks corresponding to the shock absorber type.

Rebound damping	
Comfort	18 clicks
Standard	15 clicks
Sport	12 clicks

Note
Turning clockwise increases damping; turning anticlockwise reduces damping on rebound.

10.7 Measuring the dimension of the unloaded rear wheel

Preparatory work
– Raise the motorcycle with a lift stand. (p. 44)



Main work

– Position the sag scale in the rear axle and measure the distance to marking **SAG** on the rear fender.

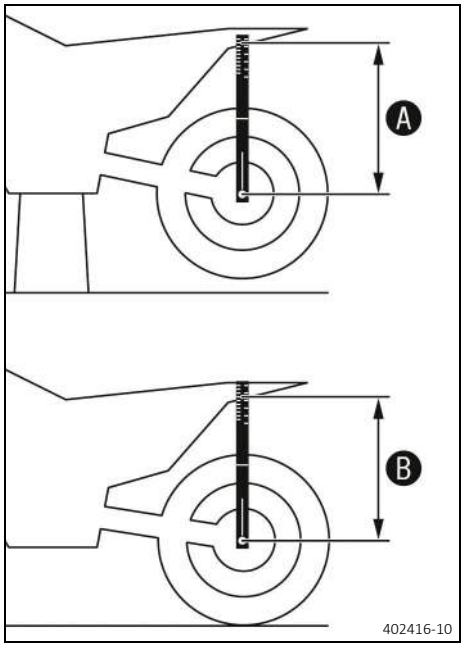
Sag scale (00029090200)

– Note the value as dimension A.

Reworking

– Remove the motorcycle from the lift stand. (p. 44)

10.8 Checking the static sag of the shock absorber



– Measure dimension A of rear wheel unloaded. (p. 31)
– Hold the motorcycle upright with aid of an assistant.
– Measure the distance again between the rear axle and marking **SAG** on the rear fender using the sag scale.
– Note the value as dimension B.

Note

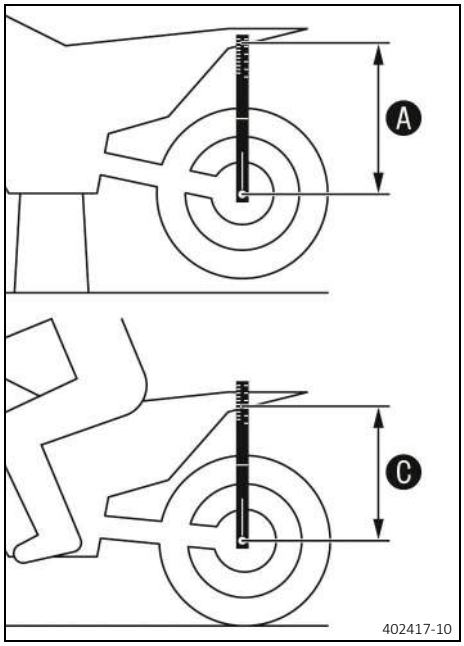
The static sag is the difference between measurements A and B.

– Check the static sag.

Static sag	30 mm (1.18 in)

» If the static sag is more or less than the specified value:
  – Adjust the preload for the shock absorber. (p. 33)

10.9 Checking the rider sag of the shock absorber



– Measure dimension Ⓐ of rear wheel unloaded. (p. 31)
– With another person holding the motorcycle, sit on the saddle with full protective clothing in a normal sitting position (feet on footrests) and bounce up and down a few times.
  ✓ The rear wheel suspension levels out.
– With the help of another person, remeasure the distance between the rear axle and marking **SAG** on the rear fender using the sag scale.
– Note the value as dimension Ⓒ.

Note

The rider sag is the difference between measurements Ⓐ and Ⓒ.

– Check the rider sag.

Rider sag	80 mm (3.15 in)

» If the rider sag differs from the specified measurement:
  – Adjust the rider sag. (p. 34)

10.10 Adjusting the preload for the shock absorber

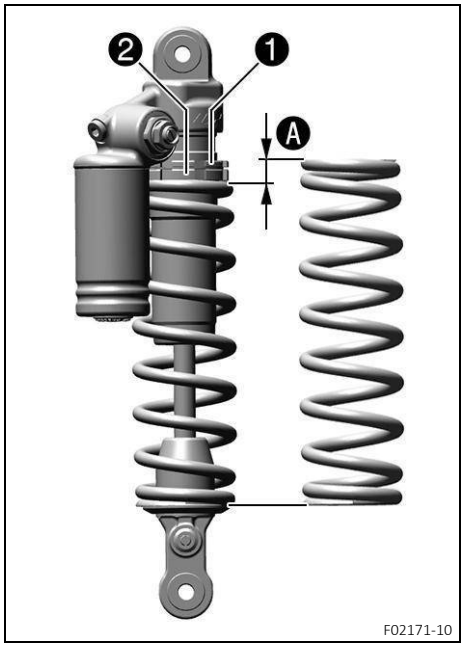
CAUTION

Risk of injury Parts of the shock absorber will move erratically if the shock absorber is detached incorrectly. The shock absorber is filled with highly compressed nitrogen.

– Please follow the description provided.

Preparatory work

– Raise the motorcycle with a lift stand. (p. 44)
– Remove the right side fairing. (p. 56)
– Remove the muffler. (p. 63)
– Remove the shock absorber. (p. 59)
– After removing the shock absorber, clean it thoroughly.



Main work

– Measure the full spring length while it is under tension and note down the value.
– Loosen retaining ring 1.
– Turn adjusting ring 2 until the spring is no longer under tension.

Combination wrench (50329080000)
Hook wrench (T106S)

Note
If the spring cannot be fully released, the spring must be removed to accurately measure the spring length.

– Measure the total spring length while the spring is not under tension.
– Tension the spring by turning adjusting ring 2 to the specified degree A.

Preload	5 mm (0.20 in)

Note
The spring preload is the difference between the relaxed spring length and the tensioned spring length.
Depending on the static sag and/or the rider sag, it may be necessary to increase or decrease the spring preload.

– Tighten retaining ring 1.

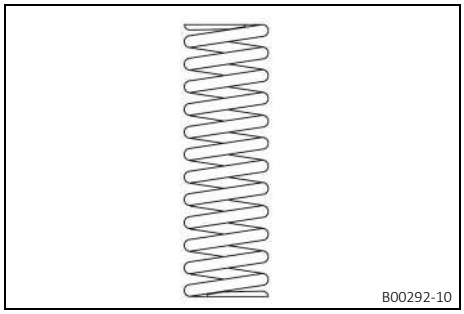
Reworking

– Install the shock absorber. (p. 60)
– Install the muffler. (p. 64)
– Install the right side cover. (p. 57)
– Remove the motorcycle from the lift stand. (p. 44)

10.11 Adjusting the rider sag

Preparatory work

– Raise the motorcycle with a lift stand. (p. 44)
– Remove the right side fairing. (p. 56)
– Remove the muffler. (p. 63)
– Remove the shock absorber. (p. 59)
– After removing the shock absorber, clean it thoroughly.



Main work

– Select and mount a suitable spring.

Spring rate	
Weight of rider: 32 kg (70.5 lb)	40 N/mm (228.4 lb_f/in)
Weight of rider: 37 kg (81.6 lb)	45 N/mm (257.0 lb_f/in)
Weight of rider: 42 kg (92.6 lb)	50 N/mm (285.5 lb_f/in)

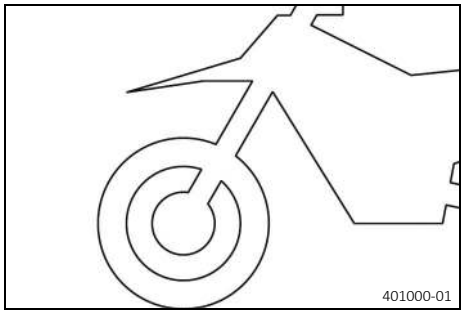
Note
The spring rate is shown on the outside of the spring.
Smaller weight differences can be compensated by changing the spring preload.

Reworking

– Install the shock absorber. (p. 60)
– Install the muffler. (p. 64)
– Install the right side cover. (p. 57)
– Remove the motorcycle from the lift stand. (p. 44)
– Check the static sag of the shock absorber. (p. 32)
– Check the rider sag of the shock absorber. (p. 33)
– Adjust the rebound damping of the shock absorber. (p. 31)

10.12 Checking the basic setting of the fork

Note
For various reasons, no exact rider sag can be determined for the fork.



– Smaller differences in the rider's weight can be compensated for by the fork air pressure.
– However, if the fork frequently bottoms out (hard end stop on compression), the fork air pressure must be increased, within the specified values, to avoid damage to the fork and frame.

10.13 Adjusting the fork air pressure

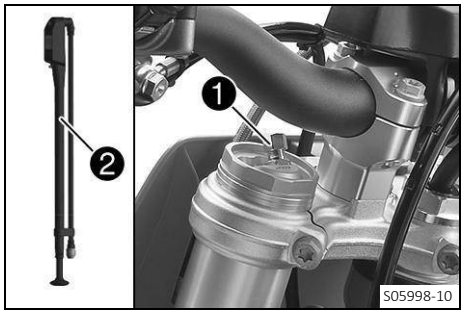
WARNING

Danger of accidents Modifications to the suspension settings that are not properly coordinated can impair the handling and overload components.

– Only make adjustments within the recommended range.
– Make sure your child rides slowly to start with after making adjustments in order that he or she can assess the new handling characteristic.

Note

Check or adjust the air pressure under the same conditions at the earliest 5 minutes after switching off the engine. The air suspension is located in the left fork leg. The rebound damping is located in the right fork leg.



Preparatory work

– Raise the motorcycle with a lift stand. (p. 44)

Main work

– Remove protection cap ❶.
– Fully put fork air pump ❷ together.

Fork air pump (79412966100)

Note

The fork air pump is included as part of the motorcycle's accessory pack.

– Connect the fork air pump to the left fork leg.

Read the accompanying instructions.

✓ The fork airpump switches on automatically.
✓ A little air escapes from the fork leg when connecting.

Note

This is due to the volume of the hose and is not due to a defect in the fork air pump or the fork.

– Adjust the air pressure as specified.

Do not set the air pressure outside the specified range.

Air pressure	
Standard	3.8 bar (55.1 psi)

Gradual change of the air pressure in steps by	0.2 bar (2.9 psi)
Minimum air pressure	1.4 bar (20.3 psi)
Maximum air pressure	4 bar (58 psi)

– Disconnect the fork air pump from the left fork leg.

✓ When disconnecting, excess pressure will escape from the hose – the fork leg does not lose any air.

✓ The fork pump airpump switches off automatically after 80 seconds.

– Mount the protection cap.

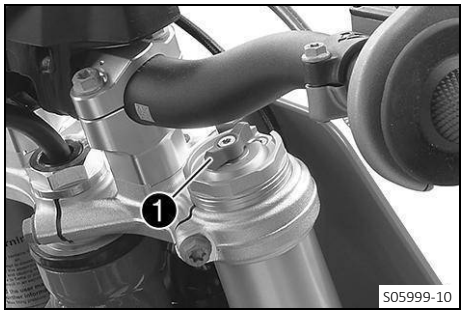
Only mount the protection cap by hand.

Reworking

– Remove the motorcycle from the lift stand. (p. 44)

10.14 Adjusting the rebound damping of the fork

Note
The hydraulic rebound damping determines the fork suspension behavior.



– Turn adjusters 1 clockwise all the way to the stop.

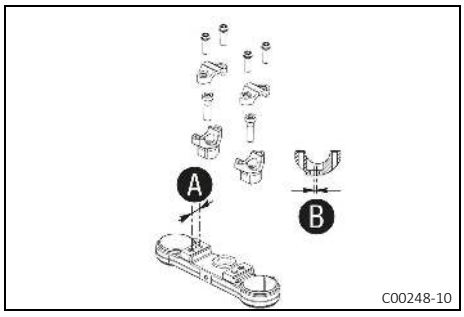
Note
Adjusters 1 are located at the top end of the fork legs.

– Turn clockwise by the number of clicks corresponding to the fork type.

Rebound damping	
Standard	15 clicks

Note
Turning clockwise increases damping; turning anticlockwise reduces damping on rebound.

10.15 Handlebar position



On the upper triple clamp, there are 2 holes at a distance of A to each other.

Hole distance A	16 mm (0.63 in)

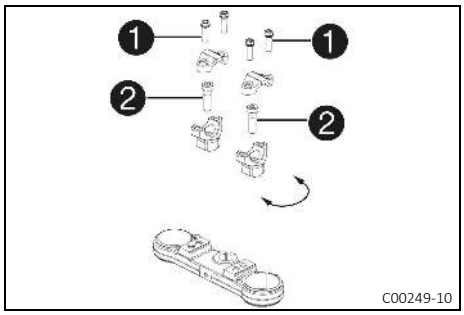
The holes on the handlebar supports are placed at a distance of B from the center.

Hole distance B	3.5 mm (0.138 in)

The handlebar supports can be mounted in four different positions. This allows the handlebar to be mounted in the most comfortable position for the rider.

10.16 Adjusting the handlebar position

WARNING
Danger of accidents A repaired handlebar poses a safety risk.
If the handlebar is bent or straightened, the material becomes fatigued. The handlebar may break as a result.
– Change the handlebar if the handlebar is damaged or bent.



– Remove screws 1. Take off the handlebar clamps. Remove the handlebar and lay it to one side.

Protect the components against damage by covering them.
Do not kink the cables or lines.

– Remove screws 2. Take off the handlebar supports.
– Place the handlebar supports in the required position. Mount and tighten screws 2.

Screw, handlebar mount	
M10	40 Nm (29.5 ft·lb$_f$) **Loctite® 243**

– Position the handlebar.

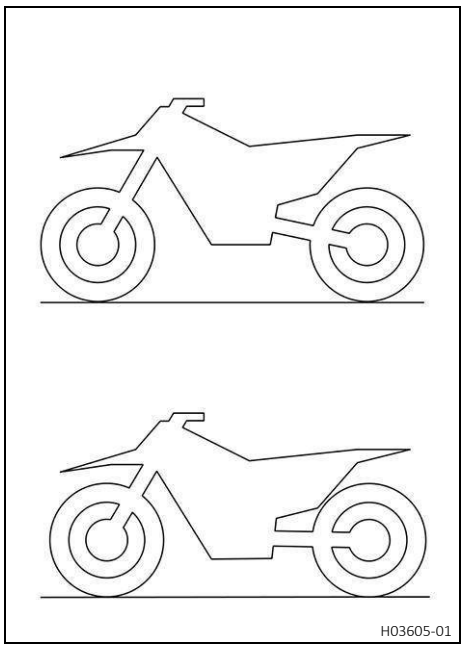
Make sure the cables and wiring are positioned correctly.

– Position the handlebar clamps. Mount screws 1 and tighten evenly.

Handlebar clamp screw	
M8	20 Nm (14.8 ft·lb$_f$)

Make sure the installed gap widths are even.

11.1 Seat height adjustment options



This vehicle offers several options for adjusting the seat height to the rider's height.

The seat height can be changed with the mounting position of the fork, shock absorber, and frame.

Note

When adjusting the seat height on the fork and shock absorber, make sure that the vehicle is as straight as possible after completing the work.

If the seat height on the shock absorber is set low, the fork should be pushed through further and vice versa.

11.2 Adjusting the seat height on the shock absorber

WARNING

Danger of accidents Modifications to the suspension settings that are not properly coordinated can impair the handling and overload components.

- Only make adjustments within the recommended range.
- Make sure your child rides slowly to start with after making adjustments in order that he or she can assess the new handling characteristic.

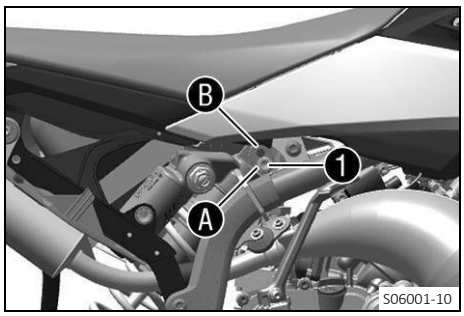
Note

If the seat height is adjusted on the shock absorber, the seat height should also be adjusted on the fork.

Preparatory work

- Raise the motorcycle with a lift stand. (p. 44)
- Remove the right side fairing. (p. 56)

Main work



- Hold the rear wheel with the swingarm and remove screw ❶.
- Position the shock absorber according to the required seat height.

High seating position	Ⓐ
Low seating position	Ⓑ

- Mount and tighten screw ❶.

Top shock absorber screw	
M10	60 Nm (44.3 ft·lb$_f$) **Loctite® 243**

Reworking

– Install the right side cover. (p. 57)
– Remove the motorcycle from the lift stand. (p. 44)

11.3 Adjusting the seat height on the fork

WARNING

Danger of accidents Modifications to the suspension settings that are not properly coordinated can impair the handling and overload components.

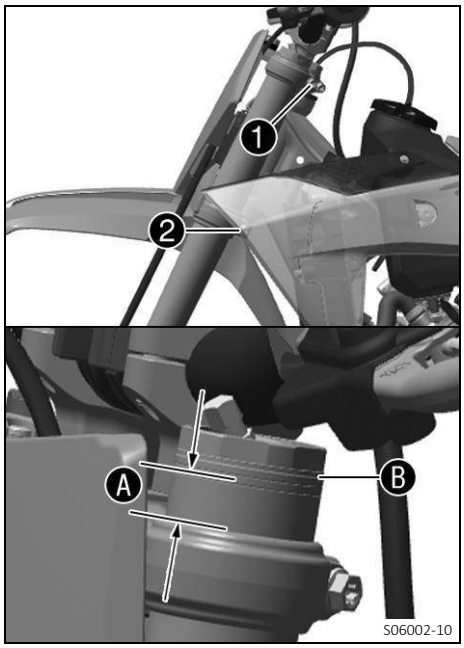
– Only make adjustments within the recommended range.
– Make sure your child rides slowly to start with after making adjustments in order that he or she can assess the new handling characteristic.

Note

The seat height can be infinitely adjusted by pushing the fork legs through.
If the seat height is adjusted on the fork, the seat height should also be adjusted on the shock absorber.

Preparatory work

– Raise the motorcycle with a lift stand. (p. 44)
– Remove the front wheel. (p. 89)



Main work

– Loosen screw 1.
– Loosen screw 2.
– Position the fork leg according to the required seat height.

Position the fork leg only within the described range.

Condition

\+ Seating position as low as possible, fork fully inserted

Maximum distance A between lower edge of screw cap and upper edge of triple clamp	18 mm (0.71 in)

Condition

\+ Seating position as high as possible, fork pulled out completely

Bottom edge of screw cap B closes flush with the upper edge of the triple clamp.

– Tighten screw 2.

Screw, bottom triple clamp	
M8	15 Nm (11.1 ft·lb$_f$)

– Tighten screw 1.

Screw, top triple clamp	
M8	20 Nm (14.8 ft·lb$_f$)

– Repeat the procedure on the other fork leg.

Position both fork legs equally.

Reworking

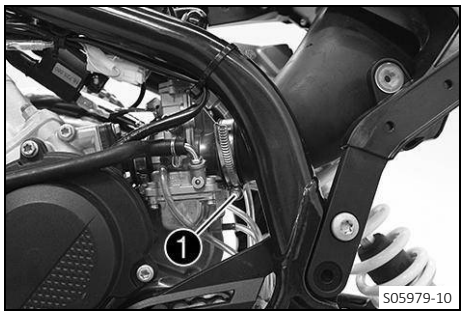
– Install the front wheel. (p. 89)

11.4 Adjusting the seat height on the frame

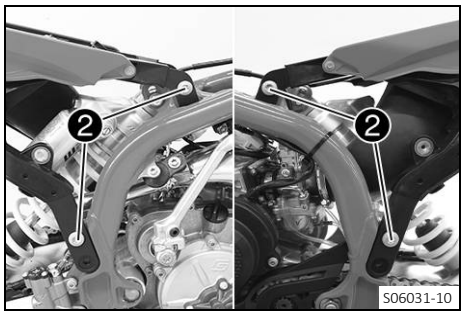
Preparatory work

– Remove the seat. (p. 61)
– Remove the right side fairing. (p. 56)
– Remove the left side cover. (p. 57)
– Remove the frame protector. (p. 59)
– Remove the rear fender. (p. 54)
– Remove the seat. (p. 61)
– Turn the knurled screw on the fuel petcock all the way clockwise.
– Remove the fuel tank. (p. 65)

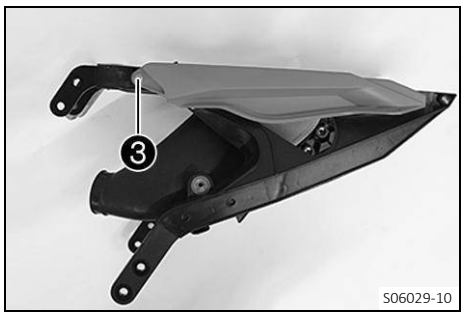
Main work



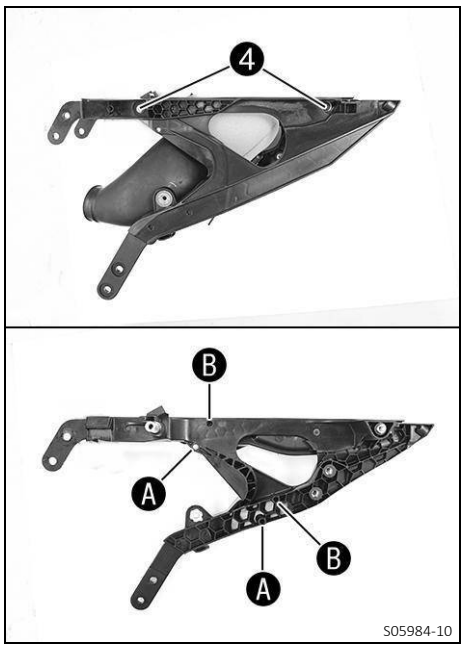
– Loosen hose clamp ❶.



– Remove screws ❷ on the right and left side.
– Remove the subframe and air filter box.



– Remove screw ❸ on the left-hand side of the subframe and remove the decorative trim.



– Remove screws ❹ and separate the subframe.
– Place air filter box in the desired position.

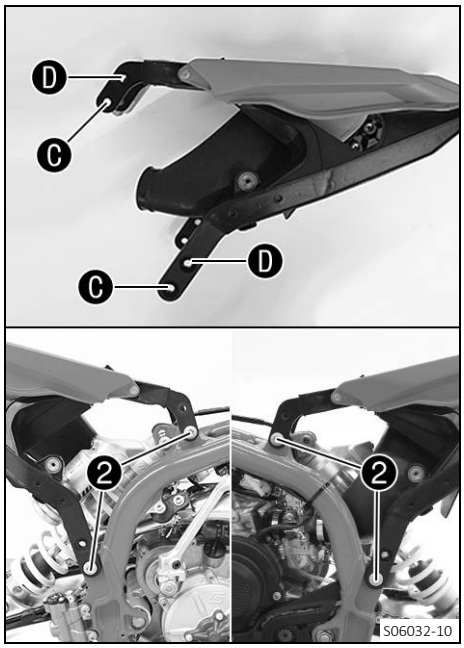
High seating position	Drill holes Ⓐ
Low seating position	Drill holes Ⓑ

– Assemble the subframe, mount and tighten screws ❹.

Remaining screws on chassis	
M6	10 Nm (7.4 ft·lb$_f$)

– Position the trim with screw ❸ and tighten.

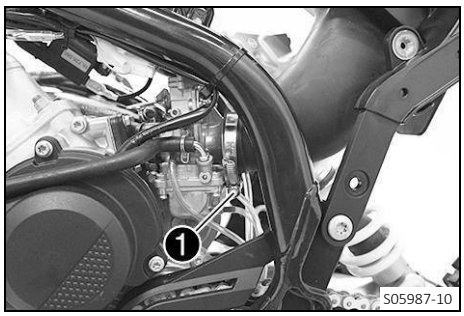
Remaining screws on chassis	
M6	10 Nm (7.4 ft·lb$_f$)



– Position the subframe with air filter box at the desired seat height and position and tighten screws ❷ on the right and left side.

Subframe screw	
M8	35 Nm (25.8 ft·lb$_f$) **Loctite® 243**

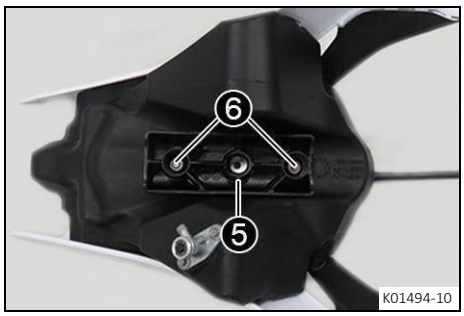
High seating position	Position Ⓒ
Low seating position	Position Ⓓ



– Position the intake flange on the carburetor and tighten hose clip ❶.

Hose clamp, carburetor	
	2.8 Nm (2.07 ft·lb$_f$)

Condition: High seating position



– Make sure that tank extension ❺ is mounted on the tank using screws ❻ provided.

Screw, tank extension	
EJOT PT®	2 Nm (1.5 ft·lb$_f$)

Condition: Low seating position

– Make sure that tank extension ❺ is removed.

Reworking

– Install the fuel tank. (p. 66)
– Turn the knurled screw on the fuel petcock all the way counterclockwise.
– Mount the seat. (p. 61)
– Install the rear fender. (p. 55)
– Install the frame protector. (p. 59)
– Install the left side fairing (p. 58)
– Install the right side cover. (p. 57)
– Mount the seat. (p. 61)

12.1 Raising the motorcycle with a lift stand

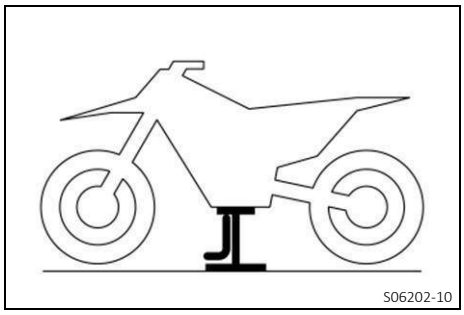
NOTE

Material damage The vehicle may be damaged if parked incorrectly.

Damage can occur if the vehicle rolls away or falls over.

The components for parking the vehicle are designed only for the weight of the vehicle.

– Park the vehicle on a firm and level surface.
– Make sure that nobody sits on the vehicle when it is parked on a stand.


S06202-10

– Raise the motorcycle at the frame underneath the engine.

Lift stand (78929955100)

✓ Neither wheel is in contact with the ground.
– Secure the motorcycle against falling over.

12.2 Removing the motorcycle from the lift stand

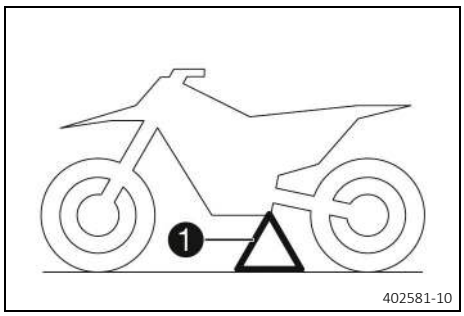
NOTE

Material damage The vehicle may be damaged if parked incorrectly.

Damage can occur if the vehicle rolls away or falls over.

The components for parking the vehicle are designed only for the weight of the vehicle.

– Park the vehicle on a firm and level surface.
– Make sure that nobody sits on the vehicle when it is parked on a stand.



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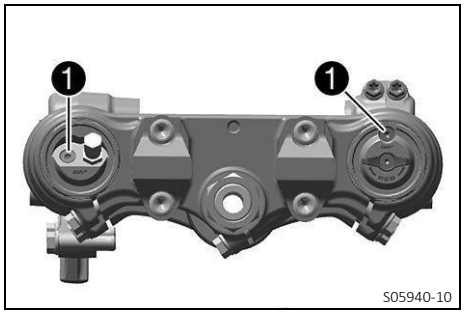
– Remove the motorcycle from the lift stand.
– Remove the lift stand.
– To park the motorcycle, insert plug-in stand ❶ into the plug-in stand support on the left side of the vehicle.

Note
Remove the plug-in stand before riding.

12.3 Bleeding the fork legs

Preparatory work

– Raise the motorcycle with a lift stand. (p. 44)



Main work

– Loosen bleeder screw 1.
  ✓ Any excess pressure escapes from the inner fork.
– Tighten the bleeder screw.

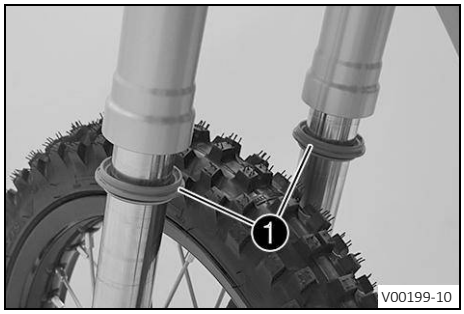
Reworking

– Remove the motorcycle from the lift stand. (p. 44)

12.4 Cleaning the dust boots of the fork legs

Preparatory work

– Raise the motorcycle with a lift stand. (p. 44)
– Remove the fork protector. (p. 46)



Main work

– Push dust boot 1 downward on both fork legs.

Note
The dust boots should remove dust and coarse dirt particles from the inner fork tubes. Over time, dirt can accumulate behind the dust boots. If this dirt is not removed, the sealing rings behind can start to leak.

WARNING
Danger of accidents Oil, grease or wax on the brake discs reduces the brake action.
– Always keep the brake discs free of oil, fat and wax.
– Clean the brake discs with brake cleaner when necessary.

– Clean and oil the dust boots and the inner fork tube of both fork legs.

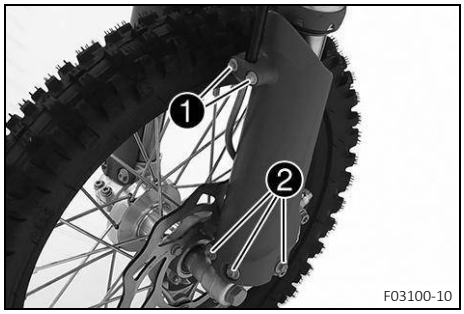
Universal oil spray (p. 128)

– Press the dust boots back into their installation position.
– Remove excess oil.

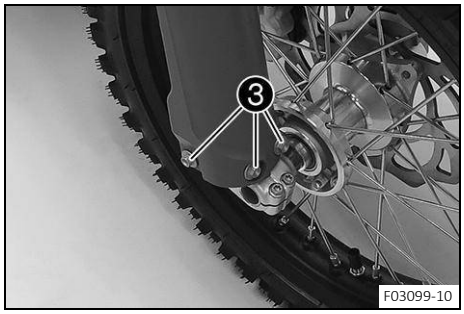
Reworking

– Install the fork protector. (p. 46)
– Remove the motorcycle from the lift stand. (p. 44)

12.5 Removing the fork protector

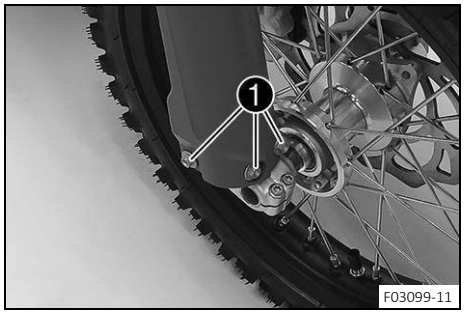


– Remove screw ❶ and take off the clamp.
– Remove screws ❷ on the left fork leg. Take off the fork protector.



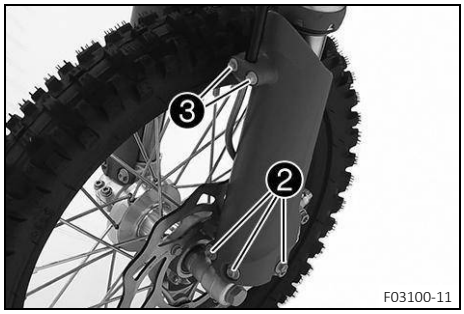
– Remove screws ❸ on the right fork leg. Take off the fork protector.

12.6 Installing the fork protector



– Position the fork protector on the right fork leg. Mount and tighten screws ❶.

Remaining screws on chassis	
M6	10 Nm (7.4 ft·lb$_f$)



– Position the fork protector on the left fork leg. Mount and tighten screws ❷.

Remaining screws on chassis	
M6	10 Nm (7.4 ft·lb$_f$)

– Position the brake line and the clamp. Mount and tighten screws ❸.

Screw, brake hose bracket	
EJOT PT® – MK60×20	2 Nm (1.5 ft·lb$_f$)

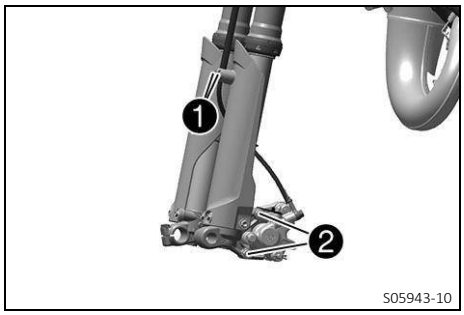
Clamp the brake line only via the metal bushing.
Make sure that the upper edge of the bushing is as flush as possible with the bracket.

12.7 Removing the fork legs

Preparatory work

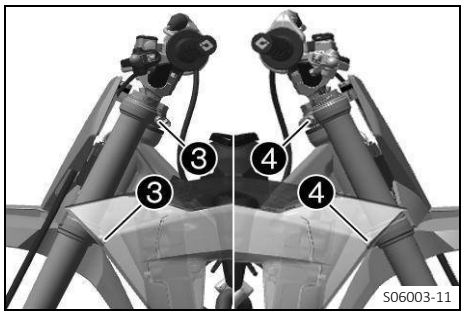
– Raise the motorcycle with a lift stand. (p. 44)
– Remove the front wheel. (p. 89)

Main work



– Remove screw 1 and take off the clamp.
– Remove screws 2 and take off the brake caliper.
– Allow the brake caliper and the brake line to hang loosely to the side.

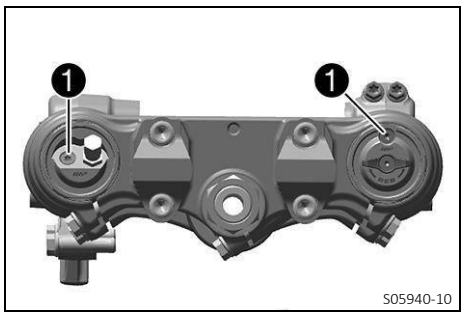
Do not kink the brake line.



– Loosen screws 3. Remove the left fork leg.
– Loosen screws 4. Remove the right fork leg.

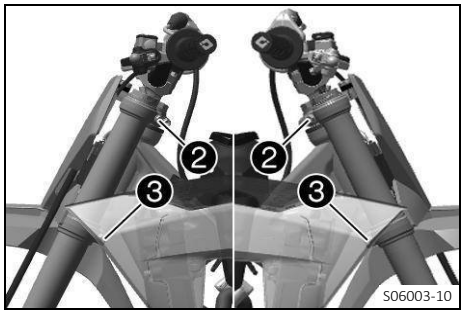
12.8 Installing the fork legs

Main work



– Position the fork legs.
✓ Bleeder screws 1 are positioned toward the front and left.

Note
The second milled groove in the fork leg must be flush with the upper edge of the upper triple clamp.

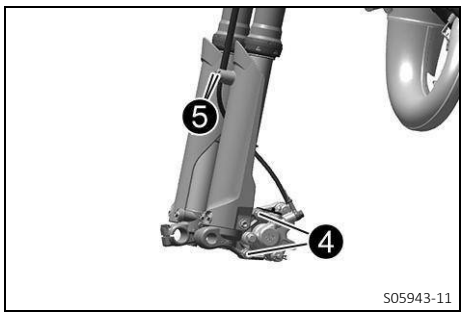


– Tighten screws 2.

Screw, top triple clamp	
M8	20 Nm (14.8 ft·lb$_f$)

– Tighten screws 3.

Screw, bottom triple clamp	
M8	15 Nm (11.1 ft·lb$_f$)



– Position the brake caliper, and mount and tighten screws 4.

Screw, front brake caliper	
M8	20 Nm (14.8 ft·lb$_f$) **Loctite® 243**

– Position the brake line and the clamp. Mount and tighten screws 5.

Screw, brake hose bracket	
EJOT PT® – MK60×20	2 Nm (1.5 ft·lb$_f$)

Clamp the brake line only via the metal bushing.
Make sure that the upper edge of the bushing is as flush as possible with the bracket.

Reworking

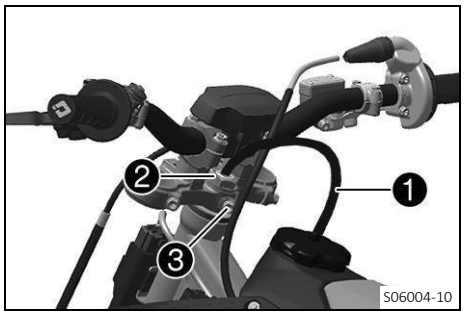
– Install the front wheel. (p. 89)

12.9 Removing the lower triple clamp

Preparatory work

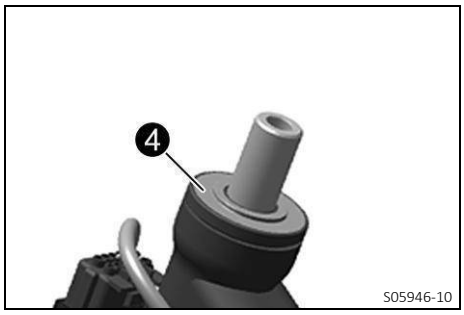
– Raise the motorcycle with a lift stand. (p. 44)
– Remove the front wheel. (p. 89)
– Remove the fork legs. (p. 47)
– Remove the number plate. (p. 53)
– Remove the front top fender. (p. 53)

Main work



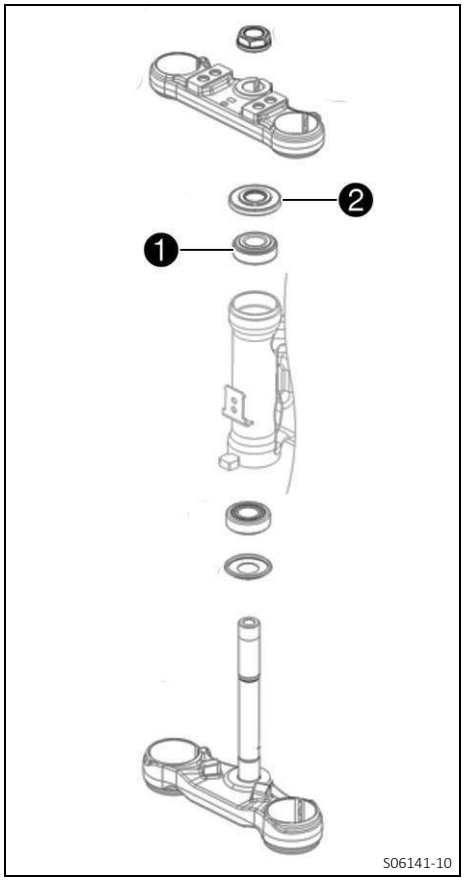
– Pull fuel tank vent 1 out of the steering stem.
– Remove screw 2.
– Release screw 3, take off the upper triple clamp with the handlebar and set aside.

Protect the components against damage by covering them.
Do not kink the cables or lines.



– Remove protective ring 4.
– Remove the steering stem from the lower triple clamp.
– Remove the upper steering head bearing.

12.10 Installing the lower triple clamp



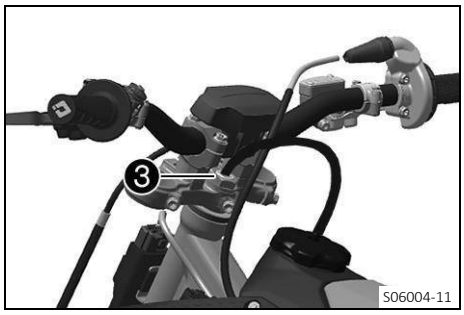
Main work

– Clean the bearing and sealing elements, check for damage, and grease.

High viscosity grease (p. 129)

– Insert the lower triple clamp with the steering stem. Mount upper steering head bearing ❶.

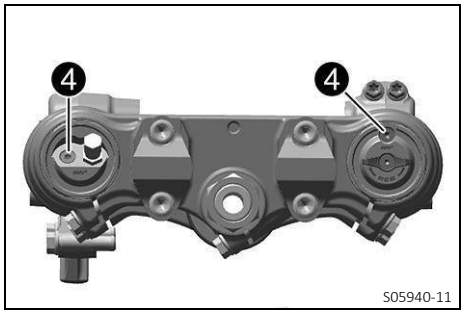
– Push on protective ring ❷.



– Position the upper triple clamp and handlebar.

– Mount screw ❸, but do not tighten yet.

Screw, steering head	
M16×1.5	10 Nm (7.4 ft·lb$_f$)

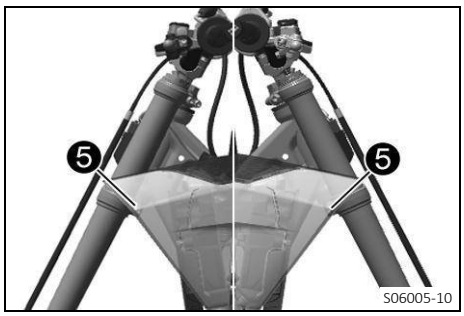


– Position the fork legs.

✓ Bleeder screws ❹ are positioned toward the front and left.

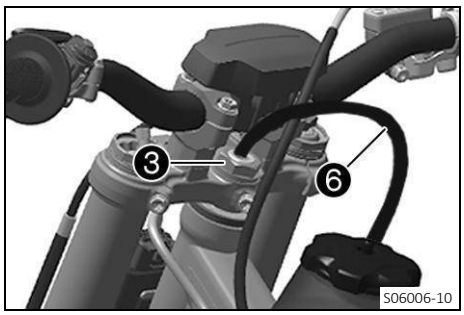
Note

The second milled groove in the fork leg must be flush with the upper edge of the upper triple clamp.



– Tighten screws ❺.

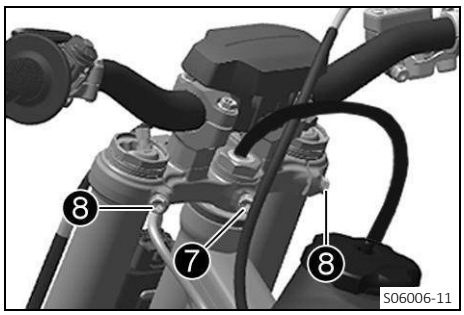
Screw, bottom triple clamp	
M8	15 Nm (11.1 ft·lb$_f$)



– Tighten screw ❸.

Screw, steering head	
M16×1.5	10 Nm (7.4 ft·lb$_f$)

– Position the fuel tank vent ❻ in the steering stem.



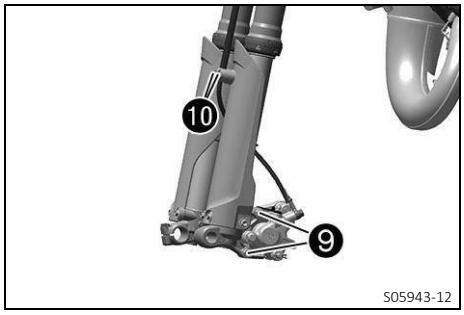
– Tighten screw ❼.

Screw, steering stem	
M8	20 Nm (14.8 ft·lb$_f$) **Loctite® 243**

– Using a plastic hammer, tap lightly on the upper triple clamp to avoid stresses.

– Tighten screws ❽.

Screw, top triple clamp	
M8	20 Nm (14.8 ft·lb$_f$)



– Position the brake caliper, and mount and tighten screws ❾.

Screw, front brake caliper	
M8	20 Nm (14.8 ft·lb$_f$) **Loctite® 243**

– Position the brake line and the clamp. Mount and tighten screws ❿.

Screw, brake hose bracket	
EJOT PT® – MK60×20	2 Nm (1.5 ft·lb$_f$)

Clamp the brake line only via the metal bushing.
Make sure that the upper edge of the bushing is as flush as possible with the bracket.

Reworking

– Check that the wiring harness, throttle cable, and brake and clutch lines can move freely and are routed correctly.
– Install the front top fender. (p. 54)
– Mount the number plate. (p. 53)
– Install the front wheel. (p. 89)
– Check the steering head bearing play. (p. 51)
– Remove the motorcycle from the lift stand. (p. 44)

12.11 Checking the steering head bearing play

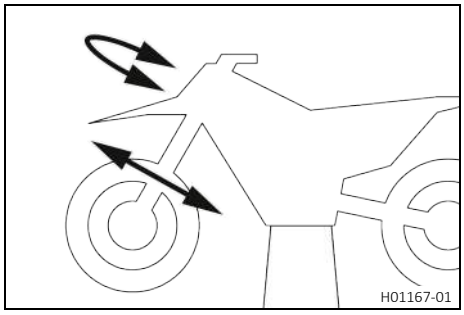
WARNING
Danger of accidents Incorrect steering head bearing play can impair the handling characteristic and damage components.
– Correct incorrect steering head bearing play immediately.

Note
If the vehicle is operated for a lengthy period with play in the steering head bearing, the bearings and the bearing seats in the frame can become damaged.

Preparatory work

– Raise the motorcycle with a lift stand. (p. 44)

Main work



– Move the handlebar to the straight-ahead position. Move the fork legs to and fro in the direction of travel.

Play should not be detectable on the steering head bearing.

» If there is detectable play:
– Adjust the steering head bearing play. (p. 52)

– Move the handlebar back and forth over the entire steering range.

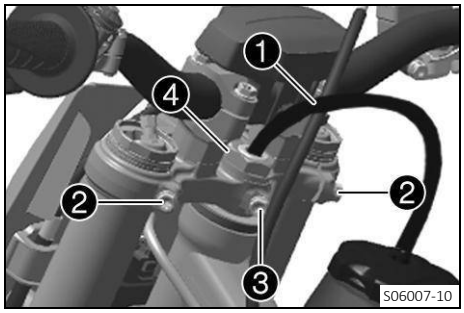
It must be possible to move the handlebar easily over the entire steering range. There should be no detectable detent positions.

» If detent positions are detected:
– Adjust the steering head bearing play. (p. 52)
– Check the steering head bearing and replace if required.

Reworking

– Remove the motorcycle from the lift stand. (p. 44)

12.12 Adjusting the steering head bearing play



Preparatory work

– Raise the motorcycle with a lift stand. (p. 44)

Main work

– Pull fuel tank vent ❶ out of the steering stem.
– Loosen screws ❷.
– Loosen screw ❸.
– Loosen and retighten screw ❹.

Screw, steering head	
M16×1.5	10 Nm (7.4 ft·lb$_f$)

– Using a plastic hammer, tap lightly on the upper triple clamp to avoid stresses.
– Tighten screw ❸.

Screw, steering stem	
M8	20 Nm (14.8 ft·lb$_f$) **Loctite® 243**

– Tighten screws ❷.

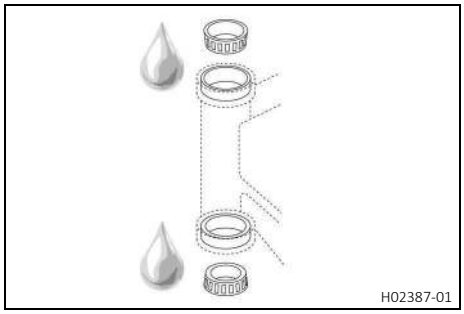
Screw, top triple clamp	
M8	20 Nm (14.8 ft·lb$_f$)

– Position fuel tank vent ❶ in the steering stem.

Reworking

– Check the steering head bearing play. (p. 51)
– Remove the motorcycle from the lift stand. (p. 44)

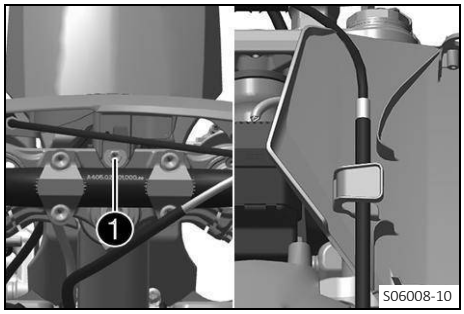
12.13 Lubricating the steering head bearing



– Remove the lower triple clamp. (p. 48)
– Install the lower triple clamp. (p. 49)

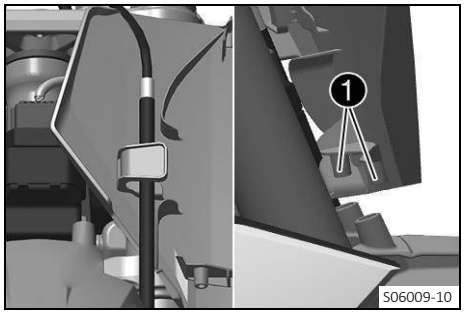
Note
The steering head bearing is cleaned and lubricated in the course of removal and installation of the lower triple clamp.

12.14 Removing the number plate

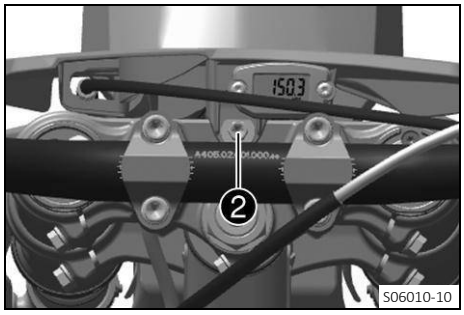


– Remove the service hour counter and hang it to one side.
– Remove screw ❶.
– Unhook the number plate from the brake line and remove it.

12.15 Mounting the number plate



– Attach the start number plate to the brake line and position it.
  ✓ Holding lugs ❶ engage in the fender.



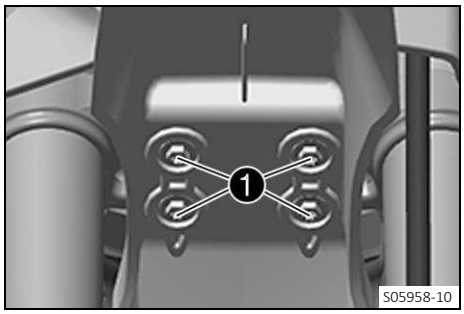
– Mount and tighten screw ❷.

Screw, number plate	
M6	4 Nm (3.0 ft·lb$_f$)

– Install service hour counter.

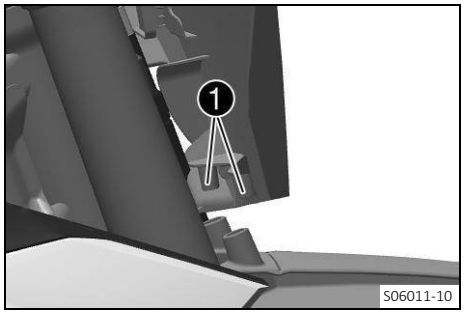
Screw, service hour counter	
EJOT PT® – MK35×18	Tightening to hand-tight

12.16 Removing the front top fender

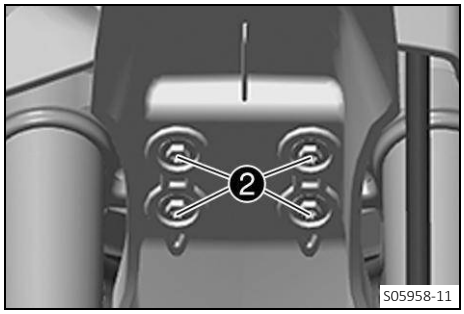


– Remove screws ❶. Remove the front fender.

12.17 Installing the front top fender



– Position start number plate on the fender.
  ✓ The holding lugs of the start number plate engage in drill holes ❶ of the fender.



– Position fender on the lower triple clamp, mount and tighten screws ❷.

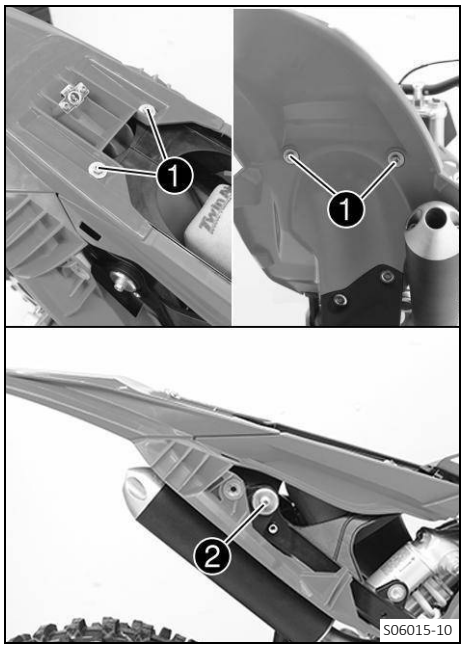
Screw, fender	
M6	6 Nm (4.4 ft·lb$_f$)

12.18 Removing the rear fender

Preparatory work

– Remove the seat. (p. 61)
– Remove the right side fairing. (p. 56)
– Remove the left side cover. (p. 57)
– Remove the frame protector. (p. 59)

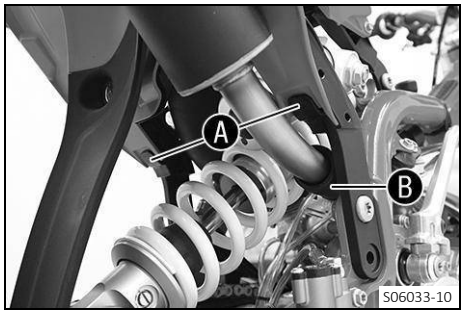
Main work



– Remove screws ❶.
– Remove screw ❷.
– Remove fender with main silencer toward the rear.

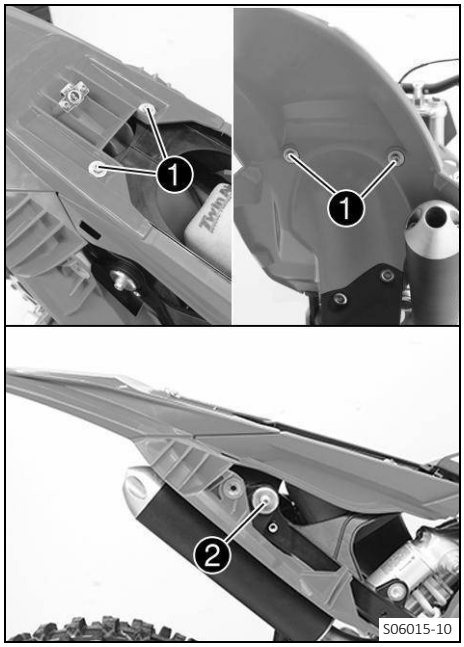
The main silencer must be pulled out of the exhaust sleeve.

12.19 Installing the rear fender



Main work

– Position the fender with the main silencer.
  ✓ The fender engages in holding lugs Ⓐ of the bracket.
  ✓ The main silencer is inserted into exhaust sleeve Ⓑ.



– Mount and tighten screws ❶.

Screw, rear fender	
M6	6 Nm (4.4 ft·lb$_f$)

– Mount and tighten screw ❷.

Remaining screws on chassis	
M6	10 Nm (7.4 ft·lb$_f$)

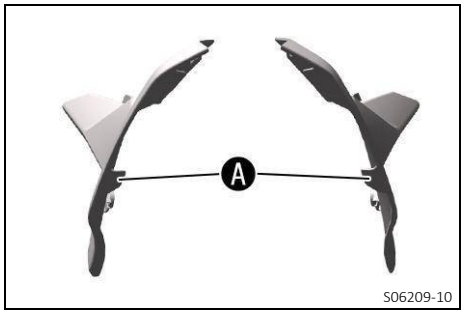
Reworking

– Install the frame protector. 📖 (p. 59)
– Install the left side fairing 📖 (p. 58)
– Install the right side cover. 📖 (p. 57)
– Mount the seat. 📖 (p. 61)

12.20 Preparing the side fairing for securing

Preparatory work

– Remove the left side cover. 📖 (p. 57)
– Remove the right side fairing. 📖 (p. 56)



Main work

– Drill a hole at marks Ⓐ.

Diameter	5.5 mm (0.217 in)

Reworking

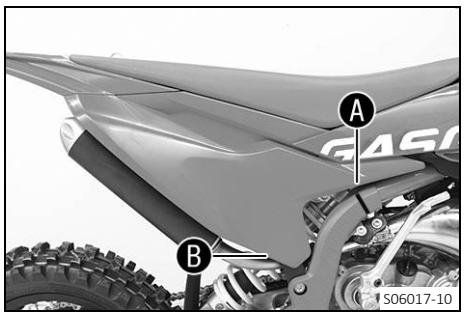
– Install the left side fairing (p. 58)
– Install the right side cover. (p. 57)

12.21 Removing the right side fairing

Condition: Side fairing secured

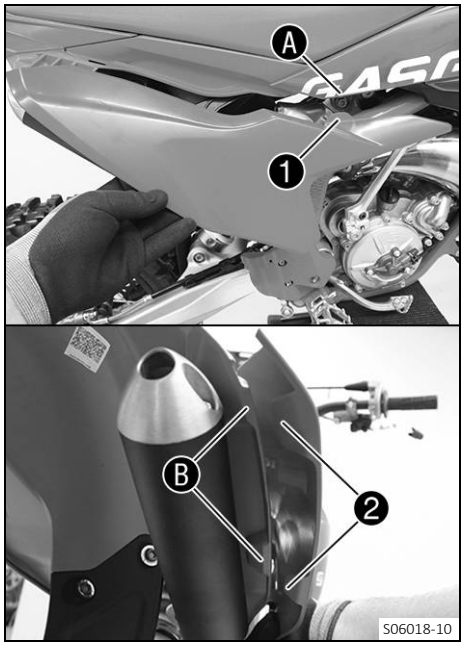


– Remove screw ❶.



– Pull off and remove the side cover in areas Ⓐ and Ⓑ at the sides.

12.22 Installing the right side cover



– Attach side fairing with holding lugs ❶ in area Ⓐ and holding lugs ❷ in areas Ⓑ.
– Press the side cover into the rubber bushings.

Condition: Side fairing secured

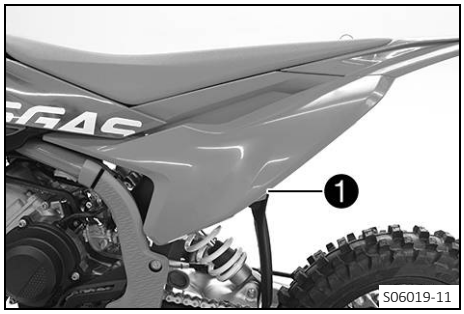


– Mount and tighten screw ❸.

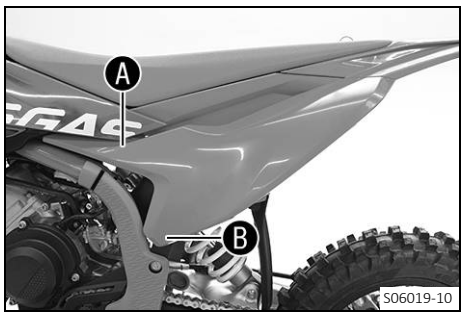
Remaining screws on chassis	
EJOT PT® – MK50×18	2 Nm (1.5 ft·lb$_f$)

12.23 Removing the left side cover

Condition: Side fairing secured

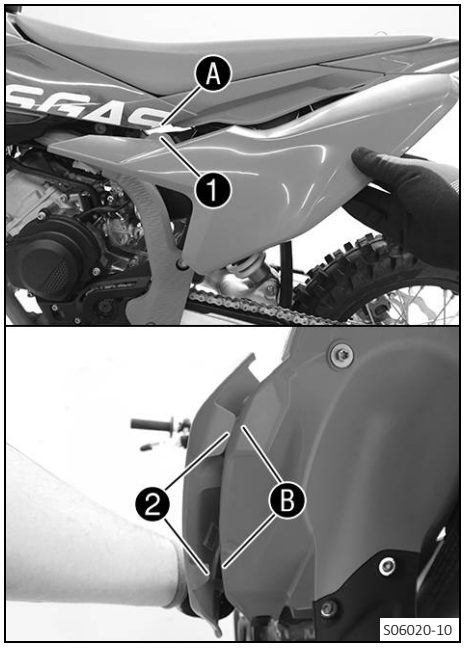


– Remove screw ❶.



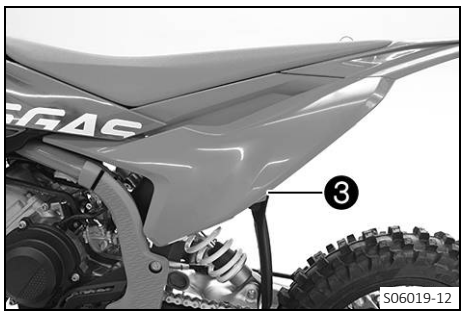
– Pull off and remove the side cover in areas Ⓐ and Ⓑ at the sides.

12.24 Installing the left side fairing



– Attach side fairing with holding lugs ❶ in area Ⓐ and holding lugs ❷ in areas Ⓑ.
– Press the side cover into the rubber bushings.

Condition: Side fairing secured



– Mount and tighten screw ❸.

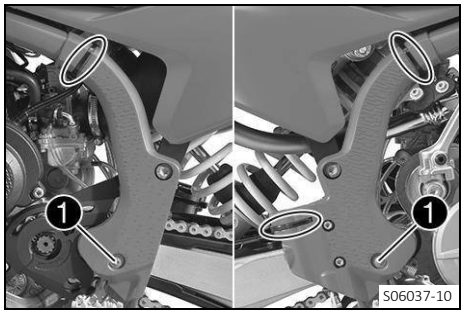
Remaining screws on chassis	
EJOT PT® – MK50×18	2 Nm (1.5 ft·lb$_f$)

12.25 Removing the frame protector

Preparatory work

– Remove the right side fairing. (p. 56)
– Remove the left side cover. (p. 57)

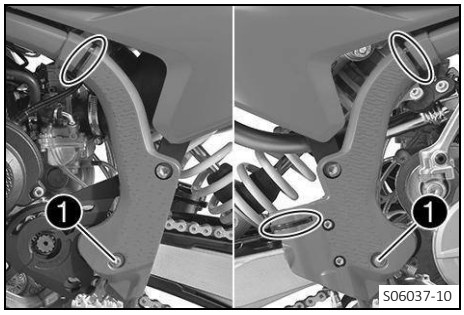
Main work



– Remove the cable ties.
– Remove screws 1 and bushings.
– Take off the left frame protector.
– Take off the right frame protector.

12.26 Installing the frame protector

Main work



– Position the left frame protector.
– Position the right frame protector.
– Mount screw 1 and bushing and tighten.

Screw, frame protector	
M5	3 Nm (2.2 ft·lb$_f$)

– Secure the frame protector with cable ties.

Reworking

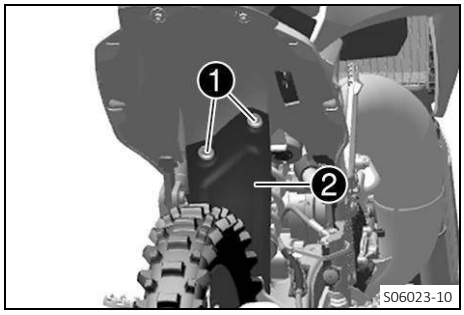
– Install the left side fairing (p. 58)
– Install the right side cover. (p. 57)

12.27 Removing the shock absorber

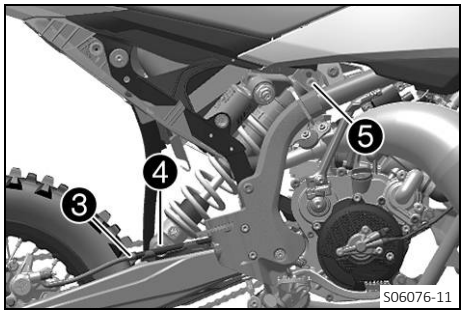
Preparatory work

– Raise the motorcycle with a lift stand. (p. 44)
– Remove the right side fairing. (p. 56)
– Remove the muffler. (p. 63)

Main work



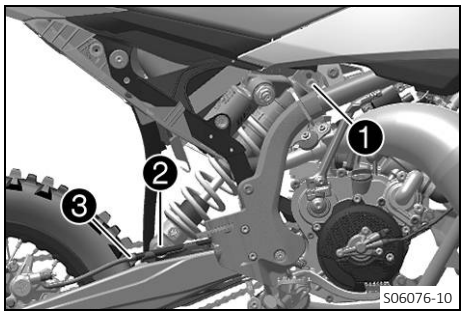
– Remove screws ❶ with bushings and splash protector ❷.



– Take the brake line ❸ out of the holders.
– Remove screw ❹ and lower the rear wheel with the link fork as far as possible without blocking the rear wheel. Secure the rear wheel in this position.
– Remove screw ❺ and shock absorber.

12.28 Installing the shock absorber

Main work



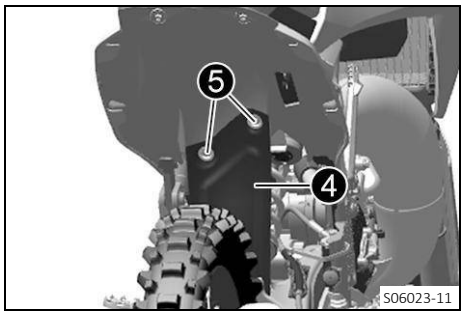
– Position the shock absorber and mount and tighten screw ❶.

Top shock absorber screw	
M10	60 Nm (44.3 ft·lb$_f$) **Loctite® 243**

– Mount and tighten screw ❷.

Bottom shock absorber screw	
M10	60 Nm (44.3 ft·lb$_f$) **Loctite® 2701**

– Secure brake line ❸ in the holder.



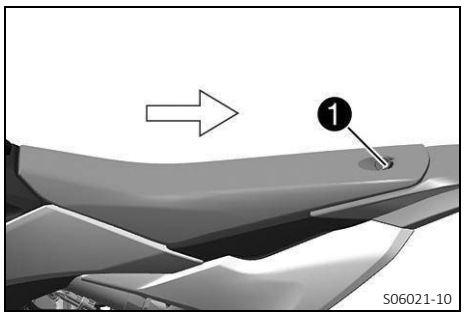
– Position splash protector ❹, mount screws ❺ with bushings, and tighten.

Screw, splash protector	
EJOT PT® – MK60×25	2 Nm (1.5 ft·lb$_f$)

Reworking

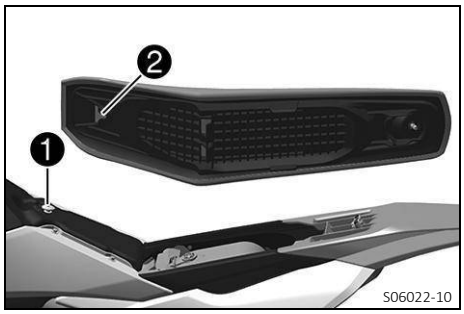
– Install the muffler. (p. 64)
– Install the right side cover. (p. 57)
– Remove the motorcycle from the lift stand. (p. 44)

12.29 Removing the seat

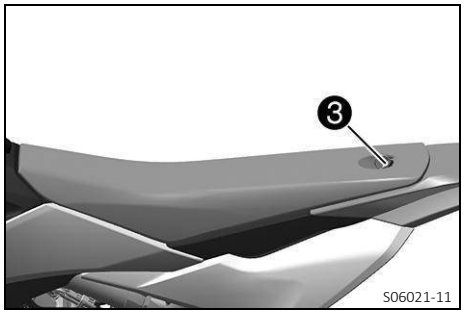


– Open quick release ❶ and raise the rear of the seat.
– Pull back the seat and remove it.

12.30 Mounting the seat



– Hook seat onto screw ❶ and lower the seat at the rear and push it forward.
  ✓ Holding lug ❷ engages in the fuel tank.



– Close quick release ❸.

12.31 Removing the air filter

NOTE

Engine failure Unfiltered intake air has a negative effect on the service life of the engine.
Dust and dirt can enter the engine if there is no air filter or if the air filter is mounted incorrectly.
– Only operate the vehicle if an air filter is correctly fitted.

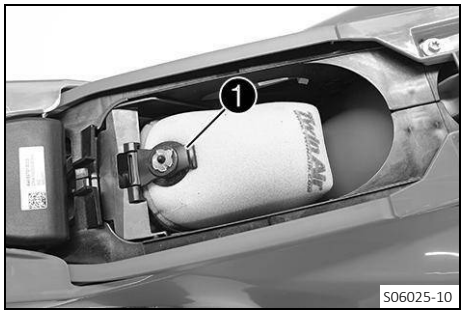
NOTE

Environmental hazard Hazardous substances cause environmental damage.
– Dispose of oils, grease, filters, fuel, cleaning agents, brake fluid, etc. correctly and in accordance with the applicable regulations.

Preparatory work

– Remove the seat. (p. 61)

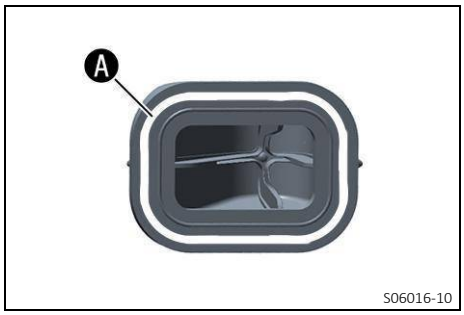
Main work



– Detach tab ❶.
– Remove air filter with air filter support.
– Remove the air filter from the air filter support.

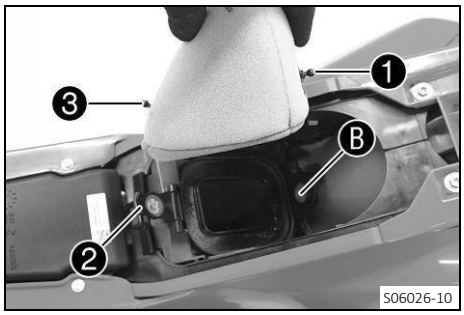
12.32 Installing the air filter

Main work



– Mount the clean air filter on the air filter support.
– Grease the air filter in area Ⓐ.

Long-life grease (p. 128)



– Insert air filter and position retaining pin ❶ in bushing Ⓑ.
  ✓ The air filter is correctly positioned.
– Attach tab ❷.
  ✓ Retaining pin ❸ is secured by tab ❷.

Note
If the air filter is not mounted correctly, dust and dirt may enter the engine and result in damage.

Reworking

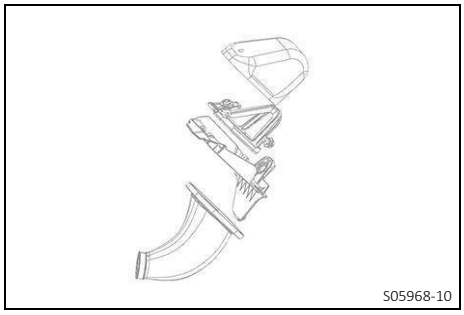
– Mount the seat. (p. 61)

12.33 Cleaning the air filter and air filter box

NOTE
Environmental hazard Hazardous substances cause environmental damage.
– Dispose of oils, grease, filters, fuel, cleaning agents, brake fluid, etc. correctly and in accordance with the applicable regulations.

Preparatory work

– Remove the seat. (p. 61)
– Remove the air filter. (p. 61)


S05968-10

Main work

– Wash the air filter thoroughly in special cleaning liquid and allow it to dry properly.

Do not clean the air filter with fuel or petroleum as these substances will damage the foam rubber.
Only press the air filter to dry it, never wring it out.

Air filter cleaning agent (p. 131)

– Oil the dry air filter with a high-grade air filter oil.

Oil for foam air filter (p. 129)

– Clean the air filter box.
– Check intake flange for damage and looseness.

Reworking

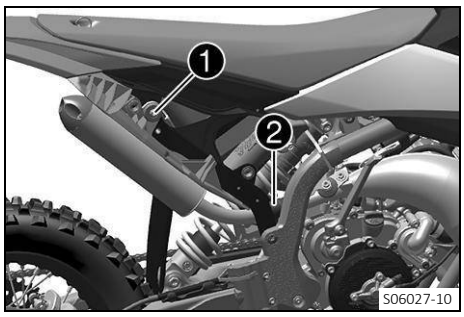
– Install the air filter. (p. 62)
– Mount the seat. (p. 61)

12.34 Removing the muffler

WARNING
Danger of burns The exhaust system gets hot when the vehicle is driven.
– Allow the exhaust system to cool down before performing any work on the vehicle.

Preparatory work

– Remove the right side fairing. (p. 56)

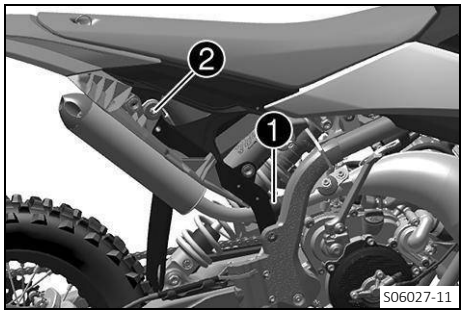


S06027-10

Main work

– Remove screw 1.
– Pull off the main silencer from the manifold at exhaust sleeve 2.

12.35 Installing muffler



Main work

– Mount the main silencer with exhaust sleeve ❶.
– Mount and tighten screw ❷.

Remaining screws on chassis	
M6	10 Nm (7.4 ft·lb$_f$)

Reworking

– Install the right side cover. (p. 57)

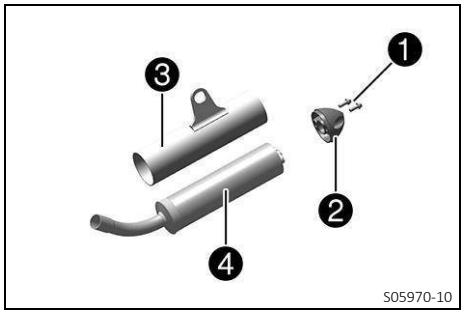
12.36 Changing the damping material on the main silencer

WARNING
Danger of burns The exhaust system gets hot when the vehicle is driven.
– Allow the exhaust system to cool down before performing any work on the vehicle.

Note
Over time, the fibers of the rock wool dissipate and the main silencer “burns out”.
Not only does this make the noise level higher, but the performance characteristics also change.

Preparatory work

– Remove the right side fairing. (p. 56)
– Remove the muffler. (p. 63)



Main work

– Remove screws with toothed washers ❶ from the silencer cap ❷.
– Remove end cap and outer tube ❸.
– Remove damping material ❹ from the inner tube.
– Clean the parts that need to be reinstalled and check for damage.
– Fit new damping material on the inner tube.
– Slide outer tube over the damping material.
– Insert the silencer cap into the outer tube.
– Mount and tighten the screws with the toothed washers.

Remaining screws on chassis	
M6	10 Nm (7.4 ft·lb$_f$)

Reworking

– Install the muffler. (p. 64)
– Install the right side cover. (p. 57)

12.37 Removing the fuel tank

DANGER

Fire hazard Fuel is highly flammable.

The fuel in the fuel tank expands when warm and can escape if overfilled.

– Do not refuel the vehicle in the vicinity of open flames, glowing, or smoldering objects.
– Make sure that nobody smokes in the vicinity of the vehicle during the refueling process.
– Switch off the engine for refueling.
– Make sure that no fuel is spilled; particularly not on hot parts of the vehicle.
– If any fuel is spilled, wipe it up immediately.
– Do not overfill the fuel tank.

WARNING

Danger of poisoning Fuel is harmful to health.

– Do not allow fuel to come into contact with skin, eyes, or clothing.
– Consult a doctor immediately if fuel has been ingested.
– Do not inhale fuel vapors.
– Rinse the affected area immediately with plenty of water in the event of contact with skin.
– Rinse eyes thoroughly with water and consult a doctor immediately if fuel comes into contact with eyes.
– If fuel spills on to your clothing, change the clothing.
– Store fuel properly in a suitable container and keep out of the reach of children.

NOTE

Environmental hazard Improper handling of fuel is dangerous to the environment.

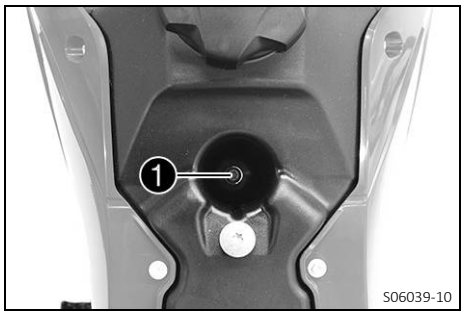
– Do not allow fuel to enter the groundwater, the soil, or the sewage system.

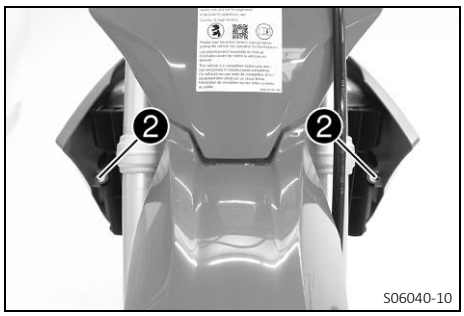
Preparatory work

– Remove the seat. (p. 61)
– Turn the knurled screw on the fuel petcock all the way clockwise.

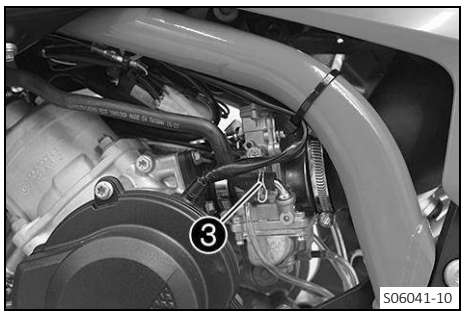
Main work

– Remove screw ❶.





– Remove screws ❷.



– Pull off fuel hose ❸.

Note
Remaining fuel may flow out of the fuel hose.

– Pull fuel tank breather out of the steering stem.
– Pull both spoilers off laterally from the radiator bracket and lift off the fuel tank.

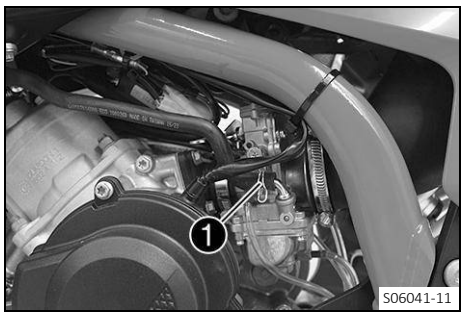
12.38 Installing the fuel tank

DANGER
Fire hazard Fuel is highly flammable.
The fuel in the fuel tank expands when warm and can escape if overfilled.
– Do not refuel the vehicle in the vicinity of open flames, glowing, or smoldering objects.
– Make sure that nobody smokes in the vicinity of the vehicle during the refueling process.
– Switch off the engine for refueling.
– Make sure that no fuel is spilled; particularly not on hot parts of the vehicle.
– If any fuel is spilled, wipe it up immediately.
– Do not overfill the fuel tank.

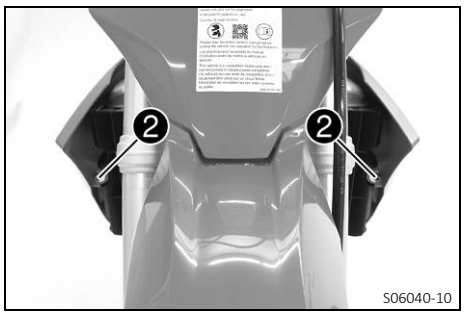
WARNING
Danger of poisoning Fuel is harmful to health.
– Do not allow fuel to come into contact with skin, eyes, or clothing.
– Consult a doctor immediately if fuel has been ingested.
– Do not inhale fuel vapors.
– Rinse the affected area immediately with plenty of water in the event of contact with skin.
– Rinse eyes thoroughly with water and consult a doctor immediately if fuel comes into contact with eyes.
– If fuel spills on to your clothing, change the clothing.
– Store fuel properly in a suitable container and keep out of the reach of children.

NOTE
Environmental hazard Improper handling of fuel is dangerous to the environment.
– Do not allow fuel to enter the groundwater, the soil, or the sewage system.

Main work
– Check the throttle cable routing. (p. 72)

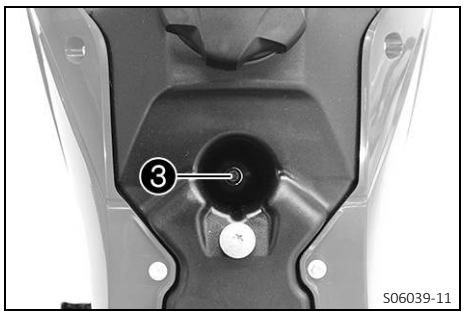


– Position the fuel tank and fit the two spoilers to the sides of the radiator mount.
– Make sure that no wires or cables are trapped or damaged.
– Mount fuel hose ❶.



– Mount and tighten screws ❷.

Screw, fuel tank spoiler on radiator	
M6	6 Nm (4.4 ft·lb$_f$)



– Mount and tighten screw ❸.

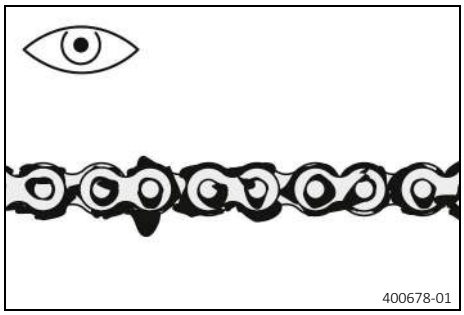
Remaining screws on chassis	
M6	10 Nm (7.4 ft·lb$_f$)

– Position the fuel tank breather in the steering stem.

Reworking

– Turn the knurled screw on the fuel petcock all the way counterclockwise.
– Mount the seat. (p. 61)

12.39 Checking the chain for dirt



– Check the chain for coarse dirt accumulation.
  » If the chain is very dirty:
    – Clean the chain. (p. 68)

12.40 Cleaning the chain

WARNING
Danger of accidents Oil, grease or wax on the brake discs reduces the brake action.
– Always keep the brake discs free of oil, fat and wax.
– Clean the brake discs with brake cleaner when necessary.

WARNING
Danger of accidents Lubricants on the tires reduces the road grip.
– Remove lubricants from the tires using a suitable cleaning agent.

NOTE
Environmental hazard Hazardous substances cause environmental damage.
– Dispose of oils, grease, filters, fuel, cleaning agents, brake fluid, etc. correctly and in accordance with the applicable regulations.

Note
The service life of the chain depends largely on its maintenance.

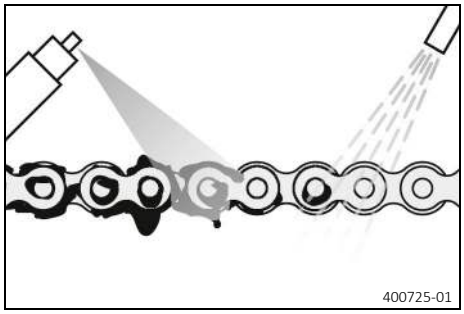
Preparatory work
– Raise the motorcycle with a lift stand. (p. 44)

Main work
– Rinse off the loose dirt with a gentle jet of water.
– Remove old grease residues with a chain cleaner.

Chain cleaner (p. 131)

– After drying, apply chain spray.

Off-road chain spray (p. 128)



Reworking
– Remove the motorcycle from the lift stand. (p. 44)

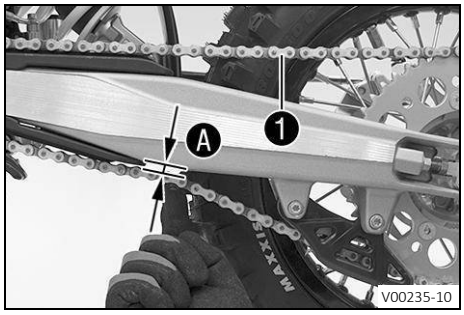
12.41 Checking the chain tension

WARNING
Danger of accidents Incorrect chain tension can damage components and result in an accident.
If the chain is tension is too high, the chain, front sprocket, rear sprocket, transmission, and rear wheel bearings wear more quickly. Some components may break if overloaded.
If the chain is too loose, the chain may fall off the front sprocket or the rear sprocket. This can damage the rear wheel or the engine.
– Check the chain tension regularly.
– Set the chain tension in accordance with the specification.

Preparatory work

– Raise the motorcycle with a lift stand. (p. 44)

Main work



– Press the chain upward at the end of the chain slider and determine chain tension A.

The top part of chain 1 must be taut.

Chain tension	
Low seating position	45 mm … 48 mm (1.77 in … 1.89 in)
High seating position	48 mm … 51 mm (1.89 in … 2.01 in)

Chain wear is not always even, so repeat this measurement at different positions on the chain.

» If the chain tension does not meet the specification:

– Adjust the chain tension. (p. 69)

Reworking

– Remove the motorcycle from the lift stand. (p. 44)

12.42 Adjusting the chain tension

WARNING

Danger of accidents Incorrect chain tension can damage components and result in an accident.

If the chain is tension is too high, the chain, front sprocket, rear sprocket, transmission, and rear wheel bearings wear more quickly. Some components may break if overloaded.

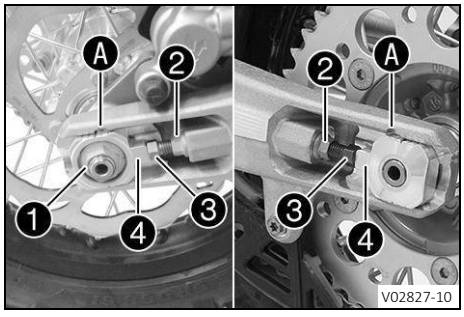
If the chain is too loose, the chain may fall off the front sprocket or the rear sprocket. This can damage the rear wheel or the engine.

– Check the chain tension regularly.
– Set the chain tension in accordance with the specification.

Preparatory work

– Raise the motorcycle with a lift stand. (p. 44)
– Check the chain tension. (p. 68)

Main work



– Loosen nut 1.
– Loosen nuts 2.
– Adjust the chain tension by turning adjusting screws 3 on the left and right.

Chain tension	
Low seating position	45 mm … 48 mm (1.77 in … 1.89 in)
High seating position	48 mm … 51 mm (1.89 in … 2.01 in)

In order for the rear wheel to be correctly aligned, the markings on the left and right chain adjusters must be in the same position relative to reference markings Ⓐ.

– Tighten nuts ❷.
– Make sure that chain tension adjusters ❹ are fitted correctly on adjusting screws ❸.
– Tighten nut ❶.

Nut, wheel spindle, rear	
M14×1.5	70 Nm (51.6 ft·lb$_f$)

Reworking

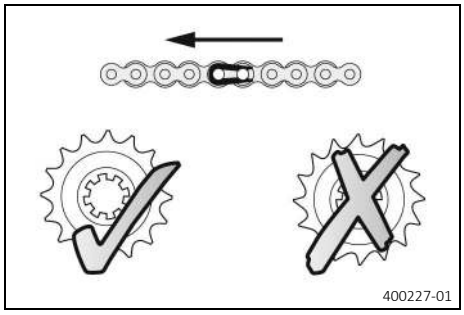
– Remove the motorcycle from the lift stand. (p. 44)

12.43 Checking the chain, rear sprocket, front sprocket, and chain guide

Preparatory work

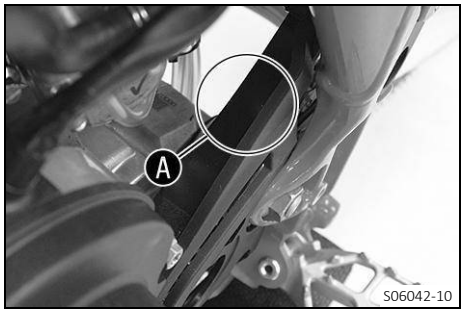
– Raise the motorcycle with a lift stand. (p. 44)

Main work


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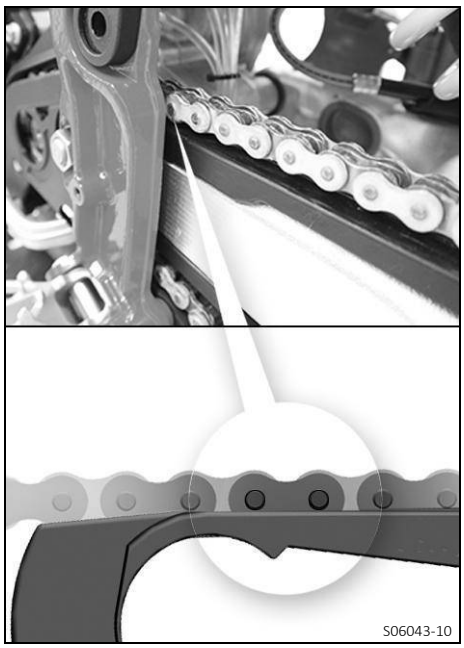
– Shift the transmission into the neutral position.
– Check the chain, rear sprocket, and front sprocket for wear.
  » If the chain, rear sprocket, or front sprocket is worn:
    – Change the drivetrain kit.

Always replace the front sprocket, rear sprocket, and chain together.
When fitting the chain joint, always make sure that the closed side of the joint faces forward (direction of travel).



– Check the front sprocket cover for wear.
  » If the engine sprocket cover is worn through in the marked area Ⓐ:
    – Change the front sprocket cover.
– Check the engine sprocket cover for tightness.
  » If the engine sprocket cover is loose:
    – Tighten the engine sprocket cover.

Screw, front sprocket cover	
M6	8 Nm (5.9 ft·lb$_f$)



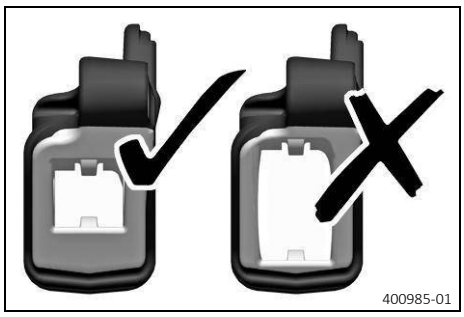
– Check the chain slider at the top for wear.
  » If the lower edge of the chain pins is in line with, or below, the chain slider:
    – Change the chain slider.
– Check that the chain slider is firmly seated.
  » If the chain slider is loose:
    – Tighten the chain sliding guard.

Remaining screws on chassis	
M6	10 Nm (7.4 ft·lb$_f$)



– Check the chain slider for wear.
  » If the lower edge of the chain pins is in line with or below the chain slider:
    – Change the chain slider.
– Check that the chain slider is firmly seated.
  » If the chain slider is loose:
    – Tighten the chain sliding piece.

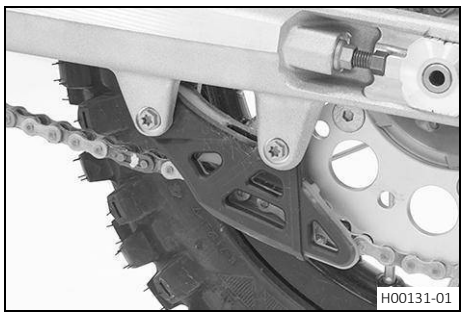
Screw, chain slider	
M8	15 Nm (11.1 ft·lb$_f$)



– Check the chain guide for wear.

Note
Wear can be seen on the front of the chain guide.

  » If the light part of the chain guide is worn:
    – Change the chain guide.



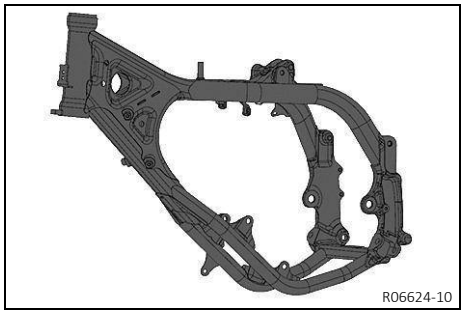
– Check that the chain guide is firmly seated.
  » If the chain guide is loose:
    – Tighten the chain guide.

Remaining screws on chassis	
M6	10 Nm (7.4 ft·lb$_f$)

Reworking

– Remove the motorcycle from the lift stand. (p. 44)

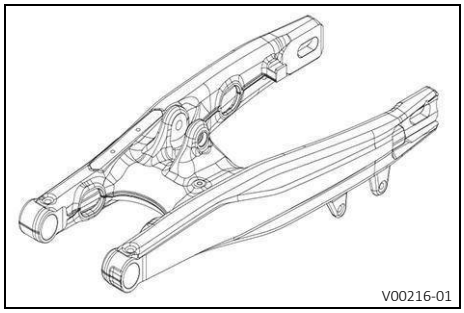
12.44 Checking the frame



– Check the frame for damage, cracks, and deformation.
  » If the frame shows signs of damage, cracks, or deformation:
    – Change the frame.

Repairs on the frame are not permitted.

12.45 Checking the swingarm



– Check the swingarm for damage, cracks, and deformation.
  » If the swingarm shows signs of damage, cracks, or deformation:
    – Change the swingarm.

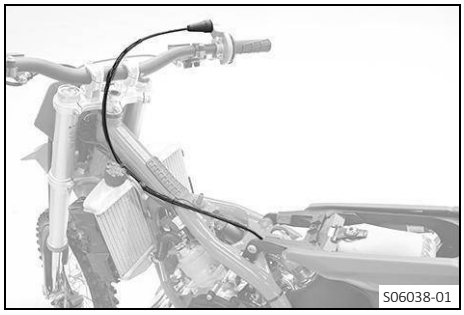
Repairs on the swingarm are not permitted.

12.46 Checking the throttle cable routing

WARNING
Danger of accidents The throttle cable can become kinked, jammed, or blocked if it has been routed incorrectly. If the throttle cable is kinked, jammed or blocked, the speed can no longer be controlled.
– Make sure that the throttle cable routing and the play in the throttle cable complies with the specification.

Preparatory work

– Remove the seat. (p. 61)
– Turn the knurled screw on the fuel petcock all the way clockwise.
– Remove the fuel tank. (p. 65)



Main work

– Check the throttle cable routing.

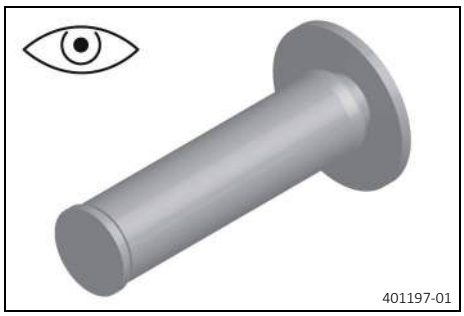
The throttle cable must be routed behind the handlebar, behind the coolant hose and on the left of the frame.

» If the throttle cable routing is not as specified:
– Correct the throttle cable routing.

Reworking

– Install the fuel tank. (p. 66)
– Turn the knurled screw on the fuel petcock all the way counterclockwise.
– Mount the seat. (p. 61)

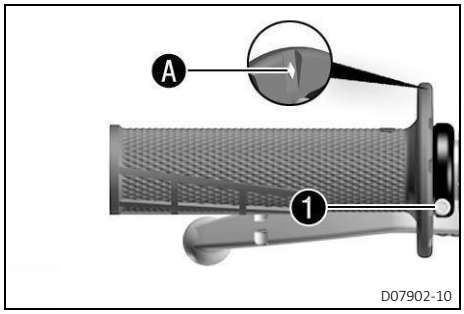
12.47 Checking the hand grip



– Check the hand grips on the handlebar for damage, wear, and that they are firmly seated.

Note
The hand grips are vulcanized onto a sleeve on the left and onto the grip tube of the throttle grip on the right. The left sleeve is clamped onto the handlebar.
The hand grip can only be replaced with the sleeve or the gas pipe.

» If a hand grip is damaged or worn:
– Replace the hand grip.

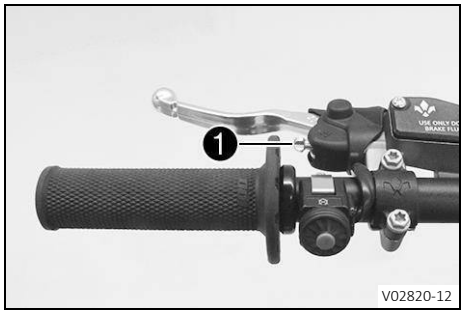


– Check that screw 1 is firmly seated.

Screw, fixed grip	
M4	5 Nm (3.7 ft·lb$_f$)

Diamond A must be located at the top.

12.48 Adjusting the basic position of the clutch lever



– Adjust the basic position of the clutch lever to the size of the rider's hand using adjusting screw 1.

Only turn the adjusting screw by hand, and do not use force.
Do not make any adjustments while riding.

Note

When the adjusting screw is turned clockwise, the clutch lever moves away from the handlebar.

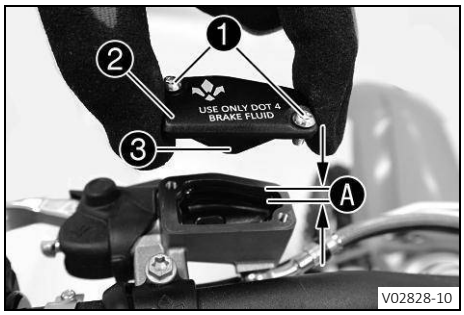
When the adjusting screw is turned counterclockwise, the clutch lever moves closer to the handlebar.

The range of adjustment is limited.

12.49 Checking the fluid level of the hydraulic clutch

Note

The fluid level rises with increasing wear of the friction plates.



– Move the hydraulic clutch fluid reservoir mounted on the handlebar into a horizontal position.
– Remove screws 1.
– Take off cover 2 with diaphragm 3.
– Check the fluid level.

Level A (fluid level below container rim)	4 mm (0.16 in)

» If the fluid level does not meet the specifications:
  – Correct the fluid level of the hydraulic clutch. (p. 74)

– Position the cover with diaphragm. Mount and tighten the screws.

Immediately clean up any brake fluid that has overflowed or spilled with water.

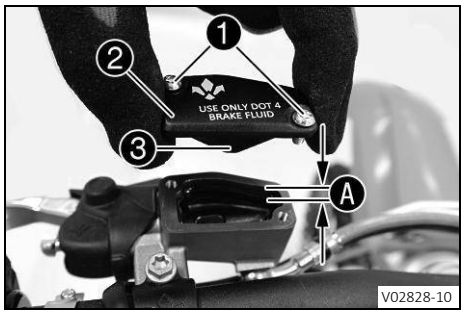
12.50 Correcting the fluid level of the hydraulic clutch

WARNING

Health hazard Brake fluid is a harmful substance.

– Keep brake fluid out of the reach of children.
– Wear suitable protective clothing and safety glasses.
– Do not allow brake fluid to come into contact with the skin, the eyes, or clothing.
– Consult a doctor immediately if brake fluid has been ingested.
– Rinse the affected area with plenty of water in the event of contact with the skin.
– Rinse eyes thoroughly with water immediately and consult a doctor if brake fluid comes into contact with the eyes.
– If brake fluid spills on to your clothing, change the clothing.

Note
The fluid level rises with increasing wear of the friction plates.
Avoid contact between brake fluid and painted parts. Brake fluid corrodes paint.



– Move the hydraulic clutch fluid reservoir mounted on the handlebar into a horizontal position.
– Remove screws ❶.
– Take off cover ❷ with diaphragm ❸.
– Correct the fluid up to level Ⓐ.

Level Ⓐ (fluid level below container rim)	4 mm (0.16 in)

Brake fluid DOT 5.1 (p. 129)

– Position the cover with diaphragm. Mount and tighten the screws.

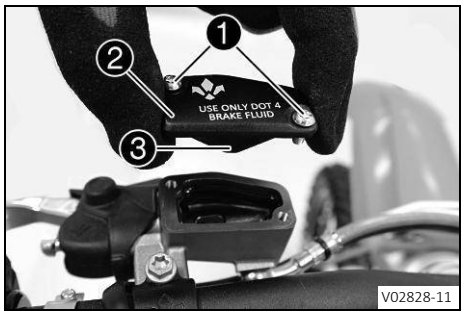
Immediately clean up any brake fluid that has overflowed or spilled with water.

12.51 Changing the hydraulic clutch fluid

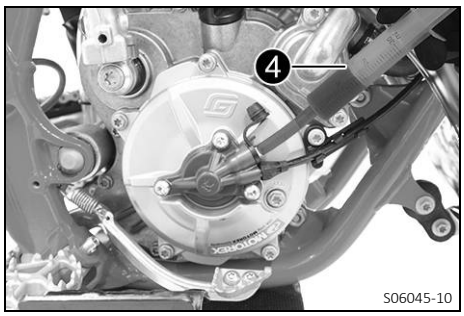
WARNING
Health hazard Brake fluid is a harmful substance.
– Keep brake fluid out of the reach of children.
– Wear suitable protective clothing and safety glasses.
– Do not allow brake fluid to come into contact with the skin, the eyes, or clothing.
– Consult a doctor immediately if brake fluid has been ingested.
– Rinse the affected area with plenty of water in the event of contact with the skin.
– Rinse eyes thoroughly with water immediately and consult a doctor if brake fluid comes into contact with the eyes.
– If brake fluid spills on to your clothing, change the clothing.

NOTE
Environmental hazard Hazardous substances cause environmental damage.
– Dispose of oils, grease, filters, fuel, cleaning agents, brake fluid, etc. correctly and in accordance with the applicable regulations.

Note
The fluid level rises with increasing wear of the friction plates.
Avoid contact between brake fluid and painted parts. Brake fluid corrodes paint.



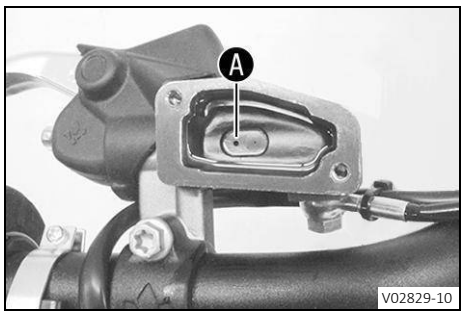
– Move the hydraulic clutch fluid reservoir mounted on the handlebar into a horizontal position.
– Remove screws ❶.
– Take off cover ❷ with diaphragm ❸.



– Fill bleeding syringe 4 with the appropriate hydraulic fluid.

Syringe (50329050000)
Brake fluid DOT 5.1 (p. 129)

– On the slave cylinder, remove bleeder screw and mount bleeding syringe 4.



– Inject the liquid into the system until it escapes from opening A of the master cylinder without bubbles.
– Occasionally extract the fluid from the master cylinder reservoir to prevent overflowing.
– Remove the bleeding syringe. Mount and tighten the bleeder screw.
– Correct the fluid level of the hydraulic clutch.

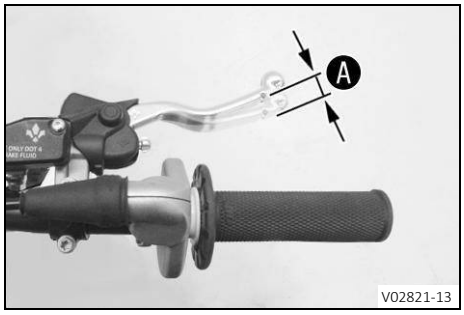
Fluid level below reservoir rim	4 mm (0.16 in)

– Position the cover with diaphragm. Mount and tighten the screws.

Immediately clean up any brake fluid that has overflowed or spilled with water.

13.1 Checking the free travel on the hand brake lever

WARNING
Danger of accidents The brake system fails in the event of overheating.
If there is no free travel on the brake lever, pressure builds up in the brake system.
– Set the free travel on the brake lever as specified.

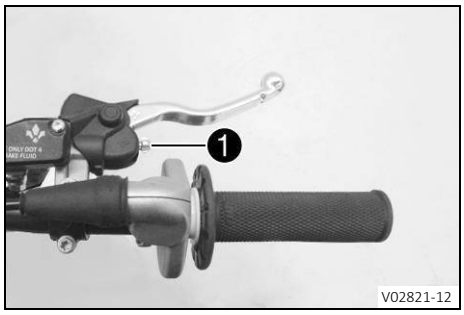


– Push the hand brake lever forward and check free travel A.

Free travel of hand brake lever	≥ 3 mm (≥ 0.12 in)

» If the free travel does not meet the specifications:
– Adjust the basic position of the hand brake lever.
(p. 77)

13.2 Adjusting the basic position of the hand brake lever



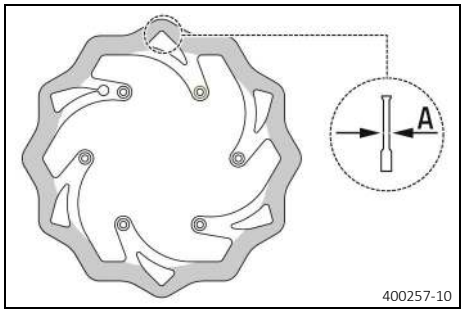
– Check the free travel on the hand brake lever. (p. 77)
– Adjust the basic position of the hand brake lever using adjusting screw 1.

Only turn the adjusting screw by hand, and do not use force.
Do not make any adjustments while riding.

Note
Turn the adjusting screw clockwise to increase the distance between the hand brake lever and the handlebar.
Turn the adjusting screw counterclockwise to decrease the distance between the hand brake lever and the handlebar.
The range of adjustment is limited.

13.3 Checking the brake discs

WARNING
Danger of accidents Worn-out brake discs reduce the braking action.
– Make sure that worn-out brake discs are replaced immediately.



– Check the brake disc thickness of the front and rear brake disc at several places on the disc to see if they conform to measurement A.

Brake disc wear limit	
front	2.5 mm (0.098 in)
rear	2.5 mm (0.098 in)

Note
Wear reduces the thickness of the brake discs at the contact surface of the brake pads.

» If the brake disc thickness is less than the specified value:
– Change the brake discs of the front brake.
– Change the brake discs on the rear brake.

– Check the front and rear brake discs for damage, cracks, and deformation.
» If the brake disc shows signs of damage, cracks, or deformation:
– Change the brake discs of the front brake.
– Change the brake discs on the rear brake.

13.4 Checking the brake fluid level for the front brake

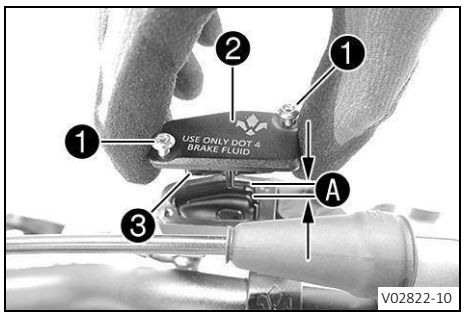
WARNING
Danger of accidents Brake fluid which is too old or of the wrong type impairs the function of the brake system.
– Make sure that brake fluid for the front and rear brake is changed in accordance with the service schedule.
– Make sure that only clean, approved brake fluid from a tightly sealed container is used.

WARNING
Danger of accidents An insufficient brake fluid level will cause the brake system to fail.
If the brake fluid level drops below the specified marking or the specified value, the brake system has a leak or the brake pads are worn down.
– Have the brake system checked and make sure that the problem has been eliminated before the vehicle is used again.

WARNING
Health hazard Brake fluid is a harmful substance.
– Keep brake fluid out of the reach of children.
– Wear suitable protective clothing and safety glasses.
– Do not allow brake fluid to come into contact with the skin, the eyes, or clothing.
– Consult a doctor immediately if brake fluid has been ingested.
– Rinse the affected area with plenty of water in the event of contact with the skin.
– Rinse eyes thoroughly with water immediately and consult a doctor if brake fluid comes into contact with the eyes.
– If brake fluid spills on to your clothing, change the clothing.

NOTE
Environmental hazard Hazardous substances cause environmental damage.
– Dispose of oils, grease, filters, fuel, cleaning agents, brake fluid, etc. correctly and in accordance with the applicable regulations.

Note
Avoid contact between brake fluid and painted parts. Brake fluid corrodes paint.



– Move the brake reservoir mounted on the handlebar to a horizontal position.
– Remove screws ❶.
– Take off cover ❷ with diaphragm ❸.
– Check the brake fluid level.

Level Ⓐ (fluid level below container rim)	4 mm (0.16 in)

» If the brake fluid level does not meet specifications:
– Add brake fluid for the front brake. (p. 79)

– Position the cover with diaphragm. Mount and tighten the screws.

Immediately clean up any brake fluid that has overflowed or spilled with water.

13.5 Adding brake fluid for the front brake

WARNING
Danger of accidents Brake fluid which is too old or of the wrong type impairs the function of the brake system.
– Make sure that brake fluid for the front and rear brake is changed in accordance with the service schedule.
– Make sure that only clean, approved brake fluid from a tightly sealed container is used.

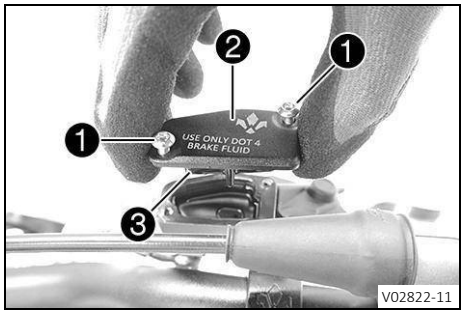
WARNING
Danger of accidents An insufficient brake fluid level will cause the brake system to fail.
If the brake fluid level drops below the specified marking or the specified value, the brake system has a leak or the brake pads are worn down.
– Have the brake system checked and make sure that the problem has been eliminated before the vehicle is used again.

WARNING
Health hazard Brake fluid is a harmful substance.
– Keep brake fluid out of the reach of children.
– Wear suitable protective clothing and safety glasses.
– Do not allow brake fluid to come into contact with the skin, the eyes, or clothing.
– Consult a doctor immediately if brake fluid has been ingested.
– Rinse the affected area with plenty of water in the event of contact with the skin.
– Rinse eyes thoroughly with water immediately and consult a doctor if brake fluid comes into contact with the eyes.
– If brake fluid spills on to your clothing, change the clothing.

NOTE
Environmental hazard Hazardous substances cause environmental damage.
– Dispose of oils, grease, filters, fuel, cleaning agents, brake fluid, etc. correctly and in accordance with the applicable regulations.

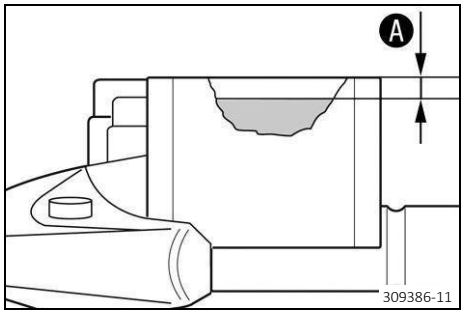
Note
Avoid contact between brake fluid and painted parts. Brake fluid corrodes paint.

Preparatory work
– Check that the brake pads of the front brake are secured. (p. 80)



Main work

– Move the brake reservoir mounted on the handlebar to a horizontal position.
– Remove screws ❶.
– Take off cover ❷ with diaphragm ❸.



– Add brake fluid to level Ⓐ.

Level Ⓐ (brake fluid level below reservoir rim)	4 mm (0.16 in)

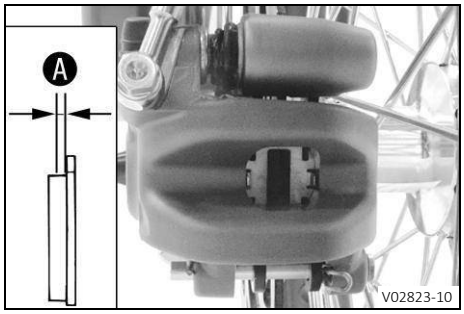
Brake fluid DOT 5.1 (p. 129)

– Position the cover with diaphragm. Mount and tighten the screws.

Immediately clean up any brake fluid that has overflowed or spilled with water.

13.6 Checking that the brake pads of the front brake are secured

WARNING
Danger of accidents Worn brake pads reduce the brake action.
– Make sure that worn brake pads are replaced immediately.



– Check all brake pads on both brake calipers for their lining thickness Ⓐ.

Minimum pad thickness Ⓐ	≥ 1 mm (≥ 0.04 in)

» If it is less than the minimum thickness:
– Change the front brake pads. (p. 80)

– Check the brake pads for damage and cracking.
» If there is damage or cracking:
– Change the front brake pads. (p. 80)

– Check that the brake pads are secured.
» If the brake pads are not secured correctly:
– Secure brake pads, replace with new parts if necessary.

13.7 Changing the brake pads of the front brake

WARNING
Danger of accidents Brake pads which have not been approved alter the braking action.
– Only use brake pads approved and recommended by the vehicle manufacturer.

WARNING
Danger of accidents Incorrect servicing will cause the brake system to fail.
– Ensure that service work and repairs are performed professionally.

WARNING
Danger of accidents Brake fluid which is too old or of the wrong type impairs the function of the brake system.
– Make sure that brake fluid for the front and rear brake is changed in accordance with the service schedule.
– Make sure that only clean, approved brake fluid from a tightly sealed container is used.

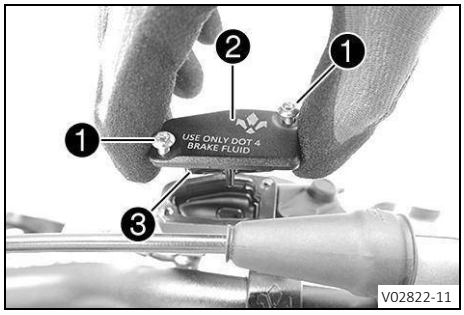
WARNING
Health hazard Brake fluid is a harmful substance.
– Keep brake fluid out of the reach of children.
– Wear suitable protective clothing and safety glasses.
– Do not allow brake fluid to come into contact with the skin, the eyes, or clothing.
– Consult a doctor immediately if brake fluid has been ingested.
– Rinse the affected area with plenty of water in the event of contact with the skin.
– Rinse eyes thoroughly with water immediately and consult a doctor if brake fluid comes into contact with the eyes.
– If brake fluid spills on to your clothing, change the clothing.

NOTE
Environmental hazard Hazardous substances cause environmental damage.
– Dispose of oils, grease, filters, fuel, cleaning agents, brake fluid, etc. correctly and in accordance with the applicable regulations.

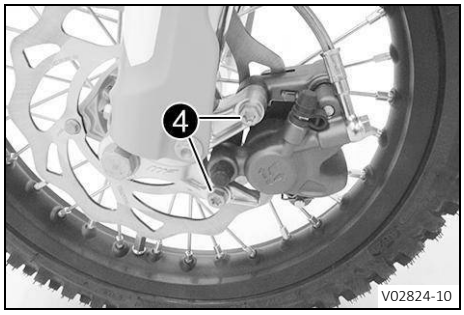
Note
Avoid contact between brake fluid and painted parts. Brake fluid corrodes paint.

Preparatory work
– Raise the motorcycle with a lift stand. (p. 44)

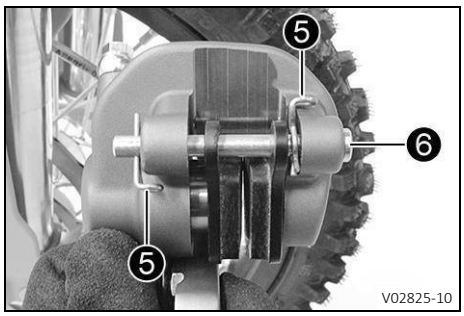
Main work



– Move the brake reservoir mounted on the handlebar to a horizontal position.
– Remove screws ❶.
– Take off cover ❷ with membrane ❸.



– Remove screws ❹.
– Press the brake pads back by slightly tilting the brake caliper laterally on the brake disc. Carefully pull the brake caliper backward from the brake disc.
– Press the brake piston back to its basic position and make sure that no brake fluid overflows from the brake reservoir, extract some brake fluid if necessary.



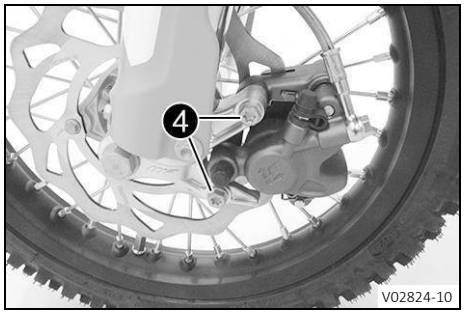
– Remove cotter pins 5.
– Remove the stud 6.
– Remove the brake pads.
– Clean the brake caliper.
– Put the new brake pads in position.

Always replace brake pads in sets.
Ensure that the brake pads are correctly positioned in the retaining spring.

– Position bolt 6.
– Mount cotter pins 5.

WARNING
Danger of accidents Oil, grease or wax on the brake discs reduces the brake action.
– Always keep the brake discs free of oil, fat and wax.
– Clean the brake discs with brake cleaner when necessary.

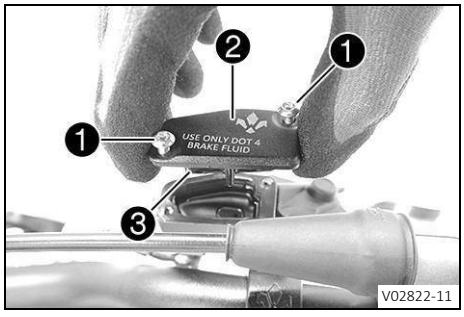
– Check the brake discs. (p. 77)



– Position the brake caliper.
– Mount screws 4, but do not tighten yet.
– Operate the hand brake lever repeatedly until the brake pads are in contact with the brake disc and a pressure point is reached. Secure the hand brake lever in the activated position.
✓ The brake caliper straightens.
– Tighten screws 4.

Screw, front brake caliper	
M8	20 Nm (14.8 ft·lb$_f$) **Loctite® 243**

– Remove the locking piece of the hand brake lever.



– Correct the brake fluid level.

Brake fluid level below reservoir rim	4 mm (0.16 in)

Brake fluid DOT 5.1 (p. 129)

– Position cover 2 with membrane 3.
– Mount and tighten screws 1.

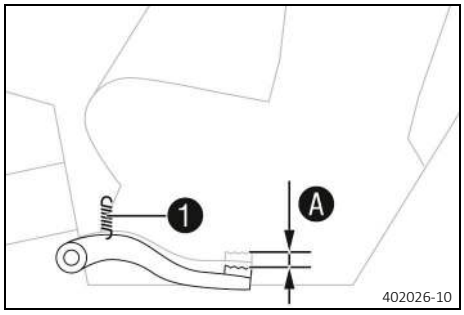
Immediately clean up any brake fluid that has overflowed or spilled with water.

Reworking

– Remove the motorcycle from the lift stand. (p. 44)

13.8 Checking the free travel of the brake pedal

WARNING
Danger of accidents The brake system fails in the event of overheating.
If there is no free travel on the brake lever, pressure builds up in the brake system.
– Set the free travel on the brake lever as specified.



– Detach spring 1.
– Move the brake pedal back and forth between the end stop and the brake pedal cylinder piston actuation and check free travel A.

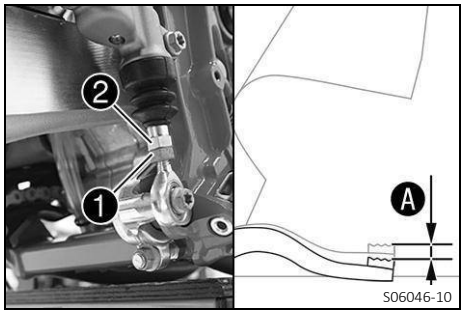
Free travel of brake pedal	3 mm … 5 mm (0.12 in … 0.20 in)

» If the free travel does not meet the specifications:
– Adjust the free travel of the brake pedal. (p. 83)

– Attach spring 1.

13.9 Adjusting the free travel of the brake pedal

WARNING
Danger of accidents The brake system fails in the event of overheating.
If there is no free travel on the brake lever, pressure builds up in the brake system.
– Set the free travel on the brake lever as specified.



– Detach the brake pedal spring.
– Loosen nut 1.
– Turn push rod 2 accordingly until you have free travel A.

Free travel of brake pedal	3 mm … 5 mm (0.12 in … 0.20 in)

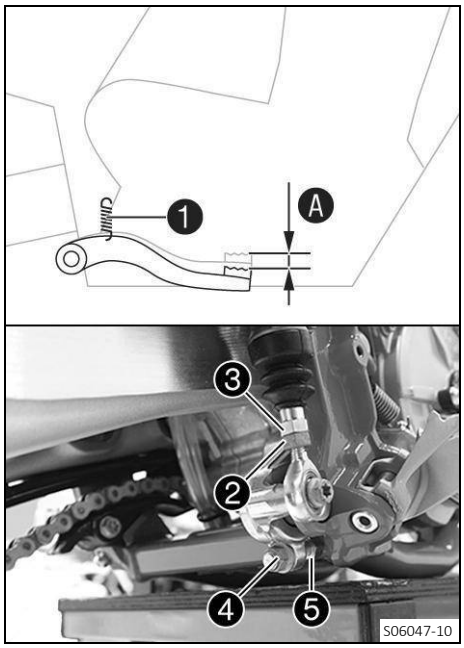
– Hold push rod 2 and tighten nut 1.

Nut, push rod, brake pedal	
M6	6 Nm (4.4 ft·lb$_f$)

– Attach the brake pedal spring.
– Check whether the basic position of the brake pedal is suitable for the rider.
» When the basic position of the brake pedal needs to be adjusted:
– Adjust the basic position of the brake pedal. (p. 84)

13.10 Adjusting the basic position of the brake pedal

WARNING
Danger of accidents The brake system fails in the event of overheating.
If there is no free travel on the brake lever, pressure builds up in the brake system.
– Set the free travel on the brake lever as specified.



– Detach spring ❶.
– Loosen nut ❷ and unscrew it with push rod ❸ until you have maximum free travel.
– To adjust the basic position of the brake pedal to individual requirements, loosen nut ❹ and turn screw ❺ accordingly.

Note
The range of adjustment is limited.

– Turn push rod ❸ accordingly until you have free travel Ⓐ. If necessary, adjust the basic position of the brake pedal.

Free travel of brake pedal	3 mm ... 5 mm (0.12 in ... 0.20 in)

– Hold screw ❺ and tighten nut ❹.

Nut, brake pedal stop	
M8	20 Nm (14.8 ft·lb$_f$)

– Hold push rod ❸ and tighten nut ❷.

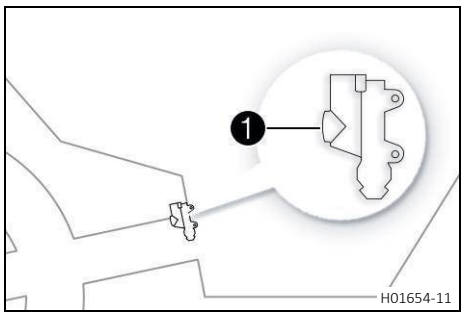
Nut, push rod, brake pedal	
M6	6 Nm (4.4 ft·lb$_f$)

– Attach spring ❶.

13.11 Checking the brake fluid level for the rear brake

WARNING
Danger of accidents Brake fluid which is too old or of the wrong type impairs the function of the brake system.
– Make sure that brake fluid for the front and rear brake is changed in accordance with the service schedule.
– Make sure that only clean, approved brake fluid from a tightly sealed container is used.

WARNING
Danger of accidents An insufficient brake fluid level will cause the brake system to fail.
If the brake fluid level drops below the specified marking or the specified value, the brake system has a leak or the brake pads are worn down.
– Have the brake system checked and make sure that the problem has been eliminated before the vehicle is used again.



– Stand the vehicle upright.
– Check the brake fluid level in sight glass 1.
  » If an air bubble is visible in viewer 1:
    – Add brake fluid for the rear brake. (p. 85)

13.12 Adding brake fluid for the rear brake

WARNING
Danger of accidents Brake fluid which is too old or of the wrong type impairs the function of the brake system.
– Make sure that brake fluid for the front and rear brake is changed in accordance with the service schedule.
– Make sure that only clean, approved brake fluid from a tightly sealed container is used.

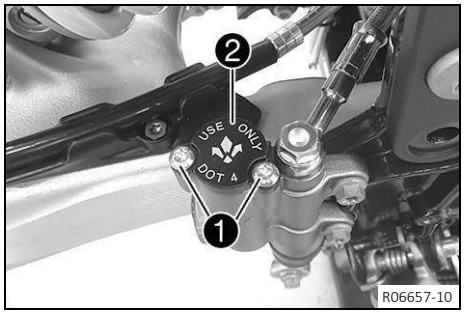
WARNING
Danger of accidents An insufficient brake fluid level will cause the brake system to fail.
If the brake fluid level drops below the specified marking or the specified value, the brake system has a leak or the brake pads are worn down.
– Have the brake system checked and make sure that the problem has been eliminated before the vehicle is used again.

WARNING
Health hazard Brake fluid is a harmful substance.
– Keep brake fluid out of the reach of children.
– Wear suitable protective clothing and safety glasses.
– Do not allow brake fluid to come into contact with the skin, the eyes, or clothing.
– Consult a doctor immediately if brake fluid has been ingested.
– Rinse the affected area with plenty of water in the event of contact with the skin.
– Rinse eyes thoroughly with water immediately and consult a doctor if brake fluid comes into contact with the eyes.
– If brake fluid spills on to your clothing, change the clothing.

NOTE
Environmental hazard Hazardous substances cause environmental damage.
– Dispose of oils, grease, filters, fuel, cleaning agents, brake fluid, etc. correctly and in accordance with the applicable regulations.

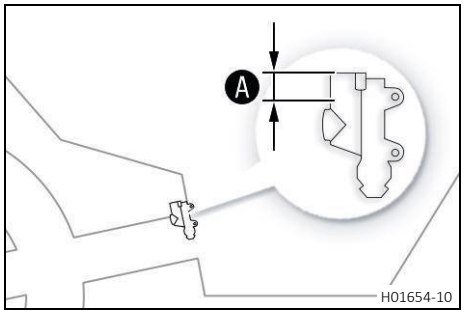
Note
Avoid contact between brake fluid and painted parts. Brake fluid corrodes paint.

Preparatory work
– Raise the motorcycle with a lift stand. (p. 44)
– Check that the brake pads of the rear brake are secured. (p. 86)



Main work

– Remove screws 1.
– Take off cover 2 with membrane.



– Add brake fluid to level A.

Level A (brake fluid level below reservoir rim)	10 mm (0.39 in)

Brake fluid DOT 5.1 (p. 129)

– Position the cover and the membrane.
– Mount and tighten the screws.

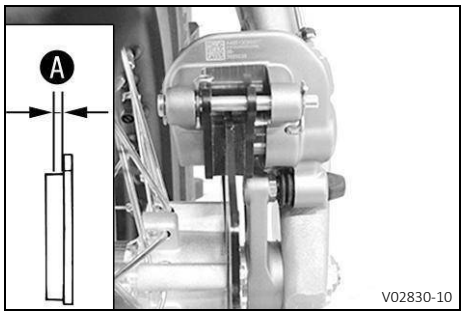
Immediately clean up any brake fluid that has overflowed or spilled with water.

Reworking

– Remove the motorcycle from the lift stand. (p. 44)

13.13 Checking that the brake pads of the rear brake are secured

WARNING
Danger of accidents Worn brake pads reduce the brake action.
– Make sure that worn brake pads are replaced immediately.



– Check all brake pads on both brake calipers for their lining thickness A.

Minimum pad thickness A	≥ 1 mm (≥ 0.04 in)

» If it is less than the minimum thickness:
– Change the rear brake pads. (p. 87)
– Check the brake pads for damage and cracking.
» If there is damage or cracking:
– Change the rear brake pads. (p. 87)
– Check that the brake pads are secured.
» If the brake pads are not secured correctly:
– Secure brake pads, replace with new parts if necessary.

13.14 Changing the rear brake pads

WARNING
Danger of accidents Brake pads which have not been approved alter the braking action.
– Only use brake pads approved and recommended by the vehicle manufacturer.

WARNING
Danger of accidents Incorrect servicing will cause the brake system to fail.
– Ensure that service work and repairs are performed professionally.

WARNING
Danger of accidents Brake fluid which is too old or of the wrong type impairs the function of the brake system.
– Make sure that brake fluid for the front and rear brake is changed in accordance with the service schedule.
– Make sure that only clean, approved brake fluid from a tightly sealed container is used.

WARNING
Danger of accidents Oil, grease or wax on the brake discs reduces the brake action.
– Always keep the brake discs free of oil, fat and wax.
– Clean the brake discs with brake cleaner when necessary.

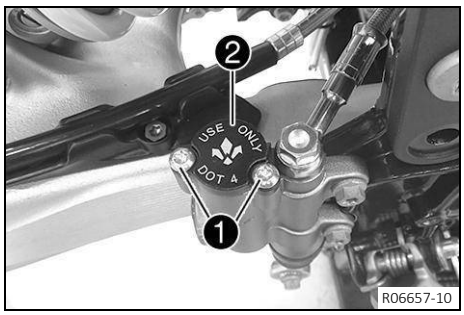
WARNING
Health hazard Brake fluid is a harmful substance.
– Keep brake fluid out of the reach of children.
– Wear suitable protective clothing and safety glasses.
– Do not allow brake fluid to come into contact with the skin, the eyes, or clothing.
– Consult a doctor immediately if brake fluid has been ingested.
– Rinse the affected area with plenty of water in the event of contact with the skin.
– Rinse eyes thoroughly with water immediately and consult a doctor if brake fluid comes into contact with the eyes.
– If brake fluid spills on to your clothing, change the clothing.

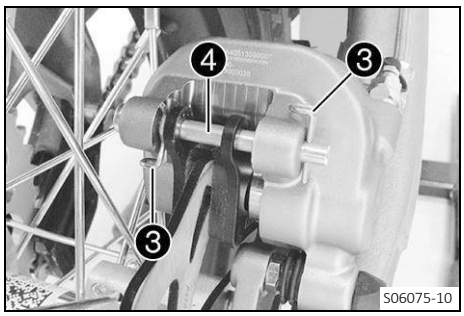
NOTE
Environmental hazard Hazardous substances cause environmental damage.
– Dispose of oils, grease, filters, fuel, cleaning agents, brake fluid, etc. correctly and in accordance with the applicable regulations.

Note
Avoid contact between brake fluid and painted parts. Brake fluid corrodes paint.

Preparatory work
– Raise the motorcycle with a lift stand. (p. 44)

Main work
– Stand the vehicle upright.
– Remove screws ❶.
– Take off cover ❷ with membrane.
– Press the brake piston back to its basic position and make sure that no brake fluid overflows from the brake reservoir, extract some brake fluid if necessary.





– Remove cotter pins ❸.
– Press the brake pads back by slightly tilting the brake caliper laterally on the brake disc.
– Remove pin ❹.
– Remove the brake linings and the retainer spring.
– Clean the brake caliper.
– Position the retainer spring.
– Put the new brake pads in position.

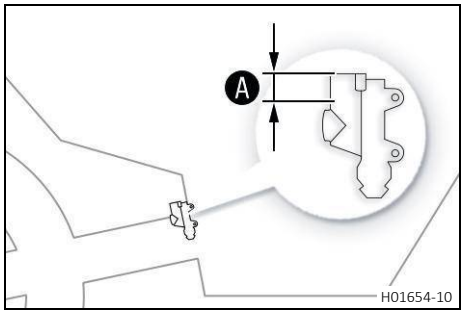
Always replace brake pads in sets.

– Mount bolt ❹.

Make sure the brake pads and retaining spring are properly seated.

Tip
To make it easier to mount the pin, push the brake linings upwards against the retainer spring.

– Mount cotter pins ❸.
– Check the brake discs. (p. 77)
– Actuate the brake pedal repeatedly until the brake pads are in contact with the brake disc and a pressure point is achieved.



– Add brake fluid to level Ⓐ.

Level Ⓐ (brake fluid level below reservoir rim)	10 mm (0.39 in)

Brake fluid DOT 5.1 (p. 129)

– Mount the cover and membrane.
– Mount and tighten the screws.

Immediately clean up any brake fluid that has overflowed or spilled with water.

Reworking

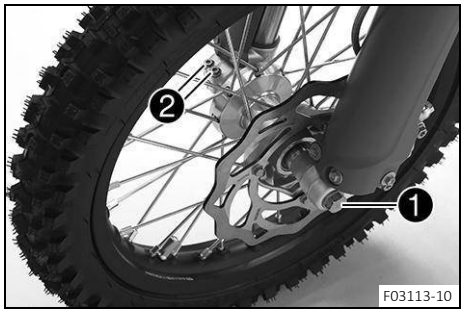
– Remove the motorcycle from the lift stand. (p. 44)

14.1 Removing the front wheel

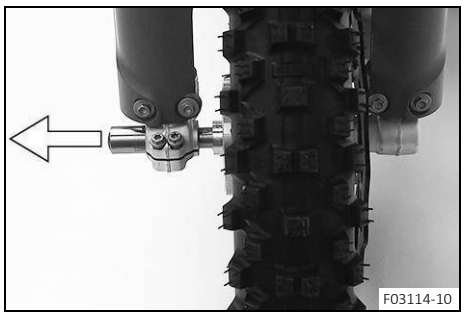
Preparatory work

– Raise the motorcycle with a lift stand. (p. 44)

Main work



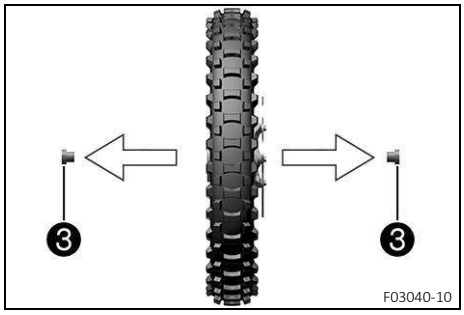
– Loosen screw ❶ by four turns.
– Loosen screws ❷.
– Press on screw ❶ to push the wheel spindle out of the fork shoe.
– Remove screw ❶.



WARNING
Danger of accidents Damaged brake discs reduce the braking action.
– Always lay the wheel down in such a way that the brake disc is not damaged.

– Hold front wheel and remove wheel spindle. Take the front wheel out of the fork.

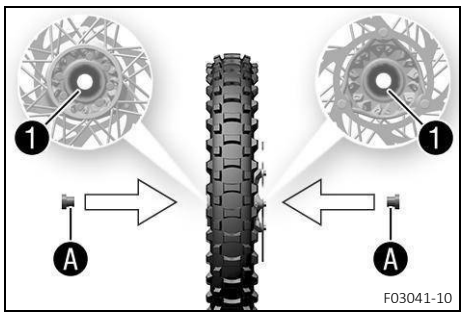
Do not actuate the hand brake lever when the front wheel is removed.



– Remove spacers ❸.

14.2 Installing the front wheel

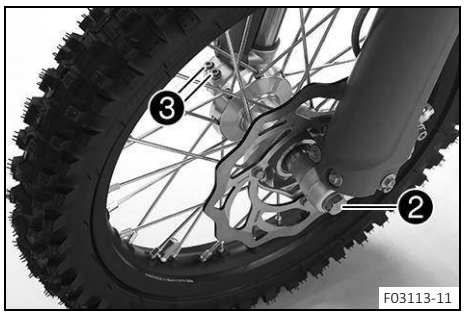
WARNING
Danger of accidents Oil, grease or wax on the brake discs reduces the brake action.
– Always keep the brake discs free of oil, fat and wax.
– Clean the brake discs with brake cleaner when necessary.



– Check the wheel bearing for damage and wear.
  » If the wheel bearing is damaged or worn:
    – Change the front wheel bearing.
– Clean and grease radial shaft seal ❶ and contact surfaces Ⓐ on the spacers.

Long-life grease (p. 128)

– Insert spacers.



– Clean and lightly grease the wheel spindle.

Long-life grease (p. 128)

– Position the front wheel.
  ✓ The brake pads are positioned correctly.
– Insert the wheel spindle.
– Mount and tighten screw ❷.

Screw, wheel spindle, front	
M10	40 Nm (29.5 ft·lb$_f$) **Loctite® 243**

– Operate the hand brake lever several times until the brake pads are in contact with the brake disc.
– Remove the motorcycle from the lift stand. (p. 44)
– Operate the front brake and compress the fork a few times firmly.
  ✓ The fork legs straighten.
– Tighten screws ❸.

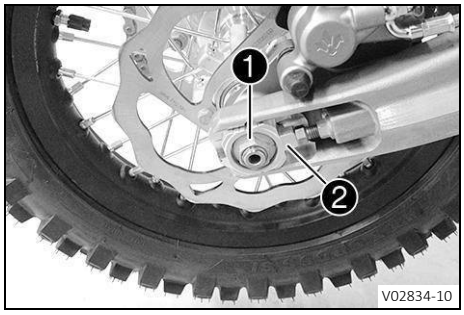
Screw, fork shoe	
M6	10 Nm (7.4 ft·lb$_f$)

14.3 Removing the rear wheel

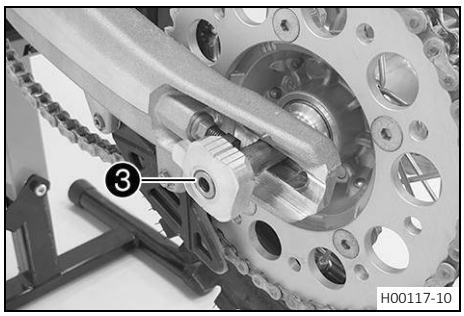
Preparatory work

– Raise the motorcycle with a lift stand. (p. 44)

Main work



– Remove nut ❶.
– Remove chain tension adjusters ❷ on both sides.



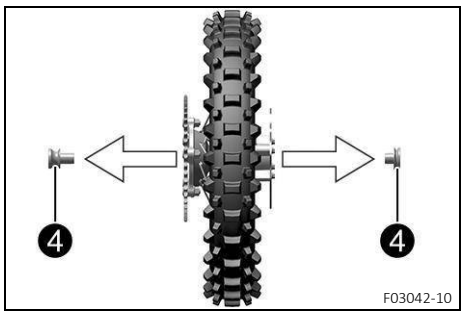
– Pull out wheel spindle ❸ far enough to allow the rear wheel to be pushed forward.
– Push the rear wheel forward as far as possible. Remove the chain from the rear sprocket.

Protect the components against damage by covering them.

WARNING
Danger of accidents Damaged brake discs reduce the braking action.
– Always lay the wheel down in such a way that the brake disc is not damaged.

– Hold the rear wheel and remove wheel spindle. Take the rear wheel out of the swingarm.

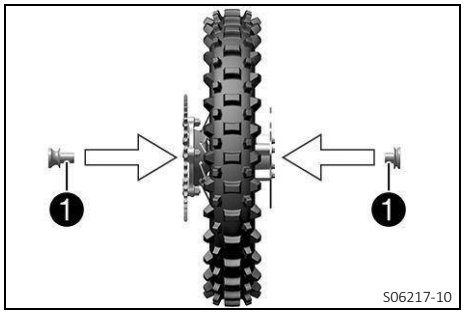
Do not actuate the brake pedal when the rear wheel is removed.



– Remove spacers ❹.

14.4 Installing the rear wheel

WARNING
Danger of accidents Oil, grease or wax on the brake discs reduces the brake action.
– Always keep the brake discs free of oil, fat and wax.
– Clean the brake discs with brake cleaner when necessary.



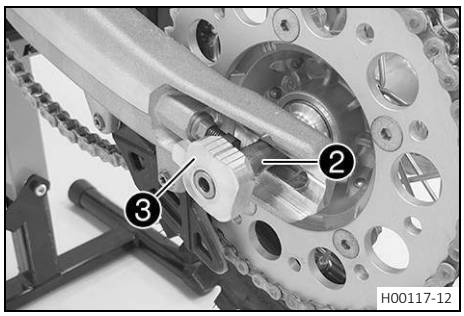
Main work

– Check the wheel bearing for damage and wear.
  » If the wheel bearing is damaged or worn:
    – Change the rear wheel bearing.
– Clean and grease the contact surfaces ❶ of the spacers.

Long-life grease (p. 128)

– Insert spacers.

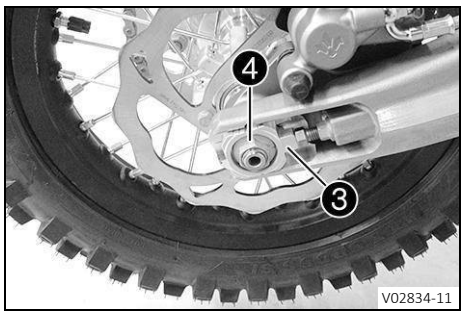
Insert the wide spacer on the left in the direction of travel.



– Clean and grease wheel spindle ❷.

Long-life grease 📖 (p. 128)

– Position the rear wheel and insert the wheel spindle.
  ✓ The brake pads are positioned correctly.
– Attach the chain.
– Position chain tension adjusters ❸ on both sides and push wheel spindle all the way in.



– Mount nut ❹ but do not tighten yet.
– Make sure that the chain tension adjusters are fitted correctly on the adjusting screws.
– Check the chain tension. 📖 (p. 68)
– Tighten nut ❹.

Nut, wheel spindle, rear	
M14×1.5	70 Nm (51.6 ft·lb$_f$)

– Actuate the brake disc repeatedly until the brake pads are in contact with the brake disc and a pressure point is achieved.

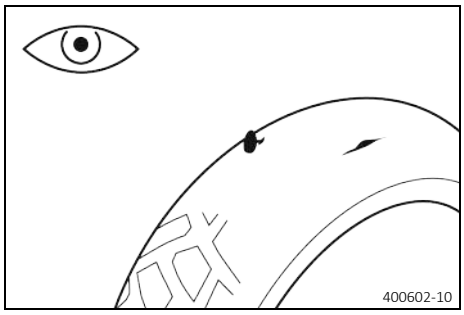
Reworking

– Remove the motorcycle from the lift stand. 📖 (p. 44)

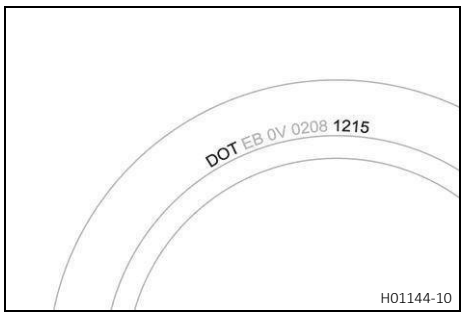
14.5 Checking the tire condition

Note

Only fit tires approved and/or recommended by GASGAS.
Other tires could have a negative effect on handling characteristics.
The type, condition, and pressure of the tires all have a major impact on the handling of the motorcycle.
The tires mounted on the front and rear wheels must have a similar profile.
Worn tires have a negative effect on handling characteristics, especially on wet surfaces.



– Check the front and rear tires for cuts, embedded objects, and other damage.
  » If the tires have cuts, run-in objects, or other damage:
    – Change the tires.



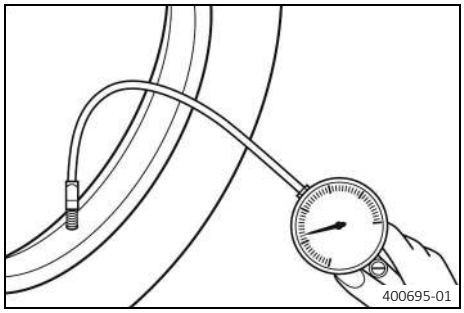
– Check the tire age.

Note
The tire date of manufacture is usually contained in the tire label and is indicated by the last four digits of the **DOT** number. The first two digits indicate the week of manufacture and the last two digits the year of manufacture.
GASGAS recommends that the tires be changed after five years at the latest, regardless of the actual wear.

» If the tires are older than five years:
– Change the tires.

14.6 Checking the tire pressure

Note
Low tire pressure leads to abnormal wear and the tire overheating.
Correct tire pressure ensures optimal riding comfort and maximum tire service life.



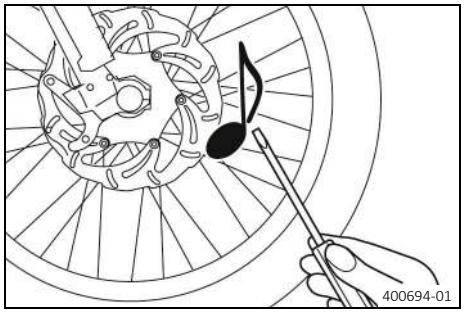
– Remove the protection cap.
– Check the tire pressure when the tires are cold.

Off-road tire pressure	
front	1.0 bar (14.5 psi)
rear	1.0 bar (14.5 psi)

» If the tire pressure does not meet specifications:
– Correct tire pressure.
– Mount the protection cap.

14.7 Checking the spoke tension

WARNING
Danger of accidents Incorrectly tensioned spokes impair the handling characteristic and can result in secondary damage.
If the spokes are too tight, they can break due to being overloaded.
Loose spokes can cause lateral or radial run-out in the wheel and other spokes will loosen as a result.
– Check the spoke tension regularly, especially on a new vehicle.



– Briefly tap each spoke with a screwdriver.

You should hear a high-pitched sound.

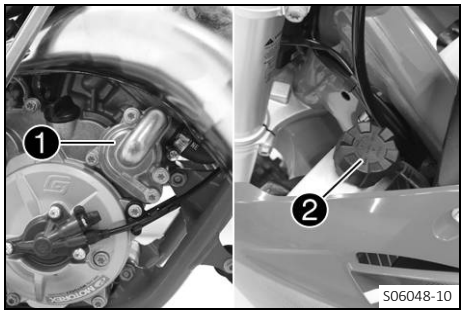
Note
The frequency of the sound depends on the spoke length and spoke diameter.
If spokes of the same length and diameter vibrate with a different tone, this is an indication that the spoke tensions differ.

» If the spoke tension differs:
– Correct the spoke tension.
– Check the spoke torque.

Spoke nipple	
M3,5	3 Nm (2.2 ft·lb$_f$)

Torque wrench kit (58429094000)

15.1 Cooling system



Water pump ❶ in the engine circulates the coolant.

The pressure resulting from the warming of the cooling system is regulated by a valve in radiator cap ❷. This ensures that operating the vehicle at the specified coolant temperature will not result in a risk of malfunctions.

120 °C (248.0 °F)

The coolant is cooled by the air stream.

The lower the vehicle speed, the lower the cooling effect. Dirty cooling fins also reduce the cooling effect.

15.2 Checking the frost protection and coolant level

WARNING

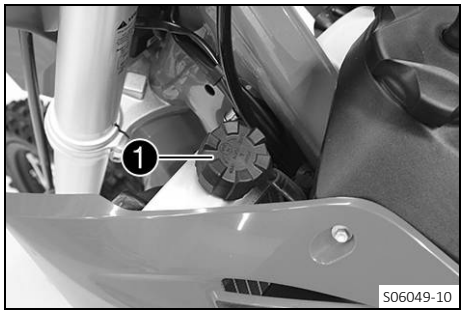
Health hazard Coolant is harmful to health.

- Keep coolant out of the reach of children.
- Do not allow coolant to come into contact with skin, eyes, or clothing.
- Consult a doctor immediately if coolant has been ingested.
- Rinse the affected area immediately with plenty of water in the event of contact with skin.
- Rinse eyes thoroughly with water and consult a doctor immediately if coolant comes into contact with eyes.
- If coolant spills on to your clothing, change the clothing.
- Store coolant properly in a suitable container and keep out of the reach of children.

WARNING

Danger of scalding The coolant heats up and is under high pressure when the vehicle is operated.

- Do not open the radiator, the radiator hoses, or other cooling system components if the engine or the cooling system are at operating temperature.
- Allow the cooling system and the engine to cool down before you open the radiator, the radiator hoses, or other components of the cooling system.
- In the event of scalding, rinse the area affected immediately with lukewarm water.

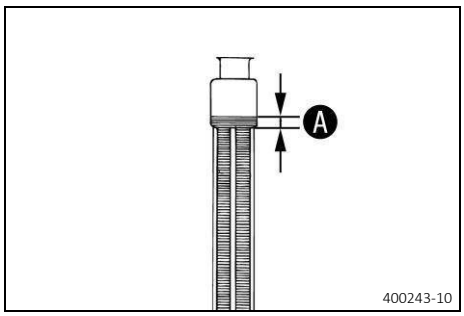


- Stand the motorcycle upright on a level surface.
- Take off radiator cap ❶.
- Check the frost protection in the coolant.

−45 °C ... −25 °C (−49.0 °F ... −13.0 °F)

» If the frost protection in the coolant does not match the specified value:

- Correct the frost protection in the coolant.



– Check the coolant level in the radiator.

Coolant level A above the radiator fins	10 mm (0.39 in)

» If the coolant level does not meet the specifications:
– Correct the coolant level.

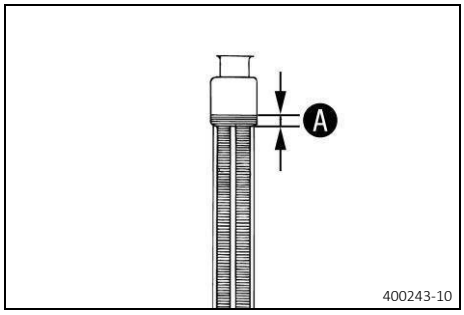
coolant	
Coolant (p. 130) Antifreeze protection to at least: −25 °C (−13.0 °F)	0.55 l (0.145 liq. gal_{US})

– Mount the radiator cap.

15.3 Checking the coolant level

WARNING
Health hazard Coolant is harmful to health.
– Keep coolant out of the reach of children.
– Do not allow coolant to come into contact with skin, eyes, or clothing.
– Consult a doctor immediately if coolant has been ingested.
– Rinse the affected area immediately with plenty of water in the event of contact with skin.
– Rinse eyes thoroughly with water and consult a doctor immediately if coolant comes into contact with eyes.
– If coolant spills on to your clothing, change the clothing.
– Store coolant properly in a suitable container and keep out of the reach of children.

WARNING
Danger of scalding The coolant heats up and is under high pressure when the vehicle is operated.
– Do not open the radiator, the radiator hoses, or other cooling system components if the engine or the cooling system are at operating temperature.
– Allow the cooling system and the engine to cool down before you open the radiator, the radiator hoses, or other components of the cooling system.
– In the event of scalding, rinse the area affected immediately with lukewarm water.



– Stand the motorcycle upright on a level surface.
– Take off the radiator cap.
– Check the coolant level in the radiator.

Coolant level A above the radiator fins	10 mm (0.39 in)

» If the coolant level does not meet the specifications:
– Correct the coolant level.

coolant	
Coolant (p. 130) Antifreeze protection to at least: −25 °C (−13.0 °F)	0.55 l (0.145 liq. gal_{US})

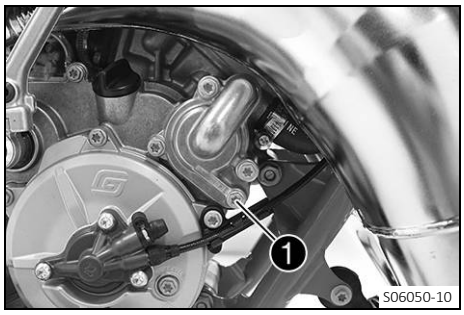
– Mount the radiator cap.

15.4 Draining the coolant

WARNING
Health hazard Coolant is harmful to health.
- Keep coolant out of the reach of children.
- Do not allow coolant to come into contact with skin, eyes, or clothing.
- Consult a doctor immediately if coolant has been ingested.
- Rinse the affected area immediately with plenty of water in the event of contact with skin.
- Rinse eyes thoroughly with water and consult a doctor immediately if coolant comes into contact with eyes.
- If coolant spills on to your clothing, change the clothing.
- Store coolant properly in a suitable container and keep out of the reach of children.

WARNING
Danger of scalding The coolant heats up and is under high pressure when the vehicle is operated.
- Do not open the radiator, the radiator hoses, or other cooling system components if the engine or the cooling system are at operating temperature.
- Allow the cooling system and the engine to cool down before you open the radiator, the radiator hoses, or other components of the cooling system.
- In the event of scalding, rinse the area affected immediately with lukewarm water.

Condition: The engine is cold

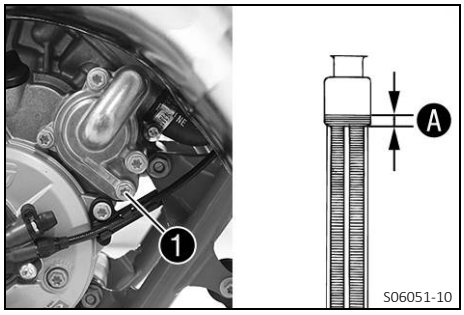


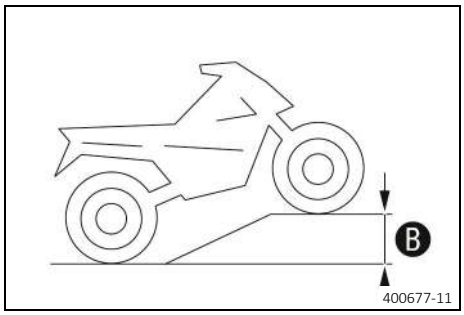
- Stand the motorcycle upright.
- Place an appropriate container under the water pump cover.
- Remove screw 1. Take off the radiator cap.
- Completely drain the coolant.
- Mount screw 1 with the new sealing ring and tighten.

Coolant drain plug	
M6	8 Nm (5.9 ft·lb$_f$)

15.5 Refilling the coolant

WARNING
Health hazard Coolant is harmful to health.
- Keep coolant out of the reach of children.
- Do not allow coolant to come into contact with skin, eyes, or clothing.
- Consult a doctor immediately if coolant has been ingested.
- Rinse the affected area immediately with plenty of water in the event of contact with skin.
- Rinse eyes thoroughly with water and consult a doctor immediately if coolant comes into contact with eyes.
- If coolant spills on to your clothing, change the clothing.
- Store coolant properly in a suitable container and keep out of the reach of children.





Main work

– Make sure that screw ❶ is tightened.
– Stand the motorcycle upright.
– Add coolant to level Ⓐ.

Distance Ⓐ above the radiator fins	10 mm (0.39 in)

coolant	
Coolant 📖 (p. 130) Antifreeze protection to at least: −25 °C (−13.0 °F)	0.55 l (0.145 liq. gal_{US})

– Move the vehicle into the position shown and secure it against rolling away. Height difference Ⓑ must be reached.

Height difference Ⓑ	50 cm (19.7 in)
For all of the air to be able to escape from the cooling system, the vehicle must be raised at the front.	

Note
If the cooling system is poorly de-aerated, its cooling power will be reduced and the engine may overheat.

– Return the vehicle to the horizontal position.
– Add coolant to level Ⓐ.
– Mount the radiator cap.

Reworking

– Go for a short test ride.
– Check the transmission and cooling system for leaks.
– Check the coolant level. 📖 (p. 96)

15.6 Changing the coolant

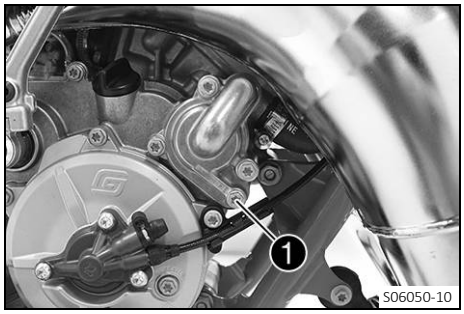
WARNING
Health hazard Coolant is harmful to health.
– Keep coolant out of the reach of children.
– Do not allow coolant to come into contact with skin, eyes, or clothing.
– Consult a doctor immediately if coolant has been ingested.
– Rinse the affected area immediately with plenty of water in the event of contact with skin.
– Rinse eyes thoroughly with water and consult a doctor immediately if coolant comes into contact with eyes.
– If coolant spills on to your clothing, change the clothing.
– Store coolant properly in a suitable container and keep out of the reach of children.

WARNING
Danger of scalding The coolant heats up and is under high pressure when the vehicle is operated.
– Do not open the radiator, the radiator hoses, or other cooling system components if the engine or the cooling system are at operating temperature.
– Allow the cooling system and the engine to cool down before you open the radiator, the radiator hoses, or other components of the cooling system.
– In the event of scalding, rinse the area affected immediately with lukewarm water.

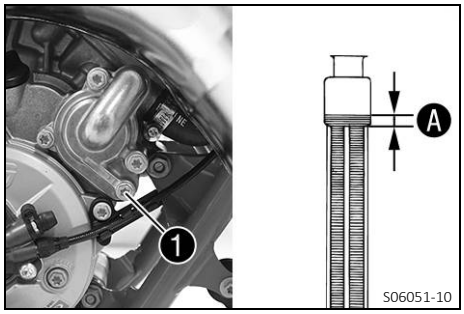
Condition: The engine is cold

Main work

– Stand the motorcycle upright.
– Place an appropriate container under the water pump cover.



– Remove screw 1. Take off the radiator cap.
– Completely drain the coolant.



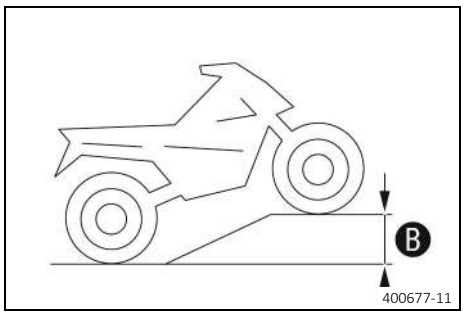
– Mount screw 1 with the new sealing ring and tighten.

Coolant drain plug	
M6	8 Nm (5.9 ft·lb$_f$)

– Add coolant to level A.

Distance A above the radiator fins	10 mm (0.39 in)

coolant	
Coolant (p. 130) Antifreeze protection to at least: −25 °C (−13.0 °F)	0.55 l (0.145 liq. gal$_{US}$)



– Move the vehicle into the position shown and secure it against rolling away. Height difference B must be reached.

Height difference B	50 cm (19.7 in)
For all of the air to be able to escape from the cooling system, the vehicle must be raised at the front.	

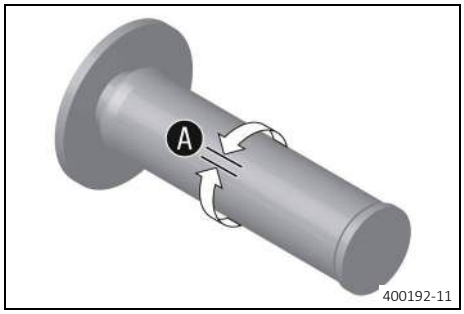
Note
If the cooling system is poorly de-aerated, its cooling power will be reduced and the engine may overheat.

– Return the vehicle to the horizontal position.
– Add coolant to level A.
– Mount the radiator cap.

Reworking

– Go for a short test ride.
– Check the transmission and cooling system for leaks.
– Check the coolant level. (p. 96)

16.1 Checking the play in the throttle cable



– Check the throttle grip for smooth operation.
– Move the handlebar to the straight-ahead position. Turn the throttle twist grip back and forth slightly and determine the play in throttle cable A.

Throttle cable play	3 mm … 5 mm (0.12 in … 0.20 in)

» If the throttle cable play does not meet the specified value:
– Adjust the throttle cable play. (p. 100)

DANGER
Danger of poisoning Exhaust gases are toxic and inhaling them may result in unconsciousness and death.
– Always ensure that there is sufficient ventilation when running the engine.
– Use suitable exhaust extraction when starting or running the engine in an enclosed space.

– Start the engine and let it run at idle speed. Move the handlebar back and forth over the entire steering range.

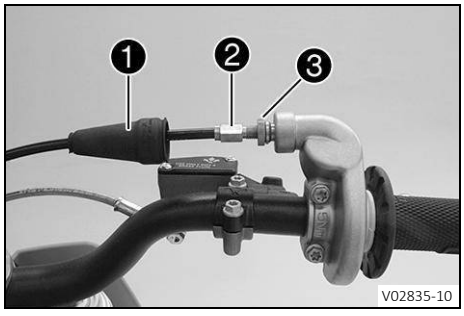
The idle speed must not change.

» If the idle speed changes:
– Adjust the throttle cable play. (p. 100)

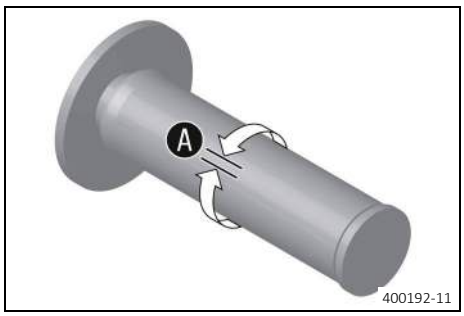
16.2 Adjusting the throttle cable play

Preparatory work
– Remove the seat. (p. 61)
– Turn the knurled screw on the fuel petcock all the way clockwise.
– Remove the fuel tank. (p. 65)
– Check the throttle cable routing. (p. 72)

Main work



– Move the handlebar to the straight-ahead position.
– Push back boot 1.
– Ensure that the throttle cable sleeve is pushed all the way into adjusting screw 2.
– Loosen nut 3.



– Turn barrel adjuster ❷ so that there is play Ⓐ in the throttle cable at the throttle grip.

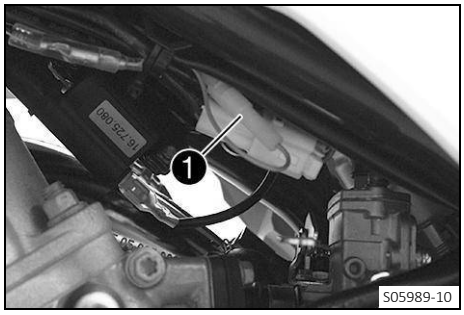
Throttle cable play	3 mm … 5 mm (0.12 in … 0.20 in)

– Tighten nut ❸.
– Slide on boot ❶.

Reworking

– Check the play in the throttle cable. (p. 100)
– Check the throttle cable routing. (p. 72)
– Install the fuel tank. (p. 66)
– Turn the knurled screw on the fuel petcock all the way counterclockwise.
– Mount the seat. (p. 61)

16.3 Plug-in connector of ignition timing map adjustment



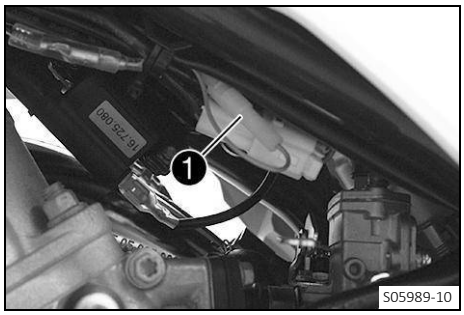
Plug-in connector ❶ of the ignition timing map adjustment is located on the frame under the fuel tank.

Condition	Meaning
The plug-in connector of the ignition timing map adjustment is disconnected.	Soft - Improved rideability.
The plug-in connector of the ignition timing map adjustment is connected.	Performance - More power.

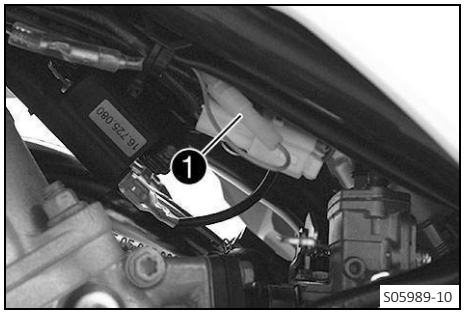
16.4 Changing the ignition timing map

– Select one of the following alternatives.

Switching the ignition timing map from Performance to Soft



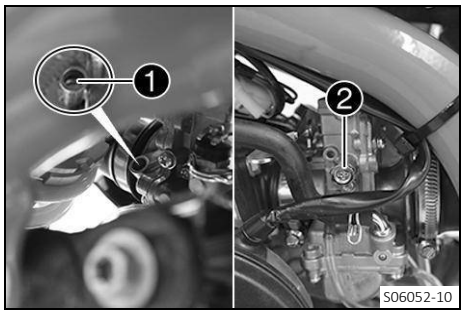
– Disconnect plug-in connector ❶ of the ignition timing map adjustment.
  ✓ Soft: Better rideability



Switching the ignition timing map from Soft to Performance

– Join plug-in connector ❶ of the ignition timing map adjustment.
  ✓ Performance: Higher performance

16.5 Carburettor – idle speed



The idle setting of the carburetor has a big influence on the starting behavior, stable idle speed, and throttle responsiveness. This means that an engine with a correctly set idle speed will be easier to start than one with an incorrectly set idle speed.

Note
The carburetor and its components are subject to increased wear caused by engine vibration. Wear can result in malfunctioning.

The idle mixture is adjusted using idle air adjustment screw ❶.

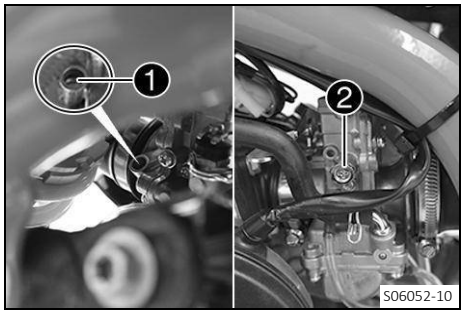
The idle speed is adjusted using idle speed adjustment screw ❷.

16.6 Carburetor – adjusting the idle speed

Preparatory work

– Remove the right side fairing. (p. 56)

Main work



– Screw in idle air adjusting screw ❶ all the way and turn it to the specified basic setting.

Idle air adjusting screw	
open	3.5 turns (1,260°)

– Run the engine until warm.

Warming-up phase	≥ 5 min

DANGER
Danger of poisoning Exhaust gases are toxic and inhaling them may result in unconsciousness and death.
– Always ensure that there is sufficient ventilation when running the engine.
– Use suitable exhaust extraction when starting or running the engine in an enclosed space.

– Adjust the idle speed using idle speed adjustment screw ❷.
  • The choke lever is pushed in to the stop.

idle speed	1,500 rpm … 2,000 rpm (25.00 Hz … 33.33 Hz)

– Turn idle air adjusting screw ❶ slowly in a clockwise direction until the idle speed begins to fall.
– Note the position and turn the idle air adjusting screw slowly counterclockwise until the idle speed again begins to fall.
– Adjust to the point between these two positions with the highest idle speed.

Note

If there is a big engine speed rise, reduce the idle speed to a normal level and repeat the above steps.

If the procedure described here does not lead to satisfactory results, the cause may be a wrongly dimensioned idle jet.

Following extreme air temperature or altitude changes, adjust the idle speed again.

After changing the idling jet, start from the beginning with the adjusting steps.

If you can turn the idle air adjusting screw to the end without any change of engine speed, mount a smaller idling jet.

Reworking

– Install the right side cover. (p. 57)

16.7 Emptying the carburetor float chamber

DANGER

Fire hazard Fuel is highly flammable.

The fuel in the fuel tank expands when warm and can escape if overfilled.

– Do not refuel the vehicle in the vicinity of open flames, glowing, or smoldering objects.
– Make sure that nobody smokes in the vicinity of the vehicle during the refueling process.
– Switch off the engine for refueling.
– Make sure that no fuel is spilled; particularly not on hot parts of the vehicle.
– If any fuel is spilled, wipe it up immediately.
– Do not overfill the fuel tank.

WARNING

Danger of poisoning Fuel is harmful to health.

– Do not allow fuel to come into contact with skin, eyes, or clothing.
– Consult a doctor immediately if fuel has been ingested.
– Do not inhale fuel vapors.
– Rinse the affected area immediately with plenty of water in the event of contact with skin.
– Rinse eyes thoroughly with water and consult a doctor immediately if fuel comes into contact with eyes.
– If fuel spills on to your clothing, change the clothing.
– Store fuel properly in a suitable container and keep out of the reach of children.

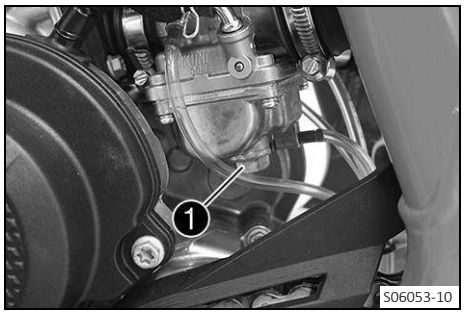
NOTE

Environmental hazard Improper handling of fuel is dangerous to the environment.

– Do not allow fuel to enter the groundwater, the soil, or the sewage system.

Note
Water in the float chamber results in malfunctioning.

Condition: The engine is cold



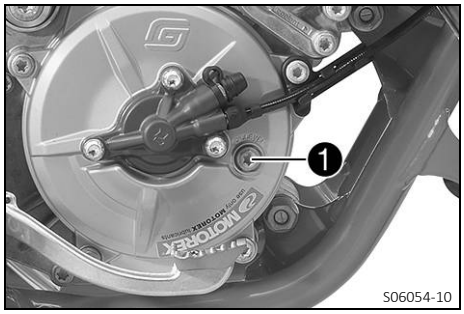
- Turn the knurled screw on the fuel petcock all the way clockwise.
  ✓ No more fuel flows from the tank to the carburetor.
- Place a cloth under the carburetor to capture the draining fuel.
- Remove screw plug 1.
- Fully drain the fuel.
- Mount and tighten the screw plug.

17.1 Checking the gear oil level

Condition: The engine is cold

Preparatory work

– Stand the motorcycle upright on a level surface.



Main work

– Remove screw 1 with the sealing ring.
– Check the gear oil level.

A small amount of gear oil should run out of the bore.

» If no gear oil runs out:
– Add gear oil. (p. 106)

– Mount and tighten screw 1 with the seal ring.

Screw, gear oil level check	
M6	7 Nm (5.2 ft·lb$_f$)

17.2 Changing the gear oil

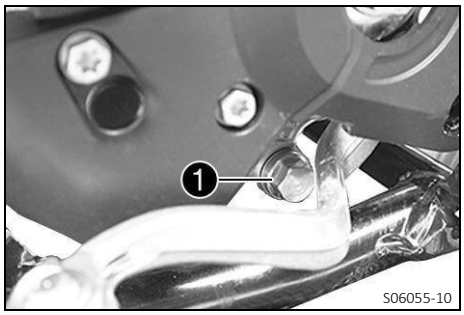
WARNING
Danger of scalding Engine and gear oil heat up when the motorcycle is operated.
– Wear suitable protective clothing and safety gloves.
– In the event of scalding, rinse the area affected immediately with lukewarm water.

NOTE
Environmental hazard Hazardous substances cause environmental damage.
– Dispose of oils, grease, filters, fuel, cleaning agents, brake fluid, etc. correctly and in accordance with the applicable regulations.

Note
Drain gear oil with engine at operating temperature.

Preparatory work

– Stand the motorcycle on the plug-in stand on a horizontal surface.



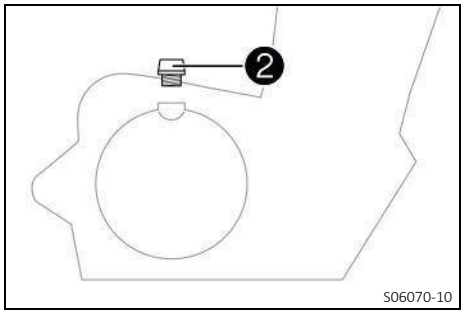
Main work

– Position an appropriate container under the engine.
– Remove oil drain plug 1 with the magnet.
– Let the gear oil drain fully.
– Thoroughly clean the oil drain plug with magnet.
– Clean the sealing area on the engine.

– Mount and tighten the oil drain plug with the magnet and new sealing ring.

Oil drain plug with magnet	
M12×1.5	20 Nm (14.8 ft·lb$_f$)

Note
Too little gear oil or poor-quality oil results in premature wear to the transmission.



– Remove filler plug ❷ with the O-ring, and fill up with gear oil.

gear oil	
Engine oil (15W/50) (p. 128) Partially synthetic	0.50 l (0.132 liq. gal$_{US}$)

– Mount and tighten oil plug ❷ with O-ring.

DANGER
Danger of poisoning Exhaust gases are toxic and inhaling them may result in unconsciousness and death.
– Always ensure that there is sufficient ventilation when running the engine.
– Use suitable exhaust extraction when starting or running the engine in an enclosed space.

– Start the engine and check it for leaks.

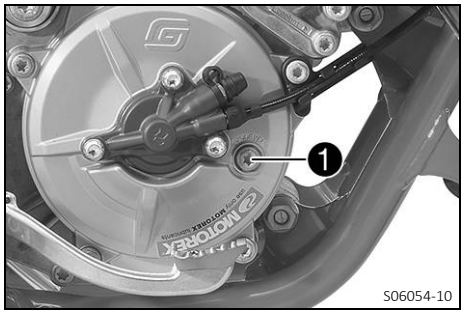
Reworking
– Check the gear oil level. (p. 105)

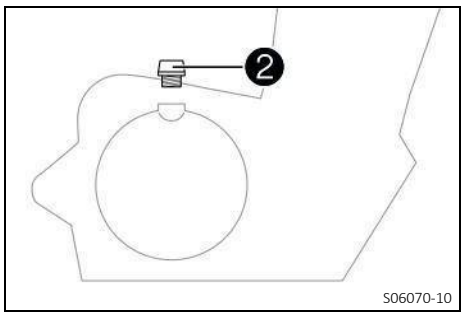
17.3 Adding gear oil

Note
Too little gear oil or poor-quality oil results in premature wear to the transmission.

Preparatory work
– Stand the motorcycle upright on a level surface.

Main work
– Remove screw ❶ with the sealing ring.





– Remove filler plug ❷ with the O-ring.
– Add gear oil until it flows out of the hole of the gear oil level plug.

Engine oil (15W/50) (p. 128) Partially synthetic

– Mount and tighten screw ❶ with the seal ring.

Screw, gear oil level check	
M6	7 Nm (5.2 ft·lb$_f$)

– Mount and tighten filler plug ❷ with the O-ring.

DANGER

Danger of poisoning Exhaust gases are toxic and inhaling them may result in unconsciousness and death.

– Always ensure that there is sufficient ventilation when running the engine.
– Use suitable exhaust extraction when starting or running the engine in an enclosed space.

– Start the engine and check it for leaks.

18.1 Cleaning the motorcycle

NOTE

Material damage Components can be damaged or destroyed if a high-pressure cleaner is used incorrectly.

The high pressure forces water into the electrical components, socket connectors, clutch cables, and bearings, etc.

Too high a pressure can cause malfunctions and destroy components.

– Do not direct the water jet directly on to electrical components, socket connectors, clutch cables, or bearings.
– Maintain a minimum distance between the nozzle of the high-pressure cleaner and the component.

Minimum distance	60 cm (23.6 in)

NOTE

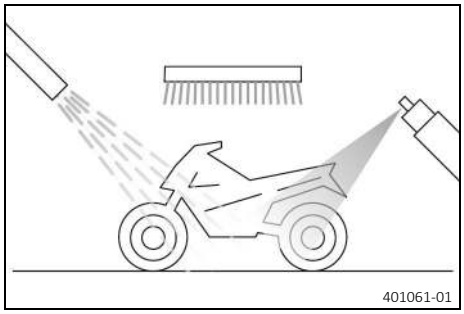
Environmental hazard Hazardous substances cause environmental damage.

– Dispose of oils, grease, filters, fuel, cleaning agents, brake fluid, etc. correctly and in accordance with the applicable regulations.

Note

Clean the motorcycle regularly to maintain its value and appearance over a long period.

Avoid direct sunshine when cleaning the motorcycle.



– Seal the exhaust system to prevent water from entering into it.
– Remove loose dirt first with a soft jet of water.
– Spray the heavily soiled parts with a standard commercial motorcycle cleaner and clean using a brush.

Never apply motorcycle cleaner to a dry vehicle; always rinse the vehicle with water first.

Environmentally neutral universal cleaning agent (p. 131)

Note

Use warm water containing standard motorcycle cleaner and a soft sponge.

– After rinsing the motorcycle with a gentle spray of water, allow it to dry thoroughly.
– Remove the cover from the exhaust system.
– Empty the carburetor float chamber. (p. 103)

WARNING

Danger of accidents Moisture and dirt impair the brake system.

– Explain to your child that he or she must brake carefully several times to dry out and remove dirt from the brake linings and the brake discs.

– After cleaning, ride the vehicle a short distance until the engine warms up and until the brake system has dried through careful application of the brakes.

Note

The heat produced causes water to evaporate at inaccessible locations in the engine and on the brake system.

– Push back the protection caps on the handlebar controls to allow water to evaporate.

– After the motorcycle has cooled off, lubricate all moving parts and pivot points.
– Clean the chain. (p. 68)
– Treat bare metal (except for brake discs and the exhaust system) with an anticorrosive.

  Preserving materials (p. 131)

– Treat all plastic parts and powder-coated parts with a mild cleaning and care product.

  Cleaning agents for plastics, glass, lacquers, metals, windshields and visors (p. 131)

19.1 Storage

WARNING

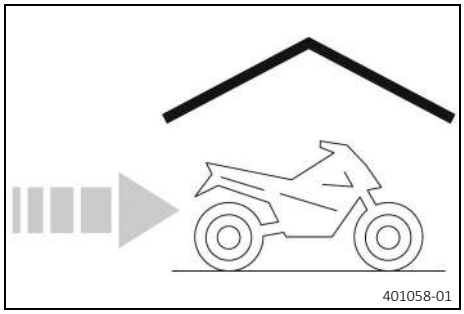
Danger of poisoning Fuel is harmful to health.

- Do not allow fuel to come into contact with skin, eyes, or clothing.
- Consult a doctor immediately if fuel has been ingested.
- Do not inhale fuel vapors.
- Rinse the affected area immediately with plenty of water in the event of contact with skin.
- Rinse eyes thoroughly with water and consult a doctor immediately if fuel comes into contact with eyes.
- If fuel spills on to your clothing, change the clothing.
- Store fuel properly in a suitable container and keep out of the reach of children.

Note

If you plan to garage the motorcycle for a longer period, perform the following steps or have them performed.

Before storing the motorcycle, check all parts for function and wear. If service, repairs, or replacements are necessary, you should do this during the storage period (workshops less busy). In this way, you can avoid long workshop waiting times at the start of the new season.



- When refueling for the last time before taking the motorcycle out of service, add fuel additive.

Fuel additive (p. 127)

- Refuel. (p. 25)

Tip

Fill the fuel tank completely as specified, using fuel with the lowest possible ethanol content.

- Clean the motorcycle. (p. 108)
- Change the gear oil. (p. 105)
- Check the frost protection and coolant level. (p. 95)
- Empty the carburetor float chamber. (p. 103)
- Check the tire pressure. (p. 93)
- Store the vehicle in a dry location that is not subject to large fluctuations in temperature.

Note

GASGAS recommends jacking up the motorcycle.

- Raise the motorcycle with a lift stand. (p. 44)

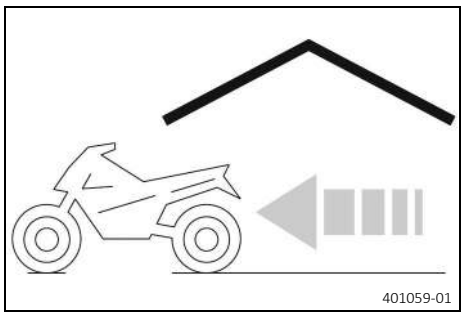
Cover the motorcycle with a tarp or cover that is permeable to air.

Do not use non-porous materials because they prevent humidity from escaping and thus cause corrosion.

Note

Avoid running the engine of a motorcycle in storage for a short time only. Because the engine will not warm up sufficiently, the water vapor produced during combustion will condense, causing engine parts and the exhaust system to rust.

19.2 Preparing for use after storage



- Remove the motorcycle from the lift stand. (p. 44)
- Perform checks and maintenance measures when preparing for use. (p. 22)
- Take a test ride.

20.1 troubleshooting

Cause	Finding	Remedy
The engine turns but does not start	Operating error The motorcycle has been in disuse for an extended period and old fuel is in the float chamber Fuel supply interrupted Spark plug sooty or wet Plug gap of spark plug too wide Fault in ignition system Short-circuit cable in wiring harness frayed, kill button faulty Connector or ignition coil loose or oxidized Water in carburetor or jets blocked	– Carry out the starting procedure. (p. 22) – Empty the carburetor float chamber. (p. 103) – Check the fuel tank vent. – Clean the fuel petcock. – Check/adjust the carburetor components. – Clean and dry the spark plug and spark plug connector, or change if necessary. – Adjust plug gap. Plug gap of spark plug: 0.70 mm (0.0276 in) – Check the ignition system. – Set the ignition. – Check the kill button. – Clean the plug-in connection and treat it with contact spray. – Check/adjust the carburetor components.
The engine has no idle speed	Idle jet blocked Adjusting screws on the carburetor are in turned to the wrong position Faulty spark plug Faulty ignition	– Check/adjust the carburetor components. – Carburetor – adjust the idle speed. (p. 102) – Change the spark plug. – Check the ignition coil. – Check the spark plug connector.
Engine does not speed up	The carburetor is flowing over because the float needle is dirty or worn Loose carburetor jets Fault in ignition system	– Check/adjust the carburetor components. – Check/adjust the carburetor components. – Check the ignition system. – Set the ignition.
Engine has too little power	Fuel supply interrupted Air filter is very dirty Exhaust system leaks, deformed or too little damping material in the silencer Fault in ignition system Damaged membrane or reed valve housing Noticeable wear	– Check the fuel tank vent. – Clean the fuel petcock. – Check/adjust the carburetor components. – Clean the air filter and air filter box. (p. 62) – Check exhaust system for damage. – Change the damping material on the main silencer. (p. 64) – Check the ignition system. – Set the ignition. – Check the membrane and reed valve housing.

Cause	Finding	Remedy
		– Overhaul the engine.
The engine stutters or there is backfiring through the carburetor	Lack of fuel The engine takes in false air Connector or ignition coil loose or oxidized	– Turn the knurled screw on the fuel petcock all the way counterclockwise. – Refuel. (p. 25) – Check the intake flange and carburetor for firm seating. – Clean the plug-in connection and treat it with contact spray.
Engine overheats	Too little coolant in cooling system Too little air stream Radiator fins very dirty Foam formation in the cooling system Damaged cylinder head or cylinder head gasket Bent radiator hose Incorrect ignition point due to loose stator	– Check the transmission and cooling system for leaks. – Check the coolant level. (p. 96) – Switch off the engine when standing. – Clean the radiator fins. – Drain the coolant. (p. 97) – Refill the coolant. (p. 97) – Check the cylinder head or cylinder head gasket. – Change the radiator hose. – Set the ignition.
White smoke development (steam in the exhaust gas)	Damaged cylinder head or cylinder head gasket	– Check the cylinder head or cylinder head gasket.
Gear oil emerges from the vent hose	Too much gear oil added	– Check the gear oil level. (p. 105)
Water in the gear oil	Damaged radial shaft seal ring or water pump	– Check the radial shaft seal ring and the water pump.

21 Technical specifications

21.1 Engine

21.1.1 Technical data of the engine

Design	1-cylinder 2-stroke gasoline engine, water-cooled, with membrane inlet
Displacement	64.90 cm³ (3.9604 in³)
Stroke	40.8 mm (1.606 in)
Bore	45 mm (1.77 in)
idle speed	1,500 rpm … 2,000 rpm (25.00 Hz … 33.33 Hz)
Crankshaft bearing	2 grooved ball bearings
Big (bottom) end bearing	Needle bearing
Wrist pin bearing	Needle bearing
Piston	Cast aluminum
Piston rings	1 rectangular ring
Engine lubrication	Mixture lubrication
Primary transmission	23:75 straight cut spur gear drive
Clutch	Multi-disc clutch in oil bath
Transmission	6 speed transmission, claw shift
Gear ratios	
1st gear	13:37
2nd gear	16:34
3rd gear	18:31
4th gear	21:30
5th gear	23:28
6th gear	24:26
Ignition system	Hidria Digital
Spark plug	BRISK AR12C
Plug gap of spark plug	0.70 mm (0.0276 in)
Cooling	Liquid cooling
Starting aid	Kickstarter lever

21.1.2 Capacities - engine

gear oil	
Engine oil (15W/50) (p. 128) Partially synthetic	0.50 l (0.132 liq. gal_{US})
coolant	
Coolant (p. 130) Antifreeze protection to at least: −25 °C (−13.0 °F)	0.55 l (0.145 liq. gal_{US})

21.2 Carburetor with carburetor tuning

21.2.1 Carburetor

Carburetor type	MIKUNI TM 24
Main jet	210
Jet needle	5IPL43 (5N17)
Idle jet	20
Needle jet	Q-O (454)
Throttle slide	2,5

Needle position	2nd position from top
Idle air adjusting screw	
open	3.5 turns (1,260°)

21.2.2 Carburetor tuning

ASL	Above sea level
TEMP	Temperature
ASO	Open (rotations) idle air adjusting screw
IJ	Idle jet
NDL	Jet needle
POS	Needle position from top
MJ	Main jet

The carburetor tuning depends on the defined ambient and operating conditions.

MIKUNI TM 24

ASL	TEMP	–20 °C … –7 °C (–4.0 °F … 19.4 °F)	–6 °C … 5 °C (21.2 °F … 41.0 °F)	6 °C … 15 °C (42.8 °F … 59.0 °F)	16 °C … 24 °C (60.8 °F … 75.2 °F)	25 °C … 36 °C (77.0 °F … 96.8 °F)	37 °C … 49 °C (98.6 °F … 120.2 °F)
2,301 m … 3,000 m (7,549 ft – 3 in … 9,842 ft – 6 in)	ASO IJ NDL POS MJ	3.5 20 5N17 2 210	3.5 20 5N17 2 200	2.5 15 5N17 2 200	3.5 15 5N17 2 200	2.5 15 5N17 1 200	•/•
1,501 m … 2,300 m (4,924 ft – 6 in … 7,545 ft – 11 in)	ASO IJ NDL POS MJ	3.5 25 5N17 2 220	3.5 20 5N17 2 210	3.5 20 5N17 2 200	2.5 15 5N17 2 200	3.5 15 5N17 2 200	2.5 15 5N17 1 200
751 m … 1,500 m (2,463 ft – 11 in … 4,921 ft – 3 in)	ASO IJ NDL POS MJ	3.5 25 5N17 3 220	3.5 25 5N17 2 220	3.5 20 5N17 2 210	3.5 20 5N17 2 200	2.5 15 5N17 2 200	3.5 15 5N17 2 200

ASL	TEMP	−20 °C … −7 °C (−4.0 °F … 19.4 °F)	−6 °C … 5 °C (21.2 °F … 41.0 °F)	6 °C … 15 °C (42.8 °F … 59.0 °F)	16 °C … 24 °C (60.8 °F … 75.2 °F)	25 °C … 36 °C (77.0 °F … 96.8 °F)	37 °C … 49 °C (98.6 °F … 120.2 °F)
301 m … 750 m (987 ft – 6 in … 2,460 ft – 8 in)	ASO IJ NDL POS MJ	3 25 5N17 3 225	3.5 25 5N17 3 220	3.5 25 5N17 2 220	**3.5** **20** **5N17** **2** **210**	3.5 20 5N17 2 200	2.5 15 5N17 2 200
0 m … 300 m (0 ft … 984 ft – 3 in)	ASO IJ NDL POS MJ	3 25 5N17 3 225	3.5 25 5N17 3 220	3.5 25 5N17 2 220	3.5 20 5N17 2 210	3.5 20 5N17 2 210	3.5 20 5N17 2 200

21.3 Chassis

21.3.1 Technical data - chassis

Frame	Central-tube frame of chrome molybdenum steel tubing, powder-coated
Suspension travel:	
front	215 mm (8.46 in)
rear	253.5 mm (9.980 in)
Triple clamp offset	22 mm (0.87 in)
Brake system	
front	Disc brake with 1-piston brake caliper
rear	Disc brake with 1-piston brake caliper
Brake discs - diameter	
front	198 mm (7.80 in)
rear	180 mm (7.09 in)
Brake disc wear limit	
front	2.5 mm (0.098 in)
rear	2.5 mm (0.098 in)
Final drive	14:48
Chain	1/2 x 1/4” O-ring
Rear sprockets available	• 46 • 48 • 50
Steering head angle	64.5° (1.126 rad)
Wheelbase	1,142 mm (44.96 in)

Seat Height unloaded	730 mm (28.74 in)
Ground clearance unloaded	259 mm (10.20 in)
Weight without fuel approx.	54.3 kg (119.71 lb)
Maximum permissible rider's weight	50 kg (110.2 lb)

21.3.2 Technical data - tires

Off-road tire pressure	
front	1.0 bar (14.5 psi)
rear	1.0 bar (14.5 psi)

Tire front	Rear tire
60/100 - 14 M/C 30M TT MAXXIS MAXXCROSS MX-ST	**80/100 - 12 41M TT** MAXXIS MAXXCROSS MX-ST
The tires specified represent one of the possible series production tires. For alternative manufacturers, if any, contact an authorized manufacturer or qualified tire dealership. If local road approval regulations apply, these and the respective technical specifications must be observed.	

21.3.3 Capacities - vehicle

Fuel tank capacity, approx.	
Super unleaded (95 octane) mixed with 2-stroke engine oil (1:60) (p. 128)	4.5 l (1.19 liq. gal_{US})

21.4 Fork

21.4.1 Technical data - fork

Fork part number	A405C103Z106102

Fork	**WP XACT AER**
Rebound damping	
Standard	15 clicks
Air pressure	
Standard	3.8 bar (55.1 psi)
Fork length	735 mm (28.94 in)
Spring length with preload spacer(s)	375 mm (14.76 in)

21.4.2 Capacities - fork

Oil capacity, left outer assembly	
Fork oil (48601166S1) (SAE 4) 📖 (p. 128)	25 ml (0.85 fl. oz_{US})
Oil capacity, right outer assembly	
Fork oil (48601166S1) (SAE 4) 📖 (p. 128)	215 ml (7.27 fl. oz_{US})
Grease capacity, left cartridge	
Special grease (00062010053) 📖 (p. 129)	6 g (0.21 oz)

21.5 Shock absorber

21.5.1 Technical data - shock absorber

Shock absorber part number	A405C403X113000

Shock absorber	**WP XACT 5735**
Low-speed compression damping	
Comfort	18 clicks
Standard	15 clicks
Sport	12 clicks
High-speed compression damping	
Comfort	2 turns (720°)
Standard	1.5 turns (540°)
Sport	1 turn (360°)
Rebound damping	
Comfort	18 clicks
Standard	15 clicks
Sport	12 clicks
Preload	5 mm (0.20 in)
Spring rate	
Weight of rider: 32 kg (70.5 lb)	40 N/mm (228.4 lb_f/in)
Weight of rider: 37 kg (81.6 lb)	45 N/mm (257.0 lb_f/in)
Weight of rider: 42 kg (92.6 lb)	50 N/mm (285.5 lb_f/in)
Spring length	190 mm (7.48 in)
Gas assisted	10 bar (145 psi)
Static sag	30 mm (1.18 in)

Rider sag	80 mm (3.15 in)
Installation position	327 mm (12.87 in)

21.5.2 Capacities - shock absorber

Shock absorber oil	
Shock absorber oil (50180751S1) (SAE 2.5) (p. 129)	Fill to the maximum mark

21.6 Tightening torque

21.6.1 Engine tightening torques

Control valve shaft, exhaust control on lower part of control valve	M4	4 Nm (3.0 ft·lb$_f$) **Loctite® 2701**
Set screw, exhaust control on lower part of control valve	M4	1 Nm (0.7 ft·lb$_f$) **Loctite® 2701**
Nut, water pump impeller	M5	5 Nm (3.7 ft·lb$_f$) **Loctite® 243**
Screw, exhaust control cover	M5	4 Nm (3.0 ft·lb$_f$)
Screw, exhaust control on cylinder head	M5	5 Nm (3.7 ft·lb$_f$)
Nut, exhaust control sliding shaft	M5	4 Nm (3.0 ft·lb$_f$)
Screw, clutch spring disc	M5	6 Nm (4.4 ft·lb$_f$)
Screw, selector shaft retaining bracket	M5	6 Nm (4.4 ft·lb$_f$) **Loctite® 243**
Detent arm screw	M5	6 Nm (4.4 ft·lb$_f$) **Loctite® 243**
Screw, bearing retainer, main shaft bearing	M5	6 Nm (4.4 ft·lb$_f$) **Loctite® 243**
Screw, ignition system/stator	M5	5 Nm (3.7 ft·lb$_f$) **Loctite® 243**
Screw, engine case	M6	10 Nm (7.4 ft·lb$_f$)
Screw, ignition cover	M6	8 Nm (5.9 ft·lb$_f$)
Screw, intermediate clutch cover	M6	10 Nm (7.4 ft·lb$_f$)

Outer clutch cover screw M6	10 Nm (7.4 ft·lb$_f$)
Screw, clutch line bracket M6	8 Nm (5.9 ft·lb$_f$)
Screw, water pump cover M6	8 Nm (5.9 ft·lb$_f$)
Screw, intake manifold / diaphragm housing M6	6 Nm (4.4 ft·lb$_f$)
Screw, gear oil level check M6	7 Nm (5.2 ft·lb$_f$)
Coolant drain plug M6	8 Nm (5.9 ft·lb$_f$)
Screw, exhaust flange M6	10 Nm (7.4 ft·lb$_f$) **Loctite® 243**
Cap head bolt, exhaust control on cylinder head M6	10 Nm (7.4 ft·lb$_f$)
Exhaust control/engine breather housing M6	4 Nm (3.0 ft·lb$_f$) **Loctite® 243**
Screw, clutch slave cylinder M6	8 Nm (5.9 ft·lb$_f$) **Loctite® 243**
Shift star screw M6	10 Nm (7.4 ft·lb$_f$) **Loctite® 243**
Bearing retaining plate shift drum screw M6	6 Nm (4.4 ft·lb$_f$) **Loctite® 243**
Screw, shift lever M6	14 Nm (10.3 ft·lb$_f$) **Loctite® 243**
Screw, kick starter lever stop plate M6	10 Nm (7.4 ft·lb$_f$) **Loctite® 243**
Screw, cylinder head M7	18 Nm (13.3 ft·lb$_f$)
Studs, cylinder base M8	7 Nm (5.2 ft·lb$_f$)
Collar nut, cylinder base M8	20 Nm (14.8 ft·lb$_f$)
Screw, kick-starter lever M8	20 Nm (14.8 ft·lb$_f$) **Loctite® 243**
Screw, inner clutch hub M10	60 Nm (44.3 ft·lb$_f$) **Loctite® 243**
Spark plug M10×1	13 Nm (9.6 ft·lb$_f$)

Screw, front sprocket M10	60 Nm (44.3 ft·lb$_f$) **Loctite® 243**
Oil drain plug with magnet M12×1.5	20 Nm (14.8 ft·lb$_f$)
Nut, rotor M12×1	50 Nm (36.9 ft·lb$_f$)
Nut, primary gear M14×1.25	40 Nm (29.5 ft·lb$_f$) **Loctite® 243**

21.6.2 Chassis tightening torques

Hose clamp, carburetor	2.8 Nm (2.07 ft·lb$_f$)
Screw, kill button M3	0.4 Nm (0.30 ft·lb$_f$)
Screw, fixed grip M4	5 Nm (3.7 ft·lb$_f$)
Screw, throttle slide cover M4	2 Nm (1.5 ft·lb$_f$)
Remaining nuts on chassis M5	5 Nm (3.7 ft·lb$_f$)
Remaining screws on chassis M5	5 Nm (3.7 ft·lb$_f$)
Screw, frame protector M5	3 Nm (2.2 ft·lb$_f$)
Remaining nuts on chassis M6	10 Nm (7.4 ft·lb$_f$)
Remaining screws on chassis M6	10 Nm (7.4 ft·lb$_f$)
Screw, rear brake disc M6	14 Nm (10.3 ft·lb$_f$) **Loctite® 243**
Screw, front brake disc M6	14 Nm (10.3 ft·lb$_f$) **Loctite® 243**
Screw, brake cylinder M6	10 Nm (7.4 ft·lb$_f$)
Screw, fork shoe M6	10 Nm (7.4 ft·lb$_f$)
Screw, throttle twist grip M6	5 Nm (3.7 ft·lb$_f$)
Screw, ball joint of push rod on brake cylinder M6	10 Nm (7.4 ft·lb$_f$) **Loctite® 243**
Screw, number plate M6	4 Nm (3.0 ft·lb$_f$)
Screw, fender M6	6 Nm (4.4 ft·lb$_f$)

Screw, front engine sprocket cover M6	8 Nm (5.9 ft·lb$_f$)
Screw, front master cylinder M6	5 Nm (3.7 ft·lb$_f$)
Screw, clutch master cylinder M6	5 Nm (3.7 ft·lb$_f$)
Screw, fuel tank spoiler on radiator M6	6 Nm (4.4 ft·lb$_f$)
Nut, push rod, brake pedal M6	6 Nm (4.4 ft·lb$_f$)
Screw, rear fender M6	6 Nm (4.4 ft·lb$_f$)
Screw, throttle cable wire on carburetor cover M6×0.75	3 Nm (2.2 ft·lb$_f$)
Engine mounting bolt M8	25 Nm (18.4 ft·lb$_f$)
Screw, steering stem M8	20 Nm (14.8 ft·lb$_f$) **Loctite® 243**
Nut, rim lock M8	10 Nm (7.4 ft·lb$_f$)
Remaining nuts on chassis M8	25 Nm (18.4 ft·lb$_f$)
Remaining screws on chassis M8	25 Nm (18.4 ft·lb$_f$)
Subframe screw M8	35 Nm (25.8 ft·lb$_f$) **Loctite® 243**
Screw, front brake caliper M8	20 Nm (14.8 ft·lb$_f$) **Loctite® 243**
Screw, rear brake caliper M8×20	18 Nm (13.3 ft·lb$_f$) **Loctite® 243**
Screw, top triple clamp M8	20 Nm (14.8 ft·lb$_f$)
Screw, bottom triple clamp M8	15 Nm (11.1 ft·lb$_f$)
Screw, rear sprocket M8	25 Nm (18.4 ft·lb$_f$) **Loctite® 243**
Handlebar clamp screw M8	20 Nm (14.8 ft·lb$_f$)
Screw, chain slider M8	15 Nm (11.1 ft·lb$_f$)
Screw, rear engine sprocket cover M8	15 Nm (11.1 ft·lb$_f$)
Nut, brake pedal stop M8	20 Nm (14.8 ft·lb$_f$)

Remaining nuts on chassis M10	45 Nm (33.2 ft·lb$_f$)
Remaining screws on chassis M10	45 Nm (33.2 ft·lb$_f$)
Top shock absorber screw M10	60 Nm (44.3 ft·lb$_f$) **Loctite® 243**
Bottom shock absorber screw M10	60 Nm (44.3 ft·lb$_f$) **Loctite® 2701**
Screw, foot brake lever M10	45 Nm (33.2 ft·lb$_f$) **Loctite® 243**
Screw, handlebar mount M10	40 Nm (29.5 ft·lb$_f$) **Loctite® 243**
Screw, wheel spindle, front M10	40 Nm (29.5 ft·lb$_f$) **Loctite® 243**
Nut, swingarm pivot M12×1	40 Nm (29.5 ft·lb$_f$)
Nut, wheel spindle, rear M14×1.5	70 Nm (51.6 ft·lb$_f$)
Screw, steering head M16×1.5	10 Nm (7.4 ft·lb$_f$)
Spoke nipple M3,5	3 Nm (2.2 ft·lb$_f$)
Screw, seat post mount quick lock M3,5	0.75 Nm (0.553 ft·lb$_f$)
Remaining screws on chassis **EJOT PT® –** MK50×18	2 Nm (1.5 ft·lb$_f$)
Screw, splash protector **EJOT PT® –** MK60×25	2 Nm (1.5 ft·lb$_f$)
Screw, brake hose bracket **EJOT PT® –** MK60×20	2 Nm (1.5 ft·lb$_f$)

22 Relevant documents

22.1 Safety handbook

PARENTS, YOUNGSTERS & OFF-HIGHWAY MOTORCYCLES

THE MSF DIRTBIKE SCHOOL℠



The information contained in this publication is offered for the benefit of those who have an interest in riding off-highway motorcycles. The information has been compiled from publications, interviews and observations of individuals and organizations familiar with the use of off-highway motorcycles. Because there are many differences in product design, riding terrain and riding styles, there may be organizations and individuals who hold differing opinions. Consult your local motorcycle dealers or experienced off-highway motorcycle riders about appropriate riding locations in your area. Although the Motorcycle Safety Foundation will continue to publish responsible viewpoints on this subject, it must disclaim specific or general liability for the views expressed herein.

The Motorcycle Safety Foundation® (MSF) is a national not-for-profit organization promoting the safety of motorcyclists with programs in rider training, operator licensing and public information. The MSF is sponsored by BMW, BRP, Ducati, Harley-Davidson, Honda, Kawasaki, KTM, Piaggio, Polaris Motorcycles, Suzuki, Triumph and Yamaha.

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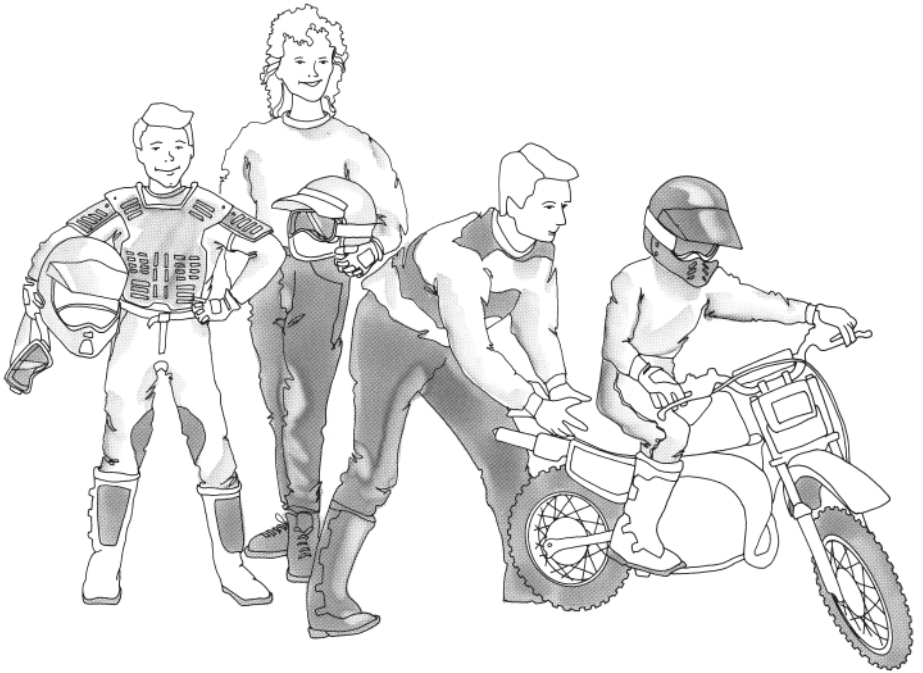
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Parents...Be Cautious

Riding Off-Highway Motorcycles (OHMs) can be an enjoyable form of outdoor recreation when done properly. With preparation, practice, and parental supervision your youngster can safely develop and expand his or her riding skills. Remember, off-highway motorcycles are not toys.

This manual is designed to assist you in the important task of teaching your youngster the safe and responsible use of an off-highway motorcycle. We urge you to read this booklet thoroughly. Also read other information provided with the motorcycle. The owner's manual contains important warnings and features of the motorcycle.

Deciding if your youngster is ready to ride an off-highway motorcycle is an important decision. The MSF strongly urges you to carefully determine your youngster's readiness to ride. There is a Readiness Checklist in Part 4 of this booklet. **Do not permit youngsters to ride an off-highway motorcycle if you doubt that they will operate the motorcycle safely.**



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INTRODUCTION

Purpose of the Booklet

Parents, Youngsters and Off-Highway Motorcycles is designed to assist you in determining if your youngster is ready to ride off-highway motorcycles (OHMs). It also provides you and your youngster with important safety information and tips on learning to ride. This booklet is divided into four parts: Part 1: Determining Your Youngster's Readiness to Ride an Off-highway Motorcycle; Part 2: Pre-operating Procedures; Part 3: Operating Procedures; Part 4: Readiness Checklist. There is information about protective gear, mounting, control operation and starting the engine. Operating procedures include starting, shifting, stopping and turning.

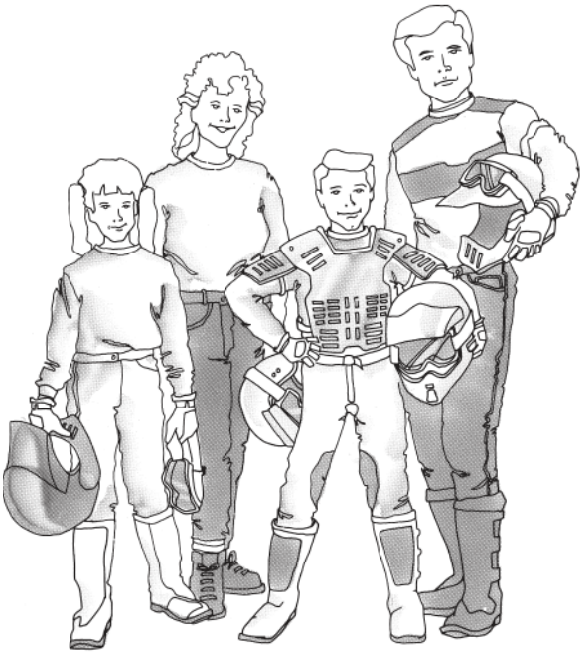
Important Note To Parents

Once your youngster is ready to learn to ride, YOU must be familiar with the motorcycle. You will be serving as teacher, coach, and safety supervisor for your youngster. You must know the controls, handling characteristics, maintenance requirements, and proper riding techniques. Read and understand the owner's manual and the labels provided with the vehicle. Review all instructions, requirements, and warnings with your youngster. Find out about state or local off-highway motorcycle requirements.

Other Sources Of Information

In addition to the information provided in *Parents, Youngsters and Off-Highway Motorcycles*, there are other sources for obtaining safety information. The owner's manual provides specific maintenance and operating procedures for your motorcycle. It also includes warnings and cautions, as well as operating tips. Motorcycle dealers may have other literature and safety information. Another booklet, *Tips and Practice Guide for the Off-Highway Motorcyclist*, gives detailed riding procedures.

The MSF *DirtBike School*SM offers training on how to ride off-highway motorcycles. The course is available to youth as young as six years of age, as well as to adults. Call toll-free 877.288.7093 to enroll or for more information. To find out more on the internet, visit dirtbikeschool.com.



PART 1 DETERMINING YOUR YOUNGSTER'S READINESS TO RIDE AN OFF-HIGHWAY MOTORCYCLE

The first important decision you will have to make concerning your youngster and off-highway motorcycles (OHMs) is whether your youngster is ready to ride. There are several factors that you must consider carefully.

There is no certain way to predict that your child is able to ride an OHM safely. However, the following information is a guide to help you determine your youngster's readiness to ride. Only parents can decide if their youngster has the qualities necessary to operate an off-highway motorcycle safely.

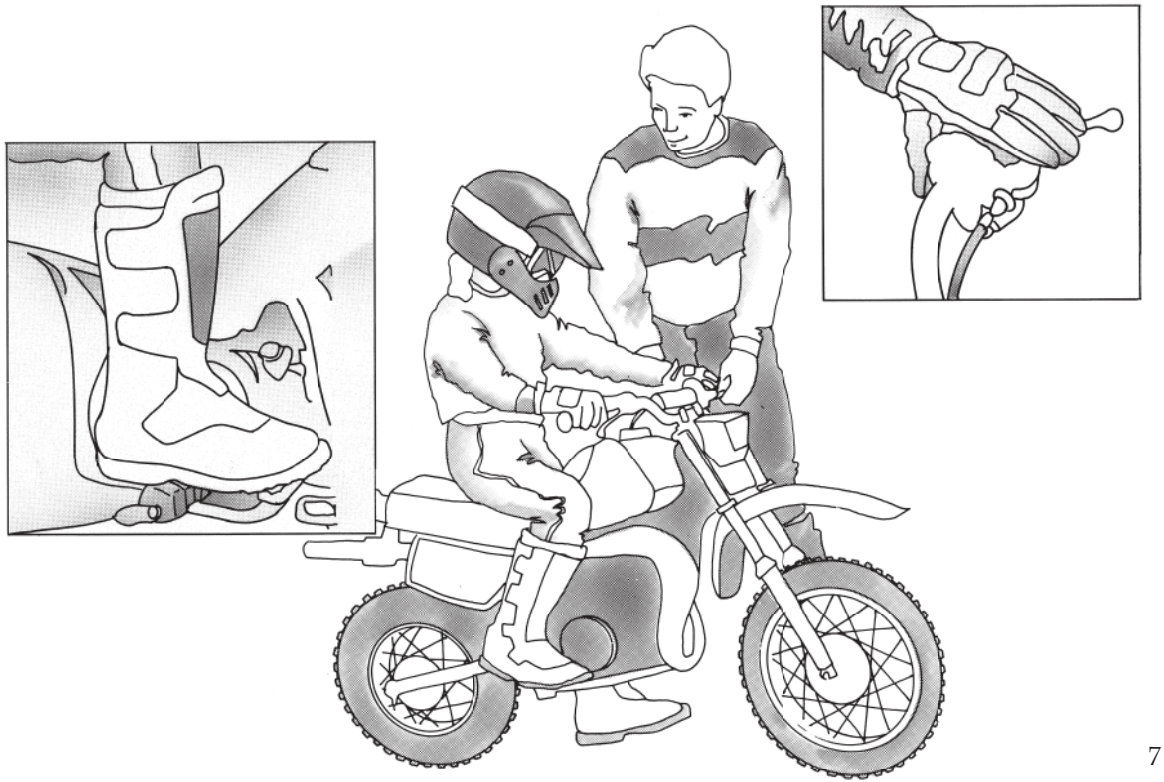
Readiness Guidelines

PHYSICAL DEVELOPMENT

Physical size and ability are important considerations. For example, a youngster must be big enough to hold the motorcycle up, get on, and comfortably sit on the seat with both feet touching the ground.

Also make sure your youngster can comfortably reach and work all the controls. For example, can they turn the handlebars all the way to the right and left? Can they easily use their feet to work the brake pedal and gearshift lever? Can they operate the throttle and brake levers while they hold onto the handgrips? If not, the youngster is not physically ready to ride this OHM. Refer to the owner's manual to check for possible adjustments in the position of some of the controls.

PART 1



Additional signs of physical readiness can be observed in your youngster's other play activities. In general, a youngster should be well-coordinated, having good balance and agility. This coordination can be demonstrated by the abilities to jump rope, skate, skateboard, ride a bicycle, etc. If a youngster cannot perform well in these types of activities, more physical development is needed.

SOCIAL/EMOTIONAL DEVELOPMENT

How a youngster behaves in a social setting can be a sign of social/emotional development. A youngster needs to know about and understand rules. Certain rules are necessary for the safe operation of any vehicle. Youngsters must be willing to follow rules. A good sign is a youngster who obeys rules set by parents. A youngster who does not follow rules is not ready for an OHM.

One indicator that a youngster is ready to ride an OHM is when they demonstrate a safety-conscious attitude and are aware of possible injury from reckless OHM operation. If the youngster has a habit of recklessness or is often involved in accidents while using bicycles or skateboards, the youngster is not ready to ride an OHM.

REASONING AND DECISION-MAKING ABILITY

Youngsters should have some knowledge about what may happen if something is done wrong. They must understand that unsafe actions can result in injury. An example of this is knowing the need to look in both directions before crossing a street when walking to school. The ability to make good decisions relates to a youngster's ability to reason. When presented with a problem, the youngster should be able to come up with a sensible answer. Ask your youngster to tell you what causes accidents and injuries. Your youngster needs to be able to tell

what causes accidents and how to avoid them. In general, a youngster should understand that he or she can get hurt as a result of making poor choices.

VISUAL PERCEPTIONS AND MOTOR DEVELOPMENT

This area involves how well a youngster sees and how vision is used with other physical movements. In other words, can a youngster see and react with the proper hand, foot, or body movement?

Several types of visual characteristics are important. The ability to see to the sides while looking straight ahead is called peripheral or side vision. You can determine a youngster's side vision by having him or her look straight ahead while you move objects to the side. The youngster should be able to see objects ninety degrees to the side while looking straight ahead. Rider awareness and safety improves with good side vision.

Being able to judge distance is another visual skill helpful when operating an OHM. Is your youngster able to tell how far one object is from another, or which of two objects is closer? OHM riding requires a person to judge distance and react properly.

Being good at playing video games, hitting a baseball, etc., is a good sign that a youngster's eye and hand movements are fairly well coordinated.

In summary, you must consider many things before you decide to put your youngster on an OHM. There is no exact formula to use in making this decision. The Readiness Checklist, Part 4, can assist you with some points to evaluate. If you are not able to check-off most of the statements, your youngster is probably not ready to ride an OHM.

PART 1

Steps For Safe And Responsible OHM Riding

Once you determine that OHM use is proper for your youngster, it is time to prepare yourself as a good OHM teacher and supervisor.

STEP ONE: Educate Yourself about OHM Safety and Proper Riding Techniques

You must learn as much as possible about off-highway motorcycles in general, and especially your youngster's motorcycle. You must be qualified to instruct and supervise your youngster. This means that you will need to understand the features of the motorcycle and proper riding techniques. The best source of information is the owner's manual supplied with the motorcycle. Read the owner's manual before you begin to instruct your youngster about OHM safety. Pay particular attention to the warning labels and stickers on the motorcycle.

STEP TWO: Teach Your Youngster Safe and Proper Riding Techniques

Teaching your youngster off-highway motorcycling is a step-by-step process. It begins with safety rules and moves to actual riding techniques. Since youngsters learn at different rates, it will be up to you to set the pace of your youngster's progress. At some point you may decide that he or she is not ready to ride an OHM.

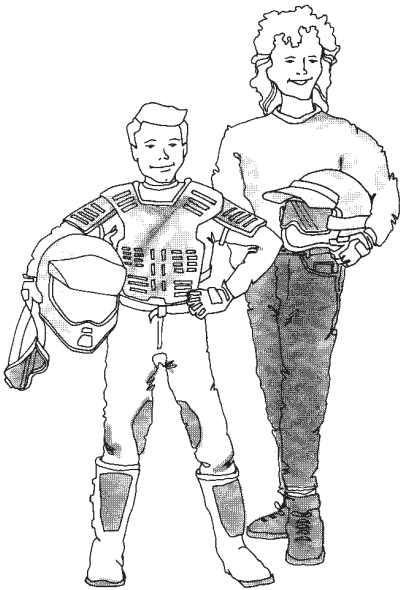
STEP THREE: Avoid Unsafe Situations Through Close Supervision

ALWAYS closely supervise your youngster's riding. This is true even if your youngster has learned and mastered the rules and skills of safe OHM riding. Youngsters can get tired easily and become careless. They do not always see everything that is important around them. Your close supervision and good judgment are important.

Protective Gear And Clothing

The nature of off-highway riding demands that your youngster wear proper protective gear. Motorcycle riders should ALWAYS wear a helmet, eye protection, gloves, long pants, a long-sleeved shirt or jacket, and over-the-ankle boots. Anything less is not adequate protection. NEVER let anyone ride an off-highway motorcycle without a Department of Transportation (DOT) compliant motorcycle helmet. Be sure the fit is correct. It should be snug but not tight. It must be properly fastened.

Protective gear is necessary in any weather, even when the temperature is warm. In cooler weather you should dress your youngster with additional layers of clothing. Some riders choose to wear a kidney belt and chest or back protector for additional protection. On the right is a drawing of well-equipped riders. Show this drawing to your youngster and point out what is important.



PART 2

Mounting/Dismounting

Have your youngster wear safety gear whenever getting on a motorcycle. This action will stress the importance of safety gear and help develop safe riding habits.

Mounting is typically from the left side. To mount from the left, point the handlebars straight. While squeezing the front brake lever, swing the right leg over the seat and place the right foot on the ground. Both feet should be in contact with the ground while sitting on the motorcycle. Dismounting reverses the procedure: the kickstand is placed fully down. With the left foot on the ground, the handlebars straight and the front brake lever squeezed, the right leg is swung over the seat and the foot touches the ground.

Correct riding posture helps your youngster operate the controls. Proper straight line riding posture includes:

- Head and eyes up, looking well ahead.
- Shoulders relaxed, back straight.
- Elbows bent, slightly out and away from the body.
- Hands on the handlebars.
- Knees in toward the tank.
- Feet on the footpegs, toes pointing straight ahead.

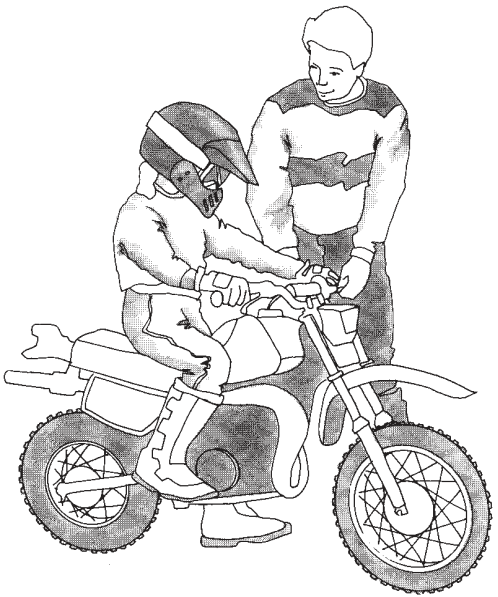
The hand and foot controls are important to riding safely. While riding, both hands should be kept on the handlebars and both feet on the footpegs of the motorcycle. Removing a hand or foot can reduce the ability to control the motorcycle.

An off-highway motorcycle rider will need to shift body weight in certain situations. This is especially true in maneuvers such as turning, negotiating hills, and riding on bumpy terrain. Your youngster should be able to operate the controls during these maneuvers. Now is a good time to make sure your youngster can reach the controls from different body positions. Have the youngster remount. Turn the handlebars full left

and full right. See that this can be done easily. Next have the youngster slide up and back on the seat. Mention that body movement is important. Body movement and shifting weight help to control the motorcycle.
(Go through these control exercises with the motorcycle's engine OFF.)

Mastering The Controls

Show your youngster how to use each control as you describe its action. Refer to the owner's manual to learn control location and function before instructing your youngster. Test yourself by operating the controls. Have your youngster dress in the proper protective gear and sit on the machine as you point out each control. It is important to have your youngster wear all the protective gear whenever sitting on an off-highway motorcycle.



PART 2

BRAKES

Most small off-highway motorcycles have a hand lever on the right handlebar which operates the front brake. Most also have a foot pedal on the right side to operate the rear brake. Refer to the owner's manual for correct brake location and operation.

Explain and demonstrate proper braking procedure. Be sure your youngster can apply the brake(s) properly while seated and without looking down. Smooth operation should be encouraged.

THROTTLE CONTROL

Explain to your youngster that twisting the throttle control back will make the motorcycle go faster. Closing the throttle control slows the motorcycle.

Youngsters need practice using the throttle control smoothly. They tend to use it like an on/off switch. With the engine off, have your youngster move the throttle to various positions. Practice turning the handlebars and using the throttle at the same time.

ENGINE STOP SWITCH

Explain to your youngster how to use the engine stop switch to turn off the engine. With the engine off, show how the stop switch works. Later, your youngster can practice using the stop switch when the engine is actually running.

CLUTCH/SHIFT LEVER

Some small OHMs do not have a clutch lever; some don't have a shift lever either. This section applies only to motorcycles with a shift lever. Those that do have a shift lever may have different shift patterns. Refer to your owner's manual for proper shifting instructions. It is important to learn how the shift lever works.

Explain that it is possible to shift the motorcycle with the shift lever in order to ride at different speeds.

Have your youngster practice shifting with the engine off. The shift lever, clutch lever (if equiped), and throttle control work together to move the motorcycle. When shifting to first gear from neutral the throttle is closed, the clutch lever is squeezed, and the front brake is applied before moving the shift lever into first gear. When starting out, the front brake is released. The throttle is gradually opened while the clutch is slowly released. If the clutch is released too quickly, or too much throttle is applied, the motorcycle may lunge forward causing loss of control. With the engine off, have your youngster practice upshifts, downshifts, and locating neutral.

SPEED LIMITERS

(supervisor control feature)

Some models come equipped with a removable exhaust restrictor, or another feature which reduces maximum speed. Refer to your owner's manual or talk to your dealer about this.

PART 2

Learning Activities

Here are some activities that your youngster can use to help learn about motorcycle parts and controls

CROSSWORD PUZZLE

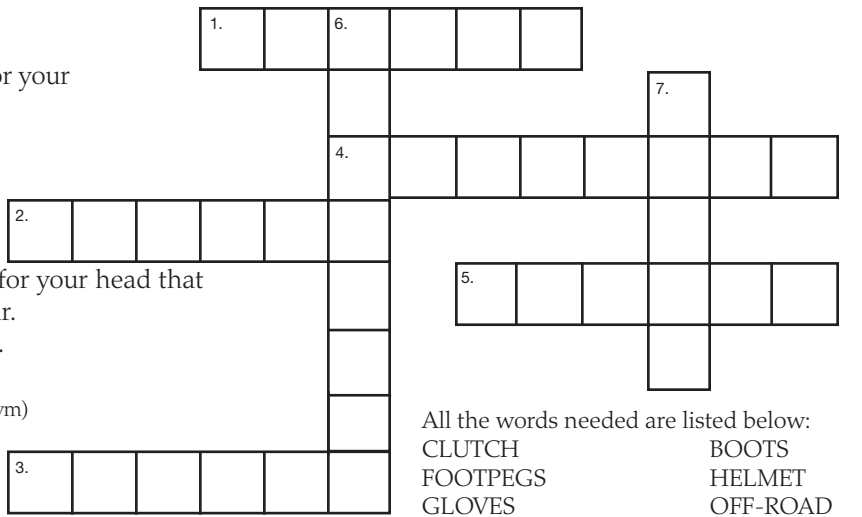
Here is a crossword puzzle for your youngster to complete.

Across

1. What this booklet is all about.
2. A piece of safety equipment for your head that you must never forget to wear.
3. Protective gear for the hands.
4. Where you should always ride your motorcycle. (a synonym)
5. Hand lever you use when shifting gears.

Down

6. The place on which you keep your feet when riding.
7. Protective gear for the feet and ankles.



All the words needed are listed below:

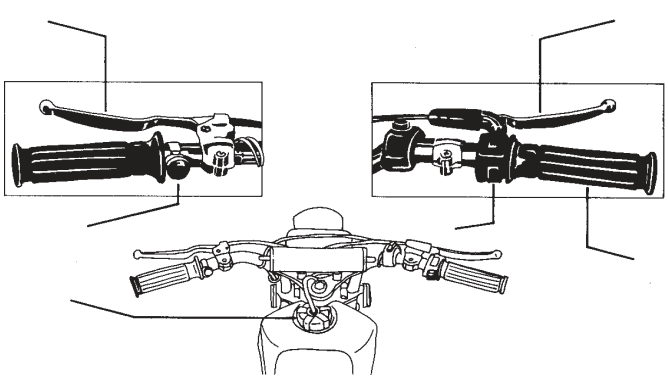
CLUTCH
FOOTPEGS
GLOVES
SAFETY
BOOTS
HELMET
OFF-ROAD

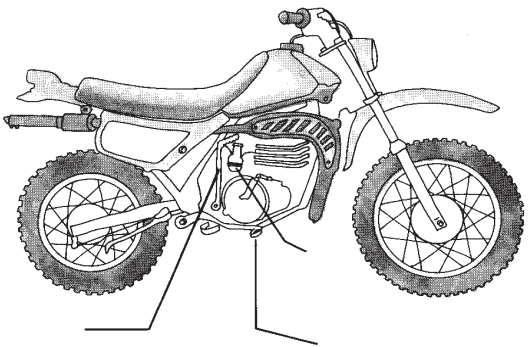
Answer Guide on Page 41

NAME THE MOTORCYCLE PARTS (Typical)

Have your youngster write the number of the motorcycle part or control on the correct line for the diagrams shown. *(Answer Guide on Page 42)*

1. Clutch lever
2. Hand brake lever
3. Foot brake lever or pedal
4. Throttle
5. Choke or enrichening device
6. Engine stop switch
7. Gas cap/tank vent
8. Starter (kick)
9. Electric starter (if equipped)





PART 2

LOCATING THE CONTROLS GAME

Now that you have shown your youngster the controls, it is your youngster's turn to show you. The engine remains OFF for this exercise and your youngster will be on the motorcycle. The youngster should be wearing the proper protective gear to develop this safety habit.

1. Have your youngster show you the location of the following:

   Brakes (lever and pedal)
   Throttle Control
   Engine Stop Switch
   Shift Lever (if equipped)
   Clutch (if equipped)

2. Have your youngster show you how the controls work. Be sure he or she understands the proper operation of each control. Skilled use of these controls should develop with practice. Under actual riding conditions the rider will have to watch ahead while operating the controls. Your youngster should be able to find the controls quickly without looking for them.

3. With your youngster looking ahead (pick out a point to look at), have him or her operate the controls. Repeat often while changing the order.

4. Ask your youngster to operate the controls as if actually riding. Look for smooth and precise operation.

PRE-RIDE CHECK

Before you continue:

1. Have you determined your youngster's readiness to ride an OHM? Do not let your youngster ride if you have any doubt. (Refer to the Readiness Checklist, Part 4)

2. Have you read the owner's manual and reviewed it with your youngster?

3. Does your youngster fit the motorcycle properly?

4. Have you inspected the vehicle and maintained it according to the owner's manual?

5. Is your youngster wearing the proper protective gear? Is the mounting procedure correct?

6. Has your youngster learned to locate the motorcycle controls without looking at them? Does he or she know how to operate them smoothly?

7. Does your youngster understand that he or she must always ride off-road?

8. Have you stressed to your youngster to keep his or her feet on the footpegs while riding?

If you have completely covered all these areas, you are ready to go on to Part 3.

PART 3 OPERATING PROCEDURES AND PRACTICE

Carefully observe your youngster's first use of the motorcycle. Observe his or her readiness to ride. Only permit your youngster to continue to ride if they have the size, strength, and attitude needed to ride safely.

Show your youngster the engine, exhaust pipe, and muffler. Tell him or her not to touch these parts because they are hot while the engine is running. Explain that they will remain hot after the engine is stopped. Also explain that hands and feet must be kept away from moving parts of the motorcycle.

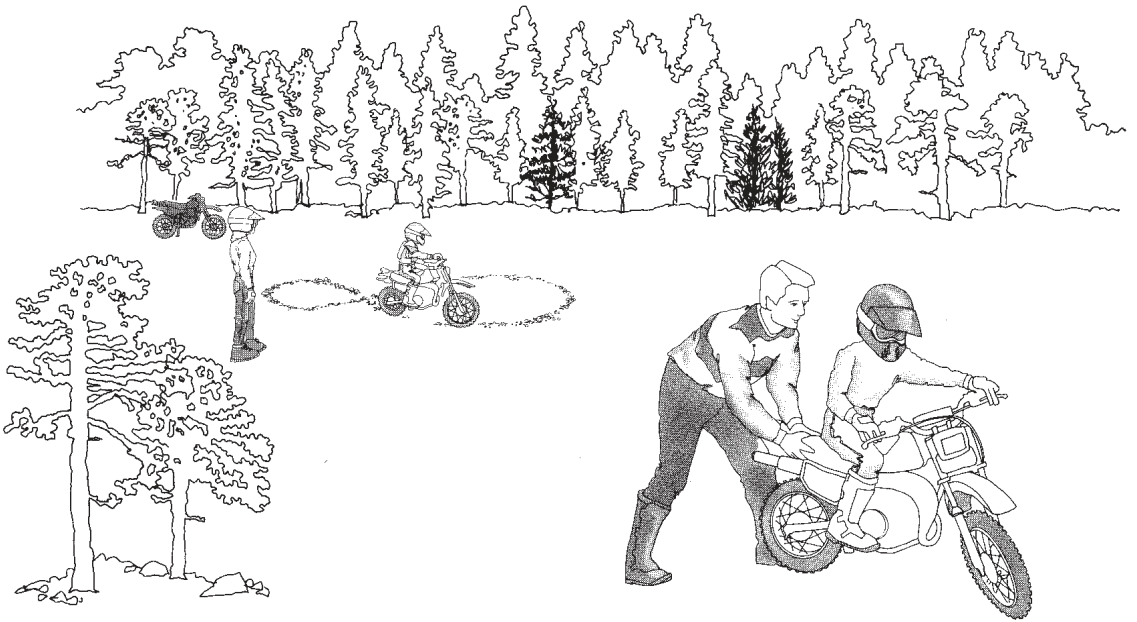
Your youngster's safety depends in part on the mechanical condition of the motorcycle. Be sure to inspect it thoroughly before each use. Starting and refueling of the vehicle should be done by responsible adults only. Follow a regular maintenance program. See the owner's manual for inspection details.

Even after young riders have learned the basic riding skills, direct supervision by an experienced adult is necessary AT ALL TIMES. Make sure that all off-highway motorcycle users under your supervision get proper riding instructions. Stress that an OHM is not a toy. Follow safety precautions strictly to provide a "safety first" approach to off-highway motorcycle riding. Teaching your youngster how to ride an OHM safely will increase the enjoyment of off-highway motorcycle riding.

Learning Area/Riding Area

The best place for learning is a level area 100' x 200' that is free from obstacles such as rocks, stumps, or holes. The learning area may have a loose or hard dirt surface. A grassy surface is also acceptable. It should not have two different surfaces. **Under no circumstances should the surface be concrete or asphalt.** Be sure there is room enough to maneuver, and that no other riders are close.

PART 3



PART 3

Getting Used To The Vehicle In Motion

GETTING THE FEEL OF THE BRAKES

Be sure your youngster is wearing all of the proper protective gear. With the engine still OFF, have your youngster mount the motorcycle. If you physically can, push the motorcycle slowly. Have your youngster brake to feel how much pressure is needed for a smooth stop. If your youngster's motorcycle has more than one brake, both should be applied with even pressure. Practice this several times until you are sure this skill is developed. Remind your youngster to keep his or her head up and look forward.

GETTING THE FEEL OF THE THROTTLE

With the engine OFF, have your youngster practice smooth throttle control. Your youngster will learn how much throttle it takes to start moving in a later exercise. Explain that opening the throttle will increase speed and that closing the throttle will decrease speed. Releasing the throttle and applying the brakes will slow the motorcycle. Ask your youngster to tell you how throttle control and braking affect the motorcycles speed.

GETTING THE FEEL OF THE CLUTCH

(if equipped)

With the engine OFF, have your youngster practice smooth clutch control. Have your youngster shift the motorcycle into first gear. While you push the motorcycle have the youngster slowly release the clutch lever. The point which the motorcycle stops moving indicates the clutch engagement point or "friction zone." The "friction zone" is the point at which engine power begins to be transmitted to the rear wheel. Explain that this is the point the motorcycle will start moving when the engine is running. Smooth operation will prevent stalling and

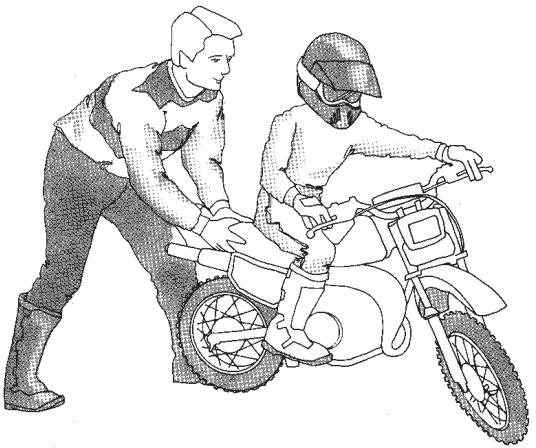
allow smooth shifting. Remind the youngster that the throttle should be closed when shifting gears. Practice this exercise several times until the skill is developed.

GETTING THE FEEL OF TURNING

With the vehicle stopped and the engine OFF, have your youngster practice the proper turning technique:

1. For a right turn, look to the right and lean the motorcycle to the right.
2. For a left turn, look to the left and lean the motorcycle to the left.

Repeat this exercise with the kickstand up as you push the motorcycle. Make sure he or she can turn the vehicle in both directions using this technique while you maintain balance of the motorcycle.



PART 3

BEING PREPARED FOR RIDING PRACTICE

Be sure to observe all the safety precautions covered in the Introduction and Parts 1 and 2. Double check that the riding area is free from hazards. Your youngster should wear all the proper protective gear, and the speed limiter (if equipped) should be installed and working correctly.

STARTING THE MOTORCYCLE

Always start the motorcycle for your youngster. To remember the proper starting technique use "FINE-C."

Double check for neutral. Start the engine. Have your youngster carefully mount. Let your youngster operate the engine stop switch and shut off the motor. Re-start the engine and repeat. Allow the engine to warm up until it runs smoothly with the choke off.

F	FUEL VALVE	Put to "on" position.
I	IGNITION	Ignition on.
N	NEUTRAL	Motorcycle in neutral (the motorcycle rolls with the clutch lever released).
E	ENGINE	Stop switch in run/on start position.
C	CHOKE	On (for cold engine only).



Start the motorcycle for your youngster

Let's Start Riding

Walk next to the motorcycle when your youngster first starts riding. You can also let the beginner ride back and forth between you and another adult. Help your youngster with the turns as he or she practices throttle control and braking.

STARTING OUT AND STOPPING

Before your youngster moves the motorcycle under power, take a few moments to practice smooth clutch control. After shifting to first gear, have your youngster rock the motorcycle a few inches back and forth by moving the clutch in and out of the"friction zone." The clutch is not fully released while doing this. It is important that clutch operation is smooth before riding in the practice area.

The next practice session is straight-line starts and stops. Keep the riding under control.

However, riding too slowly will make balance more difficult. Both brakes should be used together for smooth stops. The left foot should be placed on the ground first, keeping the right foot on the rear brake.

Be sure your youngster develops a good feel for the use of the throttle and controls. After the youngster has mastered starting and stopping at slower speeds, increase speeds by shifting.

TURNING

Remind your youngster of the two steps for turning:

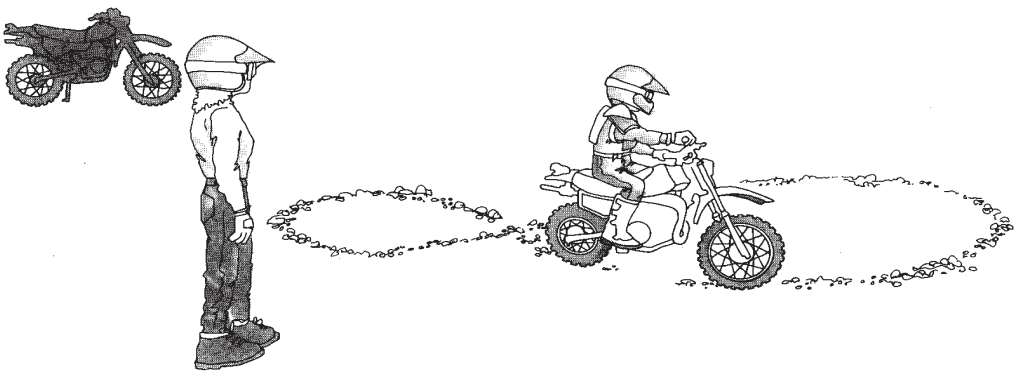
1. For a right turn, look to the right and lean the motorcycle to the right.
2. For a left turn, look to the left and lean the motorcycle to the left.

Have your youngster practice turning in both directions at slow speeds. Allow enough room to make a wide turn. After your youngster is skilled in making wide turns, try tighter turns.

Keep speed slow.

Your youngster should master these skills at low speeds before going faster. Next, practice some figure eights. This will help your youngster make left and right turns. Make sure your youngster keeps both feet on the footpegs and looks ahead in the turns.

Once these skills are mastered, refer to the Tips & Practice Guide for the Off-Highway Motorcyclist, for additional skills used in off-highway riding.



PART 4 READINESS CHECKLIST

This Readiness Checklist is provided to help you determine your youngster's readiness to learn to safely operate and control an OHM. There is a significant amount of judgment needed in determining a youngster's readiness to ride an OHM. The ultimate decision is the responsibility of the parent, guardian, or supervising adult. It is important that parents make informed decisions about whether or not their youngster becomes involved in off-highway motorcycle activity.

There are four developmental areas considered in the Readiness Checklist. These include: visual perception/motor development, physical development, social/emotional development, and reasoning and decision-making ability. Several questions are listed to help you determine if your youngster possesses the skills and capabilities to safely learn to operate an OHM.

The best way to utilize the Readiness Checklist is to read the particular ability, consider the answers to the questions for that ability, and check those abilities that you determine are present in your youngster. There are no suggestions as to how many abilities or the degree of ability that your youngster should possess. This Readiness Checklist may help you consider the appropriateness of OHM operation for your child. The ultimate decision for your youngster's involvement with off-highway motorcycles belongs to you, the parent.

PART 4

VISUAL PERCEPTION/MOTOR DEVELOPMENT

Ability	✓	**Points to Evaluate**
1. Youngster can see with sufficient clarity.	☐	Can youngster see letters and numbers at least as well as you?
	☐	Can youngster distinguish colors?
	☐	Has youngster demonstrated adequate vision in other activities (riding bicycles, running, sports, or other recreational activities)?
2. Youngster possesses ability to perceive depth or distance.	☐	When looking at two objects in the distance, can youngster tell which is farther or closer?
3. Youngster has adequate side vision/ peripheral vision.	☐	Can youngster see objects 90 degrees to each side while looking straight ahead?
4. Youngster can judge the speed of objects.	☐	Does the youngster judge the speed of objects (fast, medium, slow) that agree with your judgments? (For example, a car on the highway, a train moving past a crossing, a dog running, people walking.)

PART 4

Ability	✓	Points to Evaluate
5. Youngster can state the distances of objects in terms of feet, yard, miles.	☐	Can youngster tell how many feet or yards it is from the house to the road?
	☐	Can youngster tell how wide a hallway is, or the width of a room?
6. Youngster can follow movement of objects.	☐	Can youngster follow the path of such things as: a hit or thrown baseball, a moving car, objects in a video game?
7. Youngster can visualize distances as displayed by a picture or photograph.	☐	Can youngster estimate distance between objects in a family photograph?
	☐	Can youngster estimate distance between objects when looking at a landscape picture?
8. Youngster can follow a moving object while accomplishing hand manipulation.	☐	Can youngster dribble a basketball without looking at it?
	☐	Can youngster manipulate video game controls while following objects on a screen?
9. Youngster can describe cause-and-effect experiences.	☐	Can youngster describe a minor injury he or she received and correctly describe the causes?
	☐	Can youngster describe settings or situations that can produce injury if precautions are not taken?

Ability	✓	**Points to Evaluate**
	☐	Can youngster describe what may cause injury when doing such things as running, swimming, bicycling, riding in a car?
10. Youngster can concentrate on more than one element at a time in solving a puzzle or problem.	☐	Can youngster pick out or describe several items within a picture?
	☐	Can youngster assemble a puzzle without unusual problems or delays?
	☐	Can youngster describe what to do if a house fire should occur?
11. Youngster can maintain relative spans of attention when given a variety of stimuli.	☐	Can youngster complete school homework assignments without being easily distracted?
	☐	Can youngster assemble more difficult puzzles; for example, a nature scene or picture?

PART 4

PHYSICAL DEVELOPMENT

Ability	✓	**Points to Evaluate**
1. Youngster can sit comfortably on the motorcycle and reach the controls easily.	☐	Can youngster place his or her feet firmly on the footpegs?
	☐	Do the youngster's fingers reach comfortably around the handlebars and control levers? How about with the handlebars turned? How about in different seating positions?
	☐	Can youngster stand (with knees slightly bent) and have a few inches of space from the seat?
	☐	Can youngster easily reach the foot controls?
	☐	Can youngster dress with proper protective gear including putting on helmet and fastening the chin strap?
2. Youngster has sufficient strength and familiarity to operate the controls with ease.		While sitting on the vehicle, can youngster:
	☐	Squeeze the hand controls?
	☐	Operate the shift lever (if equipped)?
	☐	Operate the choke and fuel valve with ease?
	☐	Press the brake lever with sufficient pressure
	☐	Operate the controls without looking at them?

Ability	✓	**Points to Evaluate**
3. Youngster is sufficiently coordinated.	☐	Can youngster walk a "balance beam" (2" x 4" x 8') flat on floor?
	☐	Can youngster ride a bicycle, rollerskate or skateboard safely?
	☐	Can youngster walk on tiptoes for 10 feet?
	☐	Can youngster jump rope?
	☐	Can youngster catch a ball with hands rather than with arms?
4. Youngster has sufficient endurance to maintain strength over a period of time.	☐	Can youngster play outdoor games without fatigue?
	☐	Can youngster participate in indoor games and sports without tiring before other youngsters?

PART 4

SOCIAL/EMOTIONAL DEVELOPMENT

Ability	✓	**Points to Evaluate**
1. Youngster can understand and follow rules.	☐	Does youngster follow rules established at home?
	☐	Do teachers say that the youngster follows rules?
	☐	Does youngster listen and respond to adult supervision?
	☐	Does youngster comprehend the importance and seriousness of having rules and regulations?
2. Youngster generally will obey parents and supervisors.	☐	Does youngster avoid challenging authority or rebelling when rules are imposed?
3. Youngster controls behavior according to expectations?	☐	Does youngster show evidence of self-control...doesn't get easily frustrated or upset?
	☐	Does youngster understand consequences associated with certain actions (like not wearing a safety belt in the car)?
	☐	Does youngster think about results before performing some action (like crossing the street, hitting or throwing a ball)?

Ability	✓	**Points to Evaluate**
4. Youngster understands other youngsters may be permitted to do what he/she may not be allowed to.	☐	Does youngster recognize unsafe actions of other youngsters?
	☐	Does youngster appreciate being safer than others?
	☐	Does youngster accept rules that are more stringent than what other youngsters have to follow?
5. Youngster can give reasons and/or solutions to problems seen in the environment.	☐	Can youngster explain how land (or grass) gets worn?
	☐	Can youngster explain how even small damage to land can take years to recover?
	☐	Can youngster distinguish between untouched land and used land?
6. Youngster can make decisions based on reality and not fantasy.	☐	Can youngster complete a task in a step-by-step fashion (assemble a toy, clean a room)?
	☐	Does youngster comprehend real injury as opposed to "cartoon" injury?
	☐	Does youngster respond with logical solutions when asked to solve a problem?

PART 4

REASONING AND DECISION-MAKING ABILITY

Ability	✓	**Points to Evaluate**
1. Youngster comprehends that interaction with others and things can result in injury.	☐	Can youngster describe how and why a person received physical injury or pain?
	☐	Does youngster notice impending accidents or potential injury-producing events, such as in sports activities or bicycle riding?
	☐	Can youngster explain why it takes distance to stop?
	☐	Can youngster explain how moving at even low speed can result in injury if stopped suddenly or by hitting something?
2. Youngster has a basic understanding of what being careful means.	☐	Does youngster know why rules are established?
	☐	Does youngster notice or recognize others being careful in action-oriented activities?
	☐	Does youngster notice professional athletes use protective gear as part of their sport?

Ability	✓	**Points to Evaluate**
3. Youngster understands that rules are made to reduce injury and provide long-term enjoyment.	☐	Can youngster explain the reason for rules at home or school?
	☐	Does youngster understand the value of prevention? Of wearing protective gear?
	☐	Can youngster recognize that not following rules can eliminate future fun and enjoyment?
4. Youngster has basic understanding of the physical limitations of stopping and turning.	☐	Can youngster explain what may happen if moving too fast while going around a curve on a bicycle? On a skateboard? On an off-highway motorcycle?

FINAL NOTE TO PARENTS

We hope this booklet has helped you and your youngster take a "safety first" approach to off-highway motorcycle riding. All off-highway motorcycle riders must use good judgment and be responsible. It is up to YOU to set a good example about motorcycle safety. You must help your youngster ride sensibly and safely at all times.

After your youngster has mastered the riding skills in this booklet and has matured to a higher level of skills, he or she may be ready to practice more advanced riding. The Motorcycle Safety Foundation's *Tips & Practice Guide for the Off-Highway Motorcyclist* booklet provides information about riding on hills, riding across slopes, and other more advanced skills. Youngsters should have a good understanding of riding skills before using unfamiliar areas. They should ride on flat areas, gentle hills, and gradual slopes. Be sure that your youngster rides slowly over unfamiliar terrain to locate and avoid bumps, holes, and other possible hazards. You should check the area first.

The Motorcycle Safety Foundation also recommends a video program, *The MSF DirtBike School: Learn to Ride Safely*. It demonstrates and discusses responsible riding practices.

It is also recommended that you and your youngster read the information in the owner's manual. To find out more about rider education and off-highway motorcycle safety programs offered, or to order the video or publications, contact the **Motorcycle Safety Foundation at 2 Jenner, Suite 150, Irvine CA 92618, 949.727.3227 or visit dirtbikeschool.com**

BRAKES - The parts of a motorcycle which allow the operator to slow down or stop the machine.

BRAKE LEVER - The hand brake located on the handlebar.

BRAKE PEDAL - The foot brake which is operated by the right foot.

CABLES - Heavy insulated wires. There are two kinds: mechanical and electrical. Brake cables are mechanical. The headlamp cable is electrical.

CARBURETOR - Device which provides the engine the proper mixture of fuel and air.

CHOKE - A device which enriches the mixture of gasoline and air supplied to the engine for cold engine starting.

CLUTCH LEVER - The hand lever used to disengage the clutch when changing gears.

DRIVE CHAIN - The chain which connects the engine to the rear axle to give a motorcycle motion.

ENGINE STOP SWITCH - Switch used to stop the engine without removing the hands from the handlebars.

EXHAUST - Leftover gases from the combustion process that come out of the tailpipe when the motorcycle engine is running. Exhaust contains deadly carbon monoxide gases.

EYE PROTECTION - Goggles or a shatter resistant shield worn over the eyes while riding to protect against dust, flying insects, or other debris. Such eye protection, when tinted, may be effective against bright sun or snow-glare conditions.

FINE-C - A pre-start routine. A way to remember the pre-start routine:
F - Fuel valve on
I - Ignition on
N - Neutral
E - Engine stop switch in run position
C - Choke

FOOTPEGS - Pivoting pegs on which a motorcycle operator should keep his/her feet while riding.

FUEL VALVE - A valve, usually hand operated, with an on, off and "reserve" position. Controls gasoline flow to the carburetor.

GLOSSARY

HANDLEBAR - The metal bar attached to the front end of the motorcycle that turns the front wheel for steering. Many of the controls for the motorcycle are located on the handlebar.

HELMET - The most important protective clothing to be worn when operating a motorcycle. It covers the head and helps protect against skull fracture or brain injury in an accident.

OFF-HIGHWAY or OFF-ROAD VEHICLE - Any vehicle, including off-highway motorcycles and ATVs, which is restricted by law from operating on public roads.

OHM - Off-Highway Motorcycle

PSI - Refers to air pressure in the tires and stands for "Pounds per Square Inch."

READING THE TERRAIN - Looking well ahead while riding, anticipating hazards.

SHIFT LEVER - On those motorcycles equipped with a shift lever, it allows the operator to change gears. The shift lever is operated by the left foot.

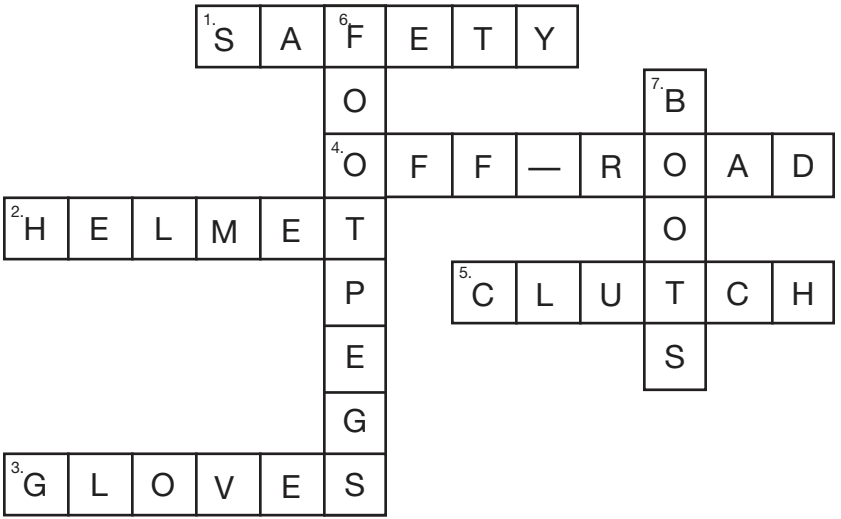
TAILPIPE - That part of the exhaust system which expels waste gases.

THROTTLE - The control operated by the right hand which controls the engine speed.

TRACTION - Tread friction between the ground and the tires.

TRANSMISSION - Mechanism used to transmit power from the engine to the wheels.

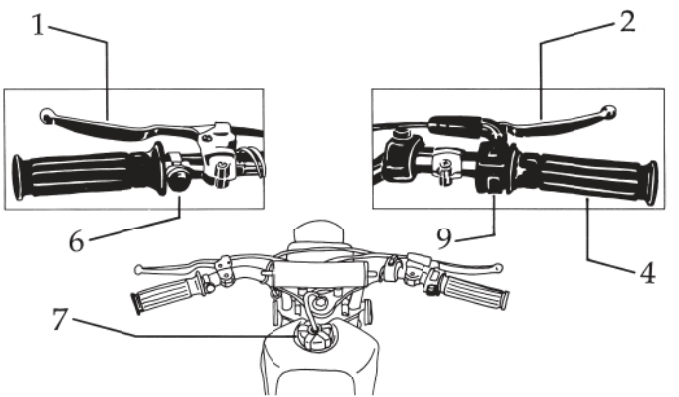
ANSWERS

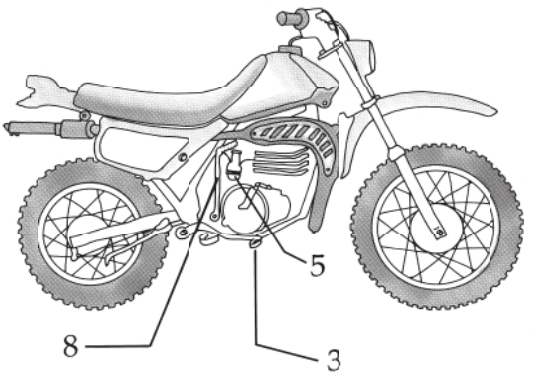


ANSWERS

NAME THE MOTORCYCLE PARTS (Typical)

1. Clutch lever
2. Hand brake lever
3. Foot brake lever or pedal
4. Throttle
5. Choke or enrichening device
6. Engine stop switch
7. Gas cap/tank vent
8. Starter (kick)
9. Electric starter (if equipped)





NOTES

NOTES



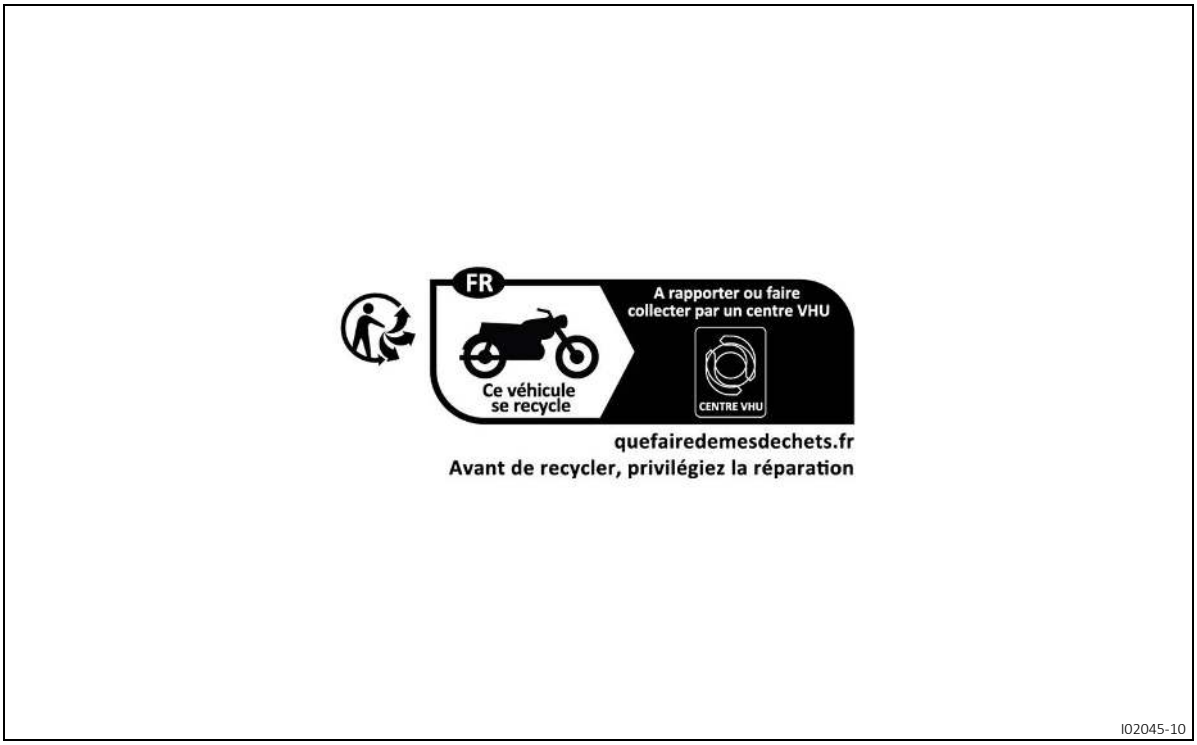
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call: (877) 288-7093

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23.1 Recycling



Further information is available at the following website.
Recycling information website: https://www.quefairedemesdechets.fr

A Fuels

Fuel additive

Recommended supplier

MOTOREX®

- **FUEL STABILIZER**

B Operating material

Off-road chain spray

Recommended supplier

MOTOREX®

- **CHAINLUBE OFF ROAD**

Fork oil

Order details

- 48601166S1

Standards

• SAE 4	→ SAE

Universal oil spray

Recommended supplier

MOTOREX®

- **JOKER 440 SYNTHETIC**

Super unleaded (95 octane) mixed with 2-stroke engine oil

Standards

→ DIN EN 228

• 1:60	→ JASO FD

Mixture ratio

1:60

- 2-stroke engine oil
- Super unleaded

Long-life grease

Recommended supplier

MOTOREX®

- **Bike Grease 2000**

Engine oil

Recommended supplier

MOTOREX®

- **TOP SPEED 4T**

Standards

→ JASO T903 MA2

• 15W/50	→ SAE

Properties

- Partially synthetic

2-stroke engine oil

Recommended supplier

MOTOREX®

- **CROSS POWER 2T**

Standards

→ JASO FD

Properties

- fully synthetic

High viscosity grease

Recommended supplier

SKF®

- **LGHB 2**

Special grease

Order details

- 00062010053

Recommended supplier

Klüber Lubrication®

- **Klüberfood NH1 34-401**

Shock absorber oil

Order details

- 50180751S1

Standards

- SAE 2.5 → SAE

Oil for foam air filter

Recommended supplier

MOTOREX®

- **RACING BIO AIR FILTER OIL**

Brake fluid DOT 5.1

Recommended supplier

MOTOREX®

- **BRAKE FLUID DOT 5.1**

Standards

→ DOT

Coolant

Recommended supplier

MOTOREX®

- **COOLANT M3.0**

Properties

• Antifreeze protection to at least	−25 °C (−13.0 °F)

C Cleaning agents

Chain cleaner

Recommended supplier

MOTOREX®

- **CHAIN CLEAN**

Preserving materials

Recommended supplier

MOTOREX®

- **MOTO PROTECT**

Air filter cleaning agent

Recommended supplier

MOTOREX®

- **RACING BIO AIR FILTER CLEANER**

Cleaning agents for plastics, glass, lacquers, metals, windshields and visors

Recommended supplier

MOTOREX®

- **QUICK CLEANER**

Environmentally neutral universal cleaning agent

Recommended supplier

MOTOREX®

- **MOTO CLEAN UNIVERSAL**

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