

DESCRIPTION

PARTS LOCATION (FIG.1,2,3)

Fig.1/Fig.2

- | | | | |
|--------------------|---------------------------|-------------------|----------------|
| ① Rr. carrier | ⑤ Passenger footrest | ⑨ Rr. brake lever | ⑬ Center stand |
| ② Luggage box | ⑥ Dipstick/Oil filler cap | ⑩ Fuel tank cap | ⑭ Side stand |
| ③ Battery and fuse | ⑦ Fr. brake lever | ⑪ Helmet holder | |
| ④ Exhaust muffler | ⑧ Fr. Luggage box | ⑫ Kick-starter | |

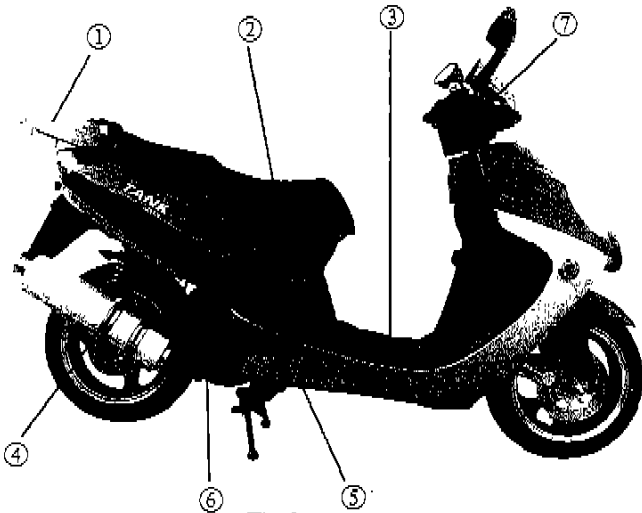


Fig.1

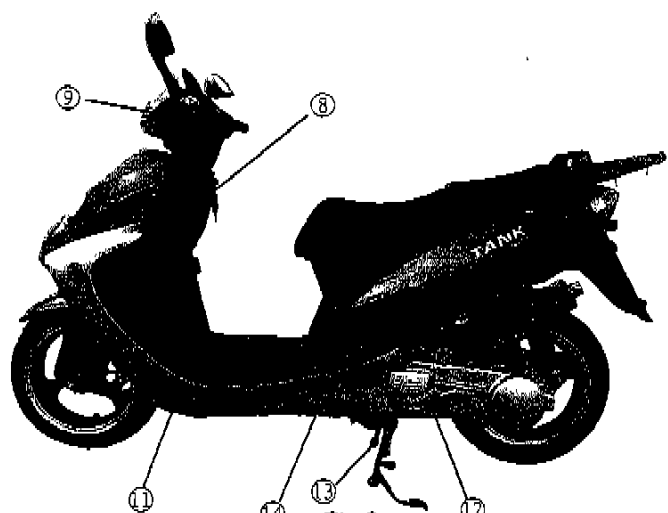


Fig.2

Fig.3

- | | |
|------------------------------|-------------------------------|
| ① Emergency button | ⑩ Turn right signal indicator |
| ② Horn button | ⑪ Fuel meter |
| ③ Turn signal switch | ⑫ Fr. brake lever |
| ④ Headlight dimmer switch | ⑬ Throttle grip |
| ⑤ Rear view mirror | ⑭ Lights switch |
| ⑥ Speedometer | ⑮ Starter button |
| ⑦ Odometer | ⑯ Ignition switch |
| ⑧ Turn left signal indicator | ⑰ Fr. luggage box lock |
| ⑨ High beam indicator | ⑱ Fr. luggage box cover |

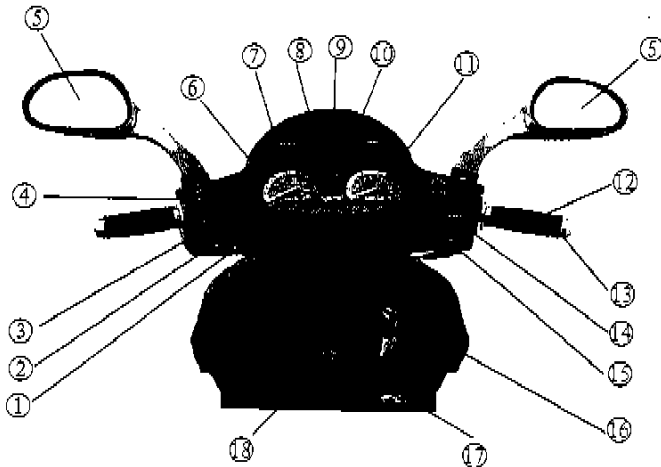


Fig.3

VIN RECORD (FIG.4,5,6)

Please fill the VIN and engine code of your motorcycle in the blank below. They will help order spare parts and find out the vehicle once stolen.

VIN: _____

ENGINE CODE: _____

NOTE:

- ① The VIN is stamped in the vehicle support below the front luggage box (Fig.4).
- ② The vehicle nameplate is fixed on the left of the engine hanger. (Fig.5).
- ③ The engine code is stamped on the bottom-left of the crankcase (Fig.6).



Fig.4 VIN



Fig.5 Nameplate



Fig.6 Engine code

INSTRUMENTS AND INDICATORS (FIG.7)

- ① Speedometer
- ② Turn signal indicator
- ③ Odometer
- ④ High beam indicator
- ⑤ Fuel indicator

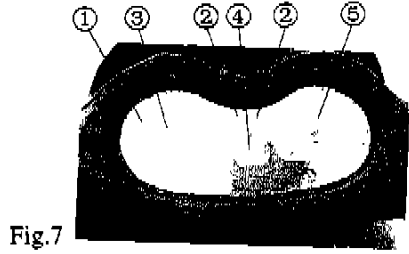


Fig.7

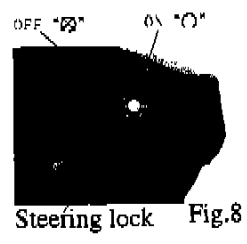
Ref.No.	Description	Function
①	Speedometer	Shows riding speed.
②	Turn signal indicator	Flashes when either turn signal is operated.
③	Odometer	Shows accumulated mileage.
④	High beam indicator	Lights when the headlight is on high beam.
⑤	Fuel indicator	Shows approximate fuel capacity reserved

Fuel Indicator (Fig.7)

The fuel indicator ⑤ shows the fuel quantity remaining in the fuel tank. When the pointer in the indicator points to F (full), it indicates the fuel quantity including the reserve supply is about 6.8L; when the pointer points to the beginning point of the red zone, it indicates the fuel in the fuel tank is so low that you have to add more as soon as possible. When the pointer is in the red zone (E), the fuel remainder is about 1.2L.

IGNITION SWITCH (FIG.8)

“⊗”(OFF) and “○”(ON) on the switch indicate:
 ⊗(OFF): Engine and lights cannot be operated and the key can be removed.
 ○(ON): Engine and lights can be operated and the key cannot be removed.



Steering lock Fig.8

STEERING LOCK (FIG.8)

When the ignition key is at ⊗ (LOCK) of the ignition switch, the steering head is locked. The means is as follows:
 1.Turn the steering bar all the way to the left.
 2.Insert the ignition key into the ignition switch.
 3.Turn the key to ⊗(OFF).
 4.Depress and turn the key counterclockwise till to ⊗ (LOCK). To open the steering lock, just turn the key clockwise.

SEAT CUSHION LOCK AND LUGGAGE BOX (FIG.9,10)

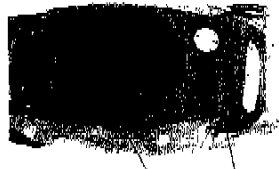


Fig.9
 ① Luggage box
 ② Fuel filler cap



Fig.10
 Seat cushion lock

The seat cushion lock is located at the left of the vehicle below the seat cushion. To open the luggage box, plug the ignition key into the lock and turn clockwise to reveal the seat cushion; to lock the luggage box, put down the seat cushion and then depress it downwards until it is locked.

Caution

- Before locking the seat cushion, ensure that the key is outside the luggage box.
- Being next to the engine, the luggage box will become warm during riding, so do not put inflammables or food in it.

LEFT HANDLEBAR CONTROLS (FIG.11)

- ① Headlight dimmer switch
- ② Turn signal switch
- ③ Horn button
- ④ Emergency button



Fig.11

Headlight Dimmer Switch

Push the dimmer switch to ⊖ (HI) to select high beam or to ⊕ (LO) to select low beam.

Turn Signal Switch

Move the switch to ← (L) to signal a left turn and to → (R) to signal a right turn. Press the button to turn signal off.

Horn Button

Press the button to sound the horn.

Emergency Switch

Depressing the switch ▲, all the turn signal lamps light.

RIGHT HANDLEBAR CONTROLS (FIG.12)



Fig.12
 ① Lights switch
 ② Starter button

Lights Switch

The headlight switch has three position: “⊗” “⊕” and OFF marked by a dot “●”.
 ⊗ :The taillight, position light and instrument lights are bright (after the engine starts).
 ⊕ : The taillight, position light and instrument lights are bright (after the engine starts).
 ● : The headlight, taillight, position light and instrument lights are off.

Starter Button

Depress the button ⊗ to start up the engine.

FUEL AND FUEL TANK (FIG.13)

Fuel Selection

Fuel is a key factor in deciding the exhaust emissions amount from the engine, so selection of fuel must follow the rules below.
 Selected fuel must be unleaded or low-leaded gasoline, and the octane number of it is RQ-90# or higher.

Fuel Tank

The fuel tank is situated under the seat cushion, and its capacity including 1.2L of the reserve supply is 6.8L.



Fig.13
 Fuel filler cap

⚠ WARNING

- Gasoline is extremely flammable and is explosive under certain conditions. Refuel in a well-ventilated area with the engine stopped. Do not smoke or allow flames or sparks in the area where gasoline is stored or where the fuel tank is refueled.
 - Before refueling, make sure to filter fuel first.
 - Do not overfill the tank (there should be no fuel in the filler neck). After refueling, make sure the fuel filler cap is closed securely.
 - Be careful not to spill fuel when refueling. Spilled fuel or fuel vapor may ignite. If any fuel is spilled, make sure the area is dry before starting the engine.
- Avoid repeated or prolonged contact with skin or breathing of vapor. **KEEP OUT OF REACH OF CHILDREN.**

FUEL COCK

The motorcycle is equipped with an auto-fuel cock and no operation on it is necessary.

ENGINE OIL (FIG.14)

The quality of the engine oil plays a vital role in deciding the engine performance and service life. Engine oil must be selected in accordance with the rules below and other oils, such as ordinary engine oil, gear oil and vegetable oil, are forbidden to be used. Engine oil recommended: gasoline engine oil of SAE15W/40-SE class or SE, SF, SC class from API Service Classification. The vehicle has been filled with the engine oil of SAE15W/40-SE class in the company, and the lubricant is only suitable at a temperature range from 40°C to 10°C below zero. If other mo-

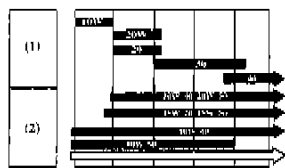


Fig.14

tor oil is to be used instead, the alternative must be technically equivalent in every respect. Viscosity varies with regions and temperatures, so the lubricant has to be selected according to our recommendation (see Fig.14). If the gasoline engine oil of SAE15W/40-SE class can not be obtained when in need, the gasoline engine oil of HQB-10#(HQB-6# in the temperature under 10°C below zero).

Before replacing the lubricant, please drain the oil out completely remaining in the crankcase, and clean the inside by cleansing kerosene, then fill new one instead.

CAUTION:

Running the engine with insufficient oil can cause serious engine damage.

TYRES

Proper air pressure will provide maximum stability, riding comfort and tyre life.

Check tyre pressure frequently and adjust if necessary. Select the right replacement tyres in accordance with the specifications shown in the table 1

Table 1

	Front	Rear
Tyre size	130/60-13	130/60-13
Cold tyre pressure (kPa)	200	225

NOTE:

Tyre pressure should be checked before you ride while the tyres are "cold". Check the tyres for cuts, embedded nails, or other sharp objects. Check the rims for dents or deformation. See your dealer for change of damaged tyres or punctured inner tubes.

7

⚠ WARNING

- Do not attempt to patch a damaged tyre or inner tube. Wheel balance and tyre reliability may be impaired.
- Improper tyre inflation will cause abnormal tread wear and create a safety hazard. Under inflation may result in the tyre slipping on, or coming off from the rim causing tyre deflation that may result in a loss of vehicle control.
- Operation with excessively worn tyres is hazardous and will adversely affect traction and handling.
- The use of tyres other than those listed on the table 1 may adversely affect handling.

When the tread depth in the middle section of tyres reaches the limits in table 2 below, please replace tyres.

Table 2

Tread depth limits			
Front tyre	1.5mm	Rear tyre	2.0mm

OPERATION GUIDE

PRE-RIDE INSPECTION

⚠ WARNING

If the Pre-ride Inspection is not performed, severe personal injury or vehicle damage may result.

Inspect your motorcycle every day before you ride it. The items listed here will only take a few minutes to inspect, and in the long run they can save time, expense, and possibly your life.

- 1.Engine oil level-add engine oil if required. Check for leaks.
- 2.Fuel level-fill fuel tank when necessary. Check for leaks.
- 3.Front and rear brakes-check operation and if necessary, adjust free play.

- 4.Tyres-check condition and pressure.
 - 5.Throttle-check for smooth opening and full closing in all steering positions.
 - 6.Lights and horn-check that headlight, tail/brake light, turn signals, indicators and horn function properly.
 - 7.Fastener-check that all nuts, screws and bolts are mounted securely.
 - 8.Battery electrolyte-check that the electrolyte level is suitable.
 - 9.Steering system-check for its smoothness and reliability.
- Correct any discrepancy before you ride. Contact your dealer for assistance if you cannot correct the problem.

STARTING THE ENGINE (FIG.15~20)

Always follow the proper starting procedure described below.



Fig.15

① Fr. brake lever



Fig.16

② Rr. brake lever

⚠ WARNING

Never run the engine in an enclosed area. The exhaust contains poisonous carbon monoxide (CO) gas that can cause loss of consciousness and lead to death.

Starting procedure by the starter button

- 1.Support the vehicle by erecting the center stand.
- 2.Set the ignition key into the ignition switch③(Fig.17)and turn to (ON).
- 3.In the case of making braking by the front brake lever ①(Fig.15) or rear brake lever ②(Fig.16), the starter button functions.

4. Open the throttle a little by turning the throttle grip ⑤ (Fig.19) and then depress the starter button ④ (Fig.18), on the starting of the engine, release the start button at once.
5. During the starting up and warming up of the engine, be sure that the throttle is open a little.
6. Ensure to warm up the engine before driving.

NOTE

Do not make a sudden opening or closing of the throttle, or it may cause the vehicle moving suddenly and even cause it out of control; make sure that the vehicle is under the user's guarding when the engine is being warmed up.



Fig.17

③ Ignition switch



Fig.18

④ Starter button



Fig.19

⑤ Throttle grip



Fig.20

⑥ Kick-starter

Starting procedure by the kick-starter

1. Do as 1-2 steps above in the "Starting procedure by the start button".
2. When the throttle is open a little, tread down the kick-starter ⑥ (Fig.20) quickly and continuously.
3. Do as 5-6 steps above in the "Starting procedure by the start button".

9

BREAKING-IN

Help assure your motorcycle's future reliability and performance by paying extra attention to how you ride during the first 1000km. During this period, avoid full-throttle riding and loading the engine heavily, be sure to ride at a speed not more than 60% of each gear and to keep changing speed.

NOTE:

After the breaking-in period, be sure to conduct maintenance according to the maintenance schedule so as to keep the motorcycle at an optimal state with high performance, which will extend the service life of the engine obviously.

RIDING (FIG.21)**⚠ WARNING**

Review "Motorcycle Safe Riding" before you ride.

1. After the engine has been warmed up, the motorcycle is ready for riding.
2. Before taking back the center stand, be sure that the throttle is closed and the braking system is under braking.
3. Standing on the left side of the motorcycle, push it forwards with hands gripping the handlebars, the motorcycle leaves the center stand's support.
4. Mount the motorcycle from the left of it with at least one foot standing on the ground to keep balance.
5. Release the brake levers and stop braking.
6. Before riding the motorcycle, watch the traffic situations around you while turn on the turn signal lamp to show your marching direction.
7. Open the throttle gradually to ride the motorcycle forwards.
8. To speed down the motorcycle, decrease the throttle opening



Fig.21

and apply the front and rear brakes by gripping the brake levers at the same time, coordinate the two steps.

9. Approaching a corner, turning or down a slope, speed down the vehicle by reducing the opening of the throttle grip and apply the front and rear brakes. After that, speed up the motorcycle by increasing the opening of the throttle grip.

⚠ WARNING

- Independent use of only the front or rear brake reduces stopping performance. Extreme braking may cause either wheel to lock, reducing control of the motorcycle.
- When possible, reduce speed or brake before entering a turn; closing the throttle or braking in mid-turn may cause wheel slip. Wheel slip will reduce control of the motorcycle.

When riding in wet or rainy conditions, or on loose surfaces, the ability to maneuver and stop will be reduced. All of your actions should be smooth under these conditions. Rapid acceleration, braking or turning may cause loss of control. For your safety, exercise extreme caution when braking, accelerating or turning.

PARKING

1. To stop the motorcycle, close the throttle and make braking to speed down the motorcycle until it stops, insert the ignition key into the ignition switch and turn to ⓧ (OFF), at last, remove the key
2. Use the center stand or side stand to support the motorcycle while parked.

CAUTION

Park the motorcycle on firm, level ground to prevent it from falling over.

MAINTENANCE

The Required Maintenance Schedule specifies how often you should have your motorcycle served, and what things need attention. It is essential that your motorcycle be served as scheduled to retain its high level of safety, dependability, and emission control performance.

These instructions are based on the assumption that the motorcycle will be used exclusively for its designed purpose. Sustained high speed operation, or operation in unusually wet or dusty conditions, will require more frequent service than specified in the MAINTENANCE SCHEDULE. Consult your dealer for recommendations applicable to your individual needs and use.

MAINTENANCE SCHEDULE

The following Maintenance Schedule specifies all maintenance required to keep your motorcycle in peak operating condition. Maintenance work should be performed by properly trained and equipped technicians.

I: INSPECT AND CLEAN, ADJUST, LYBRICATE OR REPLACE IF FNECESSARY

C: CLEAN R: REPLACE A: ADJUST L: LUBRICATE

MAINTENANCE SCHEDULE

ITEM	FREQUENCY	WHICHEVER COMES FIRST NOTE	ODOMETER READING (NOTE 2)			
			* 1,000km	4	8	12
			MONTH	6	12	18
* FUEL LINE			I	I	I	I
* THROTTLE OPERATION			I	I	I	I
AIR CLEANER		(NOTE 1)	C	C	R	C
AIR VENT OF CRANKCASE		(NOTE 3)		C	C	C
SPARK PLUG					R	I
* VALVE CLEARANCE			I	I	I	I
ENGINE OIL			R	EVERY 3000km-R		
ENGINE OIL FILTER				I		C
* DRIVE BELT			EVERY 8000km-I, EVERY 24000km-R			
* ENGINE IDLE SPEED			I	I	I	I
* GEAR OIL		(NOTE 5)				
* MUFFLER				I	I	R
BRAKE LIQUID		(NOTE 5)		I	I	I
BRAKE SHOES/PADS WEAR				I	I	I
BRAKING SYSTEM			I	I	I	I
* BRAKE LIGHTS SWITCH				I	I	I
CLUTCH BLOCKS WEAR				I	I	I
SIDE STAND					I	I
* SUSPENSION				I	I	I
* NUTS, BOLTS, FASTENERS		(NOTE 4)	I	I	I	I
** WHEELS/TYRES					I	I
* STEERING HEAD BEARINGS			I	I		I

11

*SHOULD BE SERVICED BY YOUR LIFAN DEALER, UNLESS THE OWNER HAS THE PROPER TOOLS AND IS MECHANICALLY QUALIFIED. REFER TO THE MANUAL.

**FOR SAKE OF SAFETY, WE RECOMMEND THESE ITEMS BE SERVICED ONLY BY YOUR DEALER.

NOTES:

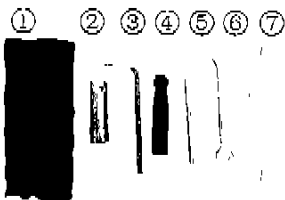
1. Service more frequently when riding in unusually dusty areas.
2. At higher odometer readings, still follow the frequency interval established here.
3. Service more frequently when riding in unusually wet roads or with the throttle fully open.
4. Service more frequently when riding in rugged roads.
5. Replace every two-year drive by skilled technicians.

TOOL KIT (FIG.22)

Some roadside repairs, minor adjustments and parts replacement can be performed with the tools contained in the kit.

- ① Tool bag
- ② Spark plug wrench
- ③ Allen key
- ④ Screw driver handle
- ⑤ Double-end screw driver
- ⑥ Open-ended spanner 8×10mm
- ⑦ Open-ended spanner 12×14mm

Fig. 22



ENGINE OIL CHECK AND CHANGE (FIG.23)

Engine Oil Level Check

Check the engine oil level each time before riding the motorcycle. The level must be maintained between the Upper and lower

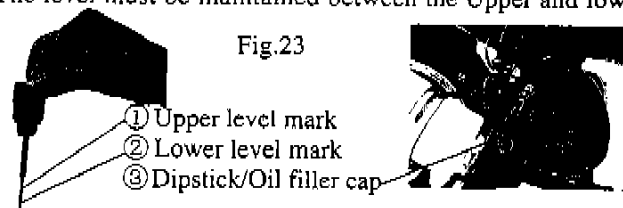


Fig. 23

level marks on the dipstick.

1. Start the engine and let it idle for a few minutes.
2. Stop the engine and put the motorcycle on its center stand on level ground.
3. After a few minutes, remove the oil filler cap/dipstick, wipe it clean, and reinsert the dipstick without screwing it in. Remove the dipstick. The oil level should be between the upper and lower level marks on the dipstick.

Engine Oil Change

Engine oil quality is the chief factor affecting the engine service life. Change the engine oil as specified in the maintenance schedule.

NOTE:

Change the engine oil with the engine at normal operating temperature and the motorcycle on its center stand to assure com-

plete and rapid draining.

1. To drain the oil, place an empty oil tray under the engine, and turn off the drain plug.

⚠ WARNING

A warmed-up engine and the oil in it are hot; be careful not to burn yourself.

2. Tread the kick-starter pedal several times so as to help empty the oil thoroughly.
3. Reinstall the drain plug well.
4. Remove the oil filler cap/dipstick; add proper specified gasoline engine oil.
5. Install the oil filler cap/dipstick.
6. Restart the engine and let it idle for a few minutes, and then stall it. Recheck the engine oil level. Add more oil if necessary. Check that the oil level is at the upper level mark on the dipstick with the motorcycle upright on firm, level ground. Make sure there are no oil leaks.

CAUTION:

Running the engine with insufficient oil can cause serious engine damage.

NOTE:

- When running in very dusty conditions, oil changes should be performed more frequently than specified in the maintenance schedule.
- Please dispose of used engine oil in a manner that is compatible with the environment. We suggest you take it in a sealed container to your local recycling center or service station for

reclamation. Do not throw it in the rubbish or pour it on the ground or down a drain.

SPARK PLUG (FIG.24)

Selection

Recommended plug: ATTC

Check and Replace

1. disconnect the spark plug cap from the spark plug.
2. Clean any dirt from around the spark plug base. Remove the spark plug using the plug wrench containing in the tool kit.
3. Inspect the electrodes and center porcelain for deposits, erosion or carbon fouling. If the erosion or deposit is heavy, replace the plug. Clean a carbon or wet-fouled plug with a plug cleaner, or use a wire brush.
4. Check the spark plug gap using a wire-type feeler gauge. If adjustment is necessary, bend the side electrode carefully. The spark plug gap should be 0.6-0.8mm. Make sure the plug washer is in good condition.
5. With the plug washer attached, thread the spark plug in by hand first to prevent cross threading, and then by the spark plug wrench.
6. Reinstall the spark plug cap.

CAUTION:

- The spark plug must be securely tightened. An improperly tightened plug can become very hot and possibly dam-

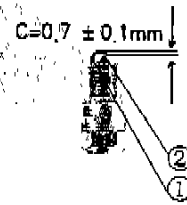


Fig.24

- ① Side electrode
- ② Center electrode

age the engine.

Never use a spark plug with an improper heat range. Severe engine damage could result.

LEAR AWAY ACCUMULATED CARBON

lear away accumulated carbon around the spark plug and piston ring, on the piston top, in the piston ring slot and combustion chamber regularly.

VALVE CLEARANCE CHECK AND ADJUSTMENT

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 specified intervals.

NOTE:

The checking or adjusting of the clearance should be performed while the engine is cold. The clearance will change as the engine temperature rises.

Dismantle the seat cushion and luggage box.

Dismantle the top cover for the cylinder head.

Insert a cross-end spanner into the center hole of the flow guard, and clip the flow guard, then turn it clockwise until the cutting in the cam sprocket parallels to the top of the cylinder head while the side with a hole in the sprocket faces upwards, then you can make adjustment of the valve clearance.

Check the clearance of both valves by inserting a feeler gauge between the adjusting screw and the valve stem.

Clearance should be:

Intake: 0.05mm

Exhaust: 0.06mm

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

After completing the adjustment, tighten the adjusting screw lock nut while holding the adjusting screw to prevent it from turning. Finally, recheck the clearance to make sure that the adjustment has not been disturbed.

Reinstall all the removed parts in the reverse order of removal.

AIR CLEANER

The air cleaner should be serviced at regular intervals as specified in the maintenance schedule. Service more frequently when riding in unusually wet or dusty areas. See your dealer for further information.

1. Remove and dismantle the air cleaner.
2. Remove the air cleaner filter element.
3. Clean the filter element in cleansing solvent, and then let it dry.
4. Soak the filter element in 15W/40QE gasoline engine oil until saturated, and then squeeze extra oil.
5. Clean the inside and outside of the air cleaner housing.
6. Reinstall the air cleaner in the reverse order of removal.

⚠ WARNING

Never use gasoline or low flash point solvents for cleaning the air cleaner. A fire or explosion could result.

CHECK LEAKS ALONG AIR SUPPLY LINE

Check leaks regularly along air supply line, and repair or replace related parts once there are some to assure a normal air supply.

THROTTLE OPERATION (FIG.25)

1. Check for smooth rotation of the throttle grip from the fully open to the fully closed position at both full steering positions.

2. Measure the throttle grip free play at the throttle grip flange.

The standard free play should be approx.: 2-6mm.

To adjust the free play, loosen the lock nut and turn the adjuster.

IDLE SPEED (FIG.26)

The engine must be at normal operating temperature for accurate idle speed adjustment.

NOTE

Do not attempt to compensate for faults in other systems by adjusting idle speed. See your dealer for regularly scheduled carburetor adjustments.

1. Place the motorcycle on its center stand, start and warm up the engine.
2. Connect a tachometer to the engine (a remote-controlled tachometer can be used).
3. Open the seat cushion, loose setscrews for luggage box cover



① Throttle grip

Fig.25



Fig.26 ① Throttle stop screw

and reveal it.

4. Turn the throttle stop screw ⊕ in the direction of the arrowhead A will increase idle speed while will decrease it turning in the direction of the arrowhead B.

HYDRAULIC DISC FRONT BRAKE CHECK AND ADJUSTMENT

As the brake pads wear, brake fluid level drops.

There is no adjustment to perform, but fluid level and pad wear must be inspected periodically. The system must be inspected frequently to ensure there are no fluid leaks. If the brake level free play becomes excessive and the brake pads are not worn beyond its minimum depth, there is probably air in the brake system and it must be bled. See your dealer for this service.

Brake Fluid Level

⚠ WARNING

- Brake fluid may cause irritation. Avoid contact with skin or eyes. In case of contact, flush thoroughly with water and call a doctor if your eyes were exposed.
- KEEP OUT OF REACH OF CHILDREN.

CAUTION

- Handle brake fluid with care because it can damage plastic and painted surfaces.
- When adding brake fluid, be sure the brake fluid tank is horizontal before the cap is removed, or brake fluid may spill out.
- Use only specified brake fluid from a sealed container.
- Never allow contaminants such as dirt or water to enter the brake fluid tank.

1. Locate the vehicle by its center stand on a level ground.
2. Through the view mirror in the brake main pump to see the brake fluid level; if the fluid level is below the LOWER level mark in the view mirror, specified brake fluid must be add to the brake fluid tank.
3. Turn loose the screws for the pump cover and then remove the pump cover, add brake fluid up to the UPPER level mark of the view mirror.

Other Check

Make sure there are no fluid leaks. Check for deterioration or cracks in the hoses and fittings.

REAR BRAKE ADJUSTMENT (FIG.27)

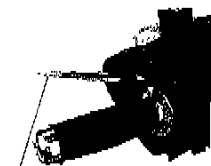


Fig.27

① Rr. brake lever

1. Support the vehicle on its center stand.
2. Measure the distance the rear brake level ① moves before the brake starts to engage. The free play of the rear brake level should be 10-20mm.

EXHAUST MUFFLER

Clear away regularly accumulated carbon in the exhaust pipe; check the exhaust pipe inside for crack and washer damage, and repair or replace if necessary.

⚠ WARNING

During and after the engine runs, the exhaust muffler is very hot, so be careful not to get burns.

BATTERY MAINTENANCE

The lead-acid battery used by the motorcycle is free of maintenance(sealed),

CAUTION

- If long-term nonuse of the motorcycle, for reducing possibilities of discharge and Idak, dismantle the battery from the motorcycle and charge it fully, then store in a cool, dry space. When dismantling, disconnect the negative lead ⊖ first and then the positive one ⊕. If the battery is to be left in the motorcycle, disconnect the negative lead ⊖ from the battery terminal.
- Clean the battery terminals regularly with the battery disconnected from the motorcycle. When installing, connect the positive lead ⊕ first and then the negative one ⊖ and make sure that the battery terminals are tight.

- When replacing the battery, use the same one with the same specifications.

BATTERY DISMANTLEMENT (FIG.28)

- Fig.28
- ① Battery box cover
 - ② Screw
 - ③ Fuse holder
 - ④ Negative lead
 - ⑤ Positive lead
 - ⑥ Battery



- 1.Reveal the foot treadle rubber.
- 2.Open the battery box cover ①.
- 3.Disconnect the negative lead ④ first and then the positive lead ⑤.
- 4.Take out the battery ⑥ from the battery box.

PROTECTOR (FIG.29)

The vehicle is equipped with a self-recovered overload protector. The protector will cut off the circuit automatically in the case of troubles such as a short circuit or an overload trouble, and it will switch on the circuit automatically a few seconds later after you turn on the power switch in the case of troubleshooting.



Fig.29

- ① Protector

TROUBLESHOOTING

If the vehicle has some troubles, see your dealer for help.

Always use common sense and knowledge with respect to the motorcycle. Do not attempt to maintain the vehicle unless you are qualified.

Clean your motorcycle regularly to protect the surface finishes and inspect for cracks, wear, and oil or make fluid leakage.

CAUTION:

High-pressure water (or air) can damage certain parts of the motorcycle.

Avoid spraying high-pressure water at the following areas:
Wheel Hubs; Ignition Switch; Carburetor; Instruments; Handlebar Switches; Muffler Outlets; Under Fuel Tank; Under Seat

- 1.Wash the vehicle completely with a great deal of water.

NOTE:

Clean the headlight lens and other plastic parts using a cloth or sponge dampened with a solution of mild detergent and water.

- 2.Dry up the motorcycle, start the engine, and let it run for several minutes.

△WARNING

Braking efficiency may be temporarily impaired immediately after washing the motorcycle. Anticipate longer stopping distance to avoid a possible accident.

- 3.Test the brakes before riding the motorcycle. Several applications may be necessary to restore normal braking performance.

STORAGE GUIDE

Some measures should be taken for storing a long term-unused

vehicle so as to reduce the bad influence of storage. Before the storage, make necessary maintenance to ensure high performance after-storage.

Storage

- 1.Clean and dry up the vehicle and wax its surface.
- 2.Empty the fuel inside the fuel tank and carburetor, spray some antirust.

△WARNING

Gasoline is extremely flammable and is explosive under certain conditions. Perform this operation in a well-ventilated area with the engine stopped. Do not smoke or allow flames or sparks in the area where gasoline is drained or stored and where the fuel tank is refueled.

- 3.Drive off the spark plug to fill a little of engine oil (about 15~20millilitre) into the cylinder; turn off the ignition switch and tread the kick-starter pedal several times to scatter evenly the oil inside the cylinder, and then reinstall the spark plug.
- 4.Dismantle the battery and store in a dry, cool and well-ventilated place without being shone directly.

CAUTION:

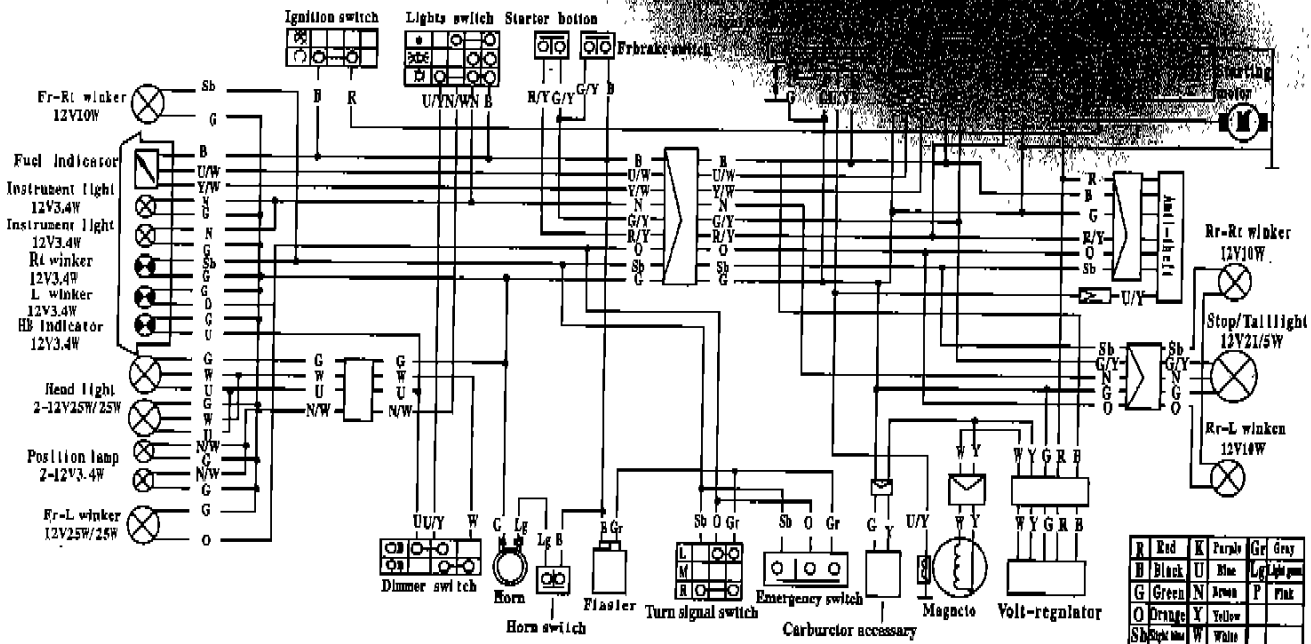
When dismantling the battery, dismantle the negative lead first, and then the positive lead. When installing it, the procedure is just opposite. During the operations above, the ignition switch must be turned off.

- 5.Seal the muffler outlet with plastic cloth to prevent damp's entering.
- 6.Cover the motorcycle (don't use plastic or other coated materials) and store in an unheated area, free of dampness. Do not store the motorcycle in direct sunlight.

REMOVAL FROM STORAGE

- 1.Take off the cover shielding the vehicle and clean it.
- 2.Charge the battery as required. Install the battery.
- 3.Clear away the antirust inside the fuel tank, and fill fresh gasoline instead.
- 4.Perform all Pre-ride Inspection checks. Try the motorcycle at low speeds in a safe riding area away from traffic.

WIRING DIAGRAM



ONS 150T-7A

DIMENSIONS

Overall length	1940mm
Overall width	660mm
Overall height	1060mm
Wheel base	1355mm
Ground Clearance	100mm
Top speed	≥ 75km/h
Economic fuel cons	≤ 2.8L/100km

WEIGHT

Dry weight	110kg
------------	-------

CAPACITIES

Passenger capacity	The Operator and a passenger
Maximum weight capacity	150kg
Fuel tank capacity	6.8L

ENGINE

Model	157QMJ
Type	Horizontal 4-stroke, single cylinder with forced air-cooled
Bore and stroke	57.4 × 57.8mm
Compression ratio	9.2:1
Displacement	149.72cm ³
Rated power output	7.0kw/7500r/min
Max. torque	8.5N.m/r4000r/min
Start mode	Electric starter/kick-starter
Spark plug	A7TC

Spark plug gap	0.6-0.8mm
----------------	-----------

CHASSIS AND SUSPENSION

Caster	45°
Tyre size, front	130/60-13-200kPa
Tyre size, rear	130/60-13-225kPa
Front brake type	Disc type
Rear brake type	Drum type

POWER TRANSMISSION

Clutch type	Dry-type and auto-centrifugal
Transmission	Stepless variable, belt drive
Ratio of belt	2.65~0.8
Gear ratio, 1 st	3.077
2 nd	2.8

ELECTRICAL

Battery	12V-7AH
Carburetor	VE45

LIGHTS

Headlight	12V-25W/25W
Tail/Brake light	12V-5W/18W
Turn signal light	4-12V10W
Position light	2-12V3.4W
Turn signal indicator	2-12V3.4W
Instrument light	3-12V1.7W