

USER MANUAL

50^{CC}

EURO4



FIFTY



DIRT TRACK

 **MASH**
DREAM MACHINE

Congratulations!

You are the happy new owner of a MASH which embodies a new spirit, a new trend : a motorcycle with a look and a philosophy "Vintage", synonymous of freedom.
Please read this manual thoroughly before using your MASH.

Have a nice road !

Important Cautions

About running-in of a motorcycle

The first 1000 km operation is very important in the entire service life of a motorcycle. A correct running-in can guarantee both the longest service life and the best performance of the vehicle. Running-in can polish machined surfaces and form smooth engagement.

Careful and patient running-in can make the motorcycle stable in driving and give a full play to its excellent performance. It is important not to do any operation that may cause overheat to engine components.

For specific running-in method, please refer to "Running-in of a new vehicle".

Please carefully read the manual and strictly observe all instructions or descriptions.

Special attention shall be paid to the contents emphasized with the terms of "warning" "caution" and "note", etc.

Warning.....It concerns with personal safety. Ignoring it may result in accident.

Precaution.....It refers to operational methods that must be followed or measures that should be taken, so as to prevent damage.

Note.....It refers to special explanations to make maintenance or important descriptions more explicit.

The operation manual shall be deemed as a permanent document of the motorcycle. When transfer the vehicle to others, the instruction manual shall also be transferred to the new owner

Fifty ^{50cc} **4T**



There are some differences among various models. For any unconformity between your vehicle and the instruction manual, the real vehicle shall prevail.

Foreword

Thank you for your choosing our motorcycle. In design, development and manufacture of the series motorcycle, our company applies the latest advanced technology and equipment to provide you with a motorcycle that is reliable in performance, novel in design and elegant in appearance. Motorcycle driving is one of the most exciting sports. The motorcycle is an ideal means of transport. It can give you infinite driving pleasure. Before driving your motorcycle, please be familiar with all stipulations and requirements mentioned in the instruction manual.

The instruction manual deals in the correct use, maintenance and maintenance of the motorcycle. Observing the following stipulations will provide a guarantee to your motorcycle for a long time use without trouble. The distributor has skillful and well trained technical professionals to provide the best maintenance and service to your motorcycle.

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SPECIFICATIONS

Mash Fifty 50 cc

Engine type	Single cylinder 4T, Air cooling
Engine capacity	49cc
Compression ratio	9.0:1
Idle speed	1450 trs/min
Power max	2.1 Kw à 6800 trs/ min
Torque max.	3.1 N.m à 5000 trs/ min
Ignition	CDI
Speed max.	45 km/h
Spark plug	A7TC
Battery	12v 8ah
Front tire	Fifty 90/90-18 Dirt Track 90/90/17
Rear tire	Fifty 3/25-18 Dirt Track 100/90/17
Oil engine	SAE10W-30
Oil engine quantity	830 ml
Length /Width /Height	1980/830/1110
Wheelbase	1330mm
Ground clearance	140mm
Weight	100Kg
Weight max	255kg
Fuel tank capacity	11 litres
Fuel	SP95 ou SP98 (SP95 E10 not recommended)

This list is only information. Changes can be made by the manufacturer without warning to customers.

Chapter 1

User Instructions

Instructions on safe driving of motorcycle

There should be a condition for the motorcycle to serve your well. The condition is paying attention to safety at any time. Therefore, you must observe the traffic laws and follow the six points below.

Wear safety helmet

Safe driving starts from wearing a safety helmet. This is an important factor in motorcycle driving. A high-quality safety helmet is the first thing of personal protection in motorcycle driving. The most serious traffic accident is head injury. Therefore, be sure to wear a safety helmet to drive a motorcycle, and wear a pair of proper protective glasses.

Please be familiar with the vehicle structure

Your driving technique and your understanding of mechanical knowledge are the basis of safe driving. Make exercises in a spacious place without other vehicle and make yourself fully familiar with your motorcycle and control method. Be sure to keep in mind that, skill comes from practice.

Understand the limit of your safe speed

Driving speed depends on road surface conditions, your skills and the weather. Understanding the limit may prevent accident. At any time, accident may be prevented as long as driving in the range of your skill.

Wear well-fitting dress

Loose and fancy dress may make you uncomfortable and unsafe in your driving. Riding on the cradle, a well-fitting dress may give you freedom for activities of your arms and legs. Gloves, boots and safety helmet will show that you are qualified driver. High quality and tight dress shall be your selection. Pay more attention to safety during driving in rainy weather

Please note that, in rainy days, the braking distance is two times as much as that in fine weather. Get away from any manhole cover, paint mark or oil stain surface to prevent slipping, wet roads are dangerous. Avoid abrupt steering during acceleration. Be careful when drive over railways and bridges and keep a safe distance with any vehicle in front.

Inspection before driving

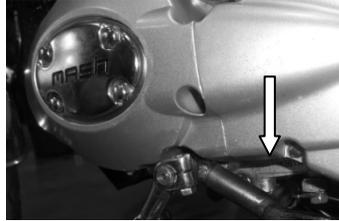
Please carefully read all instructions in "inspection before driving" of the manual to guarantee the safety of you and passengers.

Position of serial numbers

Chassis number (or VIN code)



Engine number



Position of metal nameplate



Chassis number (or VIN code) and engine number is necessary for registration of your motorcycle. Such numbers are needed with order components or service, to allow the distributor to provide you with better service.

Chassis number (or VIN code) is on the riser pipe of chassis. Engine number is on the left side of crankcase. Metal nameplate is on the riser pipe of chassis, showing the main technical parameters, manufacturer and date of production of the motorcycle.

Write the numbers in the spaces below, for future reference.

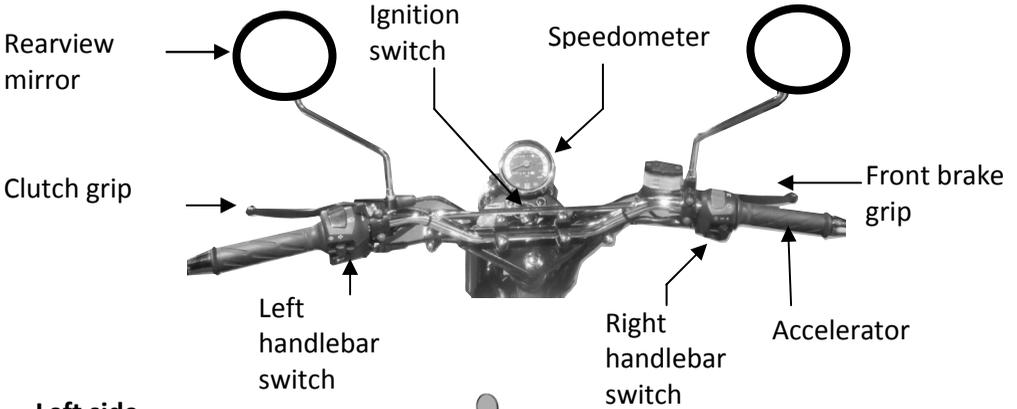
Chassis number :

Engine number :

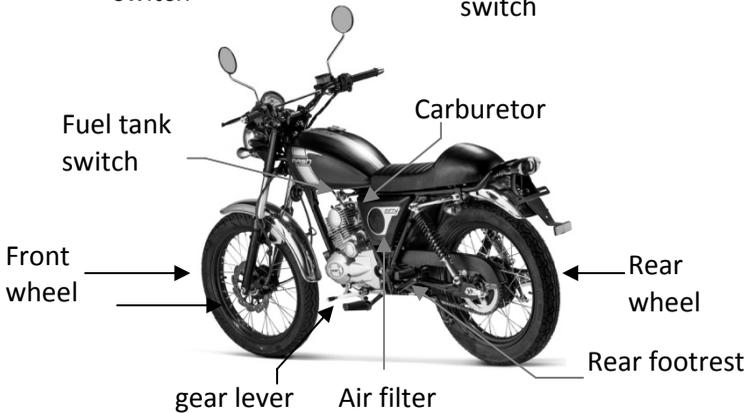
Chapter 2

Installation Position of Parts

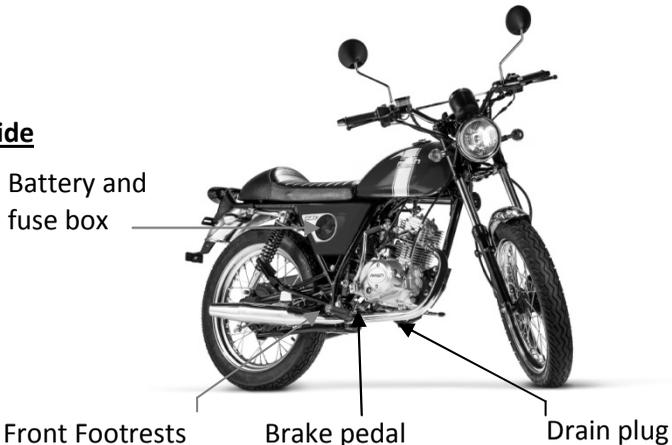
Handle bar instrument



Left side



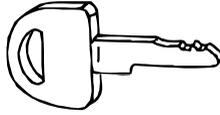
Right side



Chapter 3

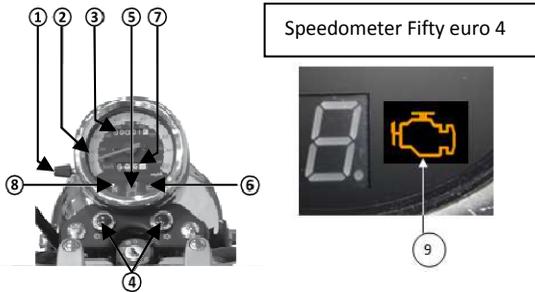
Control Part

Key



Two keys are provided. Please use one key and put the other in a safe place for future use.

Instrumental panel



1. Reset counter

2. Tachymètre : Miles, Km/h

3. General Odometer

Indicates the total distance traveled by the motorcycle since its first use.

4. Turn signal indicator

When left turning signal lamp is ON, the left turning signal indicator on the panel "↶" and turning signal lamp will flash.

When right turning signal lamp is ON, the right turning signal indicator on the panel "↷" and turning signal lamp will flash.

Warning

If one of front and rear turning lights is damaged, the indicators on the instrument panel and the turning lights may be lit consistently, or may flash fast or slow. Then, timely locate the cause and carry out troubleshooting.

5. Gearshift Indicator

This indicator will show the current gear where the motorcycle is. There are all 4 gears. The 4 number indicators will be lit in turn on shifting. However, when the gear shifter is set in the neutral mode, they will extinguish, but only neutral indicator (N) is lit.

6. High beam indicator lamp

When the head light is in high beam, the indicator is lit.

7. Trip mileage recorder

Indicates the distance traveled on a day or a partial area.

8. Indicator neutral mode

Lights in neutral.

9. Engine light

If this indicator light comes on at the meter, it is necessary to go to an authorized Mash dealer to make a diagnosis.

Ignition switch

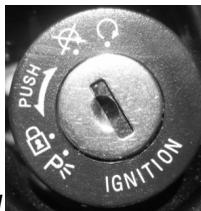


FIG. 1

There are four types position as showed in following sketches



OFF Position

All circuits are disconnected and the key can be removed.



ON Position

All igniting circuits are ON and the engine can be started. The key cannot be removed in this position.



Lock the handlebar Position

In order to lock the handlebar, turn the bar to the left, then insert the key. Rotate it clockwise to full stop for locking the handlebar.



Parking position.

To park the motorcycle, turn the key to "P" position. In this position, the key can be removed and the tail lamps (parking lamps) and front positioning lamps keep ON for parking on roadside at night.

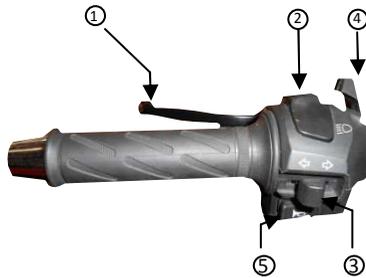
Warning

Before turn the key to  position, park the vehicle with its side stand or central stand in a firm way.

Warning

If the handlebar is locked, the motorcycle is never pushed any longer; otherwise you will lose balance.

Left handlebar control system



1. Clutch grip

To start the engine or make a gear shifting, press the grip to release the drive system and cut off the clutch.

2. Dimmer switch

When dimmer switch is turned up to "" (high beam) position, the head light is in high beam and the high beam indicator lamp on the instrument panel is lit. On contrary, when it is turned down to "" (low beam) position, the low beam is lit.

3. Turn signal switch

When the switch is turned to left "" position, the left turning signal lamp is lit and the indicator lamp on instrument panel flashes. When the switch is turned to right "" position, the right turning signal lamp is lit and the indicator lamp on instrument panel flashes.

Warning

Whenever you are going to change lane or make a turning, timely turn ON the turning signal lamp. After lane change or turning, timely turn the signal light OFF.

4. Choke

To facilitate starting, the vehicle is equipped with a choke.

To start when engine is cold, use the choke lever. After starting, allow the choke lever to go back halfway to allow the engine to heat sufficiently before releasing the lever in its initial position.

Note :

The choke is used to start the engine in cold condition: in low temperatures, it makes it easier to start and extend the heating time sufficiently.

The choke must be switched off while driving, as this may increase fuel consumption.

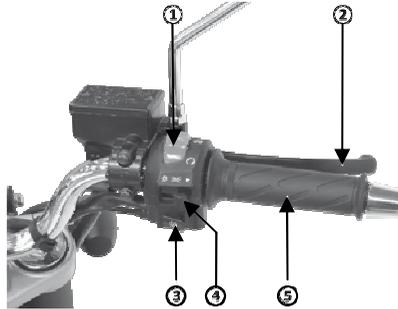
Warning

When the choke is no longer needed, remove it quickly to avoid overheating and engine damage.

5. Horn Button

Press «  » button and the horn will sound..

Right handlebar control system



1. Engine shutdown switch

The switch is a rocker switch, located on the tip of right handlebar control panel, with the rockshaft at the center of the rocker. When it is pressed in "O" start position, the switch is turned and the engine can be started. It is an emergency switch.

If the switch is pressed in "⊗" position, the starting circuit is completely cut off and the starter motor cannot be started. Do not put the switch in this position during driving.

2. Front brake grip

To apply front wheel brake, slowly press the brake grip on the right handlebar. As the motorcycle adopts hydraulic braking do not press it abruptly or forcefully.

When the brake grip is pressed, the brake light will be lit automatically.

3. Electric start button

Press "⚡" button to turn on the start motor circuit. During starting, put in neutral gear position to cut off transmission and guarantee safety.

Warning

The starter motor shall be operated not more than 5 seconds. Heavy discharge may cause overheat to circuit and starter motor. If starting is failed after several attempts, stop to check the fuel supply system and starting circuit (refer to "Troubleshooting").

4. Lighting switch

«  » ON Position

When the switch is turned to this position, the head light, front position light, instrument panel light and rear tail light will be lit.

«  » Parking light position

When the switch is turned to this position, the front position light, instrument panel light and rear tail light will be lit.

« ● » OFF position

All the head light, front position light, instrument panel light and rear tail light go OFF.

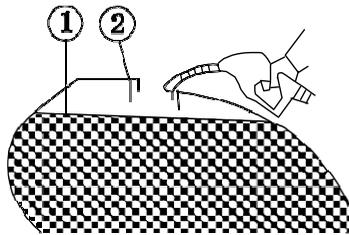
5. Accelerator grip

Accelerator grip is used to control the engine speed. To accelerate, turn the grip towards yourself. To decelerate, turn the grip away from yourself.

Fuel tank cap



To open fuel tank cap, insert the key and turn it clockwise. Then, the fuel tank cap can be removed together with the key. To replace the cap, align the arrow on the cap and press the cap, together with the key, into the fuel tank cap hole until a click sound is heard. Then, remove the key.



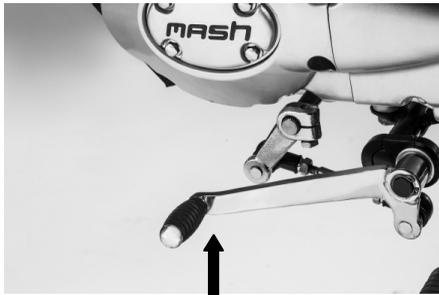
- (1) Fuel level
- (2) Filler

Precaution

Do not fill the tank excessively. Never splash fuel to hot engine. No fuel shall be left on the upper part of the filler, or the fuel may overflow when fuel temperature rises and expands, causing hazard.

During fuel refilling, shutdown the engine and turn the key to OFF position. Smoking or lighting fire is strictly forbidden during fuel refilling.

Gear Lever



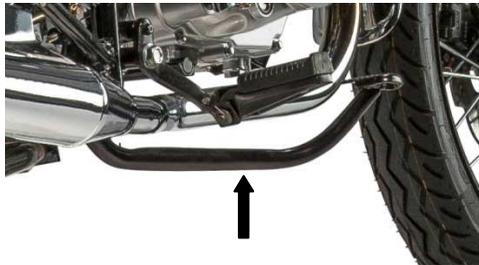
The motorcycle is provided with a 5-speed gear transmission. The gear lever connects to a ratchet mechanism in the transmission. After selecting a gear, the gear lever returns to the home position, so that the next gear can be selected. The neutral gear is between the low gear and two speed gear. From neutral position, press down the gear lever to engage a low gear. Raise the gear lever one step to move forward a gear. Owing to the ratchet mechanism it cannot move two or more gears up or down in one operation. To shift from 2-speed gear to low gear, or from low gear to 2-speed gear, it passes the neutral position but not stays there. To engage to neutral gear stop it in the middle of moving from low gear to 2-speed gear.

Warning

When the transmission is in neutral position, the neutral indicator lamp is lit on the instrument board. Despite the lamp is lit, be careful to release the clutch grip slowly to make sure if the transmission is really in neutral position.

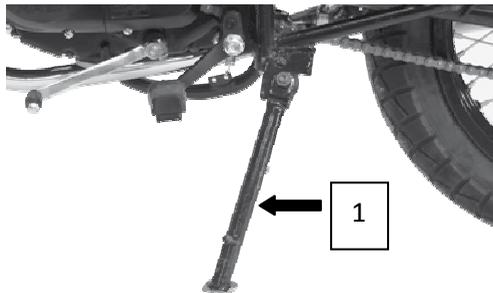
When engaging into a low gear during high speed driving, the engagement of clutch may make a sudden increase in engine speed. Before engaging a low gear, slow down the motorcycle to prevent unnecessary wear of components in transmission system.

Rear brake pedal



Press down this pedal to apply rear wheel brake, and the brake indicator light is lit.

Side stand



The vehicle is equipped with a side stand **1**.

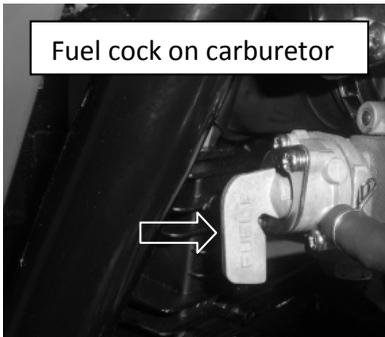
If you want to park vehicle with side stand, step on side stand end to front limit position on chassis.

Warning

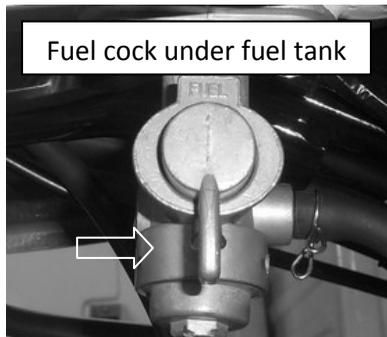
If you park the vehicle on sloped ground, please let it head higher direction to prevent it from sliding down.

For the sake of driving safety, before setting out, please make sure that stands are return to upper position and they don't loose and swag.

Fuel cock



Open position



Open position

Warning : Your bike is equipped with 2 fuel cock: one on the carburetor and one under the fuel tank.



Closed position



Closed position

Rear shock damper

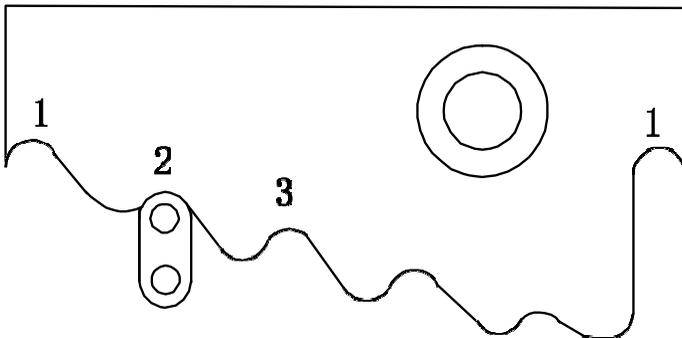


Spring adjustment

The shock damper springs of rear wheel can be adjusted according to the payload, driving mode and road conditions. The adjustment can be one of the five stages. Park the vehicle on its central stand or side stand and turn the spring tension ring to the required position. The first stage is the softest and the fifth stage is the hardest. The second stage is as the factory setting.

Warning

The springs of both sides must be at the same stage. Otherwise, they may cause an unstable steering bar.



Origin Recommendation.

Tool kit.



The tools box is behind the right side cover.

Chapter 4

Recommendations for fuel and engine oil

1. Fuel

Warning

Gasoline is inflammable and explosive. When handling gasoline, attention should be paid to prevent burnt or accident.

- In places where gasoline is stored or handled, shutdown the engine, do not smoke, and keep away from naked flame or spark.
- Refueling shall be made in a well ventilated place. After refueling, immediately clean off any gasoline outside the fuel tank.

Prefer unleaded gasoline 95 (or 98) : This may prolong the service life of spark plug.

Note :

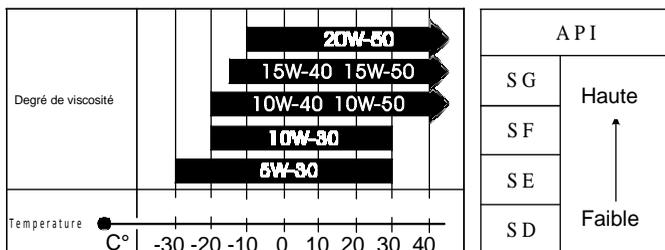
If the engine produces ping noise, it may be caused by using of improper fuel. Replace with correct fuel.

Do not use fuel *SP95 E10*.

2. Lubricant

(Please refer to Regular Maintenance Table)

Use high quality 4-stroke engine oil to prolong engine life. Engine oil shall be SE or SD product in API classification. Engine oil of proper viscosity shall be used according to local air temperature. There are three viscosity levels suitable for the engine, namely, SAE15W-40, SAE10W-30 and SAE5W-30. Refer to the figure below:



The use of SAE5 10W-30 4-stroke lubricant is recommended.

Note :

Lubricant shall be replaced at 1000km or about one month for the first time, every 3000km thereafter.

Oil volume : 830 ml

Note : Always check the oil level to make sure the oil quantity is correct.

The quality of engine oil is a major factor affecting the service life of engine. Replace engine oil according to the maintenance period stated in maintenance table (please refer to Page 33). When driving in dusty area, engine oil shall be replaced more frequently than the stipulations in the maintenance table.

Explanation:

During cold weather in northeast and northwest China, it is advisable for user to use high quality low temperature lubricating oil. SE 10W-30 or SF 5W-30 is recommended. For temperature below -35°C, the following use time, API SG or higher class 5W-30 lubricant of notable brand is recommended.

Warning

Inferior lubricant may cause irretrievable loss to the engine and seriously shorten the service life of engine.

Chapter 5

Engine break-in of new motorcycle

The importance of correct new vehicle break-in was mentioned in Foreword. The correct break-in method is as follows.

It is very important to perform the engine break-in. Any use without engine break-in will cause serious damage or problems.

A. There is a great difference of performance in terms of power and torque between a non-break-in engine and a break-in engine.

B. With a well break-in engine: the initial positioning of the parts is well done, which reduces the damage of the parts during violent movements and extends the lifetime of the engine.

C. Requirements

1) Never completely open the throttle if the motorcycle has no more than 350km of break-in.

2) When driving, your engine speed should not exceed 80% for each gear ratio (the throttle must be less than 80%)

Changes of engine speed

Do not drive at a constant engine speed for a long time. For a better break-in, properly increase and reduce the throttle opening. Change engine speed from time to time to let various engine parts get "bearing" pressure. When the pressure is "unloaded", the engine parts will cool down, helping the fitting of different parts. During break-in period, engine load may be properly increased. Apply some load to engine parts to guarantee good fitting. This is very important, but do not apply excessive load to the engine.

Avoid driving at a low speed

Running at a certain low engine speed (with light load) can only polish the parts but cannot get a good break-in. So long as the upper limit of recommended throttle opening is not exceeded, drive the vehicle in various gears with proper acceleration. However, never drive at the maximum acceleration during the first 1600 km.

Make oil circulating before driving

After starting of warm or cold engine and before applying load or driving, let the engine run at idle speed for an adequate time. This allows lubricant to flow to all important engine parts, so as to reduce wearing and increase the service

life. This also helps the engine to warm-up sufficiently.

First maintenance inspection

The maintenance of the first 1000 km is the most important. During break-in period, all engine parts have been run-in and other parts engaged. Then, all parts shall be adjusted, all fasteners be tightened, contaminated engine oil be replaced and filter element be replaced.

Timely making 1000 km maintenance can guarantee a long engine life and the best engine performance.

Precaution :

Warning

1000 km maintenance shall be carried out according to the "Troubleshooting" in the manual. Pay special attention to the "precaution" and "warning" in the section.

Chapter 6

Inspection before Driving

Before driving, make sure to carefully check the following inspection items. Never ignore the importance of the inspections.

Contents	Purpose
Steering handlebar	<ol style="list-style-type: none"> 1. Smooth 2. Free steering 3. No loose
Lighting	Operate all lamps -- head light, tail light, brake light, instrument board lighting lamp, turning signal lamps
Transmission oil	Proper oil level
Brake	<ol style="list-style-type: none"> 1. Adjust clearance of rear brake pedal and front brake grip 2. No "spongy" feeling 3. No leakage
Indicators	Neutral gear, gear position, oil level indicators (or turning signal indicators)
Accelerator	<ol style="list-style-type: none"> 1. Proper free play in accelerator wire 2. Free fuel flow and reliable accelerator throttle valve returning to closed position
Tires	<ol style="list-style-type: none"> 1. Correct air pressure 2. Proper tread pattern depth 3. No injury or cut
Horn	Correct function
Clutch	<ol style="list-style-type: none"> 1. Proper free play in clutch wire 2. Smooth operation and full releasing
Fuel	Adequate fuel for the distance to drive.
Driving chain	<ol style="list-style-type: none"> 1. Proper tightness 2. Proper lubrication

Chapter 7

Essentials of Driving

Precaution

If it is the first time for you to drive this type of motorcycle, you are advised to practice on a road away from highways, until you have completely been familiar with the control and operation of the vehicle.

Before driving, make sure that the side stand is returned to the upright position.

Do not make gear shifting or deceleration in course of turning. Slow down to a safe speed before turning.

Do not shift into a low gear during turning.

It is dangerous to drive a motorcycle with a single hand. During driving, take a firm hold to the handlebar with both hands and put your feet on the foot board. In any event, never free your both hands from the handlebar.

On a wet road, the friction force is low and so is the brake force and turning capability. Therefore, decelerate in advance.

Observe the traffic laws and speed limit.

Engine starting

Make sure the fuel switch is in open position and the engine shutdown switch in "O" position. Insert the ignition key in ignition switch and turn it to ON position. If the transmission is in neutral position, the neutral indicator lamp is lit.

Warning

Make it a habit that, engage the neutral gear and firmly press the clutch grip before starting the engine. This can prevent dash forward in case of mistaking gear engagement

Press the electric starting button for ignition. Never rotate the accelerator grip when pressing the starting button.

Note :

After engine ignition, immediately release the starting button, to avoid adverse effects to the engine.

If the engine is not started after 5 seconds, wait for 10 seconds before making another attempt to prevent damaging the battery.

In case of failure in engine starting after two or three attempts, rotate the accelerator grip for 1/8 or 1/4 turns and try again.

A motorcycle not used for a long time and poor atomizing fuel may result in starting difficulty. In this case, do not rotate the accelerator grip, but repeat starting.

Cold engine

Put the carburetor enrichment handle (plunger carburetor) or lever (vacuum carburetor) to the highest position (plunger) or pull it fully out (vacuum carburetor), keep the accelerator closed, and press the electric start button; After the engine is started, press the handle half way down (plunger) or push the lever half way in (vacuum) and wait for the engine is adequately warmed-up, before putting the handle or lever to the original position. The colder it is, the longer warm-up time the engine takes. Otherwise, the acceleration may be poor.

Warm engine

Rotate accelerator grip for 1/8 - 1/4 turns, and press electric start button to start the engine. When the engine is warm, it is not necessary to use carburetor enrichment system.

Warning

Never start the engine in a room with poor or no ventilation. It is because carbon monoxide gas is poisonous. Never leave the motorcycle unattended with a running engine.

Precaution

Do not allow the engine run for a long time without driving, or the engine may get overheat causing damage to internal parts or chrome plating of exhaust system.

Start driving the motorcycle

Precaution

Start the engine with the transmission in neutral position, the clutch engaged and driver riding in normal driving position.

Firmly press the clutch grip, wait a little moment, press down the gear lever to engage the first gear, rotate the accelerator grip slowly to you and smoothly and slowly release the clutch grip. When the clutch is engaged, the motorcycle will move forward.

To change into a higher speed gear, firstly decelerate a little, release the accelerator and, at the same time, press the clutch grip, shift the gear lever to the next higher speed gear position and release the clutch grip, slightly rotate the accelerator. In this way, the highest gear can be engaged gradually.

Note :

For high speed driving, always avoid releasing the accelerator suddenly. it is advised to wait a moment when the engine is running at 3000-5000rpm before fully releasing the accelerator. This can prevent the engine from shutdown due to abnormal combustion.

Driving on a slope:

To shift from a high gear to a low gear, control the speed in a safe speed range before gear shifting. Otherwise, abrupt deceleration (sudden rise of engine speed) may happen, causing gear impacts, sever parts wearing, or overbalance of the vehicle. it is dangerous.

Slope climbing:

When going up a steep slope, the motorcycle may decelerate due to insufficient power. Then, immediately shift to a low gear to allow the engine running a normal power range. Pay attention that, gear shifting shall be made quickly to keep adequate forward momentum of the motorcycle.

When going down a slope, use the engine for braking, by shifting into a lower gear.

Be sure to keep in mind that, never drive too fast down a slope! Never allow the engine to run a very high speed for a long time.

Use of brake and parking method

Rotate the accelerator grip outward to fully close the throttle.

At the same time, apply the front and rear brakes with even forces.

Use gear shifting to slow down.

Before the motorcycle is stopped, firmly press the clutch grip, shift into neutral gear and observe the neutral indicator to make sure the neutral gear is engaged.

Warning

The faster the vehicle is driven, the longer the braking distance will be. Be sure to make correct estimation of the distance between you and the vehicle or object in front of you for adequate braking performance.

An inexperienced driver always uses the rear brake only. This will cause premature wearing and too long a braking distance.

It is dangerous to use front brake or rear brake only. This may cause slipping and out of control. On wet highway or other dull road surface and during turning, be extremely careful to apply the brake gently. Hard braking on rough or dull road surface is very dangerous.

The motorcycle shall be parked on stable and flat ground.

To park your motorcycle on a gentle slope by using the side stand, engage the first gear to prevent sliding off the side stand. Remember to shift to neutral gear before starting the engine.

Turn the ignition switch to OFF position to shutdown the engine.

Remove the key from ignition switch.

Lock the steering bar for safety.

Chapter 8

Inspection and maintenance

The following table shows the interval of regular maintenance in travel distance or number of months. At the end of an interval, be sure to carry out the specified inspection, lubrication and maintenance. If your motorcycle is used with heavy loads, such as high power driving in a dusty environment, the maintenance shall be carried out more frequently. Your distributor can give you further guide. The parts of steering gear, shock absorber, bearings and wheels are critical components, and require professional skills to repair. In the light of safety, it is advisable to the inspection and maintenance done by your distributor or qualified maintenance staff.

Precaution

In regular maintenance, it may be necessary to replace one or more parts. For part replacement, it is advisable to use genuine parts or equivalent products. No matter if you are experienced in vehicle maintenance or not, the items with * mark shall be handled by your distributor or qualified maintenance staff. For the items without such mark, you can do it by yourself according to the instructions.

Warning

After correct running-in of 1000 km, maintenance is mandatory to ensure the safety of your motorcycle and give it a full play of its performance.

Be sure to make regular maintenance thoroughly according to the instructions in the manual

TABLE OF MAINTENANCE INTERVAL

Interval: based on odometer reading or number of months	km	1000	4000	7000	10 000
	Number of months	6	12	24	36
Battery		I	I	I	I
* Butterfly throttle, throttle cable		I	I	I	I
* Spark plug		I	R	R	R
* Clutch		I	I	I	I
* Air Filter		C	R	R	R
* Fuel filter		I	I	I	I
* Fuel hoses		<i>Replace every 4 years</i>			
* Engine oil and oil filter		R	R	R	R
* Oil filter strainer		C	C	C	C
* Valve clearance		I	I	I	I
* Timing chain		I	I	I	I
* Chassis bolt and nut		T	T	T	T
* Brake pads front and rear, linings		I	I	I	I
* Brake fluid		<i>Replace every 2 years</i>			
* Front fork		-	I	I	I
* Rear shock absorbers		-	I	I	I
* Wheel and tyres		I	I	I	I
Driving chain		<i>Clean and lubricate every 1 000 kms</i>			
* Steering		I	I	I	I
* Cylinder head nut and exhaust pipe bolt		T	T	T	T

Caption : Inspection : **I** Tightening : **T** Cleaning: : **C** Replace : **R**

Note that the maintenance interval is 3000 km.

Do not forget to certify them in the manual provided by your MASH dealer

Lubrication Table

Item	Interval	Every 6000 km or 6 months	Every 12000 km or 12 months
Accelerator wire		Engine oil or (1)	Engine oil or (1)
Clutch wire		Engine oil or (1)	Engine oil or (1)
Speedometer wire		-	Grease (2)
Driving chain		Lubricate every 1 000 km (3)	
Brake cam shaft		-	Grease (2)
Accelerator grip		-	Grease (2)
Brake wire		Engine oil or (1)	Engine oil or (1)
Speedometer gear case and wheel bearing		-	Grease (2)
Brake pedal		Grease or Engine oil (1) (2)	Grease or Engine oil (1) (2)
Steering gear		Lubricate every two years or every 7 000 km	

Reference IPONE : (1) Spray Cables / (2) Multifonction grease / (3) Spray chain

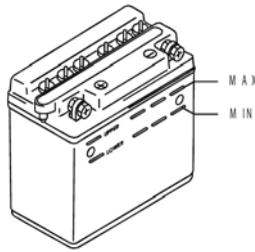
Tools

To help you for regular maintenance, a set of tools is provided in the tool box on the rear left side of the vehicle.

Battery

Battery is normally stored inside the guard board on the right side of the frame. The battery for the model may be of conventional type or maintenance-free type.

Direction for use of conventional type battery:



Before using, fill electrolyte to a level between the upper and lower limits. During using, the fluid level must be kept between the upper limit and lower limit.

Warning

Once the battery has been in use, no diluted sulfuric acid shall be added. If the fluid level drops below the lower limit, fill distilled water to the upper limit. Never use tap water.

Precaution

Never damage, clog or alter the vent pipe for battery. Please make sure that the vent hose is connected to the vent fitting of battery, with the other end kept always open. The vent pipe and battery shall be installed correctly.

The polarity of battery wiring shall be always correct. Connect the red wire to positive (+) and the green wire to negative (-). Wrong connection may damage the charging system and battery.

Note :

After the first 1000 km and every 3000 km, have the specific gravity of each battery cell checked by your distributor, by using an electrolyte hydrometer.

Safety

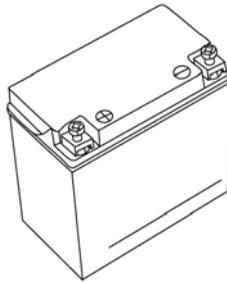
1. Electrolyte contains strong acid and shall be prevented from contacting the skin. During operation, wear safety helmet and safety clothing.

2. In case that electrolyte gets in eyes, immediately wash the eyes with plenty of clear water for at least 15 minutes, before going to hospital.
3. In case that electrolyte is drunk, drink a large amount of water or milk, and then milk or vegetable oil containing magnesia.
4. Keep away from reach by children.

Electrolyte filling

Before filling electrolyte, remove battery from the vehicle.
Check if the electrolyte conforms to specification requirements.

Direction for use of maintenance-free battery:



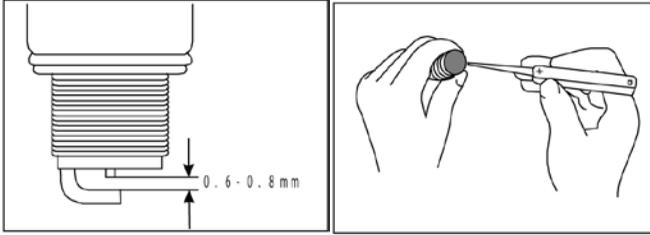
No electrolyte filling is necessary before and after battery using. To prolong the service life, fully recharge it before using.

Note :

No matter what type it is, the battery may discharges and power may drop after a long store time. After removing from the vehicle and fully recharge, store it in a cool and well ventilated place..

When the vehicle is not used for a long time, remove the negative (-) wire from battery.

Spark plug



After the first 1000 km and every 3000 km thereafter, clean off any carbon deposit from spark plug by using a small steel wire brush or a spark plug cleaner. Readjust the spark plug gap with a thickness feeler to keep it between 0.6 - 0.8 mm. Replace spark plug every 6000 km.

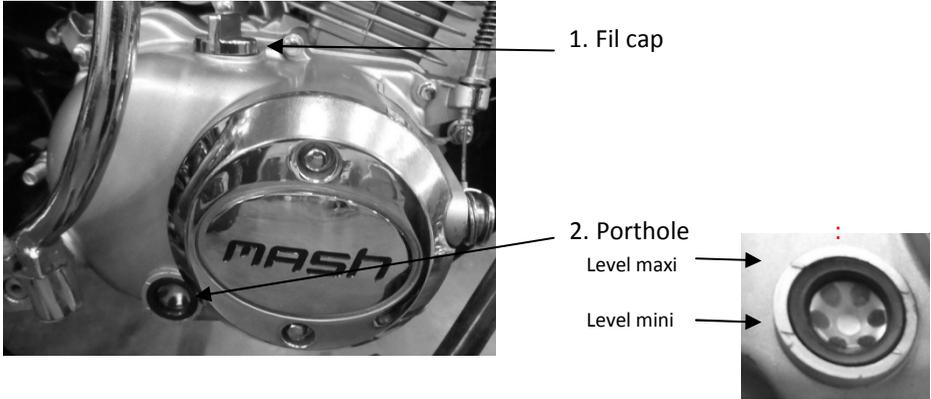
When cleaning off carbon deposit, observe the color of the ceramic tip of spark plug. The color can tell you if standard spark plug suit your usage. If a standard spark plug shows wet or very dark, it may be better to use a spark plug with lower caloric value. A normal working spark plug shall be light gray or cotton yellow. If a spark plug is very white or even glowing, it means the spark plug was working in overheated conditions. Replace it with a spark plug of higher caloric value.

Precaution

Spark plug shall not be over tightened to prevent the threads of cylinder head from being damaged. When spark plug is removed, prevent any impurities from getting into the engine through spark plug hole.

Standard spark plug for the motorcycle is carefully selected and suitable for most operations. If the color of spark plug is found different from standard spark plug, it is advisable to contact your distributor before replacing with spark plug in a different heat resisting range. An improper spark plug may cause serious damage to the engine. A spark plug of other brand may result in operational difficulties. Therefore, consult with your distributor before selecting other brand spark plug.

Vérification engine oil



Warning

Engine oil ruler shows the oil level. When oil level is low, never start the engine. Fill oil until the oil level is just below the upper limit of oil window

Replacement of engine oil

Replace engine oil the first 1000 km and every 3000 km thereafter. Oil replacement shall be carried out when the engine is still warm, so as to thoroughly drain old oil from the engine. The method is as follows:

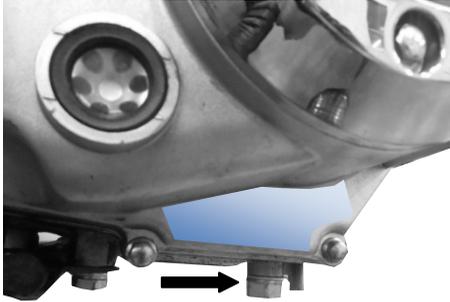
- 1、 Park the motorcycle by using the central stand.
- 2、 Remove oil filler cap.



Engine oil

The longevity of the engine depends on the quality of the oil used, the frequency of its replacement and the checking of the oil level.

3. Remove drain plug from strainer cover on the engine bottom to drain oil.



4. Tighten the oil drain ring and fill fresh engine oil into the oil filler, before gently tightening the top cover.

Note :

Always check the oil level to make sure the oil quantity is correct.

5. Start the engine and allow it running idle speed for several seconds.

6. Stop the engine and wait about one minute before checking the fluid level with the oil dipstick. The level must reach the upper mark (maximum). If the level is below this benchmark, give the change.

Warning

Please use the engine oil recommended in "Instructions on fuel and engine oil".

Brake

There are two types of brake for the front and rear brake of the motorcycle, i.e., drum brake and disk brake.

Check the brake after first 1000 km and every 3000 km thereafter.

Correct braking operation is very important to safe driving. Be sure to carry out regular inspection of brake system by qualified distributor.

Warning

Brake is related to personal safety and shall be kept in good order.

If the brake system or brake lining needs repair, you are strongly recommended to have the job done by your distributor. They are equipped with complete tools and proficient techniques and capable to do it in a safe and economical way.

Front brake

For the brake, the distance from natural status to braking action is known as "free play". If the front brake is a drum brake, the free play of brake lever measured at lever bracket shall be 10-20mm.

Hydraulic brake system shall be checked every day, as follows:

- 1、 Check for leakage in the front wheel brake system.
- 2、 Check for any leakage or crack in oil pressure pipe.
- 3、 The front brake lever shall have a certain back spring force.
- 4、 Check wearing conditions of front wheel brake lining.



Warning :

Disc brakes are part of a high-pressure system. For your safety, the replacement interval and hydraulic oil should not exceed the interval specified in the maintenance schedule of the manual.

Brake fluid

Warning

It is harmful if brake fluid is drunk by mistake or contacts the eyes or skin. If it is drunk by mistake, spit it out by force. If it contacts skin or eyes, wash with plenty of clear water and go to hospital.

Precaution

The vehicle uses ethanol series hydraulic oil. It shall not be mixed with silicate or petroleum fluid. Otherwise, the brake system may be seriously damaged. Never use unpacked fluid or any fluid left over in the last maintenance, because moisture may get into the old fluid. Only SAE J1703 brake fluid shall be used. Pay attention not to splash hydraulic oil to paint or plastic surface, to prevent corrosion.

Référence IPONE : brake dot4

Check the fluid level in the brake fluid tank. Replenish with specified hydraulic fluid if the level is low. Along with wearing of brake lining, fluid in the tank may flow to the pipe and the level may become low. Brake fluid replenishment shall be considered as an import item in regular maintenance.

Brake lining



The essential of checking the front wheel brake lining is to see if the lining is worn to the limit mark. If wearing exceeds the mark, the brake lining shall be replaced with a new one.



Warning

Do not drive immediately after replacing a new wheel disk brake lining. Press the braking grip for several times to allow the brake lining fully extended, the grip spring force restored, and the brake fluid is circulated smoothly.

Front brake light switch



The switch of front brake light is located below the brake grip. Loosen the screw and move the switch position back and forth to find a proper point so that the lamp is lit immediately when pressure is applied but before the grip is fully pressed.

Rear brake

Adjustment of rear-wheel brake

If the rear brake is drum brake, to adjust the rear-wheel brake pedal, set the pedal to the most comfortable position for driving by rotating the pedal adjustment nut. Then, rotate the free play adjusting nut (2) to keep the free play (1) between 20-30mm.

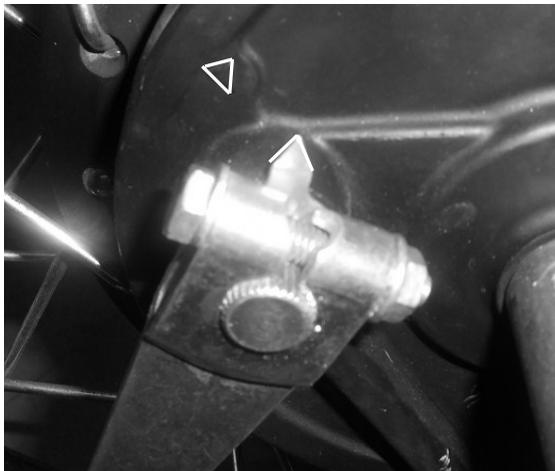


20-30 mm

When having brakes issues, please contact your MASH dealer.

The motorcycle is provided with brake lining wearing limit indicator in the rear brake. To check the wearing of brake lining, do as follows:

1. Check for correct adjustment of the rear brake.
2. Operate the brake and check if the limit extension line is in the allowed range, as shown in Fig.



Rear brake light switch



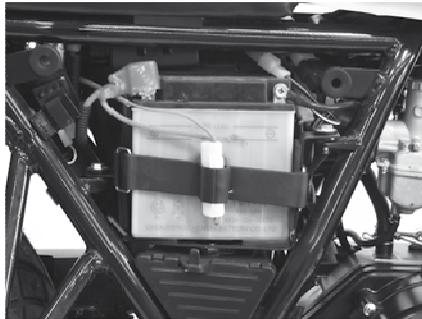
Rear brake light switch is located at the right side of chassis. Adjust rear brake light switch as follows: Lift or lower the switch, so that, when the brake pedal is pressed, the lamp is lit before feeling a pressure.

Silencer



Please keep away from the motorcycle silencer after a long time driving, to avoid being burnt.

Fuse



The fuse box is located inside the guard board on the right side of the chassis. A fuse is provided for all the electrical system. In case of any trouble to electrical system, check the fuse first. If the fuse is blown out, replace it with the spare fuse (15A) in the fuse box.

Precaution

Always replace the blown fuse with a new one of the specified amperage. Never use aluminum foil, steel wire or other things as substitute for fuse. If a new fuse is blown in a short time, it means there is a major electric trouble. Contact your distributor immediately.

Replacement of bulb

The rating of bulbs can be found in Chapter 13 Parameter List. Always replace a bulb with a new one of the same rating. Otherwise, overload to electric system and premature bulb damage may be caused.

Precaution

The head light is generally reflection lamp. Do not touch the reflector during bulb replacement, so as to prevent reduction of service life.

For turning signal light, tail light and brake light, when installing light shield, do not excessively tighten the fixing screws to avoid damaging the light shield.

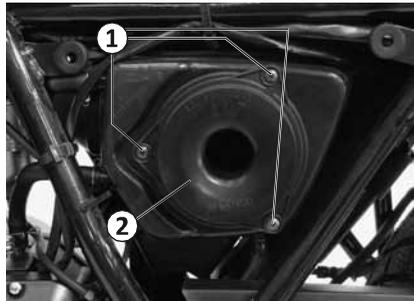
Air filter

If the air filter element is clogged by dust, the output power may reduce and the intake resistance may increase; The fuel consumption will also increase. Therefore, the air filter element shall be checked and cleaned every 3000 km, as follows.

Précaution

If the motorcycle is working in dusty conditions, the air filter shall be checked and cleaned more frequently before schedule.

1. Remove the left side guard board.
2. Unscrew the air filter outer cover screw (1) and take out the air filter sleeve (2).

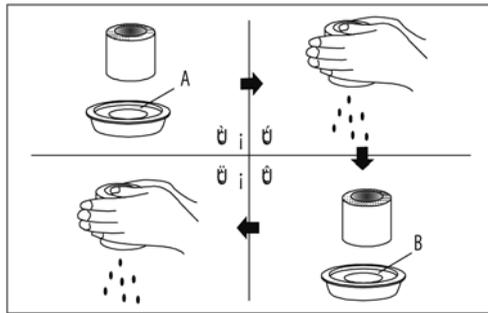


3. Take out the air filter foamed plastic sleeve shell.
4. Separate the foamed plastic from the outer frame.

Precaution

- During cleaning the filter element, check for any damage to the filter element and replace when necessary.
- Never start the engine without the filter element installed, or the engine wearing may be increased.

Clean the foam type filter as follows :



- 1、 Fill a pan of proper size with incombustible cleaning solution. Immerge the filter element in the cleaning solution and wash it.
- 2、 Press the filter element with both palms to squeeze out cleaning solution. Never twist the filter element to avoid damaging.
- 3、 Soak the filter element in engine oil tank and squeeze oil out, keeping it slightly wet.

Référence IPONE : AIRFILTER CLEAN/LIQUIDE FILTER OIL

Warning

Before and during cleaning, attention should be paid to check the filter element for any crack. Replace it if any crack is found.

- 4、 Reinstall the filter in reverse order. Make sure the filter element is firmly fixed in correct position and reliably sealed.

Warning :

Before and during cleaning, pay attention to check the filter element for any contamination, crack or damage. Replace it with a new one when necessary.

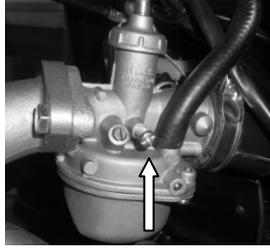
Reinstall the filter in reverse order. Make sure the filter element is firmly fixed in correct position and reliably sealed.

Never start the engine without the air filter installed. The air filter element must be cleaned or replaced more frequently if the motorcycle is used in dusty conditions. Never start the engine without the filter element installed, or the engine wearing may be increased. Be sure to the air filter element is in good working conditions, because this part is very important to engine service life.

Carburetor

A stable carburetor is the basis of guaranteeing the engine performance. Before leaving the factory, carburetor has been adjusted to the best condition. Any unnecessary adjustment shall be avoided. Please note that, there are two adjustment items for carburetor, i.e., accelerator wire clearance and idle speed. Carry out adjustment after the first 1000 km and every 3000 km thereafter, as follows.

Adjustment of carburetor idle speed RPM

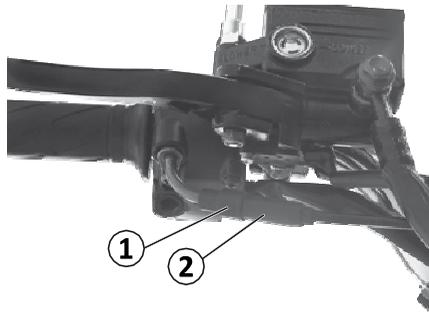


1. Start the engine and allow it to fully warmed-up without load.
2. Close the accelerator. Rotate the idle adjusting screw to keep the engine running at 1400 ± 100 rpm.

Warning

Idle speed adjustment shall be carried out while the engine is fully warmed up.

Adjustment of accelerator wire



1. Locking nut 2. Adjuster

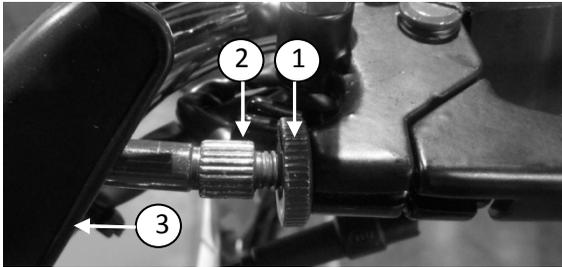
1. Loosen the locking nut.
2. Rotate the adjuster to make the wire clearance between 0.5 - 1.0 mm.
3. After clearance adjustment, tighten the locking nut once again.

Warning

After accelerator wire adjustment, check the operation of accelerator grip. Engine idle speed shall not increase due to the adjustment, and the grip shall return to the closed position automatically.

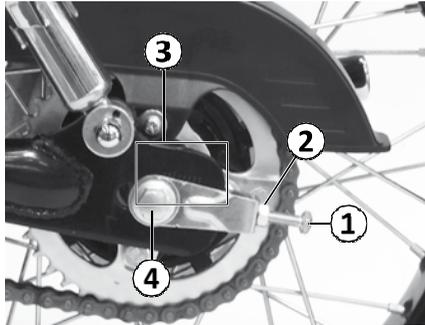
Adjustment of clutch

Clutch adjustment is made through adjusting the tension of wire rope for clutch grip. Before feeling the gear disengagement by pressing the clutch grip, the wire clearance measured at clutch grip shall be 4 mm. If the clutch wire clearance is found incorrect, carry out adjustment as follows.



Loosen the nut (1) and adjust the tension by turning the tension ring of the lever (2) clockwise. Once the adjustment has been made, tighten the lock nut (1), then wrap them with the rubber sleeve (3).

Adjustment of driving chain



- | | |
|-------------------|-------------------------|
| 1. Adjusting bolt | 2. Locking nut |
| 3. Mark | 4. Rear wheel shaft nut |

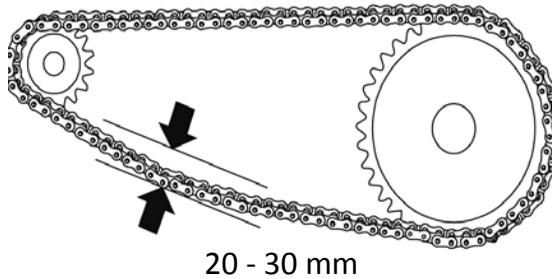
To adjust :

- 1、 Park the motorcycle with central stand.
- 2、 Loosen rear wheel shaft nut.
- 3、 Loosen the locking nut.
- 4、 Rotate the adjusting bolt left and right to adjust the chain.

Note :

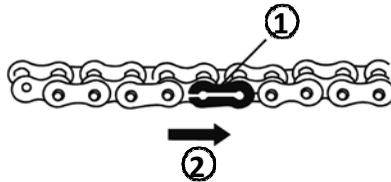
*When a new chain is installed, it is necessary to check both chain wheels.
Replace if necessary.*

The tension of driving chain shall be adjusted every 1000 km, to keep a removable distance of 20 - 30 mm in the midpoint of the two chain wheels.



Precaution

The open end of driving chain connection clip shall point away from the direction of rotation.



1.Chain connector clip 2. Direction of rotation

Cleaning and lubrication of driving chain

Dirt on driving chain may intensify the wearing of driving chain and chain wheels. Therefore, clean the driving chain every 1000 km with cleaning solvent, and lubricate it with special chain lubricant or engine oil.

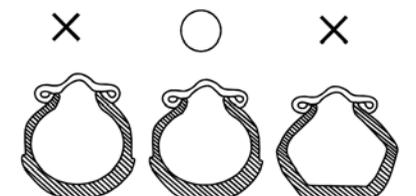
Référence : IPONE: Chain Clean / Spray Chain.

Tires

Check the tire air pressure and tread pattern after first 1000 km and every 3000 km thereafter. Besides regular check, make it habit to check the tire air pressure from time to time, to ensure maximal safety and long life.

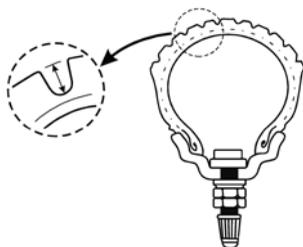
Tire pressure

A low tire pressure may intensify tire wearing and badly affect the driving stability, causing difficulties in turning. But, a too high tire pressure may reduce the contact area between tires and road surface, causing wheel-slip and even out of control. It is necessary to always keep the tire pressure within specified limit. Tire pressure adjustment shall be made when the tire is cold.



Pressure 125cc : Front- 1,80kg / Rear - 2,00 kg

When driving a motorcycle with over-worn tires, the driving stability is low and it may get out of control. When the depth of front wheel tread pattern is reduced to 1.6 mm or less, it is advisable to replace the cover tire. When the tread pattern of rear wheel is reduced to 2 mm or less, replace the tire with a new one.



Warning

Problems may happen if no standard tire is used. You are sincerely recommended to use standard tire.
Correct tire inflation pressure is very important for normal vehicle performance and driving safety. Check the tire wear and inflation pressure from time to time.

Chapter 9

Measures to Reduce Pollution

To reduce exhaust emission and noise pollution, please follow the several points below:

Use special purpose lubricant

Use unleaded gasoline 95 or 98

Do not use fuel *E10*.

Observe any abnormal engine noise

Chapter 10

Troubleshooting

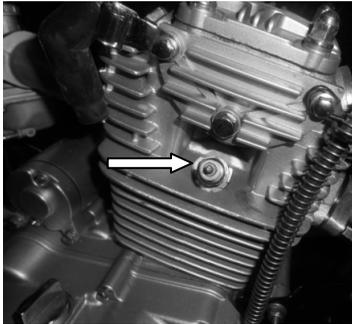
If the engine cannot be started, check the following items to locate the cause.

- 1、 If there is fuel in fuel tank.
- 2、 If fuel flows from fuel valve to carburetor.
- 3、 Disconnect the fuel pipe from carburetor and turn the fuel valve to open position. Check if there is fuel flowing out of the pipe.
- 4、 If it is confirmed that fuel can reach the carburetor, take the next step to check the ignition system.

Warning

Never allow fuel to flow everywhere. Collect it in a vessel. Keep fuel away from hot engine and exhaust pipe. During the operation, keep away from any flame or heat source.

Smoking is strictly prohibited during fuel system checking. Carry out the work in a spacious place.



- 1、 Remove spark plug and connect it with the high voltage cable.
- 2、 Turn the ignition switch to ON position and the engine shutdown switch to "○" position. Place the spark plug near the engine, and start the engine. If the ignition system is in working order, there shall be blue sparks jumping over the spark plug gap; If there is no spark, contact your distributor for repair.

Warning

Do not make the above check with the spark plug fixed near carburetor to avoid fire hazard by igniting the vaporizing fuel in cylinder.

To avoid electric shock, it is advisable to put the metal part of spark-plug in contact to a metal part without paint on the vehicle body. To avoid disaster by electric shock, any person suffering from heart diseases shall not do the check.

Engine shutdown

- 1、 Check the fuel volume in fuel tank.
- 2、 Check sparks of ignition system.
- 3、 Check no-load operation of the engine.

Note :

Before any troubleshooting, it is advisable to consult with your distributor in advance. If the motorcycle is still in warranty period, be sure to contact your distributor before making any attempt to repair by yourself. Tampering with the vehicle in warranty period may invalidate the basis of warranty.

(Refer to the warranty book provided by the authorized MASH dealer.)

Table of Engine Troubleshooting

		Trouble	Cause	Remdy
Engine cannot be started or stalls suddenly	No fuel in carburetor		<ul style="list-style-type: none"> . No fuel in fuel tank . Fuel tank valve not opened . Fuel tank valve clogged . Float chamber needle valve hole clogged . Main jet orifice clogged 	<ul style="list-style-type: none"> . Refueling . Open the valve . Clean fuel tank and fuel tank valve . Disassemble and clean the carburetor . Disassemble and clean the carburetor
	Sparking normal in high voltage cable and no sparking in spark plug		<ul style="list-style-type: none"> . Oil stained spark plug . Broken spark plug magnetic core or broken electrode . Carbon deposit in spark plug electrode . Incorrect spark plug gap 	<ul style="list-style-type: none"> . Remove, clean and dry it . Replace spark plug . Clean out carbon deposit . Adjust the gap.
	There is fuel in carburetor Normal sparking to spark plug, poor cylinder compression		<ul style="list-style-type: none"> . Leaking cylinder head gasket . Loose spark plug . Seized piston ring . Excessively worn piston or broken piston ring . Serious cylinder wearing . Leaking intake pipe . Damaged crankshaft sealing 	<ul style="list-style-type: none"> . Tighten screw or replace gasket . Tighten spark plug . Clean off carbon deposit in piston ring and ring groove . Replace piston and piston ring . Replace cylinder body . Tighten or replace rubber ring . Replace sealing

Abnormal engine operation	Abnormal noise from engine	<ul style="list-style-type: none"> . Serious worn out cylinder and piston . Serious worn out needle bearings in small and big ends of connecting rod . Premature ignition . Excessive carbon deposit in combustion chamber . Overheated spark plug 	<ul style="list-style-type: none"> . Replace cylinder body and piston . Replace bearing and relate parts . Adjust ignition time . Clean out carbon deposit . Replace spark plug
	Unstable engine operation	<ul style="list-style-type: none"> . Water or dirt in carburetor . Clogged fuel passage . Leaking crankcase .Leaking connection between carburetor and engine . Over-rich or over-thin gas mixture 	<ul style="list-style-type: none"> . Clean the carburetor . Clean or replace fuel pipe . Replace sealing . Tighten screw . Adjust carburetor
	Overheat engine	<ul style="list-style-type: none"> . Low gear driving over a long time . Over loaded driving or long time driving with heavy load . Over-rich or over-thin gas mixture . Unqualified engine oil or insufficient transmission oil . Slipping clutch . Too tight chain . Unreleased brake 	<ul style="list-style-type: none"> . Change gear position and control time . Control load-carrying and rest from time to time for cooling . Adjust carburetor . Replace with qualified engine oil and fill oil to transmission case . Adjust free play or replace clutch, friction lining and spring . Adjust tension . Adjust brake clearance

(Refer to the warranty book provided by the authorized MASH dealer.)

Chapter 11

Storage Method

If the motorcycle is not used for a long time in winter or other seasons, it is necessary to carry out special maintenance with appropriate materials, equipment and techniques.

Motorcycle

When a motorcycle is not used for a long time, make preparation before storage: Wash the motorcycle, park it with the central stand on a solid and flat ground and prevent it from rolling. Turn the handlebar of motorcycle to the left side and lock it. Remove the ignition key. For safety, select a place suitable for long time storage. To re-use the vehicle, carry out a complete inspection to ensure normal performance of all parts of the motorcycle.

Fuel

Before storing the motorcycle, empty the fuel tank. Gasoline used in motorcycle is highly inflammable and even explosive under certain conditions. Therefore, never allow the motorcycle to get close to any fire. Never park the vehicle in a place storing articles subject to spontaneous combustion (such as grains, coal, cotton, etc.), because fire hazard may happen when the fuel in the vehicle contacts naked flame.

Tires

Make tire inflation to normal pressure value. Keep the outside of tire clean. Avoid exposing to sunshine or moisture for a long time. Avoid contacting acid, alkali and oil to prevent tire corrosion.

Battery

When the vehicle is not used for a long time, remove the battery and fully recharge it before storing it in a place out of reach of children. Then, recharge it every month in summer and every two months in winter. If the battery is installed on the vehicle for a long time, recharge it every month.

Steps during storage

For conventional battery, check electrolyte level every month. If the fluid level is low, timely replenish it with distilled water or pure water to the highest level mark. (Never use electrolyte or tap water)

Battery shall be kept clean. Corrosion may happen if electrolyte is splashed to the vehicle body, terminal or wires. In case of corrosion, wash immediately with clear water and apply a coat of grease after drying off.

Insufficient power may cause difficulty in engine starting, weak horn sounding and no flashing turning signal light. Then, immediately recharge the battery for 15-20 hours. Note that, storing a low battery for a long time may cause battery damage.

When a battery has whitened plate electrodes, low power or low fluid level below the lower limit, and cannot restore the performance after a long time storage even after recharging, it means the service life has been terminated.

Steps of returning service

1. Clean the entire motorcycle.
2. Remove spark plug; kick the kickback start lever to allow the engine rotating for several turns, before reinstalling spark plug.
3. Reinstall battery.

Note :

Make sure to connect the positive connector before the negative one.

4. Adjust tire pressure according to the tire part of the the manual.
5. Lubricate all parts that require lubrication according to the manual.
6. "Check before driving" as instructed in the manual.
7. Driving "before taking the road

Cleaning

Frequent and regular cleaning is an essential part for the maintenance of your bike. The exposure to natural elements (sea breeze, sea water, salt road, sludge, dust ...) and anti-slip additives spread over the roads in winter, can be a source of vulnerability for the components of your motorcycle. Corrosion and rust can occur even on good quality parts. The proper maintenance and regular cleaning of your vehicle will extend the original appearance of the vehicle but also, are essential in order to maintain the guarantee.

Precautions Before Cleaning:

Engine cold, protect the exhaust outlet with a suitable protection (example: plastic bag) to prevent water from getting inside.

The exposed electrical elements must be covered with a plastic bag. Check that the covers and caps are correctly positioned.

With a degreaser and a soft brush, remove any stubborn stains from the crankcase, making sure that they are never applied to the sprockets, drive chain, seals and wheel axles. . Rinsing residues and degreaser have to be done with clean water.

Cleaning:

Cleaners that are too acidic or aggressive are not recommended for washing the motorcycle. Especially for the axes, bearings, levers, pivots, wheels and spokes. If however it is necessary to use for stubborn stains, respect the instructions and time of application of the product. We recommend spraying an anti-corrosion and lubrication product on these items after rinsing thoroughly with water.

Plastic parts and windshields (for equipped vehicles) should be cleaned preferably with water using a soft sponge or soft cloth. Only a mild detergent may be used if some plastic parts cannot be cleaned properly. Rinse thoroughly the product used: badly rinsed it could damage the plastic parts. The use of other products on plastic parts is not recommended (thinner, solvent, gasoline, antifreeze, abrasive cleaner ...).

⚠ Caution, Special precautions: Do not use pressure washer or steam jet: Avoid directing the jet of water close to the following items: instrumentation, cylinders and brake calipers, under the fuel tank, chain of transmission ,

steering column bearings, gaskets, air box, wheel or swing arm bearings, all electrical elements and also the air vents. Water infiltration could damage these elements.

After use under normal conditions: clean with lukewarm water mixed with mild detergent using a soft sponge and rinse thoroughly. A damp cloth placed a few minutes on the parts having more stubborn stains and insects, will allow the dirt to take off smoothly.

After use in the rain, near the sea or on salt roads: Clean the motorcycle with cold water and mild detergent: do not use hot water, it will increase the corrosive action of salt. Protect the vehicle from corrosion by spraying an anti-corrosion and lubrication product on all metal surfaces, chrome-plated or nickel-plated.

After cleaning:

Dry the body parts with a soft absorbent paper. After being dried with disposable cloth, the drive chain should be lubricated with a specific lubricant to prevent it from rusting.

It is recommended to rub the chrome or stainless steel elements (including the exhaust system) with a chrome care product.

An anticorrosion product will spray on all metal surfaces, chrome or nickel plated.

Lubricate all axes, pivots, bolts and nuts.

Apply wax on all painted parts.

⚠ Caution, Special precautions:

Never use lubricating or greasy products on the braking elements. This will decrease braking efficiency and could cause an accident.

Always use a specific degreaser for braking systems.

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