USER MANUAL DIRT BIKE

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IMPORTANT PRECAUTIONS

BREAK-IN GUIDELINES

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

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

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

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

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

These signal words mean:

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

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

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

CONSUMER INFORMATION

ACCESSORY INSTALLATION AND SAFETY PRECAUTION TIPS

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

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

(2) Check the net clearance and turning angle to make sure that they are adequate. The improper load, which may occure after installing accessories, will very likely lower their safety factors. Checks should also be made that this improper load will not hinder the idling, tunning and other control actions.

(3) Fixing the accessories on handlebars or front fork will result in unstable operation. The extra weight will reduce the maneuverability of your motorcycle during turning operations, meanwhile, this extra weight will also cause unstable condition due to vibration at the front end. Therefore, fixing accessories on handlebars or front fork should be minimized.

(4) Things like windglass, windshield, waist support, bags across seat and suitcases all have a aerodynamic effect on the stability of your motorcycle, when there is a side wind or large

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

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

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

When carring a load on the motorcycle, mount it as low as possible and as close as posssible to the motorcycle. An improperly mounted load can create a high center of gravity which is very dangerous and make the motorcycle difficult to handle. The size of a load can affect the aerodynamics and the handling of the motorcycle. Balance the load between the left and right side of the motorcycle and fasten it firmly.

SAFE RIDING RECOMMENDATONS FOR MOTORCYCLE RIDERS

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

RIDING APPAREL

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

CHECKS BEFORE RIDING

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

FAMILIARIZE YOURSELF WITH THE MOTORCYCLE

Your riding skill and your mechanical knowledge form the foundation for safe riding practices. We suggest that you practice riding your motorcycle in an non-traffic situation without obstacles until you are thoroughly familiar with your machine and its controls. Remember that practice makes perfect.

KNOW YOUR SAFETY SPEED LIMITS

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

BE EXTRA SAFETY CONSCIOUS ON BAD WEATHER DAYS

Riding on bad weather days, especially wet ones, requires extra caution. Braking distance doubles on a rainy day. Stay off the painted surface marks, manhole covers and greasy appearing areas as they can be especially slippery. Use extreme caution at railway crossings and on metal grating and bridges. Whenever in doubt about road condition. SLOW DOWN!

AVOID TRAFFIC ACCIDENT

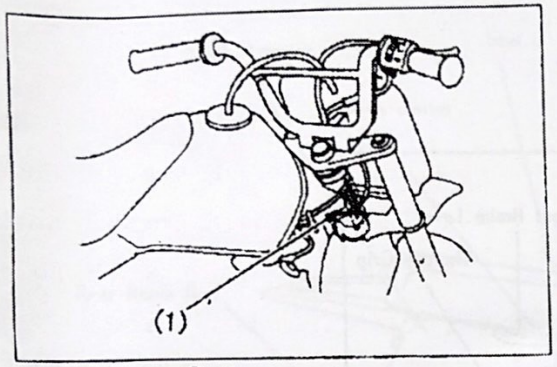
Many automobile/motorcycle accidents happen because the automobile driver does not "SEE" the motorcyclist. Make yourself conspicuous to help avoid the accident that wasn't your fault:

- Wear bright or reflective clothing.
- Don't ride in another motorist's "blind spot".

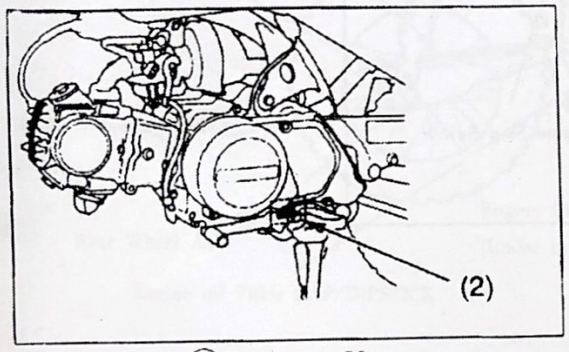
MODIFICATION

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

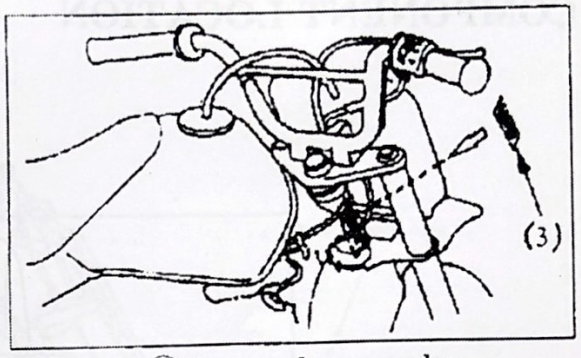
SERIAL NUMBER LOCATION



①Frame No.



②Engine No



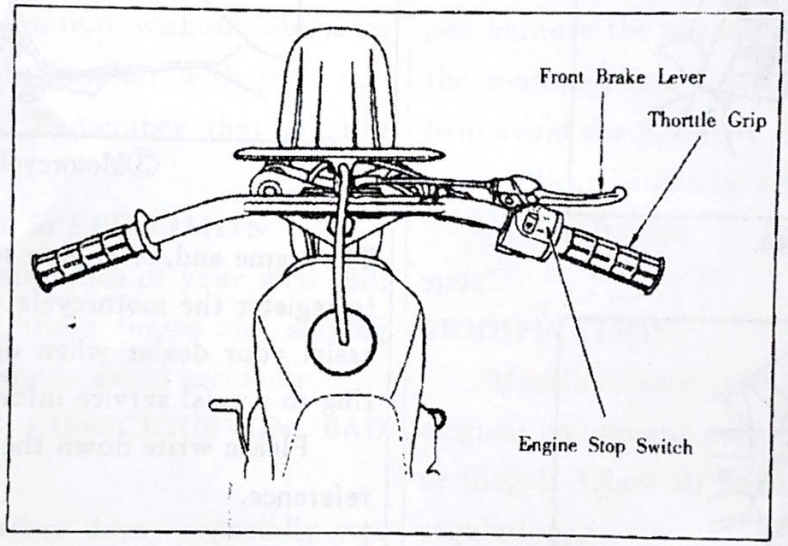
③Motorcycle nameplate

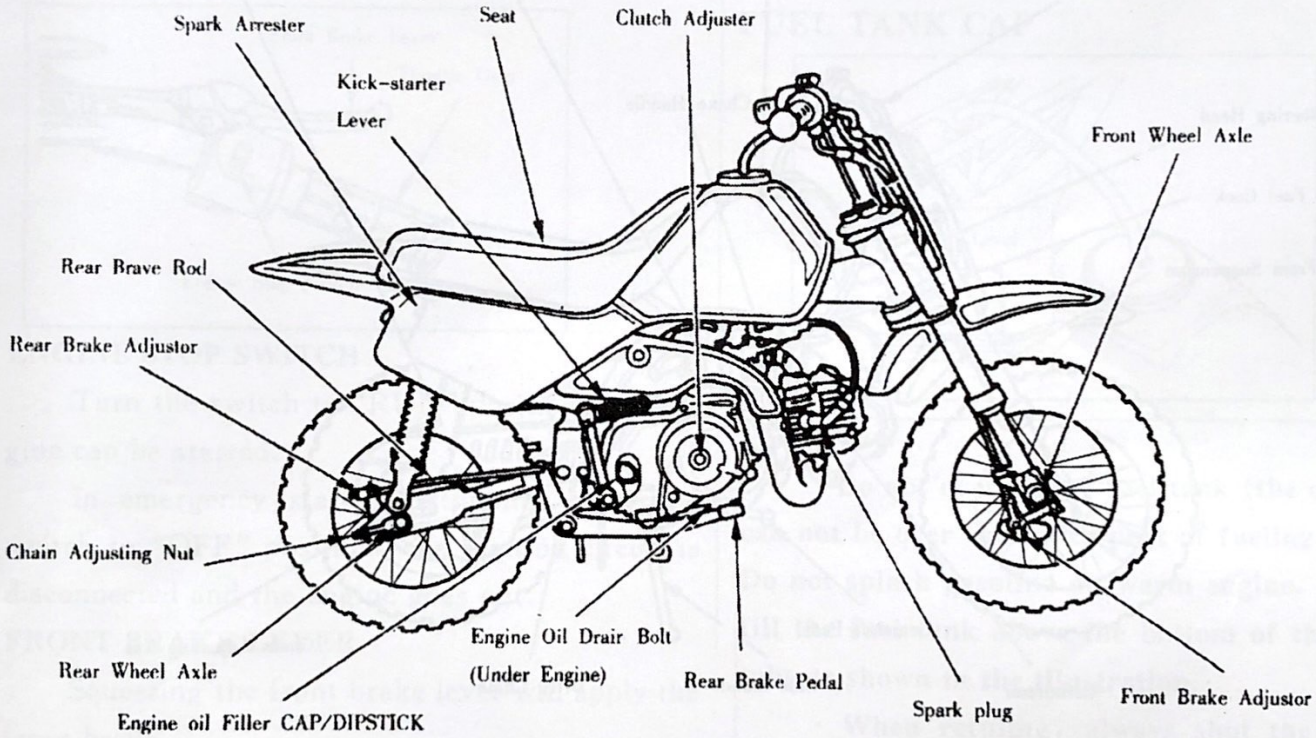
The frame and/or engine serial numbers are used to register the motorcycle. They are also used to assist your dealer when ordering parts or referring to special service information.

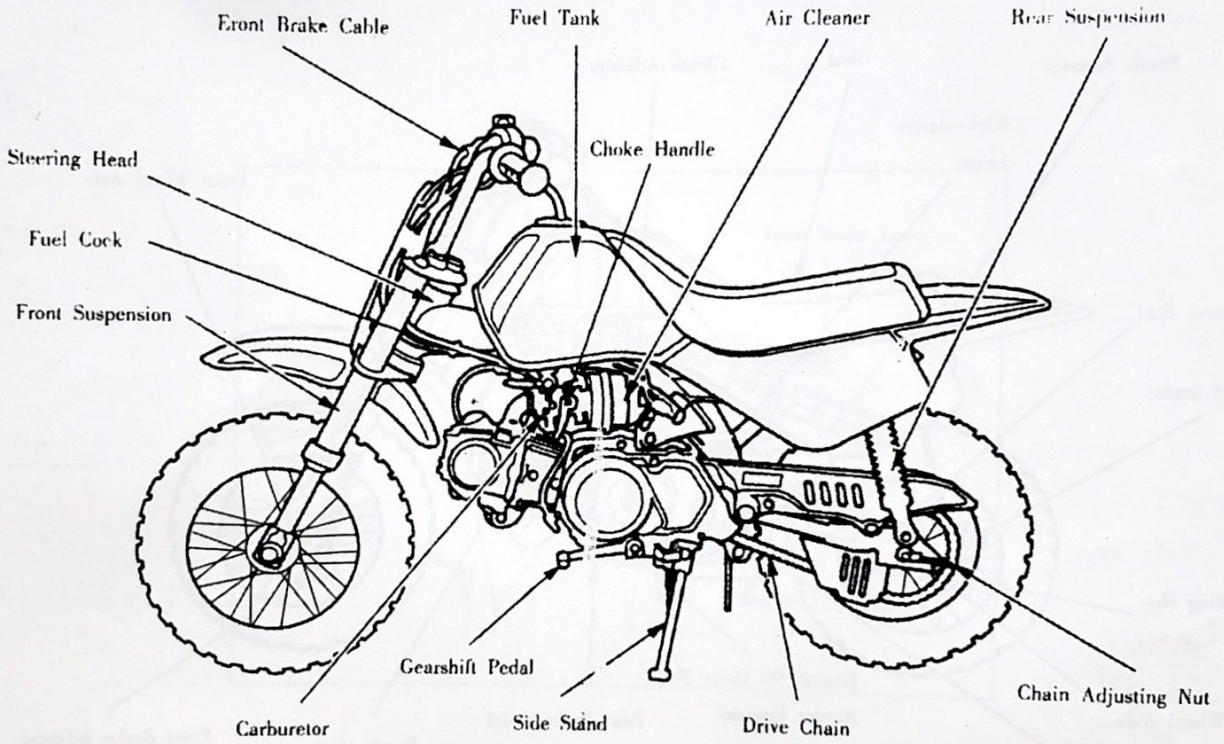
Please write down the numbers here for your reference.

FRAME NO.
ENGINE NO.

COMPONENT LOCATION

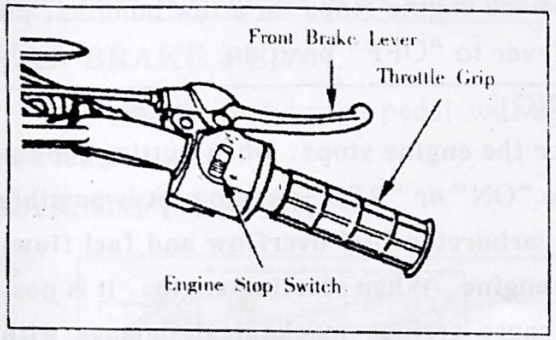



Spark Arrester
Seat
Clutch Adjuster
Kick-starter
Lever
Front Wheel Axle
Rear Brave Rod
Rear Brake Adjustor
Chain Adjusting Nut
Engine Oil Drair Bolt
(Under Engine)
Rear Wheel Axle
Rear Brake Pedal
Spark plug
Front Brake Adjustor
Engine oil Filler CAP/DIPSTICK


Front Brake Cable
Fuel Tank
Air Cleaner
Rear Suspension
Steering Head
Choke Handle
Fuel Cock
Front Suspension
Gearshift Pedal
Chain Adjusting Nut
Carburetor
Side Stand
Drive Chain

CONTROLS

RIGHT HANDLEBAR CONTROLS



ENGINE STOP SWITCH

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

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

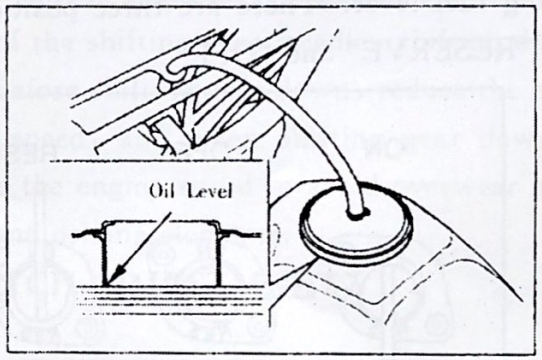
FRONT BRAKE LEVER

Squeezing the front brake lever will apply the front brake.

THROTTLE GRIP

Twist the throttle grip toward yourself to increase the engine speed. Turn it away from yourself to decrease the engine speed.

FUEL TANK CAP



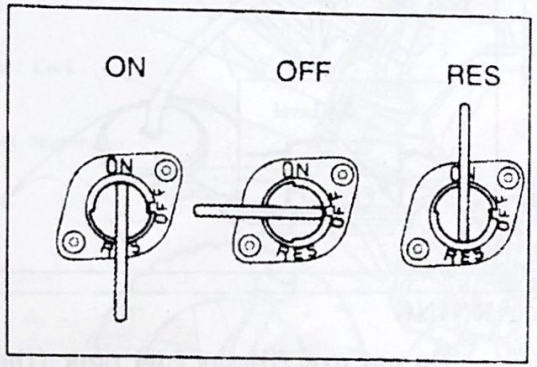
WARNING

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

• When refuling, always shut the engine off and turn the ignition key to the "OFF" position. Never refuel near an open flame.

FUEL COCK

The tyep of motorcycle is equiped with manual acting fuel lever. There are three positions: "ON", "RESERVE" and "OFF".



"ON"

Normal position while operating the motorcycle. At this time, the gasoline flows thrc igh the fuel lever to carburetor.

"RES"

If the fuel level in the fuel tank is too lov , turn the lever to the "RESERVE" position to us the reserved fuel.

"OFF"

After the engine stops for a few minutes, put the fuel lever to "OFF" position.

WARNING

After the engine stops, when putting the fuel cock to "ON" or "RES" position, it is possible to cause carburetor fuel overflow and fuel flows in to the engine. When starting engine, it is possible to cause serious mechanical damage with fuel in the engine.

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

NOTE:

When the fuel tank supply is in the "RES" position, refilling the fuel in nearby station. After refilling fuel, turning the fuel lever to "ON" position.

KICK STARTER LEVER

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

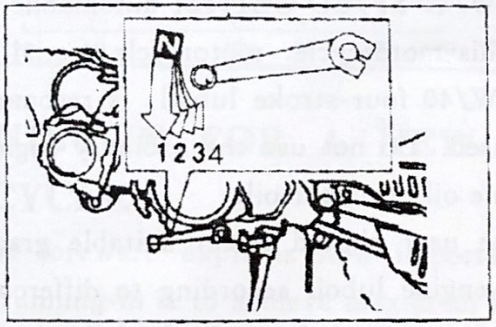
WARNING

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

REAR BRAKE PEDAL

Pressing the rear brake pedal will apply the rear brake.

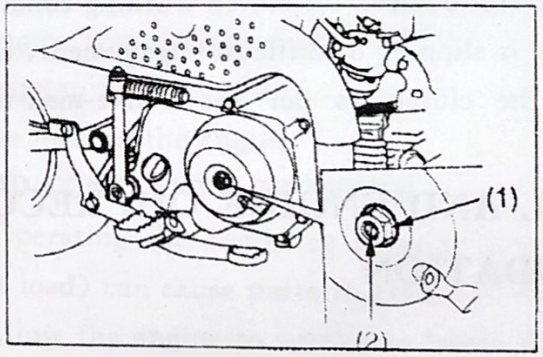
GEARSHIFT LEVER



There are four gearshifts in this type of motorcycle. The gearshift lever is connected with ratchet. After choosing one gear, the gearshift lever is returned to its original position for choosing another gear. Every time when you stamp the front part of the shifting gear treadle, the high speed shift is engaged. When you stamp the front part of the shifting gear treadle, the next higher speed shift is engaged. When you stamp the rear part of the shifting gear treadle, shifting down.

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

CLUTCH ADJUSTMENT



(1)Loosen the locking nut(1);

(2)Turn clockwise the clutch cable adjustor (2) for one revolution (too many revolutions are not permitted);

(3) Turn counterclockwise the clutch cable adjustor(2) slowly until feeling hindered;

(4) Screw from this position the adjusting bolt for 1/8～1/4 revolution in clockwise, then lock the nut(1);

(5)After the clutch adjustment, starting the motorcycle to check for clutch working condition. If there is slipping or difficult engagement, adjust again the clutch as per the above-men-tioned steps.

FUEL AND ENGINE OIL RECOMMENDATION

FUEL

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

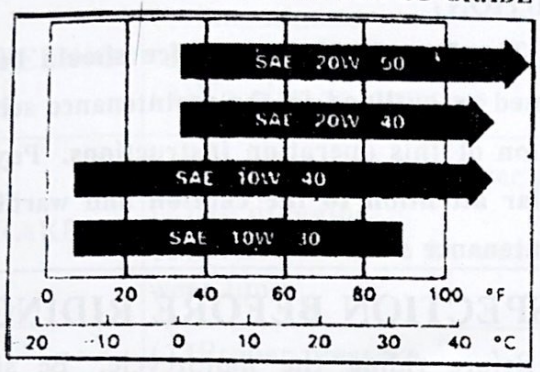
By using recommended unleaded-type gasoline, it can prolong the spark plug, exhausting system and motorcycle service life.

ENGINE OIL

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

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

OR USA SC GRADE



RUNNING-IN FOR A NEW MOTORCYCLE

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

MAXIMUM SPEED

This table shows the maximum speed in running-in period

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

VARY THE ENGINE SPEED

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

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

AVOID CONSTANT LOW SPEED

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

full throttle for the first 1600km.

ALLOW THE ENGINE OIL TO CIRCULATE BEFORE RIDING

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

PERFORM YOUR FIRST, AND THE MOST CRITICAL, SERVICE

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

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

CAUTION:

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

INSPECTION BEFORE RIDING

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

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

RIDING TIPS

WARNING!

(1)If is the first time that you have ridden a motorcycle of this type, we suggest that you practice on a non-public road to become thoroughly familiar with the controls and operation of the motorcycle.

(2) One-hand riding is extremely dangerous. Keep both hands firmly on the handlebars and feet securely on the footrests. Under no circumstances should both hands be removed from the handlebars.

(3)Don't brake hard in the midst of cornering. Slow down to a safe speed before negotiating a corner.

(4) When the road surface is wet or slushly, there is a reduction in tyre traction. You should reduce speed whenever these conditions exists as braking and cornering ability are reduced.

(5)At side winds which may be experienced at the exits of tunnels, when passing by the cut of hill, or when being overtaken by larger vehicles, you should reduce speed and ride alertly.

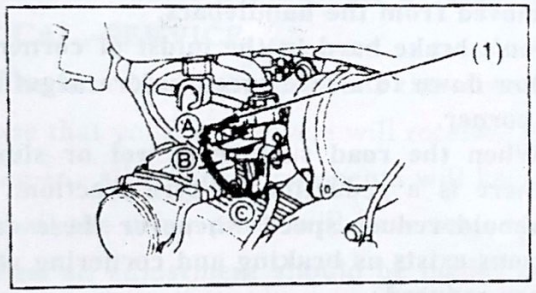
STARTING THE ENGINE

Check the fuel lever to make sure that it is at "ON" position, and the transmission is in meutral.

WARNING!

Always start the engine with the transmission in neutral.

WHEN THE ENGINE IS COLD



Turn the choke lever (1) to Ⓐ and press the kick starter lever to start the engine. Immediately after the engine starts, return the choke lever halfway Ⓑ and warm up the engine. Return the choke lever to its original position Ⓒ. Let the engine run until the engine sufficiently warms up.

WHEN THE ENGINE IS WARM

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

CAUTION:

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

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

WARNING!

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

CAUTION:

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

STARTING OFF

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

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

WARNING!

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

DRIVING ON SLOPE

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

STOPPING AND PARKING

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

NOTE:

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

WARNING!

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

WARMING!

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

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

CHECKS AND MAINTENANCE

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

WARNING!

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

PERIODIC MAINTENANCE CHART

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

NOTES: CH = Check, AD = Adjust, CL = Clean, RE = Replace, OI = Oil.

(1) This chart is for reference of periodic maintenance, ideally more check and maintenance should be carried out.

(2) Check in the chart contains cleaning, adjusting, lubrication and changing.

(3) Ask a professional repairer for some items in the chart which you can't do by yourself.

(4) The inlet and outlet valve should be checked after every 1,600km. The valve clearance in cold state is 0.05mm.

(5) Wear limit: The worn thickness of the upper plate of brake shoe is 1.5mm (minimum). The brake shoes should be replaced in full sets.

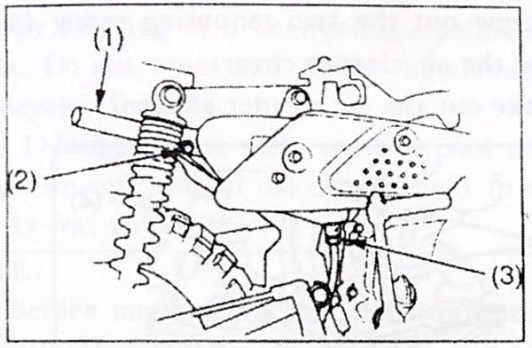
(6) Check the swing situation of front and rear wheels often. If wheels swing seriously, find out the reasons and get rid of them.

* * The four connecting bolts in front and rear wheels assy. Are M8×16—Zn. D, torque value is 18～25N · m.

NOTE:

It is possible to change one or several parts in the periodic maintenance. We suggest you to use the genuine parts. No matter you are mechanical expert or you have repairing experience, for the items with (*), we suggest you to trust the repairing to qualified special repair shop. For the items without (*), you can perform the repairing by yourself as per the instructions of this section.

SILENCER



(1)Installing bolt (2)Water draining port

LUBRICATION

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

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

SEAT AND SPARK ARRESTER

REMOVAL OF SEAT

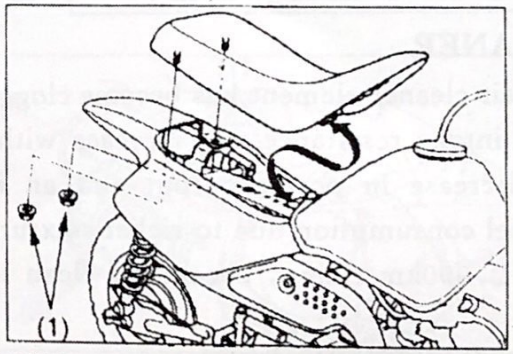
(1)Screw off two bolts (1) under the seat of rear fender.

(2)Pull backward the seat.

INSTALLATION OF SEAT

(1)Mount the front tip of seat into the space of established frame.

(2)Install the nut and tighten the unt (1).



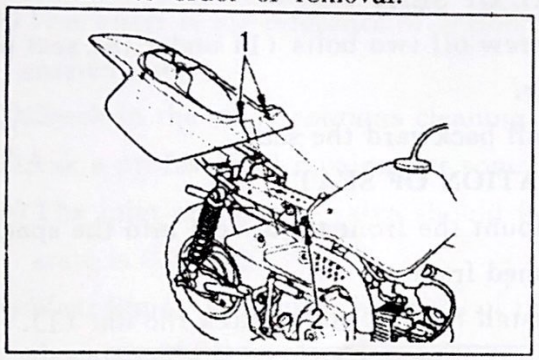
REMOVAL OF SPARK ARRESTER

(1)Remove the seat.

(2)Take out the two tips from the rubber damper of spark arrester.

INSTALLATION OF SPARK ARRESTER

Contrarv to order of removal.



AIR CLEANER

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

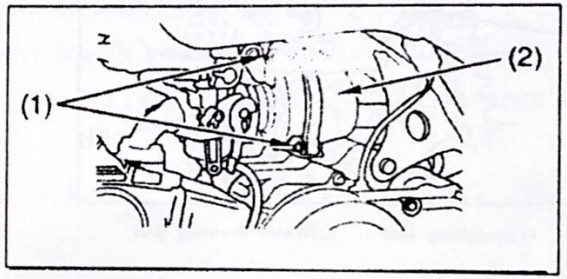
NOTE:

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

REMOVAL OF AIR CLEANER

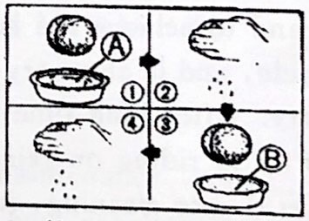
(1) Screw out the two mounting screw (1) and remove the air cleaner cover.

(2) Take out the air cleaner element.



(1)Screw (2)Air cleaner cover

CLEANING OF AIR CLEANER COMPONENTS



Ⓐ Inflammable cleaning solvent Ⓑ Engine oil

Wash the air cleaner element as follows:

(1) Fill a washing pan of a proper size with inflammable cleaning solvent. Immerse the element in the solvent and wash it clean.

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

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

NOTE:

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

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

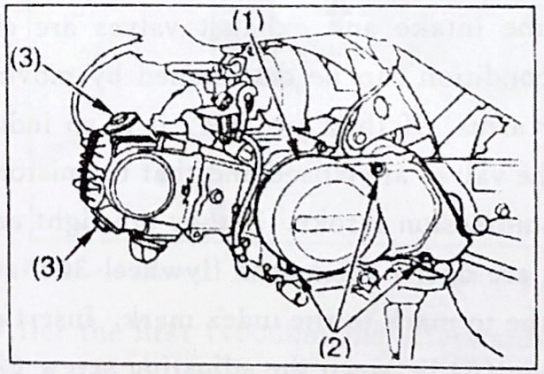
NOTE:

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

VALVE CLEARANCE

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

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



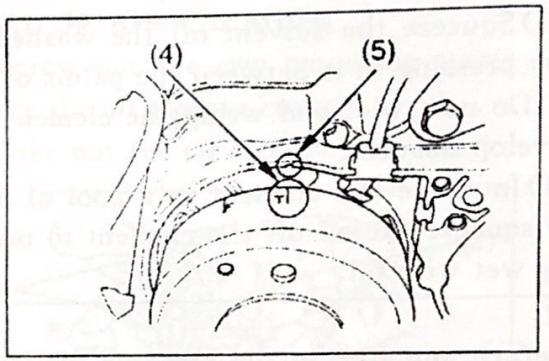
①Left crankcase cover ②Bolts ③Adjusting hole caps

(1)Remove the left crankcase cover (1) by removing the bolts (2).

(2)Remove the adjusting hole caps (3).

(3) Rotate the generator flywheel counterclockwise until the mark (4) on the flywheel lines up with the index mark (5) on the crankcase in this position, the piston may either be on the compression or exhaust stroke.

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



④"T" mark ⑤Gasoline engine mark

VALVE CLEARANCE STANDARD

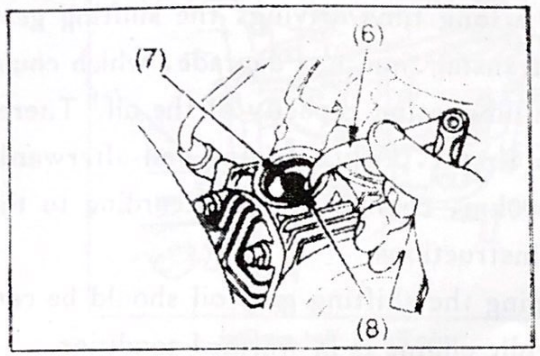
Intake valve: 0.05mm

Outtake valve: 0.05mm

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

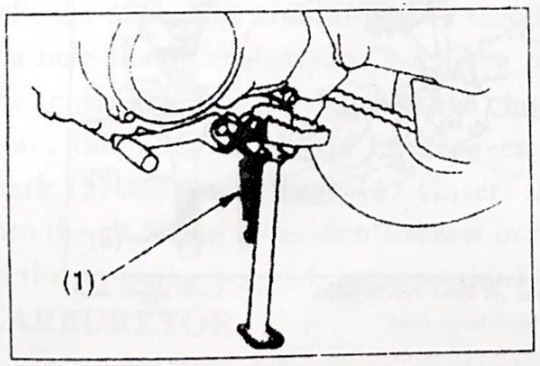
After completing the adjustment, tighten the adjusting screw lock nut (8) while holding the adjusting screw to prevent it from turning. Finally, recheck the clearance, then cover the adjusting

hole caps and mount the crankcase cover.



(6)Feeler gauge (7)Adjusting screw (8)Adjusing screw lock nut

SIDE STAND

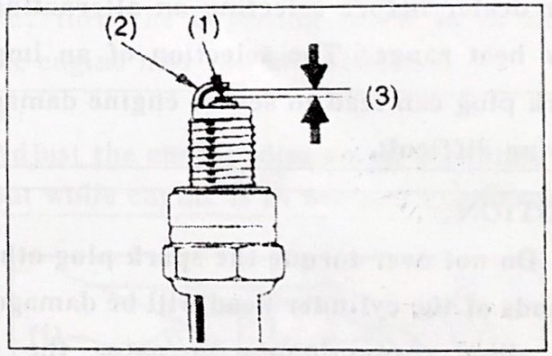


(1)Side stand spring

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

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

SPARK PLUG



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

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

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

CAUTION:

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

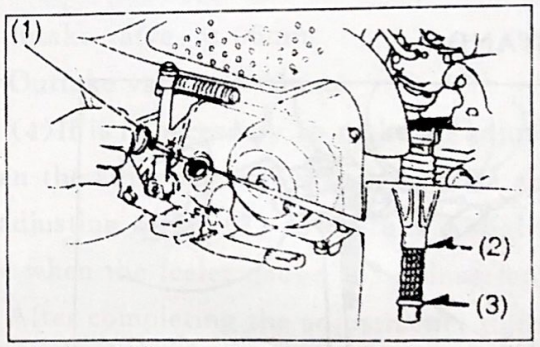
CAUTION:

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

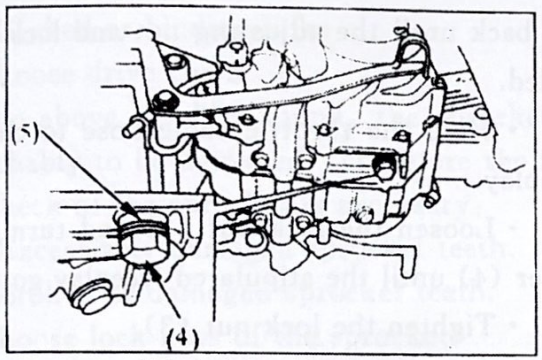
FINAL GEAR OIL (SHIFTING GEAR OIL)

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

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



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



(4)Drain bolt (5)Washer

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

CARBURETOR

Undisturbed carburetion is the basic of the performance you ought to expect from your engine. The carburetor is factory set for the best carburetion. Do not attempt to alter its setting. There are two adjustments that you should take care are: Engine idle speed and throttle cable play periodically.

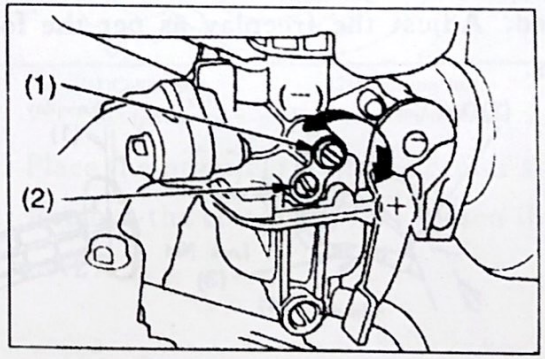
ENGINE IDLE SPEED ADJUSTMENT

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

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

NOTE:

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



(1)Idle speed adjusting screw (2)Screw

CAUTION:

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

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

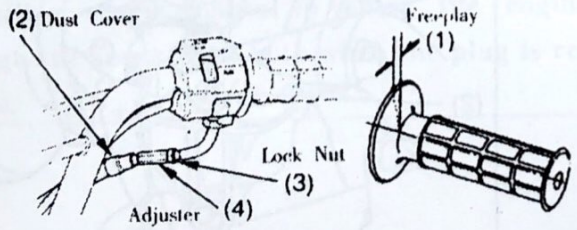
THROTTLE CABLE ADJUSTMENT

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

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

Adjustment range: 2～6mm

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



(3)Adjustment: • Pull the rubber dust cover (2) back until the adjusting nut and lock nut revealed.

• Hold the throttle cable hose to check for freeplay.

• Loosen the lock nut (3) and turn the adjuster (4) until the stipulated freeplay gotten.

• Tighten the lock nut (3).

DRIVE CHAIN

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

WARNING!

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

When performing the periodical check, the following states of drive chain should be checked.

(1)Loose pins

(2)Damaged rollers

(3)Dry and rusty chain links

(4)Excessive damage

(5)Kinked or binding links

(6)Loose drive chain

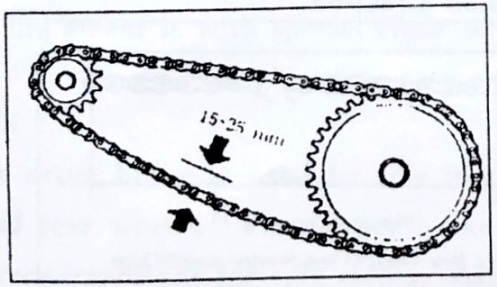
If the above troubles found, the sprocket is most probably to be damaged. Therefore the following check of the sprocket is necessary:

(1)Excessively damaged sprocket teeth.

(2)Broken or damaged sprocket teeth.

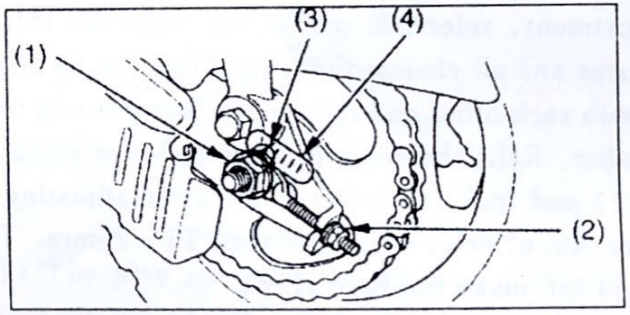
(3)Loose lock nuts of the sprocket.

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



WARNING!

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



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

(1) Place the motorcycle on the center stand.

(2) Remove the cotter pin(1), loosen the adjusting nut(2).

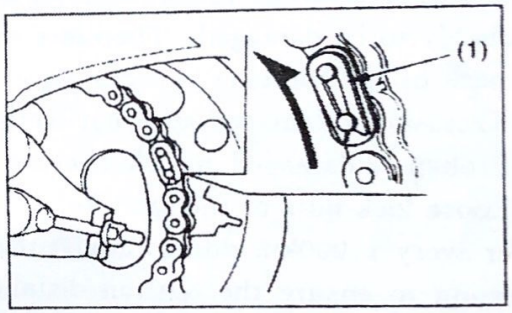
WARNING!

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

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

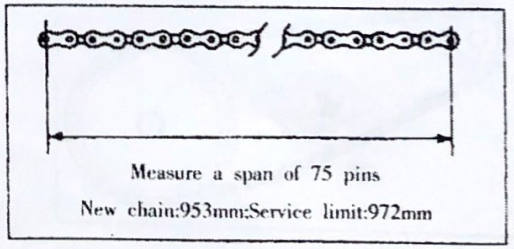
NOTE:

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

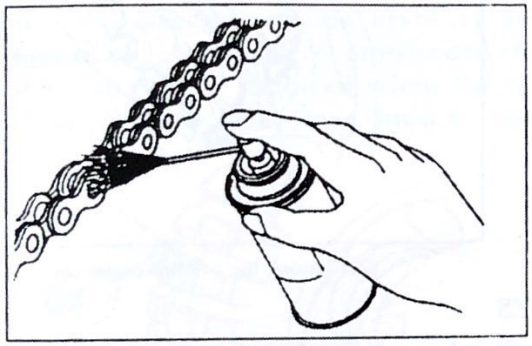


CAUTION:

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



CLEANING AND LUBRICATION OF DRIVE CHAIN



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

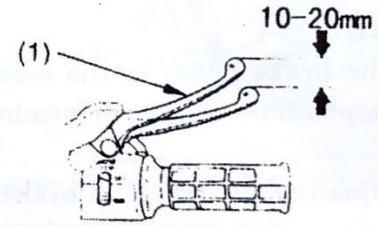
BRAKES

The drum brake is used by this motorcycle front and rear wheels. The proper brake operation is very important for safe riding. After first 1,000km and every 3,000km thereafter, check the brake and these checks should be perfomed by the quaeified dealer.

WARNING!

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

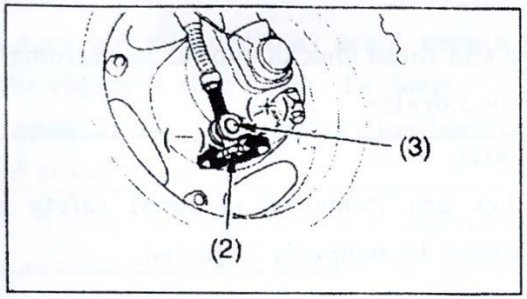
FRONT BRAKE



(1)Front brake lever

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

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

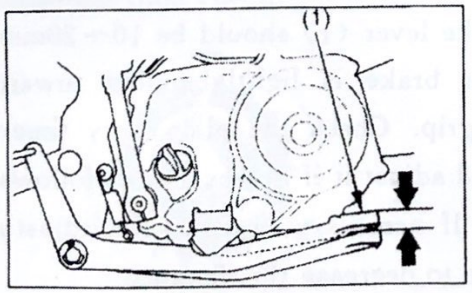


(2)Adjusting nut (3)Brake arm pin

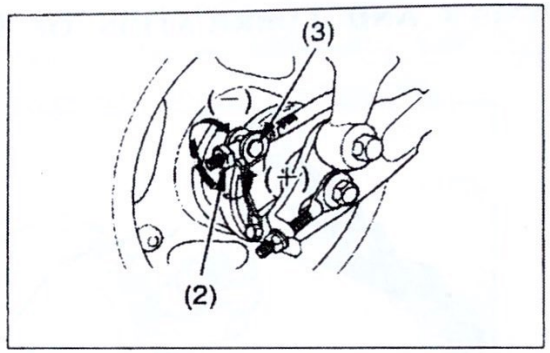
REAR BRAKE

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

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



(1)Brake pedal



(2)Adjusting nut (3)Brake arm pin

TIRES

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

TYRE PRESSURE

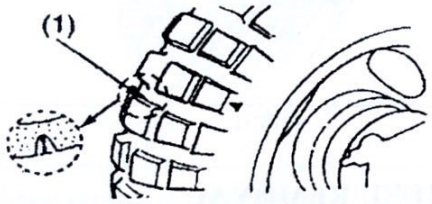
Improper tyre pressure may not only hastens tyre wear but also seriously affect the stability of the motorcycle, adjust the air pressure correctly when the tyres are cold.

Front tyre pressure: 100kPa

Rear tyre pressure: 125kPa

TYRE TREAD CONDITION

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



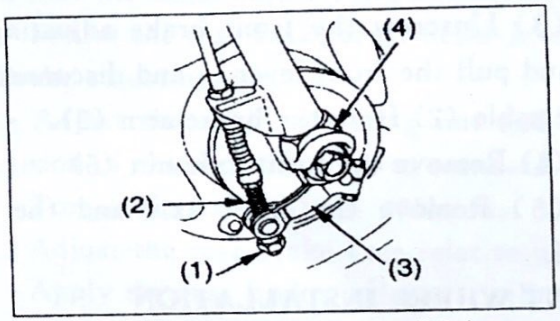
WARNING!

To safety operate your motorcycle, the tires must be the proper type and size. The standars are: 3. 5～8～4PR. For both front wheel and rear wheel. Using nonstandars types could cause the troubles. It is recommended that you select the standard tyres supplied by dealer.

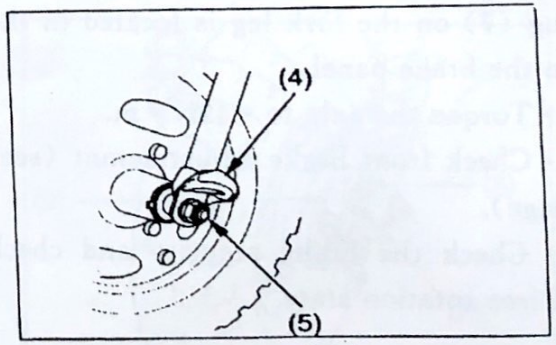
Tyre inflation pressure and the general type condition are extremely important to the proper performance and safety of the vehicle, check your tyres frequently for both wear and inflation pressure.

WHEEL REMOVAL AND INSTALLATION

FRONT WHEEL REMOVAL



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



(4)Fork cover (5)Axle nut

(1) Raise the front wheel off the ground by placing a maintenance stand or support block under the engine.

(2) Remove the fork (4) on both sides.

(3) Unscrew the front brake adjusting nut (1) and pull the front lever in and disconnect the brake cable (2) from the brake arm (3).

(4) Remove the front axle nut (5).

(5) Remove the front axle and the front wheel.

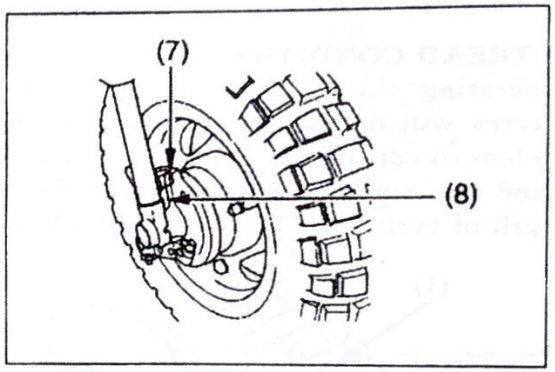
FRONT WHEEL INSTALLATION

• Reverse the removal procedure. Make sure the lug (7) on the fork leg is located in the slot (8) in the brake panel.

• Torque the axle to • 49N • m.

• Check front brake adjustmemnt (see relative page).

• Check the brake security and check the wheel free rotation state.



(7)IUG (8)Slot

REAR WHEEL REMOVAL

(1) Raise the rear wheel off the ground by placing a maintenance stand or support block under the engine. Secure the front of the motorcycle with tie-down straps.

(2) Unscrew the rear brake adjusting unt (1). Press the rear brake pedal and disconnect the brade rod (2) from the brake arm (3).

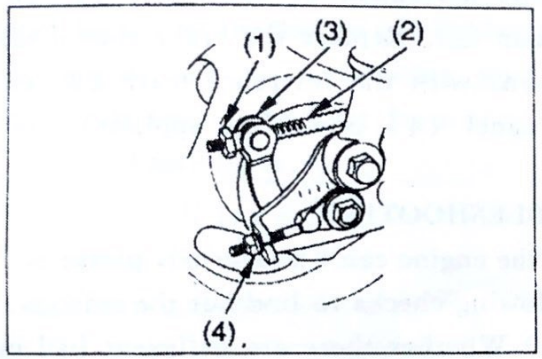
(3) Remove the rear brake arm (3).

(4) Loosen the adjusting nut (4) on the chain adjuster on both sides.

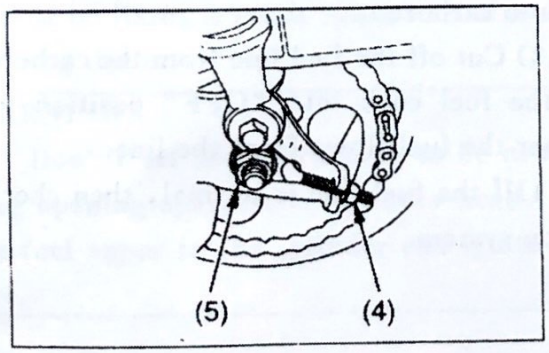
(5) Unscrew the axle nut (5). Pull the axle

out.

(6) Remove the rear wheel.



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



(5)Axle nut

REAR WHEEL INSTALLATION

• Reverse the removal procedure.

• Make sure the lug (7) on the swingarm is located in the slot (8) in the brake panel (9). Check that the chain adjuster are installed properly.

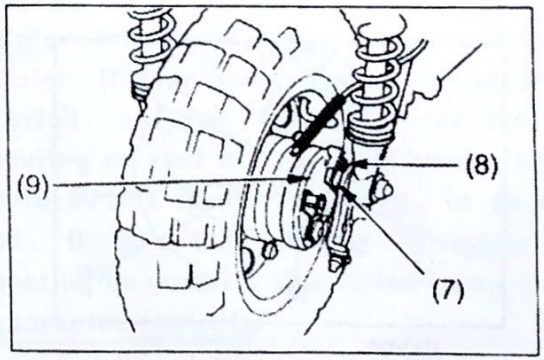
• Mount the rear brake arm, brake lever and rear brake adjusting nut.

• Adjust the chain adjusting nut and make the tension of chain conforming to standard.

• Torque the axle nut to: 49N • m.

• Adjust the rear brake (see relative page).

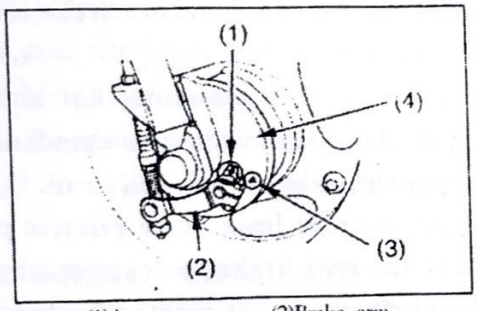
• Apply the rear brake, release it, then spin the wheel and check that it rotates freely.



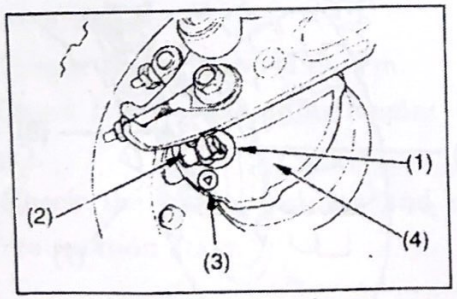
(7)Lug (8)Slot (9)Brake panel

BRAKE SHOE WEAR

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



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



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

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

TROUBLESHOOTING

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

(1) Whether there are sufficient fuel in the fuel tank.

(2) Whether the fuel flows from the fuel cock into carburetor.

(3) Cut off the fuel line from the carburetor, turn the fuel cock into "OFF" position to see whether the fuel flows from the line.

(4)If the fuel line is normal, then check the ignition system.

WARNING!

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

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

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

WARNING!

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

WARNING!

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

ENGINE IMPETUS INSUFFICIENT

(1) Check the supply syetem of fuel tank.

(2) Check the ignition timing of ignition system.

(3) Check the idle speed of engine.

NOTE:

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

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

SPECIAL FEATURES

- Genuine 125CC SHINERAY High Performance 4 Stroke engine [runs straight unleaded petrol]

- 4 speed with twist throttle for easy control

- Full STEEL Frame

- Fast and effective button kill switch to turn off engine

- Hydraulic Drilled Disc Brakes (Front and rear)

- TRIPLE SUSPENSION SYSTEM - rear and dual front

Transmission ……

Three Gears. Gear drive transmission by foot Gear Ratio (crankshaft: wheel)

First Gear …… 13.28 : 1

Second Gear …… 6.99 : 1

Third Gear …… 4.83 : 1

Drive Chain …… 08MA—178Pins

CHASSIS

Tyre Size …… Front Tyre 3.50—8—4PR

Rear Tyre 3.50—8—4PR

Tyre Pressure …… Front Tyre 100kPa

Rear Tyre 125kPa

Suspension System ……

…… Spring Hydraulic Type(Front & Rear)

Brake System …… Drum Type Brake

Steering Angle …… 42°(Left & Right)

Caster …… 25°

Turning Radius …… 3000mm

ELETTRICAL

Ignition Type …… CDI

Magneto …… Flywheel Magneto

Spark Plug …… Thunder Brand (LD)1E7TC

CAPACITIES

Fuel Tank …… 4L

ELECTRICAL CIRCUIT DIAGRAM FOR 50CC MOTORCYCLE