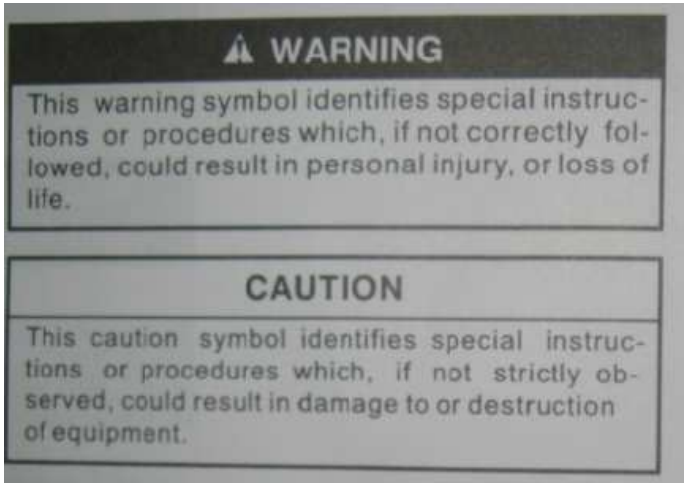
OWNER`S MANUAL

Quick Reference Guide

This Quick Reference Guide will help you find the information you`re looking for.



NOTE

This note symbol indicates points of particular interest for more efficient and convenient operation.

IMPORTANT

Responsible use of your off-road motorcycle will ensure Unnecessary problems do not occur

IMPORTANT NOTE TO PARENTS ABOUT SAFE RIDING

Your youngster`s safetry will depend on your commitment to always provide a safe riding environment and a properly maintained vehicle.As with any moving vehicle there are possible safety risks;be sure to heed these precautions.

1. Always equip your child with suitable protective gear and riding apparel.Be sure he or she always wears a helmet,over-the-ankle footwear pr sturdy boots,eye protection,gloves,long pants,and a long-sleeved shirt while riding.
2. Never allow your child to carry a passenger.This motorcycle is designed for anOPERATOR ONLY.
3. This motorcycle is designed for off –road riding and should never be operated on public roads or paved sufaces.
4. This motorcyclewa not designed for hard riding such as motorcross.
5. Always obey local off-road riding laws and regulations.Obtain permission to ride on private property.
6. You,the parent(and most likely “riding instructor/mechanic”as well),must be familiar with motorcycle controls and malntenance requirements plus riding techniques.Read and understand the owner`s manual provided with the motorcycle.Review all ininstruction and warnings with your child.
7. You must determine your child`s readiness to ride this off-road motorcycle.Your child should already be familiar with motorcycle controls(location and function) and basic riding techniques.Your child should also be physically large enough,and strong enough to be able to straddle the motorcycle and hold it up,plus be able to pick it up if it is on its side.
8. Your child`s safety depends in part on the good mechanical condition of the motorcycle.Be sure to follow the maintenance and adjustment requirements contained in the Periodic Maintencance Chart,Daily Pre-ride inspection,and After-motorcycle.Also,familiar with the motorcycle is important of checking all items thoroughly before riding the motorcycle.Also,familiar with the motorcycle is important should a problem occur far from help.
9. Do not allow your child to ride unsupervised.He or she should always ride in the company of an experienced adult.
10. Do not ride under 16 years old or after drinking or taking drugs.
11. Telll someone where you and your child are planning to ride and when Intend to return.Discuss the ride with your child before you leave so he or she will know in advance what riding techniques may be necessary to negotiate the terrain safety.If you are not familiar with the area,lead the way and reduce your speed.

CAUTION

This motorcycle is designed for a rider weighting less than 55kg(121 pounds).Exceeding this limit could damage the motorcycle.

Important Notes about Safety

(1) All nuts/bolts/spokes need to be tightened before,during and after use.
(2) The chain has to be adjusted correctly.
(3) The swing-arm has to be checked and tightened before,during and after use.
(4) Please note if the above points are not done.it will lead to misalignment,causing the chain to come off.

2.Warranty

The dirt bike is sold as an off-road vehicle and requires a high lver of care and maintenance.

The dirt bike,due to it being and off-roadvehicle,becomes as the same classs as a rally car.Therefore it is up to the individuals to establish which level of bike they need to buy to perform the relevant tasks.

We give a very limited warranty without affecting any statutory rights.Our warranty gives you Enough time to set up the bike and make sure it runs properly(7 days from the date of receipt of our delivery).

Any faults have to be reported to us within 7 days after the receipt of the bike.

Assembly Steps after Unpacking the Outer Carton

1. Take out the steel support frame together with the motorbike from the outer carton carefully.
2. Dismantle the fixture between the motorbike body and the steel support frame.
3. Remove the plastic cover wrapped on the whole motorbike
4. Install the rear shock absorber and tighten the screws/nuts
5. Dismantle the fixture between the front fork and the bottom of the steel support frame
6. Put the front brake disc between two front brake disc pads,install the front wheel axle and then tighten the screws/nuts
7. Remove the string fixing the handlebar and the frame;use the aluminium fork clamp to tighten the handlebar

8. Install the mudguard and front number plate;some front number plates on specified models of motorbike Need to be connected/fixed to the front disc brake cable.
9. Gear shift/side stand/side stand spring may need to be installed on some models of motorbike.
10. Cut off the straps on the left and right footrest,adjust the height of saddle,have a final check if any parts are loose on the motorbike and if the motorbike can work to its full function according to the specifications descrbied in the manual.

EMISSION CONTROL INFORMATION

To protect the environment,the manufacturer hasincorporated emission control systems in compliance with applicable regulations of the Environmental Protection Agency and California Air Resources Board.

MAINTENANCE AND WARRANTY

Proper maintenance is necessary to ensure that your motorcycle will continue to have low emission levels.Those items identified by the Periodic Maintence chart are necessary to ensure compliance with the applicable standards.

The owner of this motorcycle,has the responsibility maintain theire vehicle according to the instructions in this Owner`s Manual

You shold keep a maintenance record for your motorcycle.Pages 70-75 are provided in this manual.

TAMPERING WITH EMISSION CONTROL SYSTEM PROHIBIED

Federal and California State law prohibits the following acts or the causing there of (1)the removal or rendering inoperative by any person other than for purposes of maintenance,repair ,or replacedment,of any device or element of design incorporated into any new motorcycle for the purpose of emission control prior to its sale or delivery to the ultimate purchaser or while it is in use,or(2)the use of the motorcycle after such device or element of design has been removed or rendered inoperative by any person.

Among those acts presumed to constitute tampering are the acts listed below:

Do not tamper with the original emission related parts:

Carburetor and internal parts

Spark plug

Magneto ignition system

Air cleaner emelemt

TAMPERING WITH NOISE CONTROL SYSTEM PROHIBITED

Federal law prohibits the following acts or the causing there of(1)the removal or rendering inoperative by any person other than for purposes of maintenance repair.or replacement,of any device or element of design incorporated into any new vehicle for the purpose of noise control prior to its sale delivery to the ultimate purchaser or while it is in use,or(2)the use of the vehicle after such device or element of design has been removed or rendered inoperative by any person.

Among those acts presumed to constitute tampering are the acts listed below:

Replacement of the original exhaust system or muffler with a component not in compliance with Federal regulations

Removal of the muffler(s) or any internal portion of the muffler(s)

Removal of the air box or air box cover.

Modifications to the muffler(s) or air intake system by cutting,drilling,or other means if such modifications result in increased noise lever.

FOREWORD

We thank you for choosing a BSE Motorcycle.It is the end product of advanced engineering ,exhaustive testing,and continuous striving for superior repliabilitym,safety and performance.

Before starting to ride your motorcycle,please read this manual thoroughly in order to know your motorcycle`s capabilities,its limitations,how to operate it safety.

Due to improvements in design and performance during production,in some cased there may be minor discrepancies between the actual vehicle and the illustrations and text in this manual.

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SPECIFICATIONS

DIMENSIONS	
Overall length	1680mm (66.1 in)
Overal width	770mm(32.0 in)
Overal height	1100mm(43.3 in)
Wheelbase	1185mm(46.7 in)
Road clearance	280mm(11.0 in)
Dry weight	65kg(143.2lb)
Fuel tank capacity	3.8L(1.0US gal)
ENGINE	
Type	4-stroke,single cylinder,SOHC,air-cooled/oil cooled
Bore and stroke	54mm*54.5mm

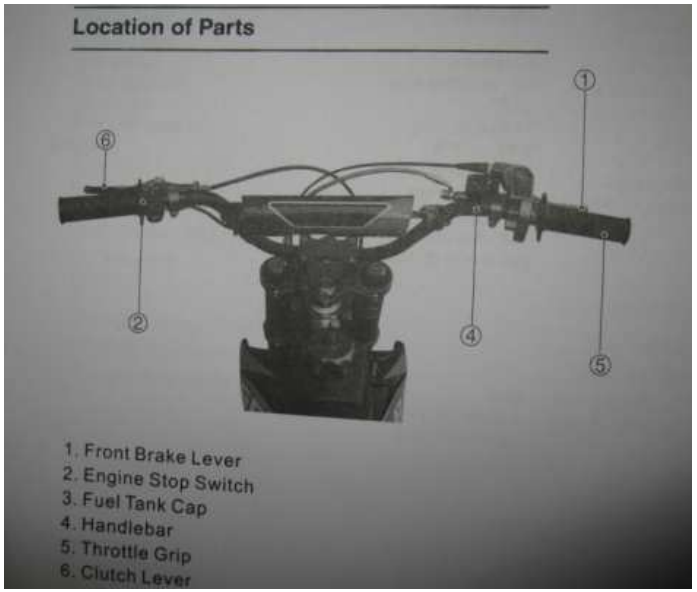
Displacement	125ml
Compression ratio	9.0:1
Oil amount	0.8L
Oil	sae10W-40(API:SH)
Change timing of oil filter	The 1st time:10hour/after the 2nd:EVERY 30Hours
Change timing of oil	The 1st time:10hour/after the 2nd:EVERY 30Hours
Tappet clearance gap	IN:0.05mm EX:0.05mm
Starting system	
Ignition system	
Spartk plug	
Transmission	
Transmission type	4 speed,No return shift
Clutch type	Centrifugal&Wet.multi disc
Driving system	Manual Centrifugal&Wet.Multi disc
Gear ratio: 1st	2.833
2nd	1.706
3rd	1.238
4th	0.958
Primary reduction ratio	4.058
Final reduction ratio	2.6(39/15)
Frame	
Type	Backbone
Steering angle	45 to either side
Castor	25.5

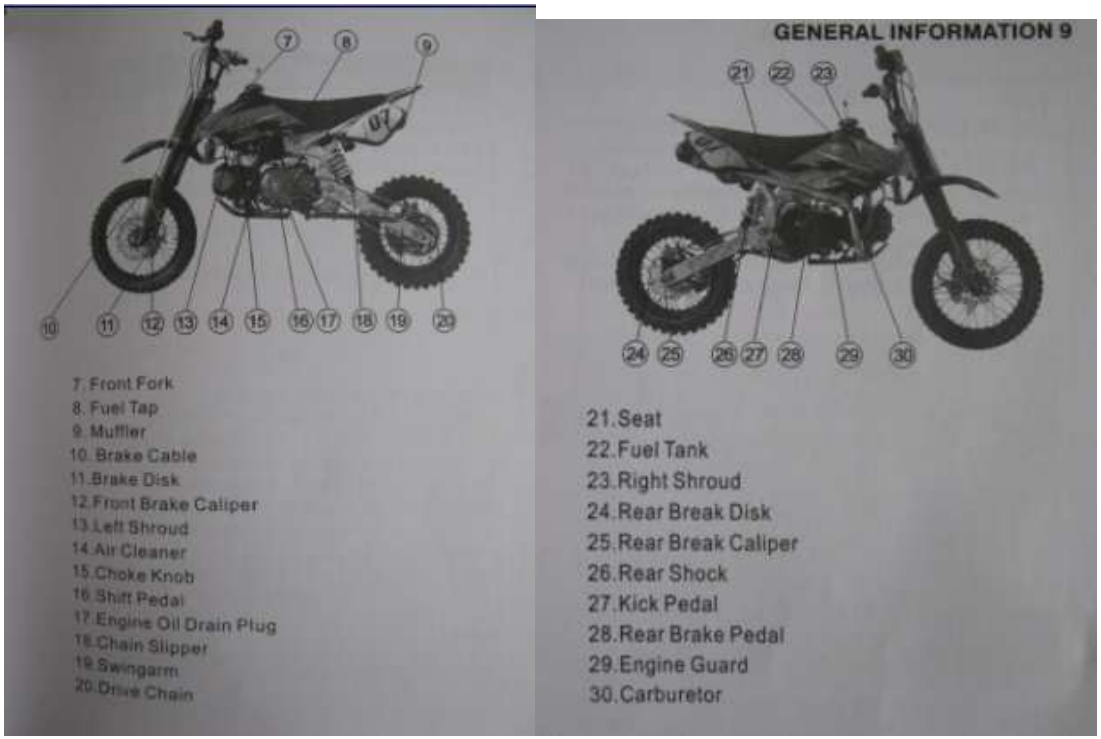
Trail		54mm(2.1 in)
Tire size:	Front	2.75-14 4PR
	Rear	3.00-12 4PR
Suspension:	Front	Telescopic fork
	Rear	Swingarm
Front suspension stroke		204mm(8.0in)
Rear wheel travel		209.6mm (8.3 in)

Brakes

Type	Front and Rear	Disk
Effective disc diameter	Front	210mm(8.2 in)
	Rear	185mm(7.2 in)

Specifications subject to change without notice

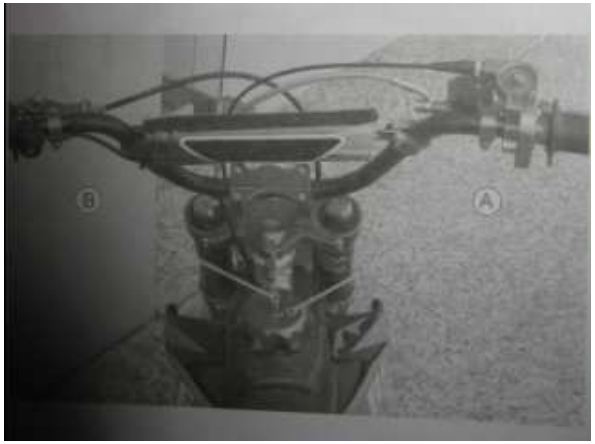


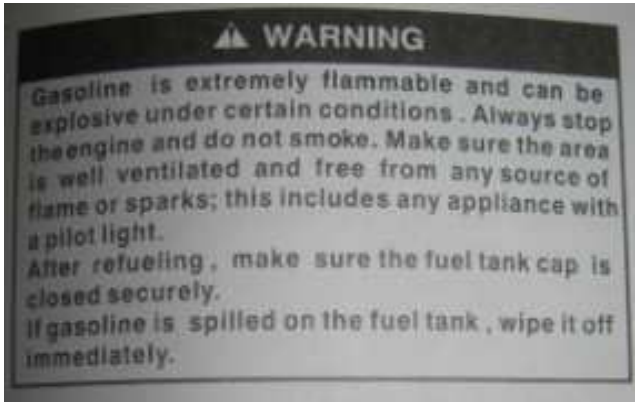


FUEL

The capacity of the fuel tank is 3.8L (1.0 US gal).To open the fuel tank cao,pull out the breather hose from the hole in the number plate and turn the tank cap counter clock wise.

Avoid filling the tank in the rain or where heavy dust is blowing so that the fuel does not get contaminated.



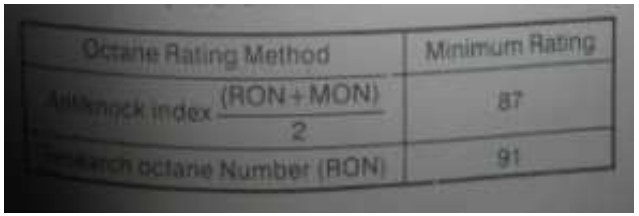


Fuel Reuirement:

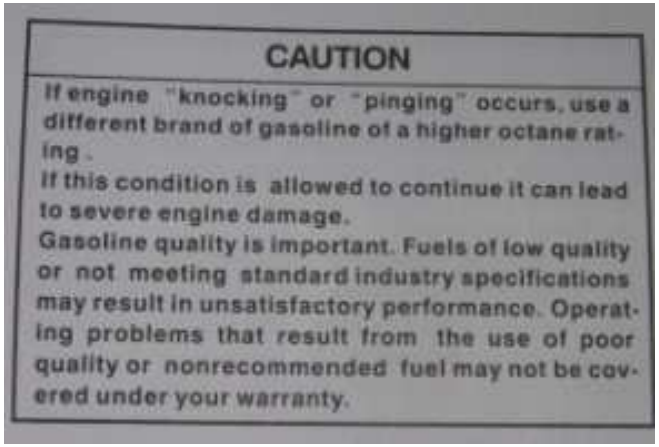
Fuel Type

Use clean,fresh unleaded gasoline with a minimum Antiknock index of 87.The Antiknock Index is posted on service station pumps in the U.S.A.The octane rating of a gasoline is a measure of its resistance to detonation or “knocking”.The Antiknock Index is an average of the Research Octane Numner (RON) and the Motor

Octane Number (MON) as shown in the table below.



Octane Rating Method	Minimum Rating
Antiknock index $\frac{(RON+MON)}{2}$	87
Research octane Number (RON)	91



CAUTION

If engine "knocking" or "pinging" occurs, use a different brand of gasoline of a higher octane rating.

If this condition is allowed to continue it can lead to severe engine damage.

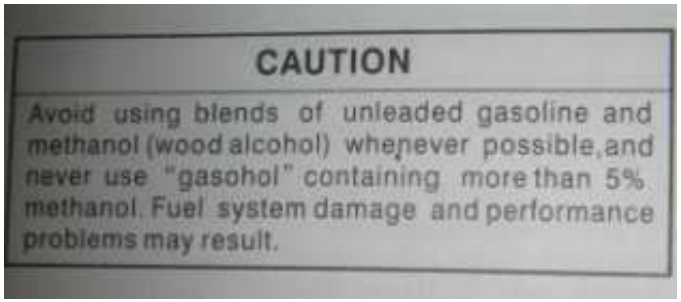
Gasoline quality is important. Fuels of low quality or not meeting standard industry specifications may result in unsatisfactory performance. Operating problems that result from the use of poor quality or nonrecommended fuel may not be covered under your warranty.

Fuels Containing Oxygenates

Gasoline frequently contains oxygenates(alcohols and ethers)especially in areas of the U.S A and Cananda which are required to sell such reformulated fuels as part of a strategy to reduce exhaust emissions.

The types and volume of fuel oxygenates approved for use in unleaded gasoline by the U.S.Environmental Protection Agency include a broad range of alcohols and ethers,but only two components have seen any significant level of commercial use.

Gasoline/Alcohol Blends-Gasoline containing up to 10% ethanol(alcohol produced from agricultural products such as corn),also known as “gasohol” is approved for use.



GENERAL INFIRMATION

Gasoline/Ether Blends-The most common ether is methyl tertiary butyl ether(MTBE).You may use gasoline containing up to 15% MTBE.

NOTE

Other oxygenates approved for use in unleaded gasoline include TAME(up to 16.7%) and ETBE(up to 17.2%).Fuel containing these oxygenates can also be used in your Pitsterpro.

CAUTION

Never use gasoline with an octane rating lower than the minimum specified by Motovert.

Never use “gasoline”with more than 10% ethanol or more than 5% menthanol.Gasoline containing methanol must also be blended with cosolvents and corrosion inhibitors.

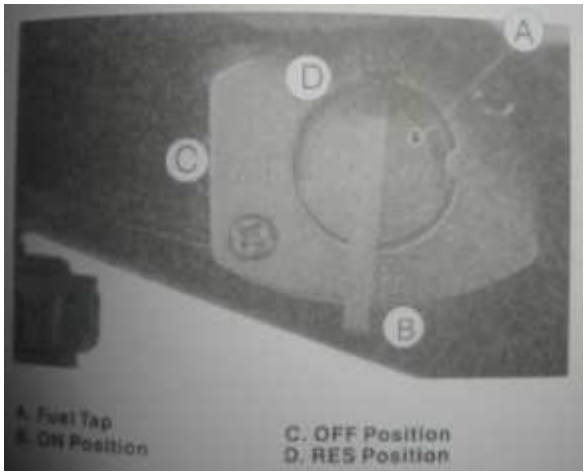
Certain ingredients of gasoline may cause paint fading or damage. Be extra careful not to spill gasoline or gasoline oxygenate blends during refueling.

When not operating your Motovert for 30 to 60 days,mix a fuel stabilizer(such as STABIL)with the gasoline in the fuel tank.Fuel stabiolizer additives inhibit oxidation of the fuel which minimizes gummy deposits.

Never store this product with “gasohol”in the fuel system.Before storage it is recommended that you drain all fuel from the fuel tank and carburetor.See the storage section in this manual.

Fuel Tap

The fuel tap has three positions:OFF.ON,and RES(RESERVE).For normal operation,turen the fuel tap lever to the ON position.If the fuel runs out with the tap in ON position,the last 0.5L(0.13 US gal)of fuel can be used by turning the tap lever to the RES position.

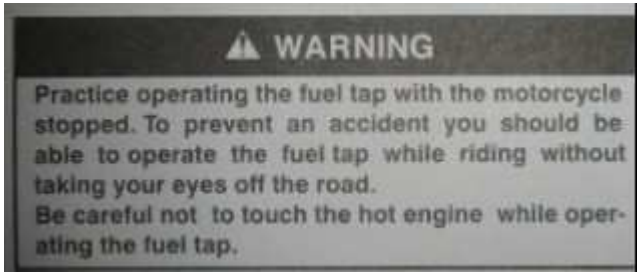


Turn the fuel tap lever to the OFF position when the fuel tank is removed for maintenance and adjustments or the motorcycle is stored for a long time.

NOTE

Since riding distance is limited when on RES,refuel at the earliest opportunity.

Make certain that the fuel tap is turned to ON(Not RES),after filling up the fuel tank.

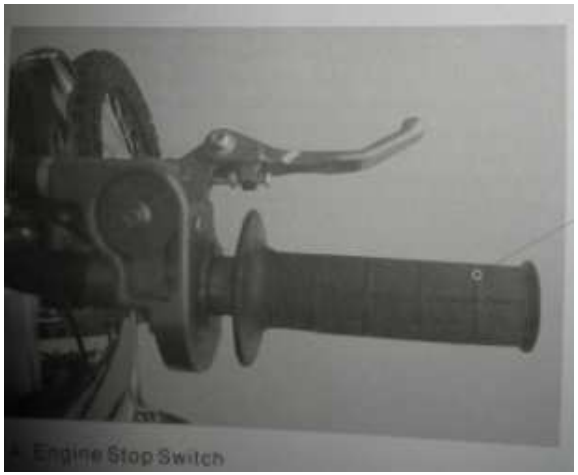


GENERAL INFORMATION

Engine Stop Switch

The engine stop switch is located on the left side of the handlebar.For ordinary engine stoppage and if some emergency requires stopping the engine,press the

engine stop switch.



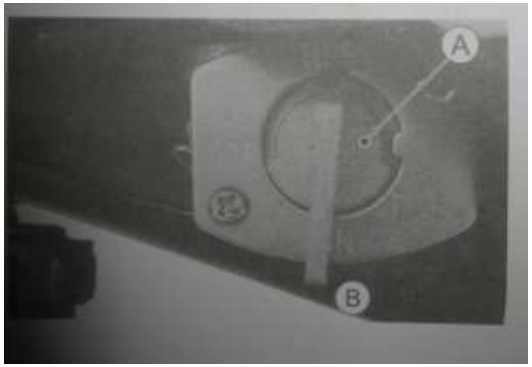
Starting the Engine

Shift the transmission into neutral by pushing the shift pedal down until the motorcycle rolls freely.

NOTE

This motorcycle will start in gear.Disengage the engine by engaging the clutch or placing transmission in neutral before starting.

Turn the fuel tap lever to the ON position



A. Choke knob

Kick the engine over,leaving the throttle closed

A. Kick Pedal

Once the engine starts,wait until the engine is thoroughly warmed up,then push in the choke knob.

NOTE

When the engine is already warm or on a hot day,open the throttle part way instead of using the choke knob.

If the engine is flooded,kick the engine over with the throttle fully open till it starts.

MOVING OFF

Shift into 1st gear

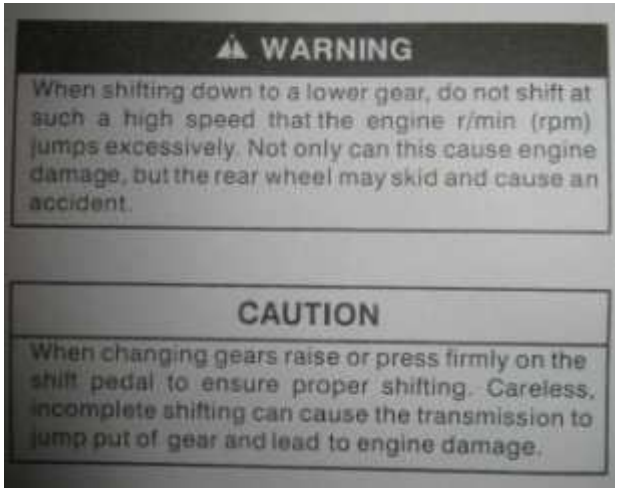
Open the throttle slowly

Shifting Gears

Close the throttle completely

Shift into the next higher or lower gear

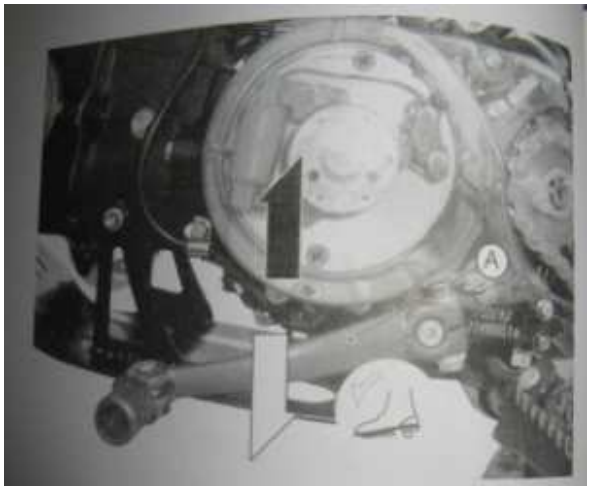
Open the throttle slowly



Stopping the Motorcycle

For maximum deceleration,close the throttle and apply both front and rear brakes,

Independent use of the front or rear brake may be advantageous in certain circumstances.Shift down progressively to ensure good engine response at all speeds.



A. Shift Pedal-Shift pattern:

4-

3-

2-

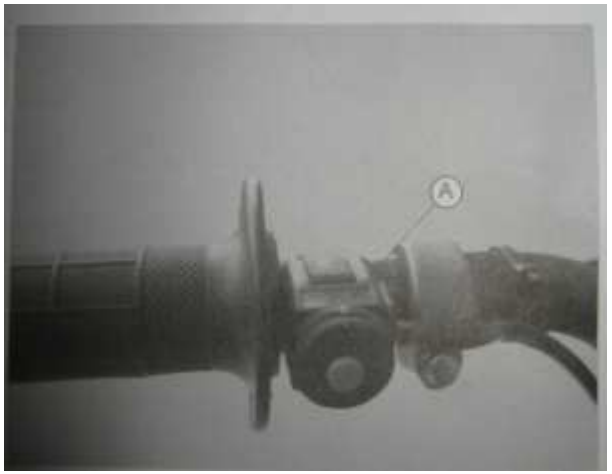
1-

N-

Stopping the Engine

Shift the transmission into neutral position

After racing the engine slightly,close the throttle completely and pusch the engine stop switch.



A. Engine Stop Switch

20 GENERAL INFORMATION

Daily Pre-Ride Checks

Check the following items each day before you ride.The time required is minimal,and habitual performance of these checks will help ensure a safe,reliable ride.

If any irregularties are found during these checks,refer to the appropriate section and take the action required to return the motorcycle to a safe operating condition.

Engine	
Engine oil:	Engine oil level correct.No leakage
Spark plug	Tighten to correct torque

Carburetor	Adjusted properly
	Idle speed:1400r/min(rpm)
Air filter	Clean,properly installed
	Apply oil to air cleaner element
Muffler	Not damaged
Frame	
Tires	Check overall condition;wear,cuts and other damage
	Check tire air pressure
	Tighten the air valve cap securely
Spokes	Check for any loose spokes.If necessary,torque
Driven Chain	Check overall condition and chain slack with pushed out from the hollow of the chain guard is 0~5mm(0~0.2 in).Lubricate the drive chain.If necessary,adjust.
Brakes	Front and rear brakes function properly
	Brake lever play is 4~5 mm(0.16~0.20in).If necessary,adjust.
	Brake pedal travel is 15~25mm(0.6~10.in).If necessary,adjust.
	Check brake lining wear.
Throttle	Functions properly,returns smoothly
Steering	Action is smooth but not loose from lock to lock.No binding of control cables.
Fuel Tank	Mounted securely,no fuel leakage
Engine stop switch	Functions properly
Nuts,bolts,fasteners	Tighten and loose bolts and nuts

Break-In

The first one hour that the motorcycle is ridden is
Designed as the break-in period. If the motorcycle is not
Used carefully during this period,you may very well end
Up with a “brokendown” instead of a “broken in “motorcycle
Do not start moving or race the engine immediately after
Staring it ,even if the engine is already warm.Run
The engine for two or three minutes at idle speed to give the oil
A chance to work up into all the engine parts.
Avoid the quick acceleration or starting and drive prudently
For the first one hour of operation.Let the motorcycle cool completely.
The motorcycle is ready for regular operation after this procedure is
Carried out .

MAINTENANCE AND ADJUSTMENT

The maintenance and adjustments outlined in this chapter must be carried out in accordance with the Periodic Mainte-Nance Chart to keep the vehicle in good running condition.The intial maintenance is vitally important and must not be Neglected.

With a basic knowledge of mechanics and the proper use of tools . you should be able to carry out many of the mainte-Nance items described in this chapter. If you lack proper experience or doubt your ability,all adjustments,maintenance, And repair work should be completed by a qualified technician.Please note that Motovert cannot assume any responsi-Bility for damage resulting from incorrect or improper adjustment done by the owner,

EMISSION CONTROL INFORMATION

To protect the environment in which we all live,Motovert has incorporated emission control systems in compliance with Applicable regulations of the United States environmental Protection Agency and California Air resources Board .

1. Crankcase Emission Control System

This system eliminates the release of crankcase vapors into the atmosphere,instead ,the vapors are routed through an Oil separator to the intake side of the engine .While the engine is operating,the vapors are drawn into the combustion Chamber,where they are burned along with the fuel and air supplied by the carburetor(s).

2. Exhaust Emission Control System

This system reduces the amount of pollutants discharged into the atmosphere by the exhaust of this vehicle.The fuel, Ignition and exhaust systems of this vehicle have been carefully designed and constructed to ensure and efficient engine With low exhaust pollutant levels.

MAINTENANCE

Proper maintenance is necessary to ensure that your vehicle will continue to have low emission levels.This Owners Manual contains maintenance operations recommended for your vehicle Maintenance operations necessary to ensure Compliance with the applicable emission standards are noted in the Periodic Maintenance Chart.As the owner of this Vehicle,you have the responsibility to make sure that the recommended maintenance is carried out according to the Instructions in this Owner's Manual at your own expense.

You should keep a maintenance record for your vehicle, to assist your in keeping this record, we have provided space On pages 70 through 75 of this manual where an anthorized Motovert dealer,or someone equally competent ,can record

The maintenance.You should also retain copies of maintenance work orders,receipts,ect,As verification of this maintenance.

Warranty

This vehicle is designed,built, and equipped in compliance with applicable regulations of the United States Environmental Protection Agency(EPA), and California Resources Board(CARB) at the time of sale. The EPA and CARB require that your vehicle comply with certain emissions regulations during a portion of its useful life and is free from defects in material and Workmanship which could cause the vehicle to fail to conform with applicable regulations.Please read your Motovert Limited Emission Control Systerms Warranty delivered with this Owner's Manual carefully and keep it valid by complying with the owner's obligations it contains.To obtain warranty service,the Motovert Limited Emission control system Warranty requires that you return your motorcycle to an anthorized Motovert dealer for remedy under warranty .

TAMPERING WITH EMISSON CONTROL SYSTEM PROHIBITED:

Federal regulations and California State law prohibit the following acts or the causing thereof:(1) the removal or rendering inoperative by any person other than for purposes of maintenance,repair,or replacement,of any device or element of design incorporated into any new motorcycle for the purposes of emission control prior to its sale or deliveru to the ultimate purchaser or while it is in use,or (2) the use of the motorcycle after such device or element of design has been removed or rendered inoperative by any person.

Among those acts presumed to constitute tampering are the acts listed below:
Do not tamper with the original emission related parts:

- Carburetor or internal parts
- Spark plug
- Magneto ignition system
- Air Cleaner element

26 MAINTENANCE AND ADJUSTMENT

TAMPERING WITH NOISE CONTROL SYSTEM PROHIBITED

Federal law prohibits the following acts or the causing thereof:(1) the removal or rendering inoperative By any person other than for purposes of maintenance,repair,or replacement, of any device or element of Design incorporated into any new vehicle for the purpose of noise control prior to its sale or delvery to the

Ultimate purchaser or while it is in use ,or (2) the use of the vehicle after such device or element of design
Has been removed or rendered inoperative by any person.

Among those acts presumed to constitute tampering are the acts listed below:

- Replacement of the original exhaust system or muffler with a component not in compliance with Federal Regulation.
- Removal of the muffler(s) or any internal portion of the muffler(s).
- Removal of the air box or air box cover.
- Modifications to the muffler(s) or air intake system by cutting, drilling,or other means if such modifications result in increased noise levels.

Periodic Maintenance Chart

The maintenance and adjustments outlined in this chapter are easily carried out and must be done in accordance with the Periodic Maintenance Chart to keep the motorcycle in good running condition.

28 MAINTENANCE AND ADJUSTMENT

Engine Oil

The major elements of your motorcycle’s engine. The transmission and clutch system.require oil to function at

Optimal levels.You must change the oil and oil filter in accordance with the Maintenance Schedule or your engine Will become damaged.Adherence to the required maintenance schedule will prolong the life of your motor and Reduce wear and tear.

Recommended Oil

Type: API SE SF or SG
API SH or SJ with JASO MA

Viscositu:
SAE 10W-40

Warning

The safe operation of your motorcycle will be impaired if proper engine oil maintenance is not carried out According to the Maintenance Schedule. Utilizing dirty or contaminated oil may result in engine or transmission seizure.This may lead to an accident that could cause serious injury or death.

30 MAINTENANCE AND ADJUSTMENT

Oil Level Inspection

IMAGE RIGHT SIDE

(A)oil filler cap with dipstick
(B)upper oil boundary mark
(C)lower oil boundary mark

Oil Maintenance Procedure:
1.Place motorcycle on flat work area.
2..Wipe down the oil filler cap/dipstick(A) and surrounding engine area.
3.Start the engine and let it idle for a few minutes.Stop the engine.Wait a few minutes until the oil resettles.
4.Unscrew and remove the oil filler cap/dipstick,then thoroughly wipe it down with a rag.
5.Tilt the motorcycle into an upright position.
6.Re-insert the dipstick until it seats,but do not screw it in.
7.Then remove the dipstick and inspect the oil level.if the oil is at or near the upper oil boundary mark (B),do Not add oil.But if the oil is below or near the lower oil boundary mark (C),add the recommended oil until it Reaches the upper oil boundary mark.Be sure not to put in so much oil that it surpasses the upper oil boundary Mark.
8.Re-insert the dipstick and secure tightlv.

Changing Engine Oil

IMAGE RIGHT SIDE

(A) oil drain bolt

(B) Sealing washer

Proper Engine Oil Changing Procedure:

1.Warm up engine thoroughly, and then let sit for three minutes so engine oil can settle.

2.Place motorcycle on flat work area.

3.Place oil drainage pan beneath the motorcycle.

4.Remove the engine oil drain bolt (A) and allow the oil to drain.Tilt the motorcycle from side to side to ensure complete drainage.

5.Place new sealing washer(B) on oil drain bolt and tighten to specified torque:16 BF,FT

6.Pour in new engine oil.The required amount is :06 US QT

7.Re-check oil level and add if necessary.

8.Start engine and let run for five minutes,then stop engine and let sit for three minutes.
9.Re-check oil lever and add if necessary.
10.Inspect all affected areas for leakage.

Warning
Motorcycle engine oil is toxic and must be disposed of properly. Contact your local refuse authorities to determine legal disposal options.Do not place used engine oil in your trash or garbage receptacle.

Spark Plug

A.Gap B.Outer Electrode

The spark plug should be taken out in accordance with The Periodic Maintenance Chart for cleaning,inspection, And resetting of the plug gap.Measure the gap with a wire-Type thickness gauge.if incorrect, adjust the gap to the specified Value by bending the outer electrode.

Spark Plug Gap

If the plug is oily or has carbon built up on it ,clean It (preferably with a sand- blaster) and then clean off Any abrasive particles. The plug may also be cleaned Using a high-flash point solvent and a wire brush or other Suitable fool.if the spark plug electrodes are corroded or Damaged,or if the insulator is cracked, replace the plug. The standard spark plug is showm in the table below.

Standard Spark Plug

CR7HSA

Spark Plug Removal and Installation

. Pull the spark plug cap off the plug before removing
The spark plug.

. Apply a suitable wrench to the spark plug.

. Loosen and remove the spark plug.

. When reinstalling the spark plug, torque it
To the specification.

Spark Plug Tightening Torque

13 N m (1.3kgf-m,113 in- lb)

. Fit the plug cap securely onto the spark plug,and
Pull the cap lightly to make sure that it is properly
Installed.

Valve Clearance

Valve and valve seat wear decreases valve clearance, Upsetting valve timing.

CAUTION

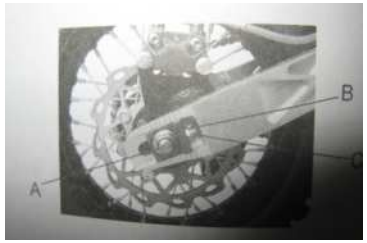
If valve clearance is left unadjusted, wear will Eventually cause the valves to remain partly open; Which lowers performance, burns the valves and valve Seats, and may cause serious engine damage.

Valve clearance for each valve should be checked and adjusted in accordance with the Periodic Maintenance Chart.

Inspection and adjustment should be done only by a

Drive Chain Adjustment

If the inspection reveals an unacceptable amount of the chain slack, then adjustment is necessary to either tighten or loosen the drive chain. Please adherer to the following guidelines to adjust accordingly:



axle nut

(A)

(B) lock nut

(C) chain adjuster bolt

Chain Slack Adjustment

1. Loosen axle nut (A)
2. Loosen lock nut (B) on both sides of motor cycle
3. Turn the chain adjuster nuts (C) on both sides an equal number of turns to increase or decrease chain slack.
4. Tighten locknuts on both sides of motorcycle.
5. Recheck chain slack.

Warning

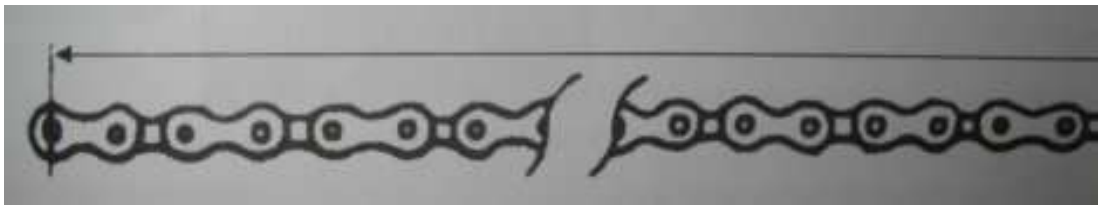
A worn chain can lead to an accident by coming off the sprockets and hanging up on moving parts. Serious injury or death may occur.

Drive Chain

Checking your drive chain and associated parts is essential for proper maintenance. Please review the following
Information to ensure compliance with Maintenance Schedule:

1. It is imperative to replace the chain if it stretches by 2% of its original length. The most effective means by which to measure the chain is by examining part of it (20 links).
2. Make sure the chain is tight using the chain adjusters.
3. Then measure 20 links. Take your measurement from the center of the first pin to the center of the 21st pin. If this measurement exceeds the service limit then it's time to replace the chain.

DIGRAM OF CHAIN ADJUSTMENT



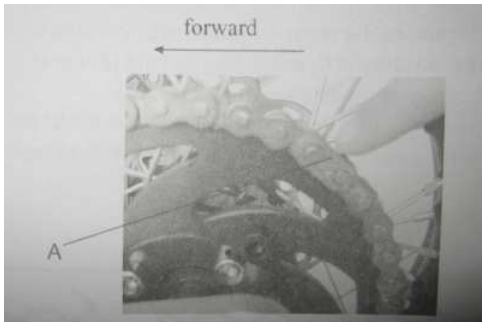
MEASURE A SPAN OF 21 PINS
NEW Chain: 10.0 inches (254mm)
Service Limit: 10.2 inches (259mm)

4. Examine the front and rear sprocket as well. If the chain is worn then replace the sprockets as well.
5. Also inspect the roller for wear and replace as needed.
6. Lubricate the chain thoroughly with each service using recommended Chain Lube, SAE 80 or 90 gear oil.

Drive Chain

Drive Chain Removal and Cleaning

Chain removal and cleaning can be accomplished by utilizing the following guidelines:



(A) master link retaining clip

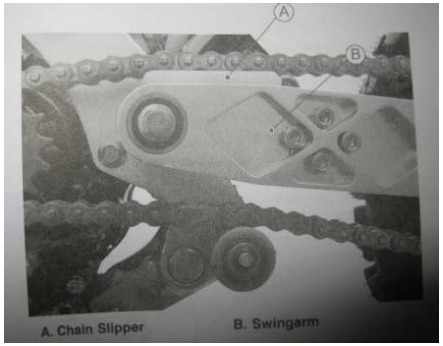
Drive Chain Removal Process

1. When the drive chain becomes extremely dirty from muddy or sandy conditions, it should be removed and cleaned to prolong life.
2. Remove the master link retaining clip (A) with pliers. Be sure not to damage the clip. Remove the master link.

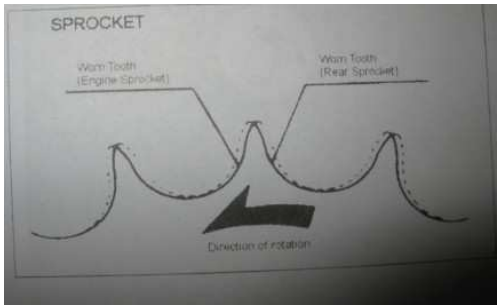
Remove the drive chain.

3. Thoroughly clean the chain with kerosene. Then allow it to dry.
4. Visually examine the drive chain to inspect for damage. If damaged, replace.
5. Lubricate the drive chain, including the roller and bushings.

6. Thread the chain over the sprockets. Then connect the ends of the the chain with master link. For ease of assembly,
Hold the chain ends against adjacent rear sprocket teeth while inserting the master link. Install the master link retaining clip so that the closed end of the retaining clip will face the direction of for ward wheel rotation.



Sprocket



A. Chain Slipper **B. Swing arm**

Sprocket Wear Inspection

Visually inspect the sprocket teeth and replace the Sprocket if its teeth are worn or damaged.

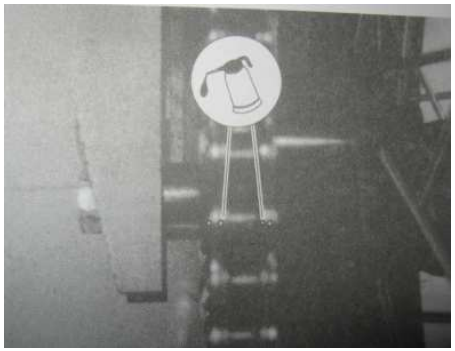
NOTE

OSprocket wear is exaggerated in the illustration.

Chain Lubrication

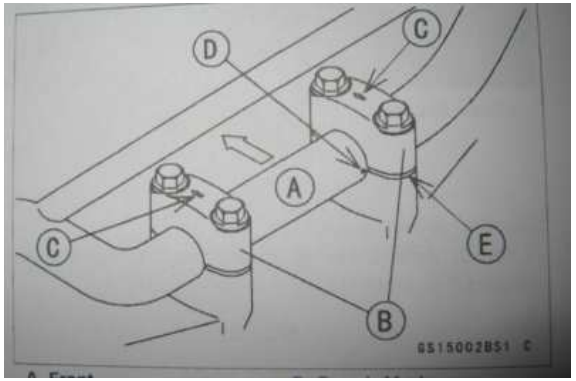
Lubrication of the drive chain is necessary damaged after riding in the rain or mud, or any time the chain appears dry. A heavy oil such SAE90 is preferred to a lighter oil, because it will stay on the chain longer and provide better lubrication.

- Apply oil to the side of the rollers so that it will penetrate to the rollers and bushings.
- Wipe off any excess oil.



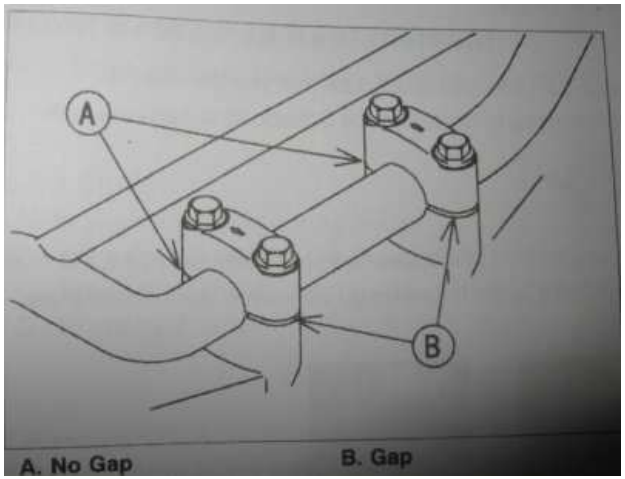
Handlebar

To keep the handlebar properly secured in place, it is
necessary to install the handlebar clamps correctly.
·Mount the handlebar clamps so that the arrows on the clamp face to the front.
Align the gap at the rear with the punch mark on the handlebar.



A. Front
B. Handlebar Clamps
C. Arrow Mark
D. Punch Mark
E. Gap

Torque it to 25 N.m (2.5 kgf.m, 18 ft.Ib), front first, then rear. If the handlebar clamps are correctly installed, there will be no gap at the front and an even gap at the rear of the clamps after torquing the bolts.



46 MAINTENANCE AND ADJUSTMENT

Brakes

Your Mini is equipped with state-of-art disc brakes both front and rear. The only procedure that you will need to execute is bleeding and replacing the pads. Proper maintenance (according to Maintenance Schedule) will ensure safe conditions for your brakes by following these guidelines:

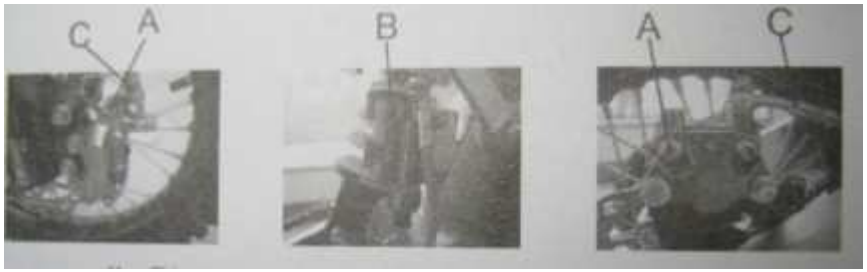
Brake Bleeding (Front and Rear)

Your disc brakes require " bleeding" if the brake system has been disassembled, the brake hose has been serviced, the brake fluid is low or the brake operation is performing improperly. Please adhere to the following guidelines to bleed the brakes:

(A) caliper bleed screw

(B) brake fluid reservoir

(C) brake fluid hose



1. Loosen caliper bleed screw (A) to remove oil. Place small bucket beneath to catch oil.
2. Refasten bleed screw. Fill reservoir (B) with approved brake fluid.
3. Connect clear plastics tube to caliper bleed screw and place other end in a container.
4. Slowly engage brake lever or pedal.
5. Pull in the caliper bleed screw, the allow the lever or pedal in engaged position.
6. Loosen the caliper bleed screw, then allow the lever or pedal, then release the level or pedal.
7. Finally, tighten the caliper bleed screw after fully engaging the level or pedal, then release the level or pedal.

8. Repeat steps 5-8 as needed until all the air bubbles have been removed from the brake system.

Warning
Maintaining proper brake adjustment is crucial to safe operation of your motorcycle. A dangerous loss of braking performance may occur if the brake system in not properly bled. Importer adjustment may result in brake assembly damage and cause an accident. An accident may cause serious injury or death.

Front Brake Pad Replacement

To change the front disc brake pads on your motorcycle please adhere to the following guidelines:

LEFT SIDE

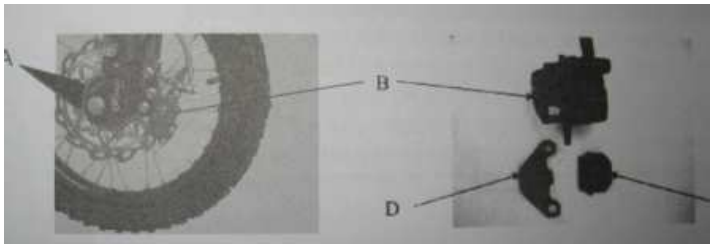
(A) brake caliper-mounting bolts

caliper assembly

(B)

(C) brake pad small

(D) brake pad large



1. Remove caliper bolts from front fork (A).
2. Pop off large brake pad (D) and then small brake pad (C).

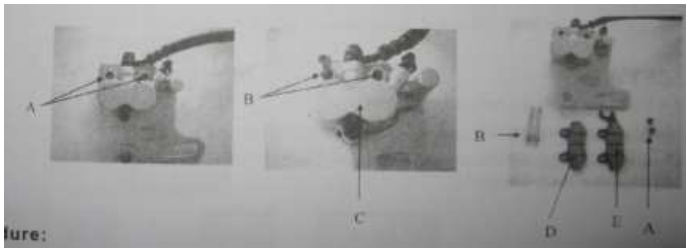
3. Place new small brake pad on piston.
4. Place new larger brake pad on inner side of caliper.
5. Place caliper assembly back into proper position on fork and tighten caliper bolts.

Warning
Maintaining proper brake adjustment is crucial to safe operation of your motorcycle. Importer adjustment may result in brake assembly damage and cause an accident. An accident may cause serious injury or death.

Rear Brake Pad Replacement

To change the rear disc brake pads on your motorcycle please adhere to the following guidelines:

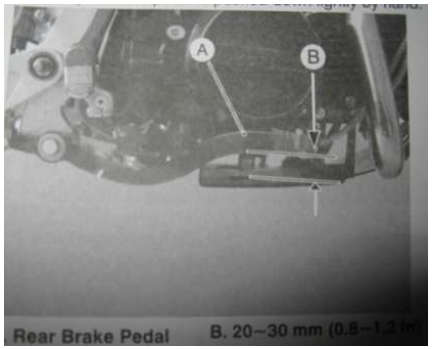
(A) caliper bolt dust caps (two)
(B) caliper bolts (two)
(C) caliper assembly
(D) brake pad small
(E) brake pad large



Rear Brake Pad Replacement Procedure:

1. Remove rear wheel
2. Remove both caliper bolt dust caps (A)
3. Remove caliper bolts (B)
4. Remove caliper assembly
5. Pop off brake pad (D) and (E)
6. Place brake pad on position
7. Place caliper assembly back into proper position and tighten caliper bolts.
8. Replace caliper bolt dust caps

Warning
Maintaining proper brake adjustment is crucial to safe operation of your motorcycle. Improper adjustment result in brake assembly damage and cause an accident. An accident may cause serious injury or death.



Rear Brake:

Rear Brake Pedal Play Inspection

The brake pedal play should have 20~30mm (0.8~1.2) when the pedal is pushed down lightly by hand.

A Rear Brake Pedal B. 20~30 mm (0.8~1.2 In)

- Rotate the wheel check for brake drag.
- Operate the pedal a few times to see that it returns to its rest position position immediately upon Release.
- Check braking effectiveness.
- If the pedal has improper play, adjust it.

WARNING

Always mintain proper brake adjustment. If adjustment is small case improper, the brake could drag and overheat. This could damage The brake assembly and possibly lock the wheel, resulting in loss of control.

Steering

The steering should always be kept adjusted so that the handlebar will freely but not have excessive play. The steering play must be checked in accordance with the periodic maintenance chart.

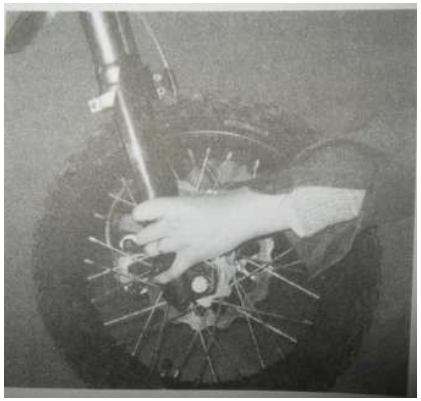
Steering Inspection

●To check the steering adjustment, raise the front wheel off the ground using a jack (special tool).

●Push the handlebar lightly to either side. If the handle-bar continues moving under its own momentum, the steering is not too tight.

●Squatting in front of the motorcycle, grasp the lower ends of the front fork at the axle, and rock the front back and forth as shown.

●If play is felt, the steering is too loose and needs to be adjusted



Steering Adjustment

●Raise the front wheel off the ground using a jack (special tool).

●Remove the number plate.

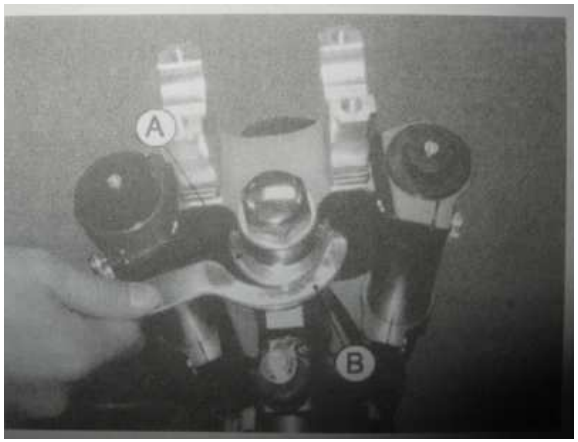
●Remove the handlebar clamp bolts and take out the handlebar.

A. Handlebar Clamp Bolts **B. Handlebar**

● Loosen the steering stem head nut and front fork upper clamp bolts.

A. Stem Head Nut
B. Front Fork Upper Clamp Bolts

● Turn the steering stem locknut with the stem nut wrench (special tool) to obtain the proper adjustment.



A. Stem Locknut

B. Stem Nut Wrench (P/N.57001-1100)

●Apply the specified torques to the steering stem head nut and upper front fork clamp bolts.

Steering Stem Head Nut Tightening Torques

45-55 N.m (4.5-5.6kgf.m,33-41 ft.Ib

Upper Front Fork Clamp Bolt Tightening Torque

10-15 N.m (1.0-1.5 kgf.m,7-11 ft.Ib

●Install the handlebar and handlebar clamps (see Handlebar section)

●Check the steering again, and readjust it if necessary.

●Install the number plate.

Front Suspension

The front fork oil change or the front fork inspection/cleaning should be done in accordance with the periodic maintenance chart. If there is any damage to the front fork, or if front fork maintenance is necessary, it should be done in by an authorized Motorvertdealer.

Rear suspension

The rear shock absorber inspection should be done in accordance with periodic maintenance chart. If there is any damage to the rear shock absorber, it should be replaced by an authorized Motovertdealer.

WARNING

This unit contains high-pressure gas.

Keep away from fire or flame.

Do not disassemble.

NOTE

●The installation and removal of the rear shock absorber should be done by an authorized Motovertdealer.

Wheels

Tires:

Tire pressure affects traction, handing,and tire life. Adjust the tire pressure to suit riding conditions and rider preference, but do not stray too far from the recommended pressure.

●When checking the tire pressure, remove the air valve cap, and make sure to tighten the cap securely after checking the tire pressure.

NOTE

● Tire pressure should be checked when the tires are cold before your ride.

Track Condition	**Tire Pressure**

●When the track is wet, muddy, sandy or slippery,reduce the tire Pressure to increase the tire tread surface on the ground	100kpa (1.0kgf/cm², 11psi)
●When the track is pebbly or hard, increase the tire pressure to prevent damage or punctures,though the tires will skid more easily.	125 kpa (1.25kgf/cm², 14 psi)

Spokes and Rims

The spokes on both wheels must all be tightened securely and evenly and not be allowed to loosen. Unevenly tightened or loose spokes will cause the rim to warp, hasten nipple and overall spoke fatigue, and may result in spoke breakage.

A. Spoke Wrench

Rim Runout:

Set up dial gauge on the side of the rim, and rotate the wheel to measure its axial runout. The difference between the highest and lowest readings is the amount of runout.

· Set up the dial gauge on the inner circumference of the rim and rotate the wheel to measure its radial runout. The difference between the highest and

lowest dial reading is the amount of runout.

· A certain amount of the rim warpage (runout) can be corrected by recentering the rim, loosening some spokes and tightening other to change the position of certain portions of the rims. If the rim is badly bent, however, it should be replaced.

NOTE

○ Where the rim is welded, the rim may show excessive runout. Disregard this when measuring runout.

Location of Nuts and Bolts

Before the first ride of each day of operation, check the tightness of the nuts and bolts shown below. Check also that all cotter pins are in place and in good condition.

1. Front Fork Clamp Bolts
2. Handlebar Clamp Bolts
3. Shroud Bolts
4. Rear Shock Absorber Bolts
5. Seat Mounting Bolts
6. Air Cleaner Mounting Screws
7. Spokes
8. Front Axle Nut
9. Brake Caliper Head Nut or Bolts
10. Fuel Tank Mounting Bolt
11. Engine Oil Drain Plug
12. Engine Oil Drain Plug
13. Engine Guard Bolts
14. Shift Pedal Bolt
15. Engine Mounting Bolts and Nuts
16. Chain Slider Bolts
17. Chain Guard Mounting Bolts
18. Chain Adjuster Locknut
19. Rear Cover Bolt

20. Steering Stem Head Nut
21. Brake lever Mounting Bolt
22. Front Fender Mounting Bolts
23. Rear Axle Nut
24. Brake Caliper Bolts
25. Brake Pedal Bolt
26. Kick Pedal Bolt
27. Pivot Shaft Nut
28. Muffler Mounting Bolts

No	Description	Unit (N.m)	Unit (BF.FT)
1	Nut for Front Axle	55 - 70	40 - 52
2	Swing arm Shaft	50 - 60	37 - 44
3	Nut for Rear Axel	55 - 70	41 - 52
4	Tightening Nut for Engine with France	25 - 30	18 - 22
5	Tightening Nut for Front Shock Absorber M8 (top triple clamp)	25 - 30	18 - 22

6	Tightening Nut for Rear Shock Absorber	25 - 30	18 - 22
7	Tightening Not for Handle Bar	20 - 25	15 - 18
8	Tightening Not for Muffler	25 - 30	18 - 22
9	Nut for Brake Disk	28 - 35	21 - 26
10	Sprocket	25 - 30	18 - 22
11	Chain Guard	15 - 20	11 - 15
12	Foot peg	18 - 25	13 - 18
13	Side stand	28 - 35	21 - 26
14	Front Brake Caliper	20 - 25	15 - 18
15	Front Brake Reservoir	8 - 12	6 - 9
16	Lock Nut for Steering Stem	45 - 55	33 - 41
17	Tightening Nut for Front Shock Absorber M6 (lower triple clamp)	8 - 12	6 - 9
18	Lower Handle Bar Clamp	30 - 35	22 - 26
19	Oil Drain Bolt	20 - 25	15 - 18
20	Foot Peg Engine Mount Bolt	20 - 25	15 - 18

Cleaning Your Motorcycle

General Precautions

Frequent and proper care of your motorcycle will enhance its appearance, optimize overall performance, and extend its useful life. Covering your motorcycle with a high quality, breathable motorcycle cover will help protect its finish from harmful UV rays, pollutants, and reduce the amounts of dust reaching its surfaces.

- Be sure the engine and exhaust are cool before washing.
- Avoid applying degreaser to seals, brake pads, and tires.
- Always use non-abrasive wax and cleaner/polisher.
- Avoid all harsh chemicals, solvents, detergents, and household cleaning products such as ammonia-based window cleaners.
- Gasoline, brake fluid, and coolant will damage the finish of painted and plastics surfaces: wash them off immediately.
- Avoid wire brushes,steel wool, and all other abrasive pads or brushes.
- Use care when washing washing the plastic parts as they can easily be scratched.

● Avoid using pressure washers; water can penetrate seals and electrical components and damage your motorcycle.

● Avoid spraying water in delicate areas such as in air intakes, carburetors, brake components, electrical components, muffler outlets, and fuel tank openings.

Washing Your Motorcycle

● Rinse your bike with cold water from a garden hose to remove any loose dirt.

● Mix a mild neutral detergent (designed for motorcycles or automobiles) and water in bucket. Use a soft cloth or sponge to wash your motorcycle. If needed, use a mild degreaser to remove any oil or grease build up.

● After washing, rinse your motorcycle thoroughly with clean water to remove any residue (from the detergent can damage parts of your motorcycle).

● Use a soft cloth to dry your motorcycle. As you dry, inspect your motorcycle for chips and scratches. Do not let the water air dry as this can damage the4 painted surfaces.

● Start the engine and let it idle for several minutes. The heat from the engine will help dry moist areas.

Painted Surfaces

After washing your motorcycle, coat painted surfaces, both metal and plastic, with a commercially available motorcycle/automotive wax. Wax should be applied once every three months or as conditions require. Avoid use nonabrasive with “stains” or “flat” finishes. Always use nonabrasive products and apply them according to the instructions on the container.

Other Plastic Parts

● Careful ride your motorcycle at a slow speed and apply the brakes several times. This helps dry the brakes and restores them to normal operating performance.

● Lubricate the drive chain to prevent rusting.

Note

● After riding in an area where the roads are salted or near the ocean, immediately wash your motorcycle with cold water. Do not use warm water as it accelerates the chemical reaction of the salt. After drying,

applying a corrosion protection spray on all metal and chrome surfaces to prevent corrosion.

After washing use a soft cloth to gently dry plastic parts. When dry, treat the non-painted plastic parts with an approved plastic cleaner/polisher product.

CAUTION
Plastic parts may deteriorate and brake if they come in contract with chemical substances or household cleaning products such as gasoline, brake fluid, window cleaners,

thread-locking agents, or other harsh chemicals. If a plastic part comes in contract with any harsh chemical substance, wash it off immediately with water and a mild neutral detergent, and then inspect for damage. Avoid using abrasive pads or brushes to clean plastic parts, as they will damage the part's finish.

Chrome and Aluminum

Chrome and uncoated aluminum parts can be treated with a chrome/aluminum polish. Coated aluminum should be washed with a mild neutral detergent and finished with a spray polish. Aluminum wheels, both painted and unpainted
can be cleaned with special non-acid based wheel spray cleaners.

Leather, Vinyl, and Rubber

If your motorcycle has leather accessories special care must be taken. Use a leather cleaner/treatment to clean and care for leather accessories. Washing leather parts with detergent and water will damage them, shortening their life.

Vinyl parts should be washed with the rest of the motorcycle and treated with a vinyl treatment.

The sidewalls of tires and other rubber components should be treated with a rubber protectant to help prolong their useful life.

WARNING

Special care must be taken not to get any rubber protectant on the tire's tread surface when treating tires. This may decrease the tire's ability to maintain contract with road surface causing the rider to lose control.

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Lubrication

Lubricate the areas shown in the illustrations of this section with either motor oil or regular grease, in accordance with
The Periodic Maintenance Chart and whenever the vehicle has been operated under wet or regular conditions, especially after using a High-pressure spray washer. Before lubricating a part, clean off any rust with rust remover and wipe off any grease, oil,dirt, or grime.

General Lubrication

Apply motor oil to the following pivots:

- Side Stand
- Front Brake Lever
- Rear Brake Rod Joints
- Kick Pedal

- Shift Pedal

Use an aerosol cable lubricant with a pressure lubricator on all cables:

- Throttle Inner Cable

Cable Lubrication

Apply grease to the following points:

- Upper end of throttle cable.

A. Grease

Drive Chain Lubrication

Lubrication is also necessary after riding through rain or on wet tracks, or any time that the chain appears dry. A heavy oil because it will stay on the chain longer and provide better lubrication.

- Applying oil to the side of the rollers so that it will penetrate to the rollers and bushings. Wipe off any excess oil.

TROOUBLESHOOTING GUIDE

NOTE

● This troubleshooting guide is not exhaustive and does not give every possible cause for each problem listed. It is meant simply as a quick guide to assist you in troubleshooting for some of the more common difficulties. If not available at the below guide list, the Repair should be done only by a competent mechanic following the instructions in the Service Manual.

Starting failure or difficulties:

Compression low

Spark plug loose

Spark missing or weak

Spark plug faulty

Spark plug cap poorly connected or shorted

Fuel does not flow

No fuel in tank

Fuel hose clogged

Fuel tap clogged

Engine flooded

Starting technique faulty

Poor low-speed performance:

Spark weak

Spark plug faulty

Spark plug gap excessive

Fuel-air mixture incorrect

Idle adjusting

Compression low

Spark plug loose

Poor or no high-Speed performance:

Fuel-air mixture incorrect

Air cleaner element clogged

Misfiring

Fuel poor quality

Knocking

Fuel poor quality

Other

Brakes dragging

Engine overheating

Clutch slipping

Throttle valve does not fully open

Engine oil quantity excessive

Engine oil viscosity too high

Engine overheating:

Brakes dragging

Clutch slipping

Clutch not operating smoothly:

Clutch slipping

Friction plates worn

Clutch springs weak

Clutch doesn’t disengage properly

Engine oil deteriorated

Engine oil viscosity too high

Poor handling or stability

Handlebar Hard to turn

Steering stem locknut too tight

Tire air pressure too low

Steering stem lubrication insufficient

Handlebar vibrates or shakes

Swing arm bent

Front fork bent

Frame bent

Wheel alignment incorrect

Pivot shaft warped

Right/left front fork oil level uneven

Shock absorption too soft

Tire air pressure too high

Shock absorption too soft

Front fork spring worn

Suspension leaks oil

Brakes Don’t Grip:

Brake pads or rotors worn

Brakes low on or devoid of fluid

STORAGE

When the motorcycle is to be stored for any length of times, it should be prepared for storage as follow:

Clean the entire for about five minutes to warm the oil, shut it off and drain the engine oil.

Run the engine for about five minutes to warm the oil, shut it off and drain the engine oil.

WARNING

Motor oil is a toxic substance. Dispose of used oil properly. Contract your local authorities for approved disposal methods or possible recycling.

Install the engine oil drain plug and fill in fresh engine oil.

Empty the fuel tank and empty the carburetor float bowl. (The fuel will deteriorate if left for a long time.)

WARNING

Gasoline is extremely flammable and can be explpsive under certain conditions. Always stop the engine and do not smoke. Make sure the area is well ventilated and free from any source of flame or sparks; this includes any appliance with a pilot light. Gasoline is a toxic substance. Dispose of gasoline properly. Contract your local authorities for approved disposal methods.

Remove the spark plug and spray fogging oil, directly into the cylinder. Kick the engine over slowly a few times to coat the cylinder wall. Install the spark plug.

Lubricate the drive chain and all the cables.

Spray oil on all unpainted metal surfaces to prevent rusting. Avoid getting oil on rubber parts or in the brakes

Lift the motorcycle on a box or stand so that both wheels are raised off the

ground. (If this cannot be done, put boards under the front and rear wheels to keeps dampness away from the tire rubber)

Place a plastic bag over the muffler and secure with a rubber band to prevent moisture from entering.

Cover the motorcycle to keep dust and dirt away from it.

To put the motorcycle back into use after storage.

- Remove the plastic bag from the muffler.
- Make sure the spark plug is tight.
- Fill the fuel tank fuel.
- Check all the points listed in the Daily Pre-ride Checks Section.
- Perform the General Lubrication procedure.

MAINTENANCE RECORD

Owner Name .....
Address .....
Phone Number .....
Engine Number .....
Vehicle Number .....
Selling Dealer Name .....
Address .....
Dealer Phone Number .....
Warranty Start Date .....

Note: Keep this information

Date	Traveled Distance	Maintenance Performed	Dealer Name	Dealer Address

68 MAINTENANCE RECORD

MAINTENANCE RECORD

Owner Name .....
Address .....
Phone Number .....
Engine Number .....
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Date	Traveled Distance	Maintenance Performed	Dealer Name

LF 1P52FMI Engine Tech

1：型式：　　四冲程、风冷、单缸、脚启动、手动离合
2．缸径×行程：　　52.4×55.5mm
3．总排量：　　120ml
4．压缩比：　　9.0：1
5．标定功率及相应转速：　5.8KW/7500r/min±375r/min
6．最大扭矩及相应转速：　8.5N.m/5000r/min±250r/min
7．最低燃油消耗率不大于：　≤ 367g/KW.h
8．点火提前角：　　上止点前 27º ±2º/1500r/min
9．气门间隙：　　0.05mm
10．燃油牌号：　　RQ-93 以上
11．机油牌号：　　15W/40-SE 四冲程机油
12．机油消耗率不大于：　8g/KW.h
13．传动比：　　初级：3.722
1 档：2.833　　2 档：1.706
3 档：1.238　　4 档：0.958
14．火花塞型号：　CDI　A7TC
15．火花塞间隙：　0.6-0.7
16．点火方式：　C.D.I 无触点点火
17：离合器形式：　湿式多片式
18：润滑方式：　飞溅压力润滑 、内外转子式
19：机油总容量：　900ml
20：变速器型式：　左脚换挡 四档常齿合式
21：起动方式：　脚起动/电起动
23：磁电机型式：　飞轮转子式
24：排气污染物：　怠速（1500r/min）CO≤2.0%，HC≤250*10－6
25：外型尺寸：　330×318×380
26：净质量：　23Kg

Type	4-stroke,single cylinder,SOHC,air-cooled/oil cooled
Bore and stroke	54mm*54.5mm
Displacement	125ml
Compression ratio	9.0:1

Oil amount	0.8L
Oil	sae10W-40(API:SH)
Change timing of oil filter	The 1st time:10hour/after the 2nd:EVERY 30Hours
Change timing of oil	The 1st time:10hour/after the 2nd:EVERY 30Hours
Tappet clearance gap	IN:0.05mm EX:0.05mm
Starting system	
Ignition system	
Spartk plug	

Transmission		
Transmission type		4 speed,No return shift
Clutch type		Centrifugal&Wet.multi disc
Driving system		Manual Centrifugal&Wet.Multi disc
Gear ratio:	1st	2.833
	2nd	1.706
	3rd	1.238
	4th	0.958
Primary reduction ratio		4.058
Final reduction ratio		2.6(39/15)
Frame		
Type		Backbone
Steering angle		45 to either side
Castor		25.5
Trail		54mm(2.1 in)
Tire size:	Front	2.75-14 4PR
	Rear	3.00-12 4PR
Suspension:	Front	Telescopic fork
	Rear	Swingarm
Front suspension stroke		204mm(8.0in)
Rear wheel travel		209.6mm (8.3 in)

授权产品技术性能参数

SN/T1853-2006					共 页	第 页
JTC/JD024					任务单号	
产品名称	BSE-PH10		产品型号		150CC	
长×宽×高（mm）	1800*840*1130		发动机型号		1P60FMJ	
轴距 mm	1270		缸径×行程mm		62×49.5	
最小离地间隙mm	335		气缸工作容积M1		149M1	
转弯圆直径m	4		压缩比		9.0/1	
空载质量Kg	80		最低空载稳定转速		1500/±100	
额定载质量Kg	100±2		r/min			
最高车速Km/h	80		标定功率Kw(r/min)		8.2KW/7500±500r/min	
汽油箱容积L	3.4		最大扭矩N.m(r/min)		10.3N.m/7000±500r/min	
前减震器型式	倒置式液压		化油器型式		PZ-26	
后减震器型式	氮气		离合器型式		湿式多片式	
前制动器型式	碟刹		火花塞型号		A7TC	
后制动器型式	碟刹		排气消声器型式		管式消音	
前轮胎规格	1.60-17		起动方式		脚启动	
后轮胎规格	1.85-14		点火方式		CDI	
前轮胎气压	100Kpa		润滑方式		压力飞溅.内外转子式	
后轮胎气压	120Kpa		冷却方式		油冷	
传动方式	链条		燃油牌号		RQ-93#以上	
初级减速比	3.722（自动离合）		燃油润滑油容积混合比		50:01:00	
末级减速比			润滑油牌号		15w/40-SE四冲机油	
传动比	I	II	III	IV	V	VI
	2.769	1.882	1.4	1.13	0.96	

制动距离 ≤7 M