

SR300S

Owner's Manual



TABLE OF CONTENTS

1. Starting the engine.....	12
2. When the engine is “cold”	12
3. When the engine is “warm”	12
1. Shifter operation	13
2. Climbing or turning	13
3. Stopping	13
1. Periodic Maintenance Table	14
2. Engine Lubrication	15
2.1. Engine lubricant type.....	15
2.2. Oil level check	15
2.3. Oil change	16
2.4. Adding engine oil	16
3. Cooling system	17
3.1. Coolant reservoir	17
3.2. Coolant	18
4. Spark plug	19
4.1. Choosing the spark plug	19
4.2. Spark plug inspection and how to change it.....	19
5. Air filter	20
5.1. Cleaning the air filter	20
5.2. Special notes.....	20
6. Carburetor.....	22
6.1. Adjustment of idle speed.....	22
6.2. Air/Fuel mixture ratio adjustment.....	22
7. Chain	23
7.1. Checking the chain.....	23
7.2. Chain cleaning and lubrication	23
7.3. Adjustment and replacement of the chain.....	23
7.3.1. Adjustment.....	23

7.3.2. Replacing the chain	23
8. Brake system.....	24
8.1. Checking the brake fluid	24
9. Front and rear suspension	26
9.1.1.1. Adjustment of the front fork damping	26
9.1.1.2. Adjustment of the front fork rebound damping.....	26
9.1.1.3. Air bleeder screws	26
9.2.1.1. Rear shock compression damping adjustment.....	27
9.2.1.2. Rear shock rebound damping adjustment	27
9.2.1.3. Rear shock preload adjustment.....	27
10. Wheels	31
10.1. Spokes.....	31
10.2. Tires	31
10.2.1. Tire air pressure	31
10.2.2. Checking the tires.....	31
10.2.3. Changing the inner tubes	32
10.2.4. Changing the tires	32
11. Battery	33
11.1. Battery installation	33
11.2. Charging.....	33
11.3. Storage.....	33
11.4. Maintenance.....	33
12. Bearings	35
12.1. Steering stem taper bearings	35
12.2. Linkage bearings	35
12.3. Swingarm bearings	36
12.4. Front wheel bearings and spacers	36
12.5. Rear wheel bearings and spacers	37

INTRODUCTION

This manual introduces the basic operation and maintenance methods of the SSR Motorsports SR300. Please read it carefully before riding.

DO NOT use this motorcycle on roads, streets or in residential areas.

Following the recommendations found in this manual will help ensure your safety while operating the vehicle, will reduce the chance of malfunctions and will keep the vehicle operating at peak performance.

If you have any other questions not outlined in this manual about how to operate or maintain your SSR Motorsports motorcycle contact your local dealer for further assistance.

The information, images, and specifications in the manual are based on the most recent product data information available at the time of publication. Since changes may have occurred or improvements, there may be differences between vehicles and this manual. SSR Motorsports reserves the right to make changes any time, without having to make notification.

NOTICE

Be sure to use the utmost caution when riding a motorcycle. Do not drive until all of the safety requirements outlined here are fully understood.

This owner's manual is a necessary piece of the motorcycle, when you sell it to other people please attach it with the motorcycle.

This is an off-road motorcycle with two wheels and limited to be used by a single person only.

The recommended fuel octane rating is #91. Because fuel is flammable, if the fuel tank, fuel filter, intake or carburetor are damaged or leaking, the motorcycle should not be used before it is repaired to correct this issue.

Do not modify or change the electrical system in any way, changes to this system could result in overloading of electrical circuits which may lead to blown fuses or electrical shorts which could lead to fire or explosion. SSR Motorsports are not responsible for any consequences arising from the addition or modification of the electrical equipment.

Users should maintain the parts listed in strict accordance with the requirements in the "Periodic Maintenance Table".

Before any repairs are made, please turn off the engine and wait until it is no longer hot to begin working on it.

1. Before starting the engine make sure you are in a well-ventilated area.
2. The engine and exhaust system can only be touched after cooling, otherwise it will cause burns;
3. If when starting any abnormal running conditions/noise(s) are noted, please stop the engine immediately. Have the motorcycle inspected by an SSR service department. Once the abnormal condition is repaired, you can start the engine.

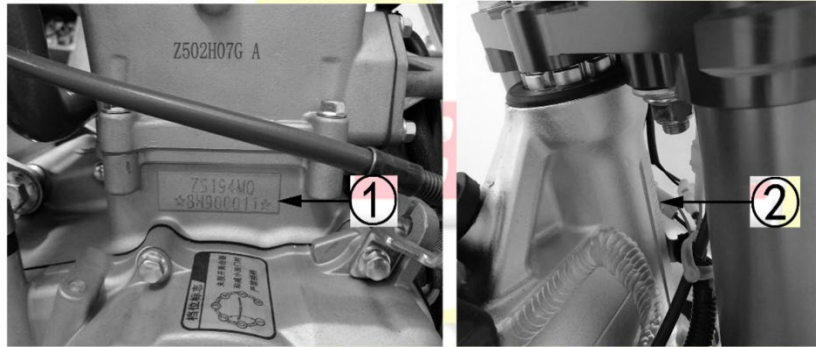
To reduce the possibility of fire or explosion, be careful when filling the fuel tank or handling gasoline. Use only non-flammable solvents to clean parts. Keep cigarettes, sparks and flames away from all fuel-related parts.

VIN AND ENGINE NUMBER LOCATION

Please record the numbers indicated in the following places, and keep the certificate issued with the motorcycle for after-sales service.

Engine number (1) is on the middle of the cylinder of the engine.

Frame number (2) is on the right side of the frame head tube.



NOTE: if the original frame number or engine number is scratched or changed, the dealer will not be able to confirm the configuration list and batch of vehicle identity, which will affect the after-sales processing, resulting in a state of inconsistency with the purchase status.

The frame number and engine number are the lifetime identification number of the vehicle and must not be altered, tampered or scratched.

PRECAUTION AND INSPECTION BEFORE RIDING

1. Preparation before riding

Before riding you must be prepared as follows:

- 1.1. Read this instruction manual;
- 1.2. Ensure that you know the safety factors involved;
- 1.3. Ensure you know how to operate all parts of the motorcycle;
- 1.4. You understand the body positions necessary to properly control the motorcycle;
- 1.5. Make sure that you wear appropriate safety equipment including a helmet, goggles, and protective clothing. In addition, make sure you are not under the effects of drugs or alcohol.

2. Safety equipment

In order to ensure your safety, you must wear a high-quality anti-collision helmet, goggles, gloves and other protective equipment when riding or competing;

- 2.1. During the riding process, the temperature of the exhaust pipe will get very high, the rider should be protected to avoid burns;
- 2.2. Do not wear loose or dangly clothing to prevent it from being caught by the handle levers, foot rests or wheels. It may also be swept up by the wind and hooked by other vehicles and cause accidents. Attention must be paid that high-quality protective equipment can only play a protective role, do not ignore commonly known safety regulations/laws and always wear your protective equipment no matter how long or far you are riding.
- 2.3. If you are riding the motorcycle at a closed race course you should wear a helmet, goggles, riding pants, long sleeves, gloves, knee pads, elbow pads, a neck protector, a chest protector and boots to make you as safe as possible while on a race track.

3. Check everything before riding

Be sure to carefully check the items in the table before riding, and never ignore the importance of these checks. Complete all inspections and necessary repairs before riding to ensure that the vehicle is safe and in optimum condition.

Part Inspected	Inspection Details
Handlebar	(1) Smooth with no deformation (2) The adjustment position is not off the scale printed on the handlebar (3) No axial movement and/or looseness (4) The handlebar bolts are completely fastened and torqued
Accelerator	(1) Free play is properly adjusted (2) Smooth rotation without jamming, the throttle returns automatically

	when the throttle is released
Fuel Quantity	Enough to ride the distance/time desired
Front and rear brake systems	(1) Brake pad material is above the minimum thickness (2) The brake lever free play distance (front & rear) is correct (3) Neither brake is spongy or dragging while operating
Tires	(1) Proper air pressure (2) Proper tire thread depth (3) No broken off knobs or cracks
Fuel	Enough fuel for planned riding.
Engine Oil	Engine oil meets or exceeds the minimum requirement and is full
Chain	(1) Proper adjustment (2) Proper lubrication

4. Rider Safety

4.1. Before riding your motorcycle, please recall the important safety information.

4.2. If you have ridden other motorcycles before, you need to familiarize yourself with this motorcycles operation and use caution until you have mastered all aspects of your motorcycle.

4.3. This vehicle should be operated by a skilled rider with experience off-road riding, beginners should only ride the motorcycle under the supervision of a skilled rider or instructor.

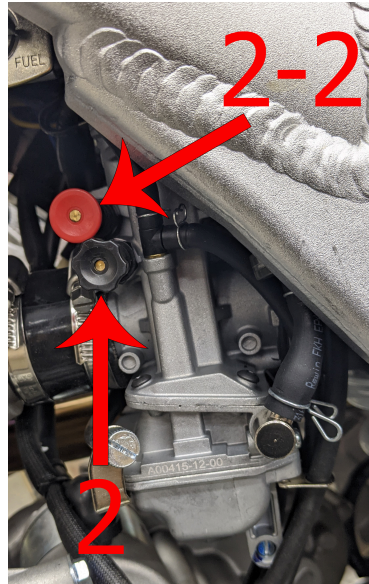
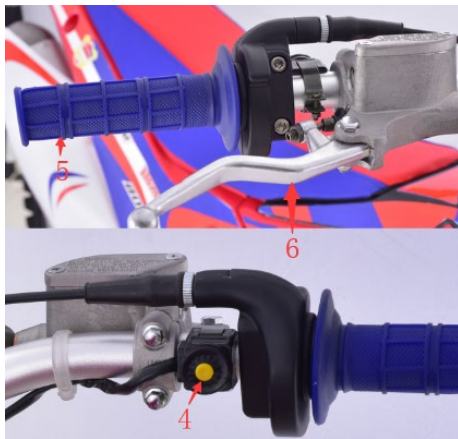
4.4. For your safety, please do not use the motorcycle in a closed environment. Exhaust gases from the motorcycle are harmful to your health and may even cause death.

4.5. The motorcycle doesn't have a lighting system, so please don't ride it at night or in the dark.

4.6. This motorcycle is an off-road motorcycle and is strictly forbidden to be used on roads and streets otherwise it may cause serious injury or death.

4.7. The rider must always wear a full set of off-road riding protective gear to avoid physical damage.

Main components and functions of your motorcycle



1. Stop Switch: red button, hold the red button in until the engine stops.

2. Choke knob: used to reduce the amount of air entering the carburetor inlet at low temperatures, and to increase the concentration of the fuel mixture to start when the engine is cold. Pull UP for ON, push DOWN for OFF.

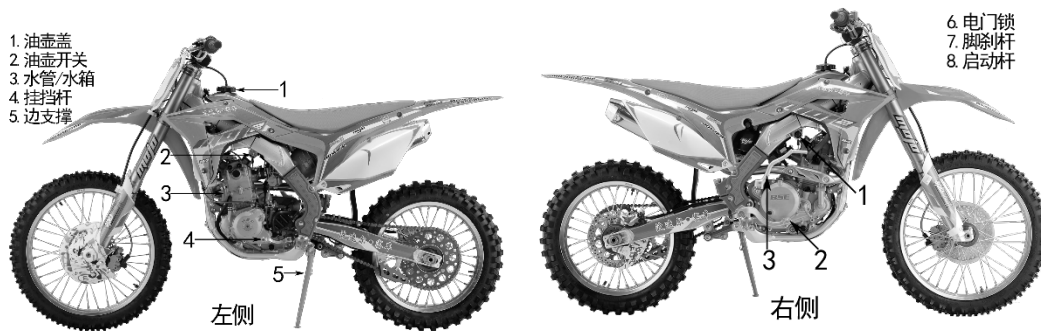
2-2. Hot Start Knob: used when the engine is hot to increase the amount of air entering the carb inlet at high temperatures to start when the engine is warm.

3. Clutch Lever

4. Start Switch: yellow button, press to engage the starter, hold until started. Do not hold longer than 5 seconds.

5. Throttle: Controls the fuel flow rate to the carburetor, the free play is 2mm-6mm.

6. Front Brake Lever



1. Fuel Cap: Remove the fuel tank cap and look into fuel tank to check the fuel volume. To loosen the fuel tank cap turn it counterclockwise.

2. Fuel switch

2.1. The fuel switch is located on the bottom of the fuel tank on the left-hand side, the fuel is filtered and sent into the carburetor.

2.2. Before starting engine, turn the fuel switch to the "ON" position to supply fuel to the carburetor.

2.3. After the engine is turned off, turn the fuel switch to the "OFF" position to stop supplying fuel to the carburetor.

2.4. The fuel switch is also supplied with a "RESERVE" position that leaves a small amount of spare fuel in the tank to be used in emergency situations. After refueling return the fuel switch to the "ON" position to avoid consuming the emergency "RESERVE" fuel.

3. Radiator and Coolant Reserve Tank


3.1. Opening method: Turn the cap in counterclockwise open water tank.

3.2. Closing method: Align the cap hook into the groove of the tank, press and turn the cap in clockwise tightly.

4. Gear shifter: Change gear with clutch, changing gear without clutch is prohibited.

5. Side stand

6. The ignition switch must be turned on before starting the engine. After parking, please remove the key. The key positions are shown in the following table:

Key Position	Features	Key State
OFF	The engine can't be started	The key can be pulled out
ON	The engine can be started	The key can't be pulled out
	The engine can be started and the headlight* is on.	The key can't be pulled out

7. Foot brake lever

When the foot brake lever is pressed, the rear disc brake will slow down the motorcycle.

8. Kick Starting

Turn the ignition switch to the ON position, only kick start with the engine with the transmission in the neutral position, pull in the clutch lever in with your left hand, turn the throttle a little with your right hand, press downward on the kick starter strongly and quickly, until it bottoms out. Do not use the kick starter lever when the engine is running. The electric starter and kick starter should not be used at the same time.

Break-in

1. Break-in Period

The break-in period refers to a treatment method in which your new motorcycle is used for the first time in order to ensure that the engine surfaces between parts wear in optimally.

Notice:

- 1.1. During the break-in period, the throttle should not be fully opened, and the maximum engine RPM should not exceed 5000r/min;
- 1.2. Each gear should be properly broken-in;
- 1.3. Do not ride the motorcycle at a fixed throttle position;
- 1.4. Change the engine oil every 125 miles during the break-in period and clean/oil the air filter.

2. Suggested operation during the break-in period

- 2.1. 0-125mi: The throttle is not turned beyond opening more than 1/3 of the maximum opening, and the engine RPM is controlled at no more than 4000r/min;
- 2.2. 125-375mi: The throttle is not turned beyond opening more than 1/2 of the maximum opening, and the engine RPM is controlled at no more than 6000r/min;
- 2.3. 375-950mi: The throttle is not turned beyond opening more than 3/4 of the maximum opening, and the engine RPM is controlled at no more than 9000r/min.

3. When to change the engine oil during the break-in period

Change the engine oil for the first time after 125 miles of use, or after a race, or 2.5 hours of riding. Next change the oil after 250 miles of use or 2 races, and so on until you exceed 1000 miles. Please use the recommended oil grade during replacement.

Starting the motorcycle

1. To start the engine

- 1.1. Turn the fuel tank switch to the 'ON' position;
- 1.2. Turn the ignition switch to the 'ON' position;
- 1.3. Make sure the transmission is in neutral.

2. When the engine is "cold"

Pull up the choke knob on the left side of the carburetor, pull in the clutch lever with your left hand, press the yellow start button with your right hand, and open the throttle slightly. After the engine has started and warmed up, press the choke knob down to shut it off.

Note: The colder the weather, the longer it will take to warm the engine up. Operating your motorcycle after the engine is fully warmed up will reduce engine wear.

3. When the engine is "warm"

There is no need to use the choke, just press the yellow start button.

Note:

- 3.1. Once started, the engine should be allowed to warm up until the idle speed is stable, and the fuel delivery feels smooth, so that the motorcycle will operate normally once ridden;
- 3.2. When using the electrical start, the starter button should be depressed no longer than 3-5 seconds, and a second attempt should be separated by more than 15 seconds, otherwise it will cause the battery to discharge too quickly and could affect the battery life;
- 3.3. After the engine is started, the start switch button should be released immediately. Once the engine is running do not press the starter button again, otherwise the starter motor/system could be damaged;
- 3.4. Make sure that the side stand is up before riding away, leaving the stand down could hinder your control or cause an accident when turning left;
- 3.5. Once started and while riding, you need to operate the throttle smoothly;
- 3.6. Do not start the motorcycle in enclosed spaces to avoid the danger of carbon monoxide poisoning;
- 3.7. If the clutch lever is damaged, you need to change it immediately;
- 3.8. DO NOT start the engine without first pulling the clutch lever in, if not it could cause damage to the engine or cause an accident.

SAFE RIDING TIPS

1. Shifter operation

You motorcycle has a six-speed transmission with a constantly meshing two-stage transmission. The first and second gears are low speed, the third and fourth gears are mid-speed, and the fifth and sixth gears are high speed. To shift, please refer to the following operations:

- 1.1. When the engine is idling, using your left hand pull in the clutch lever to disengage the clutch, then using your left foot press down on the shifter lever to make the transmission engage the first gear position;
- 1.2. Gradually increase the engine speed using the throttle while slowly releasing the clutch lever, these two actions must be done in conjunction to ensure a smooth ride away;
- 1.3. After a smooth ride away, reduce the engine speed by allowing the throttle to close, pull in the clutch lever, place your foot under the shifter lever and lift up to engage second gear, then gradually increase the engine speed while simultaneously releasing the clutch lever slowly so that the two actions coordinate with each other to ensure a smooth transition into second gear;
- 1.4. Use the same action as above to engage the other transmission gears;
- 1.5. When downshifting the transmission, the engine speed should be reduced. Use your left hand to pull in the clutch lever to disengage the clutch and use your left foot to depress the shifter lever to engage the next lowest gear. When downshifting do so gear by gear, do not skip any gears;
- 1.6. When shifting gears, make sure the shifter lever is fully engaged and the clutch lever is pulled in. **DO NOT** shift gears if the throttle is not fully closed or if the clutch is not fully disengaged, otherwise the engine or transmission systems may be damaged, or a safety related accident may occur.

The picture below shows the transmission shifting pattern:



2. Climbing and turning

- 2.1. When the motorcycle is going uphill, even if the throttle is increased the unit will decelerate if the transmission gear used is too high. Therefore, it is necessary to downshift before climbing hills. Also shift down to lower gears to avoid other slower vehicles and to avoid the clutch slipping;
- 2.2. When turning the motorcycle, if you decelerate too fast due to an emergency you may forget to downshift which will cause the rear wheel to slip. Therefore, when turning, close the throttle and use the brake to first decelerate and then quickly downshift to a lower gear.

3. Stopping

- 3.1. Gradually close the throttle to reduce your speed;
- 3.2. Use the front and rear brakes evenly and softly to allow the motorcycle to stop smoothly;
- 3.3. Turn the ignition switch to the "OFF" position and remove the key. If your motorcycle will not be ridden for a long time, please turn the fuel switch to the "OFF" position;
- 3.4. Put down the side stand to prop up the vehicle.

Motorcycle Maintenance

1. Periodic Maintenance Table

You need to maintenance your motorcycle according to the following table.

Inspection Items	Remarks	1 Ride	3 Rides	6 Rides	9 Rides	12 Rides
		2.5 h	7.5 h	15 h	22.5h	30h
Oil screen	(4)	I				R
Throttle cable		I				
Air filter element	(1)	C				
Engine oil	(3)	I		R		
Coolant	(2)	I				
Cooling system		I				
Spark plug		I				
Drive chain		I, L	C, A, R			
Chain guide / Tensioner		I	C			
Sprockets		I, L	C			
Brake fluid	(2)	I				
Clutch		I				
Front/rear brakes		I				
Cables		I,L				
Rear shock/linkage		I				
Front forks			L			
Front/Rear wheel		I				
Fasteners		I				

Symbols in the above table: (I) means check and clean, adjust, lubricate or replace if it is necessary; © means clean; (A) means adjust; (L) means lubricate; ® means replace.

Remarks table:

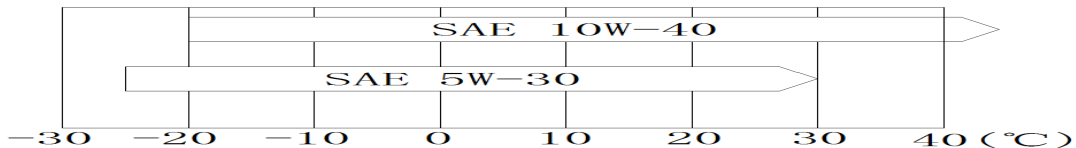
1. Anytime you use it in a dusty environment, you need to clean it;
2. Replace every two years, replacement requires some mechanic skill;
3. Change this after the first break-in period;
4. Replace yearly.

2. Engine Oil

2.1. Engine oil choice

The engine oil acts on the engine to reduce friction, increase sealing, cool parts, clean parts, and to prevent rust. Poor quality oils, excessive use time, insufficient oil volume, etc., will accelerate the wearing of engine parts, power loss, abnormal noise, clutch wear or slippage, increased engine temperatures, and even reduce the overall service lifetime of your motorcycle.

Always use a high-quality, four-stroke engine oil to extend the overall engine life. Engine oils should be graded API, SG, SH, SJ, SL, SM, or SN. The oil viscosity is SAE 10W-40, or according to the local climate please select the appropriate engine oil according to the table below:



Note:

2.1.1. DO NOT add any chemical additives to the lubricating oil;

2.1.2. Do not use any engine oils of poor quality.

2.2. Checking the engine oil level

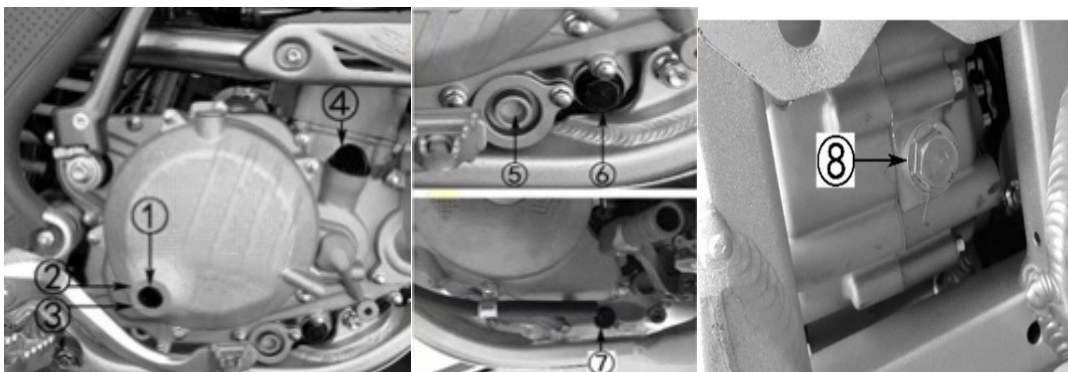
The engine oil level must be checked before every use of the motorcycle. There is an oil level sight glass window on the right crankcase cover, as shown in the image below. Follow the steps below to check the engine oil level;

2.2.1. Start the engine and allow it to idle for 3 minutes, then turn it off;

2.2.2. Wait 3 minutes after turning off the engine to allow the engine oil throughout the engine to settle in the bottom;

2.2.3. Hold the motorcycle in a vertical position while you are checking the oil level;

2.2.4. Check if the oil level is between the upper limit (2) and the lower limit (3) marks via the right crankcase cover oil level window (1). If the oil level is at (2) or close to (2), you do not need to add oil; if the oil level is below or near the lower level (3) mark, you need to add the recommended engine oil until it reaches mark (2), taking care not to overfill the engine.



2.3. Changing the engine oil

2.3.1. Start the engine and allow it to idle for 3 minutes then turn the engine off;

2.3.2. Put the motorcycle on a dirt bike stand or other means to keep it in a vertical position;

2.3.3. On the right side of the engine, use tools to remove numbers (5) and (6) in order to drain the engine oil and remove the filter screen;

2.3.4. On the left side of the engine remove number (7) using the appropriate tool;

2.3.5. Under the engine, remove number (8) using the appropriate tool;

2.3.6. Clean the engine oil filter screen using a low flash point solvent;

2.3.7. After the waste oil has been drained, reinstall the cleaned oil filter screen and reinstall the oil drain bolts back into the engine;

2.3.8. We recommended that the engine oil and filter should be changed/cleaned every 6 rides or approximately 15 hours of use, refer to the periodic maintenance table.

Please dispose of waste engine oil properly to avoid polluting the environment.

2.4. Adding engine oil

The oil filler cap (4) can be removed and engine oil can be added there, and the amount of oil filled can be confirmed by the crankcase oil level window (1). Reinstall the engine oil filler cap (4) after setting the proper oil level.

3. Cooling system

3.1. Coolant reservoir

The coolant reservoir is located behind the right radiator. According to the environment and conditions the motorcycle is used in, the coolant reservoir should be cleaned regularly to remove dust and dirt.

3.2. Coolant

The coolant should be maintained according to the "Maintenance Schedule". When adding or replacing the coolant, DO NOT use a non-glycol coolant, tap water or mineral water. Improper coolant use can cause damage, such as corrosion in the engine, blockage of the coolant passages or radiators, and premature wearing of the water pump seal. Please use a premixed glycol type coolant:

3.2.1. Check the coolant capacity

3.2.2. Hold the motorcycle in a vertical position while you are checking the coolant level;

3.2.3. Only check the coolant level once the engine has cooled down to avoid burns;

3.2.4. Ensure that the coolant level is between the upper limit (2) and lower limit (3) marking in the coolant reservoir.

3.2.5. Adding coolant

3.2.6. If the coolant level is at or below the (3) mark, please add coolant until the level reaches the (2) mark line. Use the following method:

3.2.6.1. Hold the motorcycle in a vertical position;

3.2.6.2. Remove the radiator cap (1) by turning it counterclockwise and add coolant until the level reaches the upper level (2) marking position;

3.2.6.3. Start the engine to allow the coolant to circulate in the engine, and watch the position of the coolant level in the reservoir bottle, if insufficient;

3.2.6.4. Reinstall the radiator cap (1)

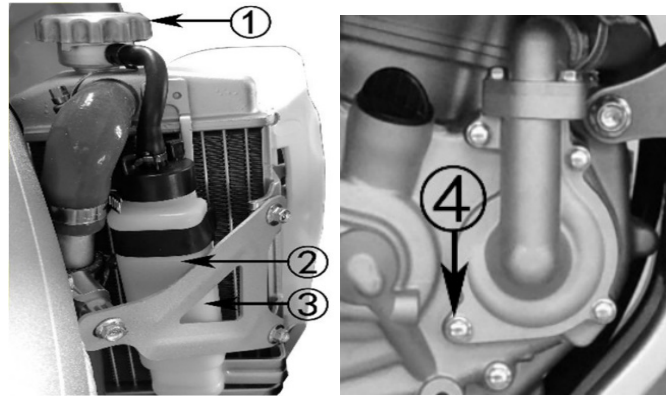
3.2.6.5. Change the coolant

3.2.6.6. Place a container under the engine;

3.2.6.7. Remove the coolant drain bolt (4);

3.2.6.8. Loosen the radiator cap and tilt the motorcycle to the right as far as possible to drain the coolant from the engine. Once the cap is loosened the coolant will start flowing so you may want to bring the container up to the drain as the cap is loosened;

3.2.6.9. Reinstall the coolant drain bolt (4) with copper washer and tighten to prevent fluid leakage.



3.2.7. Special Notes:

3.2.7.1. If the radiator cap is installed improperly, excessive coolant loss may occur, and the engine may overheat causing damage;

3.2.7.2. Always allow the engine and coolant to cool before removing the radiator cap. Hot coolant is under pressure and will spray out if the cap is removed while hot potentially causing burns;

3.2.7.3. Please dispose of waste coolant properly to protect the environment.

4. Spark plug

4.1. Choosing the spark plug

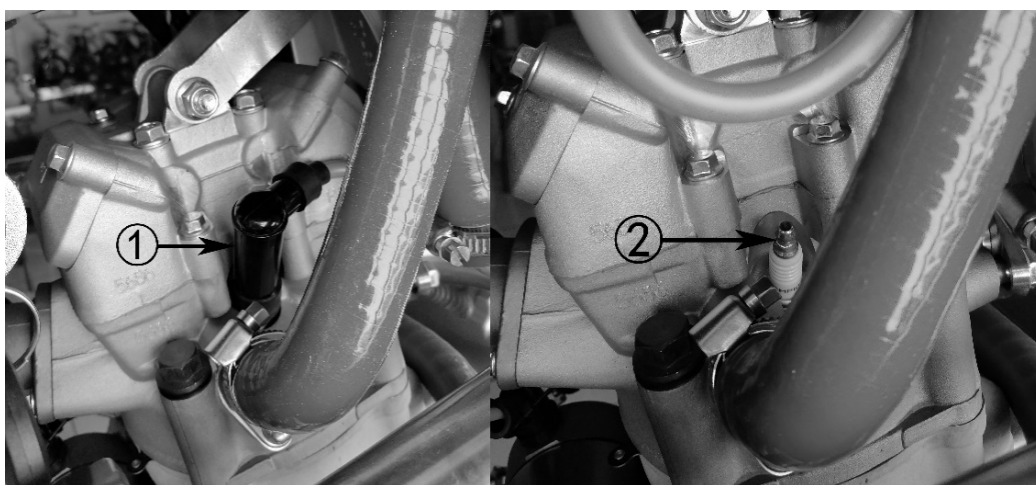
Spark plug used: Champion RG6YC.

The spark plug used on this series of motorcycle has been carefully selected and matched to suit the largest working range. If the color of the spark plug when checked is different than the normal spark plug, please return to using the original recommended spark plug. Selecting an inappropriate spark plug could result in engine damage.

4.2. Checking the spark plug and how to change it

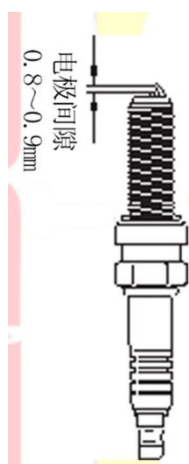
4.2.1. Check the spark plug according to the "Periodic Maintenance Table";

4.2.2. Remove the spark plug cap (1) and remove the spark plug (2) using a spark plug socket;



2.3. Inspect the spark plug for damage, electrode gap increase, if the gasket is intact. If any of these problems are present, replace the spark plug immediately;

4.2.4. Check the electrode gap with a feeler gauge. The normal electrode gap is 0.8~0.9mm;

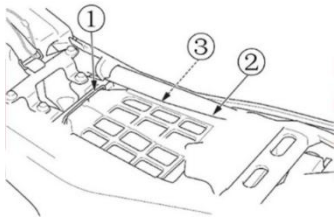


4.2.5. When you are installing the spark plug, first screw the spark plug in by hand and then tighten it with the proper spark plug socket.

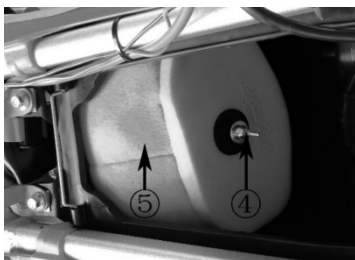
5. Air filter

The air filter used is comprised of two stages of special foam. It is extremely important to keep the air filter clean for two reasons: If the air filter is caked with dirt/dust it will affect the intake system by increasing air resistance thru the filter which will cause the fuel mixture to become too rich, decreasing engine power. Also, if left long enough without cleaning dirt/dust will make it thru the filter and into the engine causing premature engine failure/wear.

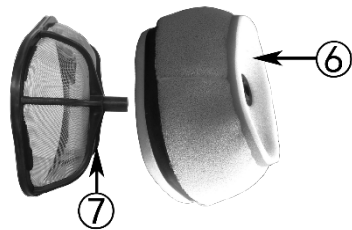
5.1. Cleaning the air filter



5.1.1. Remove the seat, rotate the air filter cover/battery box wire retainer (1) forward, and remove the air filter cover/battery box (2) from the air box;



5.1.2. Remove the air filter wingnut bolt (4) and remove the air filter element and cage assembly (5);



5.1.3. Remove the air filter element (6) from the air filter cage holder (7);

5.1.4. Clean the air filter with a foam air filter cleaner, then rinse with hot soapy water, then allow the filter element to dry thoroughly. The air filter is comprised of two stages of foam that cannot be separated;

5.1.5. Clean the backside of the airbox where the air filter element touches it;

5.1.6. After the air filter element has completely dried, spray the air filter with air filter oil evenly across the entire filter, and disperse the oil evenly by hand;

5.1.7. Install the air filter cage into the air filter element. Install the air filter element/cage into the airbox, pay attention to the alignment direction;

5.1.8. Install and tighten the wingnut bolt (4);

5.1.9. Install the air filter cover/battery box (2) onto the airbox top (3), then snap the air filter cover/battery box wire retainer (1) into place lastly install the seat.

5.2. Special Notes

5.2.1. When you are cleaning the air filter element, do not twist it. Before cleaning, make sure to check if the filter element is damaged. If it is damaged, replace the filter immediately;

5.2.2. If you are riding in a dusty environment, shorten the period time between air filter inspection and replacement. If the filter element is found to be clogged and worn, if the engine's apparent power is reduced, and the fuel consumption is increased. The filter element needs to be replaced immediately. This condition cannot be corrected until maintenance is performed;

5.2.3. It is strictly forbidden to start the motorcycle without the air filter element installed which will damage the motorcycle;

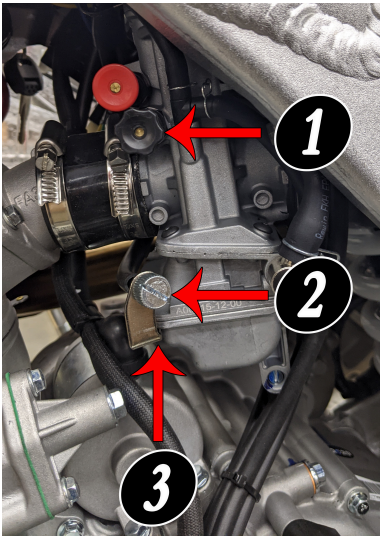
5.2.4. When assembling the air filter element and air filter cage, it should be installed correctly to ensure that the lip of the air filter element and the air filter cage are completely flush without gaps at the back side of the airbox.

6. Carburetor

Under an average load, climate and pressure conditions, the carburetor can be operated under normal conditions. However, in order to fine-tune the power output of the engine, the carburetor may need to be adjusted to your specific needs.

As the following picture shows:

- (1) The choke knob (used when the engine is “cold”, detailed in the second section of this manual ("Starting the Motorcycle"));
- (2) Idle speed adjustment screw;
- (3) Air/fuel ratio adjustment screw;



6.1. Adjustment of the idle speed

- (a) When the motorcycle is in neutral, start the engine, and allow it to warm up. Once warm, turning the adjustment screw (2) clockwise to increase idle speed; the adjustment screw (2) counterclockwise to reduce the idle speed;
- (b) The carburetor's idle speed can be appropriately lowered when the ambient temperature is high; the carburetor's idle speed can be appropriately raised when the ambient temperature is low.
- (c) **NOTE:** DO NOT adjust the idle speed so high that cylinder head lubrication is affected, this could cause premature wear of the engine parts and/or top-end failure.

6.2. Fuel/Air mixture ratio adjustment

When the motorcycle is in neutral, start the engine and allow to warm up until the choke no longer needs to be used and the engine accepts throttle without hesitation. Turn the fuel mixture screw (3) clockwise to decrease the air volume, richening the fuel mixture. Turn the fuel mixture screw (3) counterclockwise to increase the air volume, leaning the fuel mixture.

NOTE: The carburetor has been designed and matched to your motorcycle during the product development stage and can be adapted to operate normally in most environments. In order to ensure the best performance, it is recommended that a professional carry out any carburetor adjustments or parts replacements necessary.

7. Chain

The drive chain life will depend on how often it is lubricated and adjusted. A lack of maintenance can result in premature wear or damage to the chain and/or sprockets. When operating your motorcycle in unusually dusty or muddy environments increase the frequency with which you clean & adjust the drive chain. If the chain or sprockets have reached their wear limit, they must be replaced together immediately. Before servicing the chain make sure the engine is off and that the transmission is in neutral.

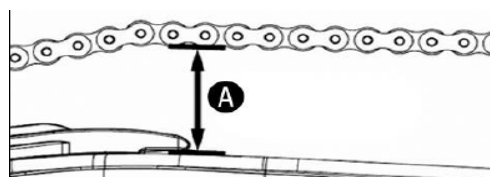
7.1. Checking the chain

7.1.1. Turn the engine off, place a stand under the engine, lift the rear wheel off the ground, and make sure the transmission is in neutral;

7.1.2. Check the chain slack between the front and rear sprockets as shown in the image below, the chain slack (A) should be between 10 and 15mm;

7.1.3. Rotate the rear wheel to measure the chain slack from many positions along the chain, the slack should remain unchanged;

7.1.4. Inspect the chain for any of the following conditions: loose chain pins, excessive wear, dry or rusty, loose or tight spots.



7.2. Lubricating and cleaning the chain

7.2.1 For the drive chain maintenance schedule refer to the "Periodic Maintenance Table". If riding in a dusty environment, decrease the time between maintenance intervals;

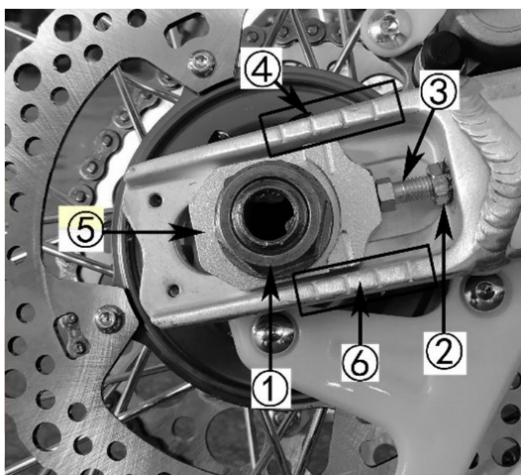
7.2.2. Clean the drive chain and sprockets with a chain cleaner spray. Dry the chain and lubricate it using a motorcycle chain lubricant, lube should be applied to all surfaces of the chain to decrease wear and to prevent rust accumulation.

7.3. Adjustment and replacement of the chain

7.3.1. Adjustment

7.3.1.1. Turn off the engine, place a stand under the engine to lift the rear wheel off the ground, and make sure the transmission is in neutral;

7.3.1.2. Loosen the rear axle nut (1), loosen the adjustment nut (2) on both sides, rotate the adjusting bolt (3) on both sides clockwise or counterclockwise, so that the chain slack meets the requirements, and the adjustment block (5) is aligned with the same part of the adjustment scale (4 & 6) on both sides of the swingarm;



(c) Tighten the rear axle nut (1) and tighten the adjustment nut (2) on both sides of the swingarm and confirm the proper slack is set.

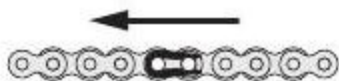
7.3.2. Replacing the chain

7.3.2.1. Using needle-nose pliers remove the master link clip, then the master link, and then remove the chain;

7.3.2.2. Check the front and rear sprocket wear, if they are showing any signs of wear, replace them;

7.3.2.3. Install the new chain and adjust the free play as described above;

7.3.2.4. When installing the master link clip, make sure the open end faces the opposite direction of the chain rotation.



8. Brake system

8.1. Checking the brake fluid

8.1.1. Place the motorcycle on a flat surface and stand it up vertically;

8.1.2. The front brake fluid level should be above the LWR (1) mark and just below the upper mark. The rear brake fluid level should be above the LWR (2) mark and just below the upper mark. Check the brake pads for wear, if worn replace them. If the brake pad wear is OK check the brake system for leaks.

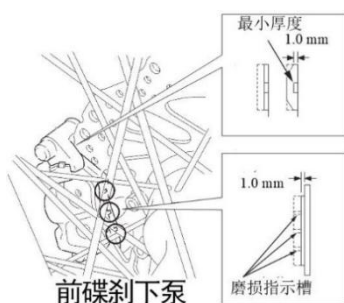
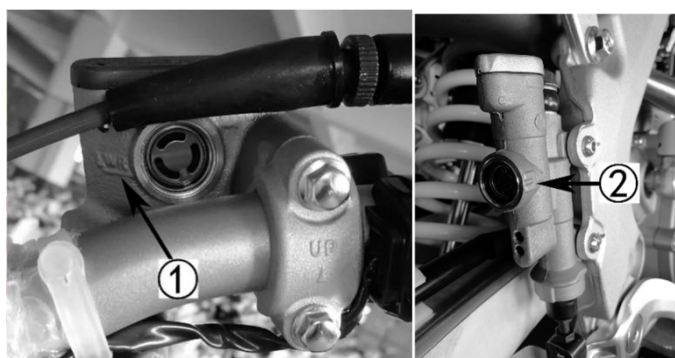
8.1.3. When operating the front brake lever, if the lever feels spongy there is air trapped in the brake system, the air should be completely removed before the brake system will operate normally, otherwise it will reduce the braking performance or could cause an accident;

8.1.4. When the foot brake lever is pressed, if the lever feels spongy there is air trapped in the brake system, the air should be completely removed before the brake system will operate normally, otherwise it will reduce the braking performance or could cause an accident. Use only DOT4 brake fluid in both systems, DO NOT mix different types of brake fluid.

8.1.5. Brake fluid is corrosive. Do not splash it on painted or plastic surfaces. If consumed, throw it up and seek medical attention. If it get in the eyes or on the skin, rinse the area affected immediately with water.

8.1.6. The front and rear brake systems are operated by hydraulic pressure. To ensure safety and reliability, replace or add brake fluid as needed. Please consult your local dealership for maintenance.

Refer to the “Periodic Maintenance Table” for the maintenance cycle of the brake fluid.



8.1.6.1 Brake pads

8.1.6.1.1. The brake pad wear will depend on the mode of use and track conditions. (In general, the brake pads will wear faster when used in wet and dirty track conditions).

8.1.6.1.2. Check the front the brake pad wear at the front brake caliper to determine brake pad thickness. If either pad is worn to a thickness of 1mm or less, replace the brake pads as a set.

8.1.6.1.3. Check the rear the brake pad wear at the rear brake caliper to determine brake pad thickness. If either pad is worn to a thickness of 1mm or less, replace the brake pads as a set.

8.1.6.1.4. If brake pad replacement is needed, please use the original factory brake pads and

have an SSR dealer or professional replace them. Refer to the "Periodic Maintenance Table" for the maintenance cycle of the brake pads.

8.1.6.2 Other inspections



Check that the front brake assembly and the rear brake assembly are properly installed and that the bolts are secure. Make sure there is no fluid leakage, check the brake hoses and pressure fittings for signs of aging or cracks.

9. Front forks and rear shock

9.1 Front forks

The front forks on your motorcycle are two-way adjustable. You can adjust the compression damping and rebound damping according to your personal preference, riding environment, or to suit different needs. Refer to the "Periodic Maintenance Table" for the fork maintenance cycle, and visually check for oil leakage regularly. If repairs are needed please contact your SSR dealer or a professional mechanic for assistance.

9.1.1. Adjustment of the front fork damping

Compression Damping: Rotate the compression damping adjustment bolt (1) to adjust the speed of front fork compression.

Rebound Damping: Rotate the rebound damping adjustment bolt (2) to adjust the speed of the front fork rebound.

According to the picture, the compression damping adjustment bolts have adjustment directions and letters marked. "H" refers to: "HARD" and "S" refers to: "SOFT". The rebound adjustments at the bottom of the fork are marked "F" refers to: "FAST" and "S" refers to: "SLOW". The specific adjustment method is as follows:

9.1.1.1. Compression damping adjustment

To determine the compression adjustment range, first rotate the compression damping adjustment bolt (1) clockwise "H" direction until it can no longer turn (do not apply excessive force), this is the maximum resistance state, turn the compression damping adjustment bolt (1) counterclockwise "S" direction, counting the number of "clicks" until it can no longer turn (do not apply excessive force), this is the minimum resistance state. The specific adjustment methods are as follows:

Adjust the compression damping adjustment bolt (1) to the middle position, hold onto the handlebars with both hands, compress the front brake lever, press down on the handlebars to compress the forks, then adjust the compression damping counterclockwise or clockwise according to your personal preference and riding environment. Make sure that the two adjustments are not adjusted to the limit and 3-5 clicks of damping are reserved.

9.1.1.2. Rebound damping adjustment

To determine the rebound damping adjustment range, first rotate the rebound damping adjustment bolt (2) counterclockwise "S" direction until it can no longer turn (do not apply excessive force), this is the slowest rebound state, turn the rebound damping adjustment bolt (2) clockwise in the "F" direction, counting the number of "clicks" until it can no longer turn (do not apply excessive force), which is the fastest rebound state. The specific adjustment method is as follows:



Adjust the rebound damping adjustment bolt (2) to the middle position, while sitting on the motorcycle compress the front forks up and down, adjust the rebound damping counterclockwise or clockwise according to your personal preference and riding environment. Make sure that the two adjustments are not adjusted to the limit and 3-5 clicks

of damping are reserved.

NOTE: Please remember the number "clicks" before adjusting the damping.

9.1.1.3. Air bleeder screws

In order to ensure optimal performance and normal operation the suspension requires after a certain period and after intense riding that the air bleeder screws be opened to release any trapped high-pressure air generated by the reciprocating action inside of the front forks.

9.1.1.3.1. Place a stand under the engine to keep the front wheel off the ground; do not let the front wheel touch the ground, otherwise it could affect the bleeding process;

9.1.1.3.2. Remove the bleeder bolt (3).

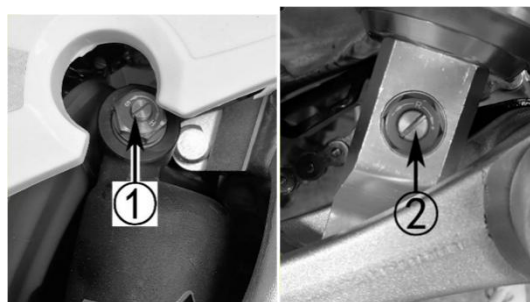
9.1.1.3.3. Check the seal condition of the bolt.

9.1.1.3.4. Reinstall the bolt.

9.2. Rear shock

The rear shock absorber on your motorcycle uses an external nitrogen reservoir with adjustable two-way damping. You can adjust the spring preload, compression damping and rebound damping according to your personal preference, riding environment, or to suit different needs. Refer to the "Periodic Maintenance Table" for the rear shock maintenance cycle. Check for oil leakage regularly. This rear shock is equipped with an external nitrogen reservoir, DO NOT disassemble it. If repairs are needed please contact your SSR dealer or a professional mechanic for assistance.

9.2.1. Adjustment of the rear shock damping



Compression damping: Rotate the compression damping adjustment bolt (1) to adjust the speed of the rear shock absorption compression.

Rebound damping: Rotate the rebound damping adjustment bolt (2) to adjust the speed of the rear shock absorption rebound.

9.2.1.1. Compression damping adjustment

To determine the number of adjustment steps, first rotate the compression damping adjustment bolt (1) clockwise "H" direction until it can no longer turn (do not apply excessive force), this is the maximum resistance state, then turn the compression damping adjustment bolt (1) counterclockwise "S" direction counting the number of "clicks" until it can no longer turn (do not apply excessive force), this is the minimum resistance state. The specific adjustment method is as follows:

Adjust the compression damping adjustment bolt (1) to the middle position, while sitting on the motorcycle compress the rear shock absorber up and down, adjust the compression damping counterclockwise or clockwise according to your personal preference and riding environment. Make sure that the two adjustments are not adjusted to the limit and 3-5 clicks of damping are reserved

NOTE: Please remember the number "clicks" before adjusting the damping.

9.2.1.2. Rebound damping adjustment

To determine the number of adjustment steps, first rotate the rebound damping adjustment bolt (2) clockwise "+" direction until it can no longer turn (do not apply excessive force), this is the slowest rebound state, then rotate the rebound damping adjustment bolt (2) counterclockwise "-" direction counting the number of "clicks" until it can no longer turn (do not apply excessive force), which is the fastest rebound

state. The specific adjustment methods are as follows:

Adjust the rebound damping adjustment bolt (2) to the middle position, while sitting on the motorcycle compress the rear shock absorber up and down, adjust the rebound damping counterclockwise or clockwise according to your personal preference and riding environment. Make sure that the two adjustments are not adjusted to the limit and 3-5 clicks of damping are reserved.

NOTE: Please remember the number “clicks” before adjusting the damping.

9.2.1.3. Rear shock spring preload

You can adjust the rear shock spring preload according to your personal preference and riding style. Please use special tools to make this adjustment. Only make rear shock spring preload adjustments while the engine is cold. DO NOT exceed the adjustment range. The specific adjustment method is as follows:

9.2.1.3.1. Place a stand under the engine to lift the rear wheel off the ground;

9.2.1.3.2. Remove the seat, lower subframe bolts, and air boot clamp;

9.2.1.3.3. Check that the spring preload value is adjusted to the standard length. Loosen the upper spring lock nut (3) and turn the adjusting nut (4) clockwise to increase the spring preload, hardening, or counterclockwise to decrease the spring preload, softening. It can be adjusted according to your personal preferences and riding environment;

9.2.1.3.4. After adjustment, hold the adjusting nut (4) and tighten the spring lock nut (3);

9.2.1.3.5. Reinstall the removed parts.

NOTE: Before adjusting the shock preload, please remember the factory preload value.

9.3. Adjusting the front and rear suspension according to the road conditions

Adjust your front forks according to the recommendations below, remember that each adjustment "click" is a small increase or decrease. You can test ride the motorcycle after the adjustment is completed.

Adjustment of the front forks

9.3.1. Riding surface condition

Hard track	Starting from the standard setting, if the damper is too soft or too hard, adjust according to the chart below
Sandy track	Adjust the damper to a harder setting Rotate the compression damping adjustment screw to a harder position - (adjust the compression damping to a softer position and then adjust the rebound damping to a harder setting.)
Muddy track	Since the muddy track will increase the weight of the bike body, it is necessary to adjust to a harder setting example: - adjust the compression damping to a harder setting

9.3.2. Poor handling adjustments

Steering is heavy

- Steering stem adjusting nut is too tight
- Damaged steering head bearings

Either wheel is wobbling

- Excessive wheel bearing play
- Bent rim
- Improperly installed wheel hub
- Excessively worn swingarm pivot bearings
- Bent Frame

The motorcycle pulls to one side

- Front and rear wheels are not aligned
- Bent fork
- Bent swingarm
- Bent axle
- Bent frame

NOTE:

For the following recommendations to be most useful, the motorcycle must be adjusted as follows:

- Fork: compression damping at standard position, at standard fork oil quantity and viscosity, and air pressure at zero.
- Shock: nitrogen pressure 980 kPa (10.0 kg/cm², 142psi), compression and rebound damping standard position, and spring preload adjusted so the bike sags with rider seated –

Make only one change in the preferred sequence of adjustment

Front end oversteers; it cuts too sharply (such as in sand)

- Increase fork oil capacity
- Use a stiffer fork spring

Front end understeers; it washes out or pushes (such as on a tight track with hard ground)

- Lower the fork oil capacity
- Use a softer fork spring

Front end hunts at high speed; it wanders under power

- Increase the fork oil capacity
- Increase the shock oil pre-load

Front end shakes under heavy braking

- Decrease shock preload
- Increase shock rebound damping
- Increase the fork oil capacity

Front end hops over bumps in smooth turns

- Change to a lighter fork oil
- Decrease the fork oil capacity
- Decrease the fork compression damping
- Use a softer fork spring set

Rear end hops over bumps while accelerating

- Decrease shock preload
- Decrease shock compression damping

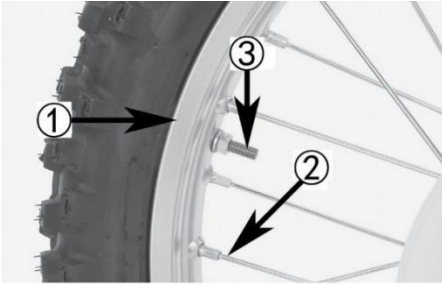
Rear end gets poor traction while accelerating away from a corner

- Decrease shock preload
- Decrease the shock compression damping

10. Wheels

10.1. Spokes

Keeping the rims true and maintaining proper spoke tension is a key to the safe operation of your motorcycle. During the break-in period, it is easy for the spokes to become loose. Excessive spoke looseness can cause high speed instability and loss of control. Both rims are equipped with a rim lock to prevent tire/rim slippage.



(1) Check if the rim (1) and the spokes (2) are bent or damaged;

(2) Tighten any loose spokes (2) and the rim lock (3);

(3) Check the rim run-out after adjustment.

(4) We recommend rim truing be done by an SSR dealer or professional mechanic.

10.2. Tires

10.2.1. Tire air pressures

The tires are the only contact surface between your motorcycle and the riding surface, and therefore must always be kept in the best working condition to ensure your safety. Use only the factory recommended tire sizes. Ensure the tires have proper tread remaining and adequate air pressure before every use.

Improper tire pressure can affect the handling and braking ability of your motorcycle, especially in wet conditions, and seriously endanger your safety. Insufficient tire inflation can cause heat to build in the tires rapidly, eventually causing a sudden loss of tire pressure.

Check the tire pressures only when the tires are cold, that is, after parking your motorcycle for at least three hours after use. The recommended cold tires pressures are below:

Front Tire	(8 - 15 psi, .056 - 1.05 kgf/cm ²) (55.15 - 103.42 kPa)
Rear Tire	(8 - 15 psi, .056 - 1.05 kgf/cm ²) (55.15 - 103.42 kPa)

You can adjust the tire pressures according to the riding environment.

10.2.2. Checking the tires

The tire pressures should be checked before every ride. Make sure that the valve stem cap is properly tightened. Replace the valve stem cap is necessary. Please check the tires and wheels as follows:

(1) Carefully inspect the sidewalls and tread of the tire for protrusions and cracks.

(2) Replace tires with raised or cracked openings;

(3) Check the tread wear condition, if the intermediate tread depth reaches the specified limit of 1mm, replace the tire;

(4) Carefully inspect the tires tread and knobs. If you can see the fabric or rope, replace the tires;

(5) Check for foreign objects in the tire treads and keep the tires clean between uses;

(6) Check the position of both the front and rear valve stems, if either stem is tilted, it indicates that the tire is slipping on the rim.

10.2.3. Changing the inner tubes

If the inner tube is punctured or damaged, you should replace it as soon as possible. A patched inner tube will not have the same reliability as a new inner tube and may affect your riding. We recommended you only buy new inner tubes for replacement.

10.2.4. Changing the tires

The tires used on your motorcycle were chosen to provide good handling, braking, durability and comfort. If tire replacement is needed, we recommend replacement with the factory or a comparable tire.

Notice:

Use of improper tires on your motorcycle could influence the stability and operability of it. This could lead to serious injury or death. Always replace the tires with the factory or a comparable tire.

Please refer to the "Periodic Maintenance Table" for the specific maintenance period of the tires and innertubes. We recommend tire/tube replacement be carried out by an SSR Dealer or professional mechanic.

11. Battery

The battery used in your motorcycle is a lithium battery. Please charge it with a lithium type battery charger.

11.1. Installation of the battery

11.1.1 Check the battery voltage with a multimeter before installation. If the voltage is less than 12.4V, please charge it.

11.1.2 The positive and negative wires of the motorcycle are firmly connected to the battery terminals, the red is connected to the positive pole, the black is connected to the negative pole, never reverse the positive and negative battery connections this could lead to sparks, fire, or an explosion.

11.2. Charging

11.2.1. The charging voltage of your external charger for the motorcycle should be limited to between 14.0V and 15.0V;

11.2.2. If when using the external charger to charge the battery and it doesn't work, please remove the battery from the motorcycle and charge it separately from the motorcycle;

11.2.3. Please do not over-charge the battery;

11.2.4. After external charging, check the voltage after letting the battery sit for one to two hours. If the voltage is less than 12.4V, please continue charging;

11.2.5. Do not use a maintenance charger to protect the battery.

11.3. Storage

11.3.1. Make sure that when storing the battery, it has more than 70 percent electricity left.

11.3.2. The battery should be stored between 68~104°F in a dry, ventilated environment to avoid contact with corrosive substances, away from high temperatures and flames;

11.3.3. We advise you charge the battery if you have stored it for 90 days.

11.4. Maintenance

If the battery is not used for more than two weeks, it is better to remove the battery from the motorcycle to prevent the small current draw from the vehicle from discharging the battery and damaging it. Under normal circumstances, a fully charged motorcycle will start with the lithium battery for one year or longer and will still have enough reserve capacity to start. Therefore, a motorcycle that has no current draw when the key is in the off position does not need to disconnect the battery from the motorcycle. If the voltage is lower than 12.4V during battery storage, please charge it before use.

Notice:

11.4.1 Please do not puncture the battery, otherwise it will cause damage to the battery;

11.4.2. Avoid using or storing batteries near high temperatures and/or flames, otherwise battery and vehicle damage may occur;

11.4.3. Do not install the battery positive or negative terminals incorrectly, otherwise it may cause damage to the battery as well as the motorcycle;

11.4.4. Please install the battery firmly with matching screws and nuts, otherwise the battery and the motorcycle may be damaged;

11.4.5. Please DO NOT attempt to open the battery;

11.4.6. If the battery is found to have a strange odor, is hot, is deformed, the casing is fading, or any other abnormal conditions discontinue use. If any of these conditions occur while using or charging the battery, remove it from the motorcycle or discontinue charging it immediately.

11.4.7. Please do not mix batteries of different capacities, types and brands;

11.4.8. When the temperature is under 41 degrees the battery's performance will be affected;

11.4.9. Make sure the battery is dead before you dispose of it;

11.4.10. The charging voltage should be under 15V or the battery will be damaged;

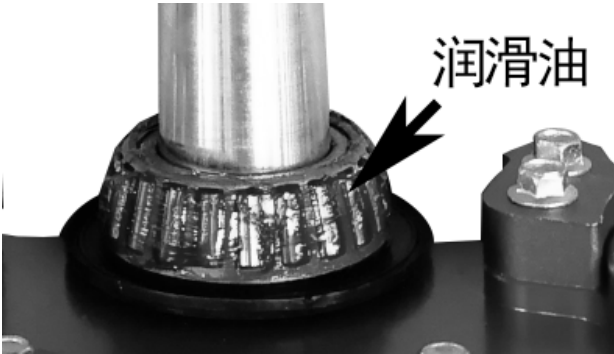
11.4.11. Do not let the motorcycle idle or sit with the ignition switch on for more than five minutes, otherwise the battery may become over-discharged and damaged.

11.4.12. The electrolyte in the battery is harmful to human skin and eyes. If the electrolyte leaks from the battery and touches your eyes or skin, rinse immediately with water, and seek medical attention.

12. Bearings

12.1. Steering stem bearings

If you ride in wet, muddy or dusty environments, regularly clean, inspect and lubricate the steering stem bearings, it is very necessary to maintain their smooth operation.



12.1.1 Place a stand under the engine to lift the front wheel off the ground;

12.1.2. Remove the front number plate, the front brake caliper, the front brake hose clamp, and the front fender bolts;

12.1.3. Remove the front wheel;

12.1.4. Loosen the upper and lower triple clamp bolts securing the forks, then remove both front forks;

12.1.5. Remove the handlebar clamp, remove the handlebar assembly, remove the steering stem lock nut, remove the upper triple clamp, remove the adjustment nut, remove the dust seal and taper bearing, lastly remove the lower triple clamp with stem;

12.1.6. Clean the taper bearings and races using a rubber safe contact cleaner, check the taper bearings and races for signs of damage, dents, etc. If necessary, replace the bearing/race as a set. If the bearing rotation feels normal, smooth, and there is no binding, evenly coat the bearings and races with waterproof grease before reassembly;

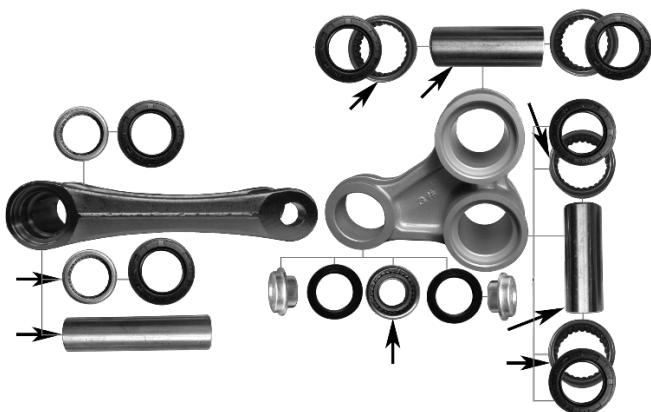
12.1.7. Reinstall the removed parts back in order, tighten everything.

Note:

The steering stem, the handlebar assembly, and the front fork assemblies require a certain degree of mechanical skill to work on, it is best to have an SSR dealer or professional mechanic carry out these maintenance items for you. Steering stem bearing maintenance is recommended after 2.5 hours of riding or after 1 race. If using your motorcycle in a dusty environment increase the maintenance frequency.

12.2. Linkage bearings

After 7.5 hours of riding, disassemble, clean, inspect and lubricate all the bearings, oil seals and bushings in the connecting rod and connecting rod sub-assembly to maintain proper suspension performance and minimize component wear and service life.



12.2.1. Place a stand under the engine to lift the front and rear wheels from the ground;

12.2.2. Remove the connecting rod mounting bolts in sequence;

12.2.3. Remove the connecting rod and connecting rod sub-assembly;

12.2.4. Remove the oil seals, needle bearings and spacers from the linkage rod assembly;

12.2.5. Clean the oil seals, needle bearings and spacers using a rubber safe contact cleaner. Check the parts while cleaning for damage, missing needles and rust/corrosion. If necessary, replace any parts showing wear or damage. If the bearings rotate normally, the

bearing is not damaged. After all the parts are dry, apply a high-quality water proof grease to the needle bearings and inner bushings evenly;

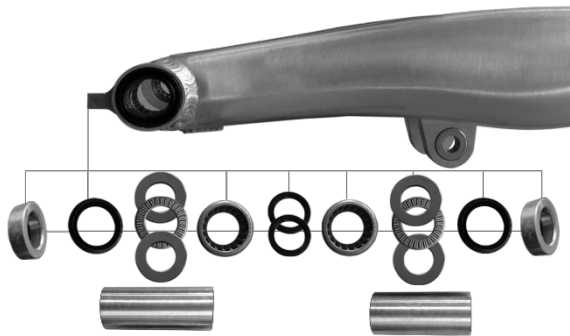
12.2.6. Reinstall the removed parts in reverse order, tighten everything.

Note:

When reinstalling the spacers, oil seals and bolts, take note not to install the wrong sizes.

12.3. Swingarm bearings

After 7.5 hours of riding, disassemble, clean, inspect, and lubricate all the oil seals, bearings, and bushings in the swingarm to maintain proper suspension performance and minimize component wear and service life.



12.3.1. Place a stand under the engine to lift the rear wheel off the ground;

12.3.2. Remove the rear wheel and the rear brake caliper;

(3) Remove the mounting bolts from the connecting rod, connecting rod subassembly and remove the mounting bolts securing the rear shock absorber;

12.3.4. Remove the rear shock absorber and then remove the swingarm from the frame;

12.3.5. Clean the oil seals, needle bearings and spacers using a rubber safe contact cleaner. Check the parts while cleaning for damage, missing needles and rust/corrosion. If necessary, replace any parts showing wear or damage. If the bearings rotate normally, the bearing is not damaged. After all the parts are dry, apply a high-quality water proof grease to the needle bearings and inner bushings evenly;

12.3.6. Reinstall the removed parts in reverse order, tighten everything.

Note:

When reinstalling the spacers, oil seals and bolts, take note not to install the wrong sizes.

12.4. Front wheel bearings and spacers

If you ride in wet, muddy or dusty environments, regularly clean, inspect and lubricate the front wheel bearings, it is very necessary to maintain their smooth operation.

12.4.1. Place a stand under the engine to lift the front wheel off the ground;

12.4.2. Remove the axle nut, hold the front wheel, remove the front axle, and remove the front wheel from between the front forks;

12.4.3. Remove the axle spacers from the wheel dust seals;

12.4.4. Check the wheel bearings for looseness and axial sway. If the rotation is difficult or abnormal, please replace the bearing(s); clean the front axle, oil seals, bearings, spacers and hub surface, and apply a high-quality waterproof grease on the oil seals, axle, and the axle spacers;

12.4.5. Reinstall the axle spacers into the dust seals, install the front wheel taking care to align the brake pads and rotor, and lastly install the front axle nut and tighten it.

Note:

Do not squeeze the front brake lever after the front wheel is removed; ensure that the front brake rotor is free from damage while it is apart; be sure to remove any grease that might get on the brake rotor during assembly. When reinstalling the axle spacers do not reverse the left and right spacers.

12.5. Rear wheel bearings and spacers

If you ride in wet, muddy or dusty environments, regularly clean, inspect and lubricate the rear wheel bearings, it is very necessary to maintain their smooth operation.

12.5.1. Place a stand under the engine to lift the rear wheel off the ground;

12.5.2. Remove the axle nut, grip the rear wheel, remove the axle, move the rear wheel forward, and remove the chain from the rear sprocket;

12.5.3. Secure the rear wheel and pull the axle out. Remove the rear wheel from the swingarm;

12.5.4. Remove the wheel spacer;

12.5.5. Check the wheel bearings for looseness and axial sway. If the rotation is difficult or abnormal, please replace the bearing(s); clean the rear axle, oil seals, bearings, spacers and hub surface, and apply a high-quality waterproof grease on the oil seals, axle, and the axle spacers;

12.5.6. Reinstall the axle spacer, install the rear wheel, insert the axle, and ensure that the brake pads are properly aligned with the brake rotor;

12.5.7. Reinstall the chain, reinstall the chain adjusters, and reinstall the axle nut, but do not tighten it. Make sure the chain adjusters are up against the adjusting bolts, then check the chain slack and tighten the axle nut.

Note:

Do not depress the rear brake lever after the rear wheel is removed; ensure that the rear brake rotor is free from damage while it is apart; be sure to remove any grease that might get on the brake rotor during assembly. When reinstalling the axle spacers do not reverse the left and right spacers.

Cleaning your Motorcycle

Cleaning your motorcycle can effectively prevent dirt from getting caught in moving parts. This is the simplest preventive maintenance that you can perform that checks for damage, wear and oil leaks.

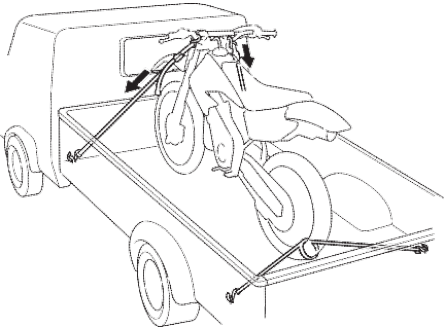
When cleaning your motorcycle with a high-pressure cleaner, do not spray water directly into the electrical parts, plugs, cables, bearings, etc. A minimum distance of 2 feet between the nozzle part of the high-pressure cleaner and your motorcycle must be maintained. Excessive pressure can cause malfunction or damage to parts. It is recommended to use a standard garden hose for cleaning.

Allow high temperature components such as the engine, exhaust pipe, and muffler to cool before cleaning. To avoid water seepage, seal the exhaust system.

- (1) Rinse the motorcycle thoroughly with a garden hose to remove loose dirt;
- (2) Add cold water to a bucket and mix it with a mild neutral detergent such as a detergent or a product specially used to wash motorcycles or cars;
- (3) Clean the motorcycle with a sponge or a soft towel. When washing, clean up heavy dirt. Use a mild detergent/degreaser to remove dirt if necessary;
- (4) After cleaning, rinse the motorcycle thoroughly with plenty of water to remove residue. Residual detergent can corrode alloy parts;
- (8) Dry the motorcycle with a suede or soft towel. Leaving water to dry on the surfaces will cause dullness and water spots. After drying, check for damage and scratches;
- (9) After the motorcycle is dry, lubricate all moving parts and bearings to prevent rust;
- (10) Start the engine and let it idle for a few minutes. The heat of the engine helps to dry the damp areas;
- (11) As a precaution, after cleaning ride at low speed and brake multiple times. This will help dry the brakes and restore normal braking performance.

Transporting

If you use a truck or motorcycle trailer to transport your motorcycle, we recommend that you follow these guidelines:



- (1) Use a loading ramp
- (2) Remove the gasoline in the fuel tank and the carburetor
- (3) Use a motorcycle tie-down to secure the motorcycle in an upright position. Avoid using ropes, the ropes will loosen, and the motorcycle will fall over.

To tie down the motorcycle, secure the front wheel to the front of the truck bed or trailer rail. Attach the lower ends of the two tie-down straps to the tether hooks on the truck chassis or trailer rails. Attach the upper end of the tie-down strap to the handlebars (one on the right side and the other on the left side), close to the front forks.

Check that the straps are not in contact with any of the control cables or wires. Tighten the two tie-down straps until the front forks are compressed by approximately half. Excessive tie-down pressure is not necessary and may cause the fork seals to leak. Use a third strap to prevent your motorcycle from moving backwards. **DO NOT** transport your motorcycle on its side, the can lead to damage and fuel leaks which can be dangerous.

Storage

If you do not use your motorcycle for a long time in winter or during other seasons, thoroughly check your motorcycle to solve any problems before storing it. To reduce or prevent problems that may occur during the storage period, please follow these guidelines:

- (1) Thoroughly clean all parts of your motorcycle. If your motorcycle is exposed to sea water or salt water, rinse it off with water and dry it;
- (2) Change the engine oil and oil filter;
- (3) Remove the water pump cover, coolant drain bolt, and gaskets to drain the coolant;
- (4) Lubricate the chain;
- (5) Flush the fuel in the fuel tank and carburetor;
- (6) Set the tire air pressures in the tires to a suitable state;
- (7) Place your motorcycle on a dirt bike stand or equivalent and lift the two tires off the ground;
- (8) Insert a rag or exhaust plug into the exit of the exhaust, and then attach a plastic bag to the end of the exhaust to prevent moisture from entering it;
- (9) Store your motorcycle in an area that avoids moisture, is away from sunlight, and has little daily temperature change;
- (10) Cover the motorcycle with a porous material. Avoid using plastic or similar non-breathable coating materials.

Reuse:

- (1) Remove the dust cover and clean your motorcycle. If it has been stored for more than 4 months, the engine oil needs to be replaced;
- (2) Remove the plastic bag at the end of the exhaust system and remove the rag or exhaust plug from the outlet of the exhaust;
- (3) Add the recommended fuel into the fuel tank;
- (4) Pour the recommended coolant into the radiator and coolant reservoir, add coolant until the level is up to the standard;
- (5) Perform all maintenance checks.

Troubleshooting

Problem	Reason	Methods
The engine doesn't turn over	Wrong starting operation	use the correct method
	Battery discharging	<ol style="list-style-type: none"> 1. Charge the battery 2. Check the charging voltage 3. Check why the battery was discharged
	Fuse blown	Change the fuse
	Starter failure	Check the starter
The engine turns over but doesn't start	Wrong starting operation	use the correct method
	Some old fuel was left in the carburetor	Clean the carburetor
	Fuel supply interruption	<ol style="list-style-type: none"> 1. Check the fuel tank vent 2. Clean the carburetor
	Spark plug carbon or moisture	Clean and dry the spark plug change it if necessary
	Spark plug electrode gap is too large	Adjust the gap
	Something wrong with the wiring or electrical device	<ol style="list-style-type: none"> 1. Check the wires 2. Check the electrical device
	CDI oxidation or poor contact	Clean the CDI connector
	Fuse blown	Change the fuse
The engine doesn't accept throttle	Something wrong with ignition	<ol style="list-style-type: none"> 1. Check the ignition coil 2. Check the electrode stator winding 3. Check the spark plug
	Carburetor float needle dirty or worn	Check the carburetor
Power of engine is too low	Air filter is seriously dirty	Clean the air filter
	Oil filter is seriously dirty	Change the oil filter
	Valve clearance is too large or small	Adjust the valve clearance
	The exhaust system is not sealed, deformed or the muffler gasket in the exhaust pipe is too small	<ol style="list-style-type: none"> 1. Check the exhaust system 2. Replace the muffler gasket at the head

	Something wrong with ignition	<ol style="list-style-type: none"> 1. Check the ignition coil 2. Check the electrode stator winding 3. Check the spark plug
The engine stopped while running	Lack of fuel	Add fuel
	Fuse blown	Change the fuse
The engine is too hot	The coolant is decreasing in the cooling system	<ol style="list-style-type: none"> 1. Check the cooling system for leaks 2. Check the coolant level
	Not enough air flow	Stop the engine
	The heat sink is seriously dirty	Clean the heat sink
	Foam formed in the coolant	<ol style="list-style-type: none"> 1. Drain the coolant 2. Replace the coolant
	Water hose was damaged	Change the water hose
	Something wrong with the thermal sensor	Change the thermal sensor
	Radiator fan is damaged	Check the Radiator fan

Technical Parameters

SR300S	
Engine	
Engine	300cc, water cooled, single cylinder, 4 stroke, kick/electrical start
Bore diameter* stroke	82mm*53.6mm
Compression ratio	10.6:1
Valve structure	Single overhead cam 4 valves
Fuel supply	PWK34 carburetor
Ignition type	DC-CDI
Maximum power	30.84hp/9000rpm
Maximum torque	16.96 ft-lb/7000rpm
Transmission	
Gear box	6 speed, 1 – Down, 2 thru 5- Up
Final transmission	#520 chain; 13T/52T
Fuel	
Tank capacity	1.7gal
Coolant	
Tank capacity	1L
Wheels	
Front wheel	Tire Size: 80/100-21
Rear wheel	Tire Size: 100/90-19
Rims	
Front rim	CNC hub 7 series aluminum rim 1.60-21
Rear rim	CNC hub 7 series aluminum rim 2.15-19
Frame	
Frame	Cradle type high strength aluminum alloy
Swing arm	Knife shape high strength aluminum alloy 18 inch
Handlebar	7 series alloy, variable diameter \varnothing 28.5mm
Triple clamp	7 series CNC alloy
Front shock	930*54*60, adjustable two-way damping

Rear shock	480mm, External reservoir, adjustable two-way damping
Front brake	240mm disc brake, double piston caliper
Rear brake	240mm disc brake, single piston caliper
Dimensions	
Wheel base	57.08 inches
Seat height	37 inches
Ground clearance	11.4 inches
Length*width*height	85.43*32.28*50 inches
Net weight	256±2.2 lbs.
Maximum load	200 lbs.

Wiring Diagram

2018-1-5

This wiring diagram has headlight and fan!

