READ THIS MANUAL CAREFULLY!
It contains important safety information

OWNER'S MANUAL

GA009-4
<table>
<thead>
<tr>
<th>CONTENTS</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>FOREWORD</td>
<td>1</td>
</tr>
<tr>
<td>SAFE DRIVE</td>
<td>2</td>
</tr>
<tr>
<td>SPECIFICATION</td>
<td>4</td>
</tr>
<tr>
<td>OPERATION INSTRUCTION</td>
<td>6</td>
</tr>
<tr>
<td>PRIOR TO STARTING VEHICLE</td>
<td>7</td>
</tr>
<tr>
<td>CORRECT ATTIRE</td>
<td>7</td>
</tr>
<tr>
<td>OPERATION</td>
<td>8</td>
</tr>
<tr>
<td>CARGO</td>
<td>9</td>
</tr>
<tr>
<td>MODIFICATION</td>
<td>9</td>
</tr>
<tr>
<td>ATTACHMENT</td>
<td>9</td>
</tr>
<tr>
<td>MUFFLER</td>
<td>10</td>
</tr>
<tr>
<td>IMPORTANT SAFETY MESSAGE</td>
<td>11</td>
</tr>
<tr>
<td>IMPORTANT NOTICE TO PARENTS AND ADULTS</td>
<td>11</td>
</tr>
<tr>
<td>SAFETY INFORMATION</td>
<td>13</td>
</tr>
<tr>
<td>SAFETY LABELS</td>
<td>17</td>
</tr>
<tr>
<td>FRAME NUMBER &amp; ENGINE NUMBER</td>
<td>20</td>
</tr>
<tr>
<td>PARTS LOCATION</td>
<td>22</td>
</tr>
<tr>
<td>CONTROL FUNCTIONS</td>
<td>25</td>
</tr>
<tr>
<td>HANDLEBAR SWITCHES</td>
<td>25</td>
</tr>
<tr>
<td>NEUTRAL INDICATOR LIGHT</td>
<td>27</td>
</tr>
<tr>
<td>FUEL VALVE</td>
<td>28</td>
</tr>
<tr>
<td>THROTTLE LEVER</td>
<td>29</td>
</tr>
<tr>
<td>PARKING BRAKE</td>
<td>31</td>
</tr>
<tr>
<td>FLAG POLEBRACKET</td>
<td>31</td>
</tr>
<tr>
<td>THROTTLE LEVER</td>
<td>32</td>
</tr>
<tr>
<td>SPEED LIMITER</td>
<td>33</td>
</tr>
<tr>
<td>BRAKES</td>
<td>35</td>
</tr>
<tr>
<td>REAR BRAKE LEVER AND PEDAL</td>
<td>39</td>
</tr>
<tr>
<td>CLUTCH LEVER</td>
<td>39</td>
</tr>
<tr>
<td>GEAR SHIFT PEDAL</td>
<td>41</td>
</tr>
<tr>
<td>REVERSE LEVER</td>
<td>42</td>
</tr>
<tr>
<td>SEAT</td>
<td>43</td>
</tr>
<tr>
<td>DISPATCH BAG AND TOOL CASE</td>
<td>44</td>
</tr>
<tr>
<td>PRE-OPERATION INSPECTION</td>
<td>45</td>
</tr>
</tbody>
</table>
FOREWORD

Thank you for your purchasing motorcycle.

This manual covers the main data, basic structure, and main procedures of operation, adjustment, maintenance and troubleshooting of motorcycle. It will help you familiarize yourself with all the necessary skills so that you will bring your vehicle into full, best play with minimized trouble for a long service life.

Products are always subject to further improvement, which will cause some difference between the vehicle and this manual, without further notice.

If any difference against the real motorcycle, please do as the real.
SAFE DRIVE

Rules for Safe Drive

Check must be conducted, before starting the engine, to prevent mishaps and damage to components.

Only the qualified person who has passed the drive examination with a drive license is permitted to drive the vehicle but not anybody else without a drive license.

Full preoccupation is required during drive, paying attention to the following points to avoid any possible hurt to you by other motorized vehicles;

- Do not drive too close to other vehicles;
- Never contend for lane;
- Strictly observe the local traffic rules;
- As driving at overspeed is the cause of many accidents do not drive at a speed that the actual situation does not permit.
- Particular care should be exercised at the level crossing of roads, entrance and exit of parking lot or on the automobile lane.
- During drive, grasp the left handlebar by the left hand and the throttle twist grip by the right hand, with feet on the footrests.

Protective wear

1. Protective wear such as helmet with protective mask, dustproof glasses and gloves should be worn during drive for the sake of personal safety.

2. Loose clothes are not suitable for motorcycle drive or ride as they may get caught on the operating lever, kick lever, footrest or wheel, resulting in danger.

Modification of the vehicle

Caution:

Any unauthorized modification of the vehicle or replacement of the original parts can not ensure driving safety and is illicit. The user must observe the regulations of the traffic control authorities. We are not responsible for any vehicle with unauthorized modification.
<table>
<thead>
<tr>
<th>SPECIFICATION</th>
<th>250ST</th>
</tr>
</thead>
<tbody>
<tr>
<td>MODEL</td>
<td></td>
</tr>
<tr>
<td>DIMENSION:</td>
<td></td>
</tr>
<tr>
<td>OVERALL LENGTH</td>
<td>2000mm</td>
</tr>
<tr>
<td>OVERALL WIDTH</td>
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</tr>
<tr>
<td>OVERALL HEIGHT</td>
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</tr>
<tr>
<td>WHEEL BASE</td>
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</tr>
<tr>
<td>MIN.GROUND CLEARANCE</td>
<td>130mm</td>
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<tr>
<td>DRY WEIGHT:</td>
<td>233kg</td>
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<tr>
<td>ENGINE:</td>
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<tr>
<td>TYPE</td>
<td>251670f</td>
</tr>
<tr>
<td>CYLINDER ARRANGEMENT</td>
<td>Single-cylinder, four-stroke. Water-cooled</td>
</tr>
<tr>
<td>DISPLACEMENT</td>
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</tr>
<tr>
<td>BORE × STROKE</td>
<td>67mm×65mm</td>
</tr>
<tr>
<td>COMPRESSION RATIO</td>
<td>10:1</td>
</tr>
<tr>
<td>STARTING SYSTEM</td>
<td>Electric start</td>
</tr>
<tr>
<td>ENGINE OIL CAPACITY</td>
<td>L1L/L3L</td>
</tr>
<tr>
<td>FUEL CAPACITY</td>
<td>1L</td>
</tr>
<tr>
<td>STARTING</td>
<td>ELECTRIC START</td>
</tr>
<tr>
<td>TRANSMISSION</td>
<td>10-LINK CHAIN DRIVEN</td>
</tr>
<tr>
<td>REAR SUSPENSION</td>
<td>SWING ARM</td>
</tr>
<tr>
<td>FRONT SUSPENSION</td>
<td>SWING ARM</td>
</tr>
<tr>
<td>FRONT/REAR BRAKES</td>
<td>DISC/DISC</td>
</tr>
<tr>
<td>FRONT TIRES/PSI</td>
<td>AT23×7-10</td>
</tr>
<tr>
<td>REAR TIRES/PSI</td>
<td>AT22×10-10</td>
</tr>
<tr>
<td>NEUTRAL INDICATOR</td>
<td>STANDARD(GREEN)</td>
</tr>
<tr>
<td>MAX LOAD CAPACITY</td>
<td>185kg</td>
</tr>
<tr>
<td>BATTERY(GREEN)</td>
<td>12V 14Ah</td>
</tr>
</tbody>
</table>
**OPERATION INSTRUCTION**

This manual describes matters pertaining to correct operation, safe operation and simple maintenance of the vehicle you purchased.

To ensure more comfortable and safer operation.

Make sure to read this manual carefully prior to operation.

The photographs and drawings shown in this manual may differ from those of actual vehicles due to changes in vehicle specifications and modifications made.

This vehicle is designed for 1 rider including the operation.

**CAUTION**

- Do not use polluted gasoline.
  Using polluted gasoline will cause rust inside the fuel tank, and will close the supply of fuel to the carburetor, leading to an improper engine starting or may cause serious damage to an engine.

- Do not use polluted or low-grade oil.
  Always use genuine oil to protect and extend vehicle performance and its span.

If any failure occurs due to the use of polluted gasoline or oil, such failure will be excluded from being eligible for repairs under the warranty.

Carefully driving and the wearing of proper attire and safety equipment are the most important factors in the safe operation of the daystar. Please obey traffic regulations and do not hurried and careless.

Many new vehicle owners operate their newly purchased vehicles with great care and attentiveness to safety factors. However, after becoming accustomed to the operations are often discarded, which can lead to accidents. Please don't let this happen to you and always approach the operation of your vehicle with the safety considerations needed.

When operating the vehicle, always keep in mind and obey the notes of precaution printed on the “safety precaution label” attached to the vehicle.

- Always wear helmet.
- Wear the safety goggles.
- Drive safely.
- Pay attention to get burnt as the muffler can get very hot.

**PRIOR TO STARTING VEHICLE**

- Read user’s manual carefully.
- Conduct maintenance checks prior to operation.
- Always maintain vehicle in clean status and carry out specified maintenance checks.
- Make sure to stop engine and stay away from fire when fuelling.
- Exhaust gas contains harmful substance such as carbon monoxide, start engine in well-ventilated places.

**CORRECT ATTIRE**

- Always make sure to wear helmet for safety. Wear gloves and safety goggles.
- Do not wear uniforms which might hinder operation. It is dangerous if the uniform is caught by brake lever, clutch lever or by the rotating part of drive chain.
- Do not wear slippers which might obstruct brake operation or transmission gear operation.
- 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”.

- Always wear helmet.
- Always wear the safety goggles.
- Drive safely.
- Pay attention to get burnt as the muffler can get very hot.
OPERATION

• Operators should naturally fix bodies to keep smooth driving.
• Please check whether or not you are unnaturally strained and string up.
• Driving pose has a great influence on safe operation. Please always maintain the center of your body in the middle or seal. Especially do not sit at the rear seat because it may lessen the weight of front wheel and cause trembling steering wheel.
• A passenger should hold on to the motorcycle or the operator with both hands and keep both feet on the pedal step bar.
• When wanting to turn, slightly lean to body toward the direction of the turn. It is unsafe if the body is not moved in unison with the motorcycle.
• Curvy roads and poor, unpaved roads constantly change in surface quality. Driving on these roads can be unsafe if certain safety precautions are not followed.
• In order to safely drive through these driving conditions, anticipate coming road conditions slow down to at least half the normal speed, and relax your shoulders and wrists while securing the handles.
• Driving with one or both hands not holding the handles or the front wheel lifted can cause severe injury or death of the driver resulted from the turnover of the vehicle.

CARGO

• When carrying cargo, you must keep in mind that operating the vehicle, especially when turning, will be different.
• Make sure not to overload the vehicle with goods as this can make the vehicle unstable during operation.

CAUTION

• Only load cargo in or on designated areas as placing or fastening cargo to other areas can cause damage to the motorcycle.
• Do not place articles between the frame body cover and engine as this can burn the goods.
• Do not attach large or heavy items (such as a sleeping bag or tent) to the handle bars or fork. Unstable handling or slow steering response may result.

MODIFICATION

• Modification of vehicle structure or function deteriorates manipulability or causes exhaust noise to become louder shortening the vehicle life. These modifications are not only prohibited by law but also are the acts harmful to other people. Modifications are not covered by warranty.

ATTACHMENT

• Except designated attachment by our company, don’t attach any extra lighting device, because it may cause an early discharging of battery.
• Carefully inspect the accessory to make sure it does not obscure any lights, reduce ground clearance and banking angle, or limit suspension travel, steering travel or control operation.
• Do not add electrical equipment that will exceed the motorcycle’s electrical system capacity. A blown fuse could cause a dangerous loss of lights or engine power.
Thanks for purchasing 250ATV. This manual includes important safety information. It provides information about special techniques and skills necessary to ride this vehicle. It also includes the details to operate and necessary maintenance procedure to perform safely.

**IMPORTANT SAFETY MESSAGE:**
- Pay attention to the caution and warning labels on this ATV.
- Read this manual before operating this ATV. Make sure you understand all instruction. Also keep all information in mind while operating this ATV.
- Anyone under age 18 should never be all owed to operate 250ATV.
- Keep this manual in the warnings contained in this manual can result in serious injury or death.
- Never carry a passenger on this ATV.

**IMPORTANT NOTICE TO PARENTS AND ADULTS**
- This ATV is not a toy.
- You should understand the instructions and warning in this manual before you let your child ride this ATV. Then be sure your child understands and will follow them.
- This ATV should only be operated under the direct supervision of an adult.
- Never exceed your riding capabilities.
- This ATV can be hazardous to operate, avoid excessive speed, paved surfaces, sharp turns, and uneven terrain.
- Adults should adjust the throttle for slower speed.
- Never ride this ATV during low light conditions.
- Children differ in skills. Some children may not be able to operate an ATV safely. Parents should permit continued use only if they deter-mine that the child has the ability to operate the ATV safely.
- If your child is inexperienced in riding ATVs or she should take a training course before operating this ATV.
Whenever you see the symbols shown below, heed their instructions. Always follow safe operating and maintenance practices.

**WARNING**

**HAZARD**
Failure to heed WARNINGS can result in serious injury or death.

**WHAT CAN HAPPEN**
WARNINGs identify special instructions or procedures which, if not correctly followed, could result in damage to or destruction of equipment.

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

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**SAFETY INFORMATION**

**AN ATV IS NOT A TOY AND CAN BE HAZARDOUS TO OPERATE.**
An ATV handles differently from other vehicles, including motorcycles and cars. A collision or rollover can occur quickly, even during routine maneuvers such as turning and driving on hills or over obstacles, if you fail to take proper precautions.

**SEVERE INJURY OR DEATH** can result if you do not follow these instructions:
- Read this manual and all labels carefully and follow the operating procedures described.
- Never operate an ATV without proper instruction. Take a training course. Beginners should receive training from a certified instructor.
- Always follow the age recommendation:
  - A child under 6 years old should never operate an ATV with engine size greater than 50 C.C.
  - A child under 12 years old should never operate an ATV with engine size greater than 70 C.C.

- A child under 18 years old should never operate an ATV with engine size greater than 90 C.C.
- Never allow a child under age 18 to operate an ATV without supervision, and never allow continued use of an ATV by a child if he or she does not have the abilities it requires.
- Never carry a passenger on an ATV.
- Never operate an ATV on any public road, street or highway, even a dirt or gravel one.
- Never consume alcohol or drugs before or while operating this ATV.
- Never operate an ATV without wearing an approved motorcycle helmet that fits properly. You should also wear eye protection (face shield or goggles), gloves, long-sleeved shirt or jacket, and long pants.
- Always avoid operating an ATV on any paved surfaces, including driveways, sidewalks, streets and parking lots.
- Always go slowly and be extra careful when operating on unfamiliar terrain. Always be alert to...
changing terrain conditions when operating the ATV.

- Always follow proper procedures for turning as described in this manual. Practice turning at lower speeds before attempting to turn at faster speeds. Do not turn at excessive speed.

- Never operate on excessively rough, slippery or loose terrain until you have learned and practiced the skill necessary to control the ATV in such terrain. Always be especially cautious on these kinds of terrain.

- Always keep both hands on the handlebars and both feet on the footrests of the ATV during operation.

- Always inspect your ATV each time you use it to make sure it is in safe operating condition. Always follow the inspection and maintenance procedures and schedules described in this manual.

- Never attempt wheelie, jumps, or other stunts.

- Never operate at speeds too fast for your skills or the conditions, always go at a speed that is proper for the terrain, visibility and operating conditions, and your experience.

    - Never exceed the stated load capacity for an ATV. Cargo should be properly distributed and securely attached, reduce speed and follow instructions in this manual for carrying cargo or pulling a trailer. Allow greater distance for braking.

    - Never modify an ATV through improper installation or use of accessories.

    - Never operate the ATV on hills too steep for the ATV or for your abilities. Practice on smaller hills before attempting larger hills.

- Always follow proper procedures for climbing hills as described in this manual. Check the terrain carefully before you start up any hill. Never climb hills with excessively loose surfaces. Shift your weight forward. Never open the throttle suddenly or make sudden bear changes. Never go over the top of a hill at high speed.

- Always use the size and type tires specified in this manual. Always maintain proper tire pressure as described in this manual.

- Never attempt to operate over large obstacles, such as large rocks or fallen trees. Always follow proper procedures for operating over obstacles as described in this manual.

- Always use proper procedures if you stall or roll backwards when climbing a hill. To avoid stalling, use proper gear and maintain a steady speed when climbing a hill. If you stall or roll backwards, follow the special procedure for braking described in this manual. Dismount on the uphill side or to a side if pointed straight uphill. Turn the ATV around and remount, follow the procedure described in this manual.

- Always be careful when skidding or sliding. Learn to safety control skidding or sliding by practicing at low speeds and on level, smooth terrain. On extremely slippery surface, such as ice, go slowly and be very cautious in order to reduce the chance of skidding or sliding out of control.

- Never operate an ATV in fast flowing water or in water deeper than the recommended in this manual. Remember that wet brakes may have reduced stopping ability. Test your brakes after leaving water. If necessary, apply them several times to let friction dry out the linings.

- Always follow proper procedures for going down hills and for braking on hills as described in this manual. Check the terrain carefully before you start down any hill. Shift your weight backward. Never go down a hill at high speed. Avoid going down a hill at an angle that will cause the ATV to lean sharply to one side. Go straight down the hill where possible.

- Always follow proper procedures for crossing the side of a hill as described in this manual. Avoid hills with excessively slippery or loose surface. Shift your weight to the uphill side of the ATV. Never attempt to turn the ATV around on any hill until you have mastered the turning technique described in this manual on level ground. Avoid crossing the side of a steep hill if possible.

- Always check for obstacles before operating in a new area.
WARNING

POTENTIAL HAZARD
Starting or running the engine in a closed area.

WHAT CAN HAPPEN
Exhaust smoke is poisonous and may cause people unconsciousness and death within a short time.

HOW TO AVOID THE HAZARD
Always start and operate your ATV in an area with adequate ventilation.
THE WARNING AND SPECIFICATION LABELS

Read and understand all of the labels on this ATV. They contain important information for safe and proper operation of your ATV.

Never remove any labels from your vehicle. If any label becomes difficult to read or comes off, a replacement label is available from your dealer.

**WARNING**

Improper ATV use can result in SEVERE INJURY or DEATH.

Always use an approved helmet and protective gear. Never use on public roads. Never carry passengers. Never use with drugs or alcohol.

Never operate:
- without proper training or instruction.
- at speeds too fast for your skills or the conditions.
- an unsecured load or passenger can occur with another vehicle.
- with a passenger - passengers affect balance and steering and increase risk of losing control.
- use proper riding techniques to avoid vehicle overturning on hills and rough terrain and in turns.
- avoid paved surfaces - pavement may seriously affect handling and control.

READ THE OWNER'S MANUL. FOLLOW ALL INSTRUCTIONS AND WARNINGS.

**WARNING**

Operating this ATV if you are under the age of 18 increases your chance of severe injury or death. NEVER operate this ATV if you are under age 18.

Improper tire pressure or overloading can cause loss of control. Loss of control can result in severe injury or death.

Cold tire pressure:
- Front: 25 ± 2 psi
- Rear: 32 ± 2 psi

Maximum weight capacity: 355 kg (780 lbs)
FRAME NUMBER & ENGINE NUMBER

VEHICLE IDENTIFICATION

Identification number records.
Record the vehicle identification number and engine number in the follow spaces provided for assistance when ordering spare parts from your dealer or for reference in case the ATV is stolen.

1. vehicle identification number:

2. engine number:
CONTROL FUNCTIONS

HANDLEBAR SWITCHES

PLACED IN LEFT HANDLEBAR

1. HOT START LEVER (BLACK BUTTON)
2. ELECTRIC-START SWITCH (YELLOW BUTTON)
3. ENGINE STOP SWITCH (RED BUTTON)
4. HEADLIGHT SWITCH (BLACK BUTTON)
5. ELECTRIC FAN SWITCH (BLACK BUTTON)

ELECTRIC-START SWITCH

1. Pull the choke knob (1) left all the way to fully ON (A)Position, if the engine is cold
2. Starting switch
3. Manual choke
4. Lighting switch
2. pressing the electric start button for more than 3-4 seconds at a time may cause the starter to overheat and damage the starter. Release the start button for approximately before pressing it again.
3. immediately after the engine starts, operate the choke knob to keep fast idle.
4. about a half minute after the engine starts, push the choke knob right all the way to fully OFF(B).
5. if idling is unstable, open the throttle slightly.

**ELECTRIC FAN SWITCH**
- Press this button to bring down the temperature of engine.

**HEADLIGHT SWITCH**
The headlight dimmer switch (4) is used to change between the high and low beams of the headlight to operate, turn the switch to HI ( ) for high beam, Lo ( ) for low beam.

<table>
<thead>
<tr>
<th>Key position</th>
<th>Function</th>
</tr>
</thead>
<tbody>
<tr>
<td>ON (I)</td>
<td>Electrical circuits on.</td>
</tr>
<tr>
<td>OFF (O)</td>
<td>No electrical circuits function</td>
</tr>
</tbody>
</table>
Fuel Valve
The manual fuel valve (1) is located on the left side of the fuel tank.
The three-way fuel valve is used to control the flow of fuel from the fuel tank to the carburetor.

Normal position for riding
OFF - for parking, storing, or transportation.
RES - for extra fuel to get to a gas supply for refueling.

Remember to check that the valve is in the ON position each time you refuel. If the valve is left in the RES position, you may run out of fuel with no reserve.

Throttle Lever
RIGHT HANDLEBAR

(A) to open the throttle
(1) throttle lever

The throttle controls engine rpm (speed). To increase engine rpm, press the throttle lever (1) with your thumb. To reduce engine rpm, release pressure on the throttle lever. The throttle will automatically return to the closed position (engine idle) when you remove your thumb.
The lock lever (1) and parking brake pin (2) on the brake lever/parking brake lever (3) allows it to be used as a parking brake. To operate, push down and hold the parking brake pin, squeeze the clutch lever/parking brake lever and then lock lever.

Flag poles are optional equipment available from your Honda dealer. To mount a pole in the bracket (1), follow the instructions that come with the flag pole kit.

Flag poles are required in some riding areas. Check local regulations before riding.
NOTE:
If the starter switch is pushed with the main switch "ON" and engine stop switch "OFF", the starter motor will be activated but the engine will not start. To start the engine, make sure the engine stop switch at "RUN" position.

THROTTLE LEVER
Accelerate: press the throttle level.
Decelerate: release the throttle level. The spring of the level will return to the position prior pressing and the engine will return to idle. Before starting the engine, check the throttle level to make sure it is operating smoothly. Make sure it return to idle position as soon.

WARNING

POTENTIAL HAZARD
Malfunction of throttle.

WHAT CAN HAPPEN
The throttle level could be hard to operate, cause it difficult to speed up or slow down when you need to. This could cause an accident.

HOW TO AVOID THE HAZARD
Always check the operation of the throttle level before you start the engine. If it does work smoothly, check for the reason. Correct the problem before riding this ATV. Consult your dealer if you cannot find or solve the problem by yourself.

Speed limiter
There is a screw on throttle box, which is designed to keep the throttle from fully operating, even the throttle lever is pushed to the maximum. Screwing in the adjuster limits the maximum engine power available and decreases the maximum speed of the vehicle. Your ATV was delivered with an adjustable speed limiter. We recommends that all beginners start off with the speed limiter screw turned in to limit the speed while they learn. Once the beginner becomes more familiar with operating the ATV, the screw maybe gradually turned out to increase maximum speed. Adults should decide when to adjust the ATV for more power as the riding skills of their youngster improve. Once the rider can operate with full skill at top speed permitted by adjusting the speed limiter alone, the air intake restrictor plate can be removed. About the instruction of removing the air intake restrictor. Adjusting for maximum throttle lever moment without removing the air intake restrictor plate will cause the engine to run roughly at higher speeds.
**WARNING**

**POTENTIAL HAZARD**
Adjust the speed limiter and throttle improperly.

**WHAT CAN HAPPEN**
The throttle cable could be damaged and cause improper throttle operation. You could lose control, have an accident or be injured.

**HOW TO AVOID THE HAZARD**
Do not turn the speed adjuster out more than 20mm (0.8 in).

![Image of front brake lever]

Front Brake lever
The front brake lever is located on the right handlebar. Pull the lever toward handlebar to apply the front brake. Check the free play of front brake lever. The normal free play is between 10 to 20 mm (0.4 to 0.8 in) you can adjust the brake lever by turning the adjuster.

**BRAKES**
Both the front and rear brake are the hydraulic disk type. As the brake pad wear, the brake fluid level drops. There are no adjustments 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 control lever or pedal free travel becomes excessive and the brake pads are worn beyond the recommended limits, there is probably air in the brake system and it must be bled. See your authorized dealer for this service.

![Image of brake fluid level]

**CAUTION**
When adding brake fluid, be very careful not to allow foreign materials to enter the reserve tank. Do not fill past upper level. This can cause brake fluid to leak out of the reserve tank. Do not let brake fluid contact vehicle parts as this damages painted areas. If oil contacts parts, quickly clean the fluid off using a dry cloth. Use recommended brake fluid as other types can undergo chemical changes.

**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.
Check that the fluid level is above the LOWER level mark.

With the motorcycle in an upright position,
Brake fluid must be added to the reservoir whenever the fluid
Level begins to reach the LOWER level mark.

3. Remove the screws and master cylinder cap,
   diaphragm plate, and diaphragm.
2. Fill the reservoir with recommended brake fluid from a
   sealed container up to the UPPER level mark.

RECOMMENDED BRAKE FLUID IS DOT3

3. Reinstall the diaphragm, diaphragm plate, and master
   cylinder cap.
4. Tighten the screws securely.

Other checks:

Make sure there are no fluid leaks.
Check for deterioration or cracks in the hose and fitting.
Check the brake pad for wear when refilling with brake fluid.

REAR BRAKE
REAR 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
When adding brake fluid, be very careful not to allow
foreign materials to enter the reservior.
Do not fill past upper level.
This can cause brake fluid to leak out of the reserve
tank.
Do not let brake fluid contact vehicle parts as this
damages painted areas.
If oil contacts parts, quickly clean the fluid off using a
dry cloth.
Use recommended brake fluid as other types can
undergo chemical changes.
Check the brake fluid level with the motorcycle in an upright position.
Brake fluid must be added to the reservoir whenever the fluid level begins to reach the LOWER level mark.

1. Remove the reservoir cap, reservoir cap plate, and diaphragm.
2. Fill the reservoir with recommended brake fluid from a sealed container up to the UPPER level mark.

RECOMMENDED BRAKE FLUID IS DOT3
3. Reinstall the diaphragm, reservoir cap plate and cap securely.

Other checks
Make sure there are no fluid leaks.
Check for deterioration or cracks in the hose and fitting.
Check the brake pad for wear when refilling with brake fluid.

---

Rear brake lever and pedal

The rear brake lever is located on the left handlebar and the brake pedal is located on right side of the engine. Pull the lever toward the handlebar or push down on the pedal to apply the rear brake.
WARNING

POTENTIAL HAZARD

Operate the parking brake improperly.

WHAT CAN HAPPEN

The ATV could start moving unexpectedly if the parking brake is not applied before starting the engine. This could cause loss of control or a collision.

If you ride the ATV without releasing the parking brake, it could cause the brake to overheat and lose braking performance and cause an accident.

HOW TO AVOID THE HAZARD

- Always set the parking brake before starting the engine.
- Always make sure to release the parking brake before you start to ride.

Gear shift lever

1. When the shift lever in the front position.
   The engine is in the reverse gear.
2. When the shift lever in the second position.
   The engine is in the neutral gear.
3. When the shift lever in the third position.
   The engine is in the forward gear (F2).
4. When the shift lever in the fourth position.
   The engine is in the forward gear (F1).
SEAT

Removing the seat by pulling the seat lock lever upward and pull up the seat at the rear, insert the projection on the front of the seat into the holder and push down on the seat at rear to install the seat.

NOTE

Always make sure the seat is securely fitted.
Dispatch bag and tool case
Dispatch bag and tool case(1) are located at back of seat. This tool case is for storing little things. You can put this instruction or other books into it. When you wash your motorcycle, please don’t let water enter into it.

PRE-OPERATION INSPECTION
Always check the following points before using this ATV:

<table>
<thead>
<tr>
<th>INSPECTION ITEM</th>
<th>INSPECTION PROCEDURE</th>
</tr>
</thead>
<tbody>
<tr>
<td>BRAKES</td>
<td>● CHECK THE OPERATION, CONDITION AND REREE PLAY.</td>
</tr>
<tr>
<td></td>
<td>● ADJUST IF NECESSARY.</td>
</tr>
<tr>
<td>FUEL</td>
<td>● CHECK THE FUEL LEVEL.</td>
</tr>
<tr>
<td></td>
<td>● FILL FUEL IS NECESSARY.</td>
</tr>
<tr>
<td>ENGINE OIL</td>
<td>● CHECK ENGINE OIL LEVEL.</td>
</tr>
<tr>
<td></td>
<td>● FILL THE ENGINE OIL IF NECESSARY.</td>
</tr>
<tr>
<td>FINAL GEAR OIL</td>
<td>● CHECK FOR LEAKAGE.</td>
</tr>
<tr>
<td>THROTTLE</td>
<td>● CHECK FOR PROPER OPERATION OF THROTTLE CABLE.</td>
</tr>
<tr>
<td>BATTERY</td>
<td>● CHECK THE LEVEL OF FLUID</td>
</tr>
<tr>
<td>SWITCHES</td>
<td>● FILL DISTILLED WATER IF NECESSARY.</td>
</tr>
<tr>
<td></td>
<td>● CHECK ALL SWITCHES.</td>
</tr>
<tr>
<td>FITTINGS AND FASTENERS</td>
<td>● CHECK ALL FITTINGS AND FASTENERS.</td>
</tr>
<tr>
<td>WHEELS AND TIES</td>
<td>● CHECK TIRE PRESSURE, WEAR AND DAMAGE.</td>
</tr>
</tbody>
</table>
Brakes

1. Brake operation
   Test the brakes at slow speed after starting to make sure they are working properly. If any of the brakes does not provide proper braking function, inspect the brake for wear. (See page 75)

2. Brake pedal and brake levers
   Check the correct free play in the brake pedal and brake levers. Adjust it if the free play is incorrect. (See page 76)

WARNING

Potential Hazard
Failure to check the ATV before operating.
Failure to maintain the ATV properly.
What Can Happen
It could cause an accident or equipment damage.

How to Avoid the Hazard
Always check your ATV carefully each time before you use it to be sure the ATV is in safe operation condition. Always follow inspection and maintenance procedures as shown in the owner's manual.

Fuel

Always fill regular unleaded gasoline to your ATV. Do not use leaded gasoline; it will cause damage to internal engine parts.
If knocking or pinging occurs, use a different brand of gasoline or premium unleaded fuel.

WARNING

Potential Hazard
Improperly operating brakes while riding.

What Can Happen
The braking ability could lose and cause an accident.

How to Avoid the Hazard
Always check the brakes every time before you start to ride. Do not ride the ATV if you find there is any problem with the brakes. Find your dealer to inspect it if you cannot correct the problem by yourself according to the adjustment procedures provided in this manual.

WARNING

Do not overfill the fuel tank. Be careful not to spill fuel, especially on the engine or exhaust pipe. Make sure the fuel tank cap is closed securely.
Do not refuel right after the engine has been running and is still very hot.
Engine Oil

Always fill engine oil according to ambient temperature recommended as follows:

Temperature / Recommended oil:
-5°C-45°C (40°F-120°F) / SAE20W40
-10°C-35°C (10°F-100°F) / SAE10W30
-20°C-0°C (0°F-30°F) / SAE 5W30

Make sure the engine oil is at specified level. Add oil as necessary. (See page 68)

Final gear oil

SAE 80W90 hypoid gear oil may be used for all conditions.

Make sure the gear oil is at specified level. Add oil as necessary (See page 69)

Throttle lever

Check the throttle lever and see it operates correctly. It must open smoothly and return back to idle position when released.
Battery
Check fluid level and fill as necessary. Always use only distilled water to refill it. (See page 80)

Switches
Check the operation of engine stop switch, starter switch, main switch and water-cooling switch. Repair as necessary for proper operation.

Fittings and Fasteners
Always check the tightness of chasis before riding the ATV. Take the ATV to your dealer or refer to this manual for correct tight-engine torque.

Tires
The tire gauge is equipped with this ATV and located in the tool bag under the seat. Make sure to check tire pressure by the tire gauge and set front and rear tire pressure to 30Kpa.
1. Always set the front an rear tires pressure to be 30Kpa.
2. Always use size AT23X7-10 as front tires.
3. Always use size AT22X10-10 as rear tires.
4. When the tire groove decreases to 3 mm (0.12 in) due to wear, replace the tire.

OPERATION

WARNING
Indicates a potential hazard that could result in serious injury or death.

POTENTIAL HAZARD
Operating this ATV with improper tires, or with improper or uneven tire pressure.

WHAT CAN HAPPEN
Operating this ATV with improper tires, or with improper or uneven tire pressure could cause loss of control and an accident.

HOW TO AVOID THE HAZARD
1. Always set the front an rear tires pressure to be 30Kpa.
2. Always use size AT23X7-10 as front tires.
3. Always use size AT22X10-10 as rear tires.
4. When the tire groove decreases to 3 mm (0.12 in) due to wear, replace the tire.

WARNING
Indicates a potential hazard that could result in serious injury or death.

POTENTIAL HAZARD
Operating ATV without being familiar with all controls.

WHAT CAN HAPPEN
Loss of control, which could cause an accident or injury.

HOW TO AVOID THE HAZARD
Read this manual carefully. If you don’t understand any control or function, ask your dealer.

Starting a cold engine
1. Turn the engine stop switch to “RUN.”
2. Turn the main switch to “ON.”
3. Shift the transmission gear to neutral.
4. Push upward the choke lever located on the carburetor.
5. Complete close the throttle lever.
6. Push the start switch to crank the engine.
7. Pull up the choke lever to the middle position (warning) up position, until the engine runs then release the start button.
8. If the engine fails to start, release the start button. If the engine fails to start, release the start button, then push it again. Each cranking should not be more than 10 seconds.
9. Keep warming up the engine for 5 min. then pull up the choke lever to top.
WHEN ENGINE IS HOT

1. Close throttle grip and press starter button. (If engine is not started with 1-2 times trial, verify fuel cock lever is in “ON” position)
2. If engine is not started with throttle grip closed, open throttle grip approximately 1/8 to 1/4 and press starter button.

• It is possible that starting will be more difficult if the vehicle has not been used for a long period of time or if the fuel hole is plugged up (starting problems even when there is sufficient fuel in the fuel tank may be an indication of a plugged fuel hole).

When this happens, do not rotate the throttle grip and try the starter button a few times.

ΔNOTE
• Do not run engine idle unreasonably. This not only wastes fuel but also adversely affects engine.
• If starter button is pressed in gear position, vehicle may bring out to fall. Make sure gear is in neutral position prior to starting engine.

IF ENGINE CANNOT BE STARTED

If engine cannot be started or vehicle does not move, check the followings.

• Is there fuel in fuel tank?
• Are you operating in accordance with the instructions given in user’s manual?
• Is fuse not cut?
• Is starter motor running?
• If starter motor is not running due to battery consumption, try starting motor by using kick start technique.

RUNNING-IN

During initial running-in newly machined surfaces will be in contact with each other and these surface will wear in quickly. Running-in maintenance at 1,000km is designed to compensate for this initial minor wear. Timely performance of the running-in maintenance will ensure optimum service the general rules as follows:

1. Never labour the engine with full throttle at low engine speeds. This rule is applicable not only during running-in but at all times.
2. Maximum continuous engine speed during the first 1,000km must not exceed 5,000 rpm.

ΔCAUTION
• Running the engine beyond recommended maximum engine speed (the beginning of the tachometer red zone) can damage the engine.
To start out and accelerate:
1. Apply the rear brakes.
2. Release the throttle lever.
3. Shift into first gear then release the shift pedal.
4. Release the rear brake.
5. Open the throttle gradually.
6. Once the engine has reached adequate speed, release the throttle lever.
7. Shift into second gear then release the shift pedal.
8. Open the throttle gradually.
9. Follow the same procedure when shifting to the third and fourth gears.

To decelerate:
1. Release the throttle.
2. Apply the brakes smoothly and evenly.
3. Shift to lower gear once the engine has sufficiently slowed.

**WARNING**

**POTENTIAL HAZARD**
Apply a lower gear when the engine speed is too high.

**WHAT CAN HAPPEN**
The wheel could stop rotating. This could cause an accident, loss of control, injury and damage to the engine.

**HOW TO AVOID THE HAZARD**
Always shift to lower gear before you make sure that the engine has sufficiently slowed.

**WARNING**
Always release the shift pedal before opening the throttle, or the engine could wheelie and will cause an accident.

**ENGINE BREAK-IN**

The most important period in the life of your engine is between 0 and 20 hours. Please read the following information very carefully.
- Do not put an excessive load on the ATV for the first several hours of running.
- Never continuous operation above half throttle.
- Cool off the engine for ten minutes after every hour of operation.
- Vary the speed of the engine from time to time.

**LOADING**

This ATV is not designed to carry any cargo or tow a trailer. Never exceed the maximum loading capacity as 185 kg which including the total weight of rider and accessories. Always choose the accessories that is equivalent in design and quality.

**WARNING**
Overloading this ATV or carrying or towing cargo could cause changes in vehicle handling which could lead to an accident. Never exceed the stated loading capacity for this ATV.
**WARNING**

Indicates a potential hazard that could result in serious injury or death.

Know your ATV before riding

This ATV is for recreation use. This section, riding your ATV, provides general ATV riding instructions for recreational riding. The skills and techniques described in this section are appropriate for all types of riding. Riding this ATV requires special skills. Take the time to learn the basic techniques well before attempting more difficult maneuvers.

For your safety, be sure you have read this Owner’s Manual completely and understand the operation of the controls.

Before you begin to ride. Read all caution and warning labels on your ATV and pay particular attention to the safety information on pages 14-16.

**RIDE WITH CARE AND JUDGMENT**

Get training if you are inexperienced.

Beginners should get training from a certified instructor. Start at slow speeds first to be familiar with this ATV even if you are an experienced rider. Do not operate at maximum performance until you are totally familiar with the ATV’s handling and performance characteristics. Take the time to learn the basic techniques well before attempting more difficult maneuvers.

Never allow children under 18 years old to ride this ATV.

A child under 16 should never operate an ATV with engine size greater than 90cc.

This ATV is designed to carry the operator only. Never carry a passenger.

The long seat is to allow the operator to shift position as needed during operation. It is not a design for carrying passenger.

**Apparel**

Always wear an approved motorcycle helmet that fits properly. You should also wear eye protection (face shield or goggles), gloves, boots, long-sleeve jacket and long pants.

Do not operate after consuming alcohol or drugs.

Operator’s performance capability is reduced by the influence of alcohol or drugs.

**Pre-operation checks**

Always perform the pre-operation checks listed on the page 46 before riding for safety and proper care of your ATV.

**During operation**

Always keep your feet on the footboards during operation. Otherwise your feet may contact the wheel and could cause...
injury. Avoid wheelies and jumping. You may loose control of the ATV or overturn.

Exhaust system

The exhaust system on the ATV is very hot during and following operation. Never touch the exhaust system. Park the ATV in a place where pedestrians or children are not likely to touch it.

Be careful where you ride

• This ATV is designed for off-road use only. Riding on paved surfaces can cause loss of control. Do not ride on any public road, street, or highway. Riding on public roads can result in collisions with other vehicles.
• Know the terrain where you ride. Ride cautiously in unfamiliar areas. Stay alert for roots, holes or rocks in the terrain, and other hidden hazards which may cause the ATV to upset.
• When riding in an area where you might not easily be seen, mount a camion flag on the ATV.
• Do not ride on private property without getting permission. Do not ride in areas posted “No Trespassing”.
• Select a large, flat area off-road to become familiar with your ATV. Make sure that this area is free of obstacles and other riders. You should practice control of the brake, throttle, gear shifting and turning techniques in the area before trying more difficult terrain (54).
• Set the parking brake and follow the instructions on page 54 to start the engine. Once it has warmed up you are ready to begin riding your ATV. As you get on the ATV, be sure not to accidentally move the shift lever. Don’t touch the engine and exhaust pipe.

Turning you ATV

To achieve maximum traction while riding off-road, the two rear wheels are mounted sol-idly on one axle and turn together at the same speed. Therefore, unless the wheel on the inside of the turn is allowed to slip or lose some traction, the ATV will resist turning. A special turning technique must be used to allow the ATV to make turns quickly and easily.

Climbing uphill

Use proper riding skill to avoid vehicle over-turns on hills. Be sure that you can maneuver your ATV well on flat ground before attempting any incline and then practice riding first on gentle slopes. Try more difficult climbs only after you have learned more skills. In all cases avoid inclines with slippery or loose surfaces, or obstacles that might cause you to lose control. It is important when you climbing a hill to make sure that your weight is transferred forward on the ATV. This can be accomplished by leaning forward and, on steeper inclines: standing on the footboards and leaning forward over the handlebars.

If you are climbing a hill and you find that you have not properly judged your ability to make it to the top, you should turn the ATV around while you still have forward motion (provided you have the room to do so) and descend the hill.

If your ATV has stalled or stopped and you believe you can continue up the hill, restart carefully to make sure you do not lift the front wheels which could cause you to lose control. If you are unable to continue up the hill, dismount the ATV on the uphill side. Physically turn the ATV around and then go down hill.
If you start to roll backwards, DO NOT use the rear brake to stop or try to put the ATV in gear. The ATV could easily tip over backwards. Instead, dismount the ATV immediately on the uphill side.

Riding downhill

When riding your ATV downhill, shift your weight as far to the rear and uphill side of the ATV as possible. Move back on the seat and sit with your arms straight. Choose a low gear which will allow the engine compression to do most of the braking for you. Wrong braking may lead to a loss of traction. Use caution while descending a hill with loose or slippery surfaces. Braking ability and traction may be adversely affected by these surfaces. Wrong braking may also cause a loss of traction. If possible, ride your ATV straight downhill. Avoid sharp angles which could cause the ATV to tip or roll over. Carefully choose your path and ride no faster than you will be able to react to obstacles which may appear.
Crossing a slope

Crossing a sloping surface on your ATV requires you to properly position your weight to keep proper balance. Make sure that you have learned the basic riding skills on flat ground before attempting to traverse a sloping surface. Avoid slopes with slippery surfaces or rough terrain that may disturb your balance.

As you travel across a slope, lean your body in the uphill direction. It may be necessary to correct the steering when riding on loose surfaces by pointing the front wheels slightly uphill. When riding on slopes be sure not to make sharp turns either up or down hill.

If your ATV does begin to tip over, gradually steering the downhill direction of there are no obstacles in your path. As you regain proper balance, gradually steer again in the direction you wish to travel.

Crossing through shallow water

The ATV can be used to cross slow moving, shallow water of up to a maximum of 20cm (7.9 inches) in depth. Before entering the water, choose your path cautiously. Enter where there is no sharp drop off, and avoid rocks or other obstacles which may be slippery or up-set the ATV. Ride slowly and carefully.

Test your brakes after leaving the water. Do not continue to ride your ATV without verifying that you have regained proper braking ability.

Riding over rough terrain

Riding over rough terrain should be done with caution. Look out for obstacles could cause damage to the ATV or could lead to an upset or accident. Be sure to keep your feet firmly fixed on the footboards at all times. Avoid jumping the ATV as loss of control and damage to the ATV may result.
Sliding and skidding

Care should be used when riding on loose or slippery surfaces since the ATV may slide. If unexpected and uncorrected, sliding could cause an accident.
To reduce the possibility for the front wheels to slide in loose or slippery conditions, putting your weight over the front wheels will sometimes help.
If the rear wheels of your ATV starts to slide sideways, control can usually be regained if there is place to do so by steering in the direction of the slide. Applying the brakes or accelerating is not recommended until you have corrected the slide.
With practice, over a period of time, skill at controlled sliding can be improved. The terrain should be chosen carefully before attempting such maneuvers, since both stability and control are reduced. Bear in mind that sliding maneuvers should always be avoided on extremely slippery surfaces such as ice, since all control may be lost.

What to do if ...

This section is designed to be a reference guide only. Make sure to read each section on riding techniques completely.

What to do ...

If your ATV doesn’t turn when you want it to: Bring the ATV to a stop and practice the turning maneuvers again. Be sure you are positioning your weight on the footboard to the outside of the turn.
PERIODIC MAINTENANCE AND ADJUSTMENT

Periodic check, adjustment and lubrication will keep your machine in the securest and most efficient condition possible. Security is an obligation of the machine owner. The most important points of machine inspection, adjustment and lubrication are explained on the following pages.

Owner's manual and tool kit

You are advised to put this owner's manual and low-pressure tire gauge in the vinyl bag and always carry them along with the owner's tool kit under the seat.

The service information included in this manual is designed to provide you, the owner, with the essential information for completing your own preventive maintenance and minor repairs. The tools provided in the Owner's tool kit are enough for this purpose, except that a torque wrench is also necessary to correctly tighten nuts and bolts.

Engine oil

Engine oil level measurement

1. Place the ATV on a level surface.
2. Warm up the engine for several minutes and stop it.
3. Remove the dipstick and wipe it off with a clean rag. Insert the dipstick in the filler hole without screwing it in.
4. Remove the dipstick and check the oil level.
5. The oil level should be between the maximum and minimum marks. If the level is low, add oil to raise it to the proper level.

**Engine oil replacement**

1. Place the ATV on a level position.
2. Warm up the engine for several minutes and stop it.
3. Place an oil drain under the engine.
4. Remove the dipstick and drain bolt to drain the oil.
5. Check the O-ring and replace if damaged.
6. Install the drain bolt and tighten to specification.
7. Fill the engine with oil and equip the dipstick.
8. Warm up the engine for several minutes at idle speed. Inspect oil leakage while warming up.

- Change the specific oil and filter element every 800km at first time
- Then change the specific oil and filter element every 1000km

Final gear oil

**Final gear oil measurement**

1. Place the ATV on a level surface.
2. Remove the dipstick and wipe it off with a clean rag. Insert the dipstick in the filler hole without screwing it in.
3. Remove the dipstick and check the oil.

4. The oil level should be between the maximum and minimum marks. If the level is low, add oil to raise it to the proper level.

5. Equip the dipstick.

**Final gear oil replacement**

1. Place the ATV on a level position.
2. Place a container under the final gear case.
3. Remove the dipstick and drain bolt to drain the oil.
4. Equip the drain bolt and tighten to specification.
5. Fill the final gear case with oil.
6. Equip the dipstick.
7. Inspect oil leakage. If oil leakage is found, check for the reason.

**Spark plug inspection**

The spark plug is an important engine component and is easy to check. The condition of the spark plug can indicate the condition of the engine.

For example, a very white center electrode porcelain color could indicate an intake air leak or carburetor problem for that cylinder. Do not attempt to diagnose such problems yourself. Instead, take the ATV to your dealer. You should regularly remove and inspect the spark plug because heat and deposits will cause the spark plug to slowly break down and erode. If electrode erosion becomes excessive, you should replace the spark plug with one of the proper type.
Before installing the spark plug, measure the electrode gap with a feeler gauge and adjust to specification. When equipping the spark plug, always clean the gasket surface and use a new gasket. Wipe off any grime from the threads and tighten to the specified torque.

THROTTLE OPERATION

- Check for smooth rotation of the throttle grip from the fully open to the fully closed position at both full steering positions.
- Measure the throttle grip free play at the throttle grip flanges. The standard free play should be approx: 2–6 mm
- To adjust the free play, loosen the lock nut and turn the adjuster.

⚠️ WARNING

- Operation the motorcycle with an inadequate throttle grip free play can be hazardous. Inadequate throttle grip free play can cause engine speed to rise suddenly when you turn the handlebars.
Air filter cleaning

1. Remove the front cover by removing the screws.
2. Remove the air filter case cover by unhooking the fasteners.
3. Remove the air filter element by unhooking the fastener.
4. Wash the air filter element gently but thoroughly in solvent.
5. Press the excess solvent out of the air filter element and let it dry.
6. Check the air filter element. If damaged, replace it.
7. Apply foam air filter oil or other quality foam air filter oil to the air filter element. If foam air filter oil is not useful, SAE 10W30 motor oil may be used.
8. Equate the air filter element, the air filter case cover and the front cover.

Air intake restrictor plate removal

To get full engine performance ability, removing the air intake restrictor plate is required.
1. Remove the air filter element. (See Air filter cleaning for removal and installation procedures.)
2. Remove the air intake restrictor plate.
3. Equip the air filter element.
Carburetor adjustment

The carburetor is a principal part of the engine and requires very complex adjustment. Most adjusting should be left to your dealer who is professional and experienced on this. However, the idling speed may be performed by the owner as a part of the usual maintenance routine.

Idle speed adjustment
1. Start the engine and warm it up for a few minutes at nearly 1,000 to 2,000 r/min. Sometimes rev the engine to 4,000 to 5,000 r/min. The engine is warm when it quickly responds to the throttle.
2. Connect the tachometer and set the idle to be specified idling speed by adjusting the throttle stop screw. Turn the screw in to increase engine speed, and out to decrease engine speed.

Valve clearance adjustment

The proper valve clearance changes with use, leading to incorrect fuel/air supply or engine noise. To prevent this, the valve clearance must be adjusted periodically. This adjustment however, should be left to a professional service technician.

Cam chain adjustment
The cam chain will loosen with use, resulting in improper valve timing and engine noise. To prevent this, the cam chain tensioner must be adjusted regularly. This adjustment should be left to your dealer.

Front brake lever free play adjustment
The front brake lever free play should be adjusted to 10-12 mm (0.4-0.5 in) at the brake lever pivot.
If the free play is improper, adjust as follows:
1. Release the upper locknut and fully turn in the adjusting bolt.
2. Release the lower locknut.
3. Turn the lower adjusting bolt specified free play is obtained.
4. Tighten the lower locknut.
5. While applying the front brake, turn out the upper adjusting bolt until the upper and lower cable lengths are equal. The cable joint will become vertical.
6. Tighten the upper locknut.
Rear brake lever and pedal adjustment

1. Brake lever free play adjustment
   a. Release the brake cable locknut.
   b. Turn the adjusting bolt at the brake lever until brake lever free play is 5-8 mm (0.20-0.30 in).
   c. Tighten the locknut.

2. Brake pedal free play adjustment
   a. Turn the brake rod adjusting nut at the rear wheel hub until brake pedal free play is 20-30 mm (0.8-1.2 in).

Brake adjustment

1. Remove the rubber cap.
2. Remove the lock nut.
3. Slowly turn the adjusting bolt clockwise until resistance is felt. Then turn it 1/8 counterclockwise.
4. Tighten the lock nut to the specified torque.
5. Equip the rubber cap safely.
Cable inspection and lubrication
Lubricate the inner cables and the cable ends. If the cables do not operate smoothly, ask your dealer to replace them.

Knuckle shaft and steering shaft lubrication
Lubricate the pivot points. Use a grease gun.

Wheel removal
1. Raise the wheel by placing a suitable stand under the frame.
2. Remove the nuts from the wheel.
3. Remove the wheel assembly.

Wheel installation
When installing the wheel, reverse the removal procedure. Tighten the wheel nuts to the specified torques.

Battery
Inspect the level of the battery fluid and see if the terminals are tight. Add distilled water if the fluid level is low.

Replenishing the battery fluid
A poorly maintained battery will corrode and discharge quickly. The battery fluid should be checked at least once a month
1. The level should be between the upper and lower lever marks. Use only distilled water if refilling is necessary.
2. Disconnect the negative (-) lead.
3. Disconnect the positive (+) lead and remove the battery.
4. When the machine is not to be used for a month or longer, remove the battery and put it in a cool, dark place.
   Thoroughly recharge the battery before reusing.
5. If the battery is to be stored for a longer period than the above, check the specific gravity at least once a month and recharge the battery when it is too low.
6. Always make sure the connections are tight when putting the battery back in the machine. Make sure the breather hose is properly connected and is not damaged or obstructed.
Fuse replacement
1. The fuse case is placed under the seat.
2. If the fuse is blown, turn off the main switch and equip a new fuse of the specified amperage. Then turn on the switches. If the fuse immediately blows again, consult your dealer.

Muffler
The exhaust system must be periodically purged of accumulated carbon. To purge the system:
1. Allow the engine and muffler to cool.
2. Remove the bolts(1), the muffler tail cover(2), the spark arrester(3), and the gasket(4) from the muffler(5).

3. Use a brush to remove carbon deposits from the spark arrester screen(6). Be careful to avoid damaging the spark arrester screen.
   The spark arrester must be free of breaks and holes. Replace, if necessary. Check the gasket(4). Replace, if necessary.
4. Install the gasket to the muffler, the spark arrester, and the muffler tail cover and tighten the bolts securely.
Drive Chain Inspection

1. Chain slack should be checked by measuring the amount of chain slack midway between the sprockets. The amount of slack should be:
25 - 35 mm (1.0 - 1.4 in)

LEFT SIDE

2. Check drive chain slack at several points along the chain. The slack should remain constant. If it isn’t, some links may be kinked and binding. Lubricating the chain will often eliminate binding and kinking.

NOTICE
Excessive chain slack may allow the drive chain to damage the enginecase.

3. Inspect the drive chain for:
   - damaged rollers
   - loose pins
   - dry or rusted links
   - kinked or binding links
   - excessive wear
   - damaged or missing O-rings

Replace the drive chain if it has damaged rollers, loose pins, or kinks that cannot be freed. Lubricate the drive chain if it appears dry or shows signs of rust. Lubricate any kinked or binding links and work them free. Adjust chain slack if needed.

4. Check the drive chain slider (1) at the intervals specified in the Maintenance Schedule. The chain slider must be replaced if it is worn to the wear limit line (2). For replacement, see your dealer.

LEFT SIDE
5. With the upper or lower section of drive chain tight between the sprockets measure the distance between a span of 2 pins from pin centre to pin centre. If the distance exceeds the service limit, the chain is worn out and should be replaced.

Service limit:

319.1 mm (12.56 in)

6. Check the chain roller (1) for wear and have it replaced if necessary. The chain roller must be replaced if it is worn to 1.5 mm (0.06 in). For replacement, see your dealer.

7. Inspect the front and rear sprocket teeth for excessive wear or damage. If necessary, have your dealer replace a worn sprocket.
NOTICE
Use of a new chain with worn sprockets will cause rapid chain wear.

Adjustment
1. To adjust slack, use an Allen wrench (1) to loosen the rear axle holder fixing bolts (2).
2. Turn the adjuster (3) to decrease (A) or increase (B) chain slack.
3. Retighten the rear axle holder fixing bolts.

Rear axle holder fixing bolts torque:
21 Nm (2.1 kg f. m, 15 lb.ft)

If a torque wrench is not used for installation, see your dealer as soon as possible to verify proper assembly.

Lubrication

Lubricate every 30 days of riding or sooner if chain appears dry.

Lubricate only with SAE 80 or 90 gear oil. Commercial chain lubricants may contain solvents which could damage the rubber O-rings.
Removal, Cleaning & Replacement

Your ATV has an endless (riveted master link) type chain. It should only be removed or replaced by your dealer.

The O-rings can be damaged by steam cleaning, high pressure washers, and certain solvents.

1. Clean the side surfaces of the chain with a dry cloth. Use a high flashpoint solvent such as kerosene—not petrol.
   Do not brush the rubber O-rings.
   Brushing will damage them. User of a solvent may also damage the O-rings.
2. Inspect the drive chain for possible wear or damage.

Replace the drive chain if it has damaged rollers, loose fitting links, damaged O-rings, or otherwise appears unservicable.

Replacement Chain:
DID530V6 or RK530 SMOZ10S

Your ATV has a maintenance-free type battery. You do not have to check the battery electrolyte level or add distilled water as you would with a conventional-type battery.

**NOTICE**

Your battery is a maintenance-free type and can be permanently damaged if the cap strip is removed.

Suspension

Front Suspension Damping

![Suspension Diagram]

To adjust to the standard position:
1. Turn the rebound damping adjuster (1) clockwise until it will no longer turn (lightly seats). This is the full hard setting.
2. Turn the adjuster counterclockwise approximately 7/8 turns so that the punch mark (2) on the adjuster aligns with the reference punch mark (3). This is the standard position.
3. Make sure that both shock absorbers are adjusted to the same position.

To Reduce Rebound Damping (SOFT):
For a light load and smooth road conditions, turn the adjuster counterclockwise toward SOFT (S).

To Increase Rebound Damping (HARD):
For a firmer ride and rough road conditions, turn the adjuster clockwise toward HARD (H).

Compression Damping
LEFT FRONT

(1) compression damping adjuster
(2) punch mark
(3) reference punch mark

To adjust to the standard position:
1. Turn the compression damping adjuster (1) clockwise until it will no longer turn (lightly seats). This is the full hard setting.
2. Turn the adjuster counterclockwise approximately 1/2 turns so that the punch mark (2) on the adjuster aligns with the reference punch mark (3). This is the standard position.
3. Make sure that both shock absorbers are adjusted to the same position.

To Reduce Compression Damping (SOFT):
For a light load and smooth road conditions, turn the adjuster counterclockwise toward SOFT (S).

To Increase Compression Damping (HARD):
For a firmer ride and rough road conditions, turn the adjuster clockwise toward HARD (H).

Rear Suspension Damping

LEFT REAR

(1) rebound damping adjuster
(2) punch mark
(3) reference punch mark

To adjust to the standard position:
1. Turn the rebound damping adjuster (1) clockwise until it will no longer turn (lightly seats). This is the full hard setting.
2. Turn the adjuster counterclockwise approximately 1/8 turns so that the punch mark (2) on the adjuster aligns with the reference punch mark (3). This is the standard position.
To Reduce Compression Damping (SOFT):
For a light load and smooth road conditions, turn the adjuster counterclockwise toward SOFT (S).
To Increase Compression Damping (HARD):
For a firmer ride and rough road conditions, turn the adjuster clockwise toward HARD (H).

Compression Damping
LEFT SIDE

(1) compression damping adjuster
(2) punch mark
(3) reference punch mark

To adjust to the standard position:
1. Turn the compression damping adjuster (1) clockwise until it will no longer turn (lightly seats). This is the full hard setting.
2. Turn the adjuster counterclockwise approximately 1/8 clicks so that the punch mark (2) on the adjuster aligns with the reference punch mark (3). This is the standard position.

92
CLEANING AND STORAGE

Cleaning

Frequent, thorough cleaning of your machine will not only enhance its appearance but will improve its general performance and extend the useful life of many components.

1. Before cleaning the machine.
   a. Block off the end of the exhaust pipe to prevent water entry. A plastic bag and strong rubber band may be used.
   b. Assure the spark plug and all filter caps are correctly installed.

2. If the engine case is extremely greasy, apply degreaser with a paintbrush. Do not apply degreaser to the wheel axles.

3. Rinse the dirt and degreaser off with a garden hose. Use only sufficient pressure to do the job.

4. Once the majority of the dirt has been hosed off, wash all surfaces with warm water and mild, detergent-type soap. An old toothbrush or bottle brush is handy for hard-to-get-at places.

5. Rinse the machine off immediately with clean water and dry all surfaces with a chamois, clean towel or cloth.

6. Clean the seat with a vinyl upholstery cleaner to keep the cover pliable and glossy.

7. Automotive type wax may be applied to all painted and chrome plated surfaces. Avoid combination cleaner-waxes. Many contain abrasives which mar the paint or protective finish. When finished, start the engine and let it idle for several minutes.

Storage

Long term storage (60 days or more) of your machine will require some protective procedures to guard against deterioration. After completely cleaning the machine, prepare for storage as follows:

1. Fill the fuel tank with fresh fuel.

2. Remove the spark plug, pour about one tablespoon of SAE 10W30 or 20W40 motor oil in the spark plug hole and reinstall the spark plug. Ground the spark plug wire and turn the engine over several times to coat the cylinder wall with oil.

3. Lubricate all control cables.

4. Block up the frame to raise all wheels off the ground.

5. Tie a plastic bag over the exhaust pipe or outlet to prevent moisture from entering.

6. If storing in a damp or salty atmosphere, coat all exposed metal surfaces with a light film of oil. Do not apply oil to any rubber parts or the seat cover.

7. Remove the battery and charge it. Store it in a dry place and recharge it once a month. Do not store the battery, in an extremely warm or cold place (less than 0°C (30°F) or more than 30°C (90°F)).
Exhaust system have been added accelerant and second-time air valve, which improved the exhaust pollutant, and now it can reach standard Europe 2.