XD



OWNER'S MANUAL

XD250 DIRT BIKE

SSR MOTORSPORTS

DIRT BIKE OWNERS MANUAL SSR XD250

INTRODUCTION

Thank you and congratulations, we hope you enjoy driving your SSR Motorsports bike now that you are one of the proud owners of a SSR Motorsports product. We are sure your bike will provide great satisfaction. This manual describes the features of the dirt bike, and provides instructions for you to have a better understanding of the controls and operation. You are advised to READ THIS MANUAL CAREFULLY BEFORE FIRST DRIVING THE VECHICLE. The proper operation and compliance with standards of care and maintenance, ensures greater safety and driving in a notable minimization of malfunctions and accidents, which will help extend the life of your dirt bike and ensure your unit is always in condition and ready to be driven. Remember that we are always ready to provide advice regarding the management or service maintenance.

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The information, images, and specifications in the manual are based on the most recent data product 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 notify.

Publication year 2015
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It is important to know the VIN (vehicle identification number) of chassis and engine, they are used to identify the vehicle and for future consultations such as the purchase of spare parts and warranty. Please carefully check the details of vehicle you have purchased.

INDEX OF ICONS



WARNING
Indicates those necessary actions must be followed to avoid injury to the driver or people who are inspecting dirt bike



CAUTION
Warns of the operation to be performed to avoid any damage to your body or your dirt bike



USEFUL INFORMATION
It provides useful information regarding the actions that must be addressed clearly



Always wear a helmet
For your safety and that of your passengers always wear a helmet when operating the dirt bike。

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TECHNICAL SPECIFICATIONS

MOTOR

• Type:	Single-cylinder, vertical, air cooled,4-stroke
• Displacement:	250cc
• Bore and stroke:	65.5x66.2mm
• Torque:	14/7,000±500 rpm
• Power:	12kw /8000 rpm
• Ignition:	CDI.
• Start:	Kick & Electric start

Chassis and Suspension

• Tires: - Front:	70/100-19"
- Rear:	90/100-16"
• Brakes: - Front:	Hydraulic ventilated disc 2 piston.
- Rear:	Hydraulic ventilated disc
• Suspension: - Front:	inverted fork 255mm
-Rear:	adjustable rebound 180mm travel

DIMENSIONS

• Dimensions:	(l / h / w): 1890mm*790mm*1160mm
• Wheelbase:	1321 mm
• Weight:	236 lbs.
• Transmission:	5 Speed Manual, 1-N-2-3-4-5
• Clutch:	Manual oil bath multi

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Driving safety



CIRCULATION IS STRICTLY PROHIBITED
In public with this vehicle.

Meet the requirements listed below:

1. SAFETY TIPS

-Before driving:

• Make sure you are trained for driving dirt bike and know all its control functions

• Know the capabilities and limitations of the vehicle.

• Always carry documentation proving the ownership the vehicle.

• Do not overload the vehicle: avoid exceeding the limit kilograms established in this manual.

• This allows loads vehicle than the driver.

• Always perform safety checks. Inspect the dirt bike before starting the engine, so you can avoid accidents or damaging vehicle. Check the function of brakes before driving.

-IN HANDLING

• Familiarize well with brake systems. Use both front and rear brakes, not to lose control vehicle.

• Take great care and drive at lower speeds in bad weather (rain, wind, low visibility).

• Do not exceed speed limits that jeopardizes conductive capacity and consider the conditions existing climate and terrain to avoid accidents or injuries.

• Always both hands on the handlebars and both feet on the footrest.

DO NOT ALLOW THE TRANSFER OF PASSENGERS.

2. Protection elements



Always wear a helmet.

• It is recommended to use gloves and face shield drive, if you wish.

• Wear clothing that covers the legs fully as the exhaust system during use and remains for a while after stopping the engine.。

Avoid wearing loose-fitting clothing, which can be trapped in the drive controllers, or wheels and cause an accident.

3. MODIFICATION OR REPLACEMENTS

The dirt bike modification or elimination of the arbitrarily original pieces can make the illegal or unsafe vehicle. The user must respect all applicable national and local regulations regarding the vehicle as IS STRICTLY PROHIBITED CIRCULATION IN THE STREET.



SSR Motorsports is not responsible for replacing unauthorized parts.

4. ADDED LOAD AND ACCESSORIES



• Remember that the performance of the dirt bike may be reduced due to: access facility not manufactured by the company loads inappropriate, worn tires, overall condition dirt bike, bad roads or bad weather. These general guidelines will help you decide how equates your dirt bike and as safely management.



- LOAD
DO NOT LOAD THIS UNIT IS INTENDED ONLY MOVE THE DRIVER.

-ACCESSORIES
Our company has specifically selected genuine accessories for dirt bike. You are responsible the choice, installation and use of accessories not our company.

• Always follow detailed guidelines recommend in loading

• Carefully inspect the accessory to make sure it does not attenuate any weight, reduces the ground clearance, the steering angle rotation or limit suspension travel, the displacement of the direction or operation controls.

• Cooling the engine. The large fairings or windshield installed on the fork, poorly designed or inadequately placed, can produce forces aerodynamic driving causing instability.

• Do not add electrical equipment that exceeds the capacity vehicle electrical system.

• Do not carry a "sidecar" or a trailer, this dirt bike is designed for it, and driving will be seriously affected when placed.

• Accessories may increase the time needed for hands or feet to operate the controls resulting in an increase in the time of reaction in an emergency.



Make sure that the accessories do not interfere with the freedom of movement of the driver and their ability control. Improper installation of accessories may create instability and undermine the functioning of the dirt bike.

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Description of vehicle

1. COMPONENTS

1. seat
2. plastics
3. muffler
4. exhaust pipe
5.chassis
6. rear shock
7. rear brake
8. swing arm
9. rear disc
10. linkage
11. rear wheel
12. fuel tank
13. throttle
14. front brake
15. handle bar
16. triple clamp
17. front fork
18. carburetor
19. engine
20. front wheel
21. front disc
22. front brake reservoir
23. foot rest

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2. VIN RECORD



The VIN, are required to manage the warranty.

• Write down the numbers for your reference when you need them.
The VIN is stamped on the front of the chassis behind the number plate on the steering stem tube.



The engine number is stamped on the left the underside of the dirt bike.



VIN: _____

ENGINE NUMBER：_____

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3. FUELING



The tank has a capacity of 7 liters of fuel.



•The dirt bike uses premium gasoline without content lead (91 octane minimum).

Filling the tank:

1. Place the dirt bike perpendicular to the ground.

2. Turn the fuel cap counterclockwise.

3. Remove the fuel cap.

4. Once the desired fuel spill, replace the cap and turn clockwise to tighten adjustment firmly.

5. Make sure the hose coming from the fuel cap not be strangled.



If fuel leaks from carb overflow – remove carb & adjust float height. Check for any debris which may be blocking the fuel shut-off valve

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USER GUIDE

1. Pre-ride inspection

It is necessary for your safety, check:

• Engine oil level
• fuel, according to the route to go
• Tire pressures as indicated calibrate
• Operation of the throttle
• Operation of lights and indicators
• Alignment of management
• Proper operation of the brakes

2. Starting the Engine

Follow these steps:

1. Place the unit in contact
2. Make sure gear is in neutral
3. Check the fuel level
4. Be sure to tighten the clutch to reduce friction starter motor and for safety.
5. Kick start lever start accelerating throttle to 1/4 "of the position of the fist.



• Do not load the vehicle in excess
• Perform the first maintenance within 4 hour or 30 liters of fuel consumed, and then follow the instructions on the maintenance table.

• Do not start the engine indoors or shortly ventilated, it may cause accidents due the toxic exhaust fumes.

• If the engine is ignited by kick start, the dirt bike must be stopped with the front brake.
• If you cannot start the engine in 5 seconds start the engine via the kick again.
• Avoid sudden acceleration when the engine is cold, as can cause serious damage.。
• Do not keep the dirt bike unnecessarily idle to avoid overloading the motor.



3. Seated engine

We recommend that during the first 2 hours



• Do not speed excessively, suggest circulate at a maximum speed of 50 km / h.
• Be careful not to exceed 5000rpm for correct transposition of metals



• Use front and rear brakes independently reduces braking efficiency, otherwise wheel can lock up losing control.

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4. Driving

Tips to follow:

• Warm up the engine before driving.

• Gradually increase the engine speed by half of the throttle, to avoid unnecessary skids.

• Coordinate the throttle and brakes to a slowdown optimal.

• Must use a dual brakes (front and rear) and they should not be applied too tightly, so such as not to reduce the braking efficiency.

5. Braking

For normal braking: gradually apply both brakes (front and rear) while low speed.

For maximum deceleration: decelerate completely and apply both brakes the wheels firmly preventing locking.

• Slow down or halt throttle before coming to a corner, to prevent wheel slip, and reducing control of the dirt bike.

• No braking, accelerating or turning abruptly, if you drive in the rain, by wet ground or loose surfaces, reducing maneuverability to stop or control the vehicle.

6. Engine Shutdown

Method to stop：

1. With the vehicle stopped, decelerate completely (if that were accelerating) to reduce the revolutions of the engine until idling.

2. Take the switch to the off position



• Park on a firm, flat ground, not fall down dirt bike, oil will leak from carb if then.

Checking, adjustment and maintenance

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1. Motor oil

- Check engine oil:

• It is advisable to do so before riding the dirt bike.
• Keep the dirt bike on firm and flat ground, on the support main stand
• Remove the dipstick and then cleaning, reinsert again without screwing it to check the level.
• The engine oil level should be between the high and low.



Select motor oil 10w40 semi synthetic engine oil.

• If this oil is not available, read the specifications techniques and find a substitute available to the local ambient temperature.

- Clean the oil pan

- Change engine oil:

Engine oil plays an important role in the work of motor.



- Change engine oil:

Engine oil plays an important role in the work of motor.

• Check the engine oil regularly and change oil as indicated in the periodic table maintenance.

Steps to follow:

1. Make sure the engine is stopped. Remove the cap drainage underneath (at the base) of the engine when engine is hot. In this way, oil drain. Operate repeatedly kickstarter to drain completely.
2. Clean the oil filter and assemble after cleaning.
3. Add clean oil 1000cc. Start the engine and run at idle speed for 2 to 3 minutes
4. After the engine stops for 1 or 2 minutes, check the oil level to see if the engine oil is between high and low marks.

• Do not use engine oil with different degree, to prevent that the motor fails.

• Use 10w40 semi synthetic engine oil.

• Never use recycled oil.

3. Revision or replacement of spark plugs

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Using the recommended oil, cleaning is not required crankcase or internal engine components as the multigrade oils which have maintained detergent agents clean and free of sediment all lubricated components.

2. tires

The proper air pressure gives better stability and driving comfort and improves the life course of the tire.

• Frequently check the tire pressure and correct if necessary.

• Check the pressure when tires are cold. Check they have no cuts or any sharp object embedded.

• For safety, replace worn tires excessively.



• Ensure the correct pressure in tires 20-30 PSI for off-road. Unless you have a rim lock fitted to your rear wheel, do not allow the tire pressure to drop below 20 PSI. this is of particular importance on bikes with 140cc engine they have the power to spin the wheel inside the tire & rip the valve off your inner tube. If you want to run low tire pressure for traction, get a rim lock fitted. Lock it, load it and then let your air out. Unless you want to pinch your front tire on a rock and get a puncture, the same pressure applies, min 20 PSI. check your tire pressure before riding to ensure your trip isn't cut short.

1. Remove the cover from the front cover. 2. Disconnect the spark plug cap and remove it with a wrench spark plug. 3. Clean dirt from the spark plug (remove carbon deposits) with a plug cleaner or, if necessary, use a wire brush. If the plug is corroded or there is too coal deposit in it, it must be replaced. 4. Check the clearance between the spark plug electrodes, using a feeler gauge wire type. 5. The spark plug gap or light should be 0.6-0.7 mm. If necessary adjust the spark gap:



1. Gently bend the side electrode
2. Ensure that the spark plug washer is in good condition.
3. While the washer installed, place the spark plug by hand, to avoid damaging the threads.



In order to check your bike fuel air mixture & thus running performance, take out the spark plug and check the electrode; the color should be golden brown. If it is white, the engine is running too lean (not enough fuel). If it is black (sooty color) it is too rich (too much fuel). If it is white & black, the engine is VERY lean & causing misfire, which you should be able to detect whilst riding. As your jets are close to what they should be for the UK, minor alternations can be made by adjusting the needle height on your carb, without the need for different size jets.

4. Tighten the spark plug, if it is new: 1/2 turn with a wrench spark plug to compress the washer. If the spark plug is already used, tighten only between 1/8 and 1/4 turn after having settled.
5. Replace the spark plug cap.
• Whenever the spark plug must be properly tightened to prevent very hot and possibly damage the engine.



• Never use an improper heat range plug, because it could cause engine damage.

• We recommend using spark plug D8EA.

4.Check gasoline filter and replacement
1. Remove the filter hose and drain the gasoline remaining in the circuit
2. Remove the filter
3. Install the new filter and reconnect the hose

5. Checking and Cleaning the air filter
The air filter should be removed and disassembled to see if contaminated.

- Disassemble process:

1. Remove the air filter cover
2. Remove the screw and disassemble the air filter

- Cleaning:
1. Being a paper filter element can be cleaned with pressurized air, by blowing from inside to outside.
2. It is recommended to replace according to maintenance table indicates since it may make factors such as fuel consumption, pollution and engine life.

NOTES
• The air filter element must be intact, otherwise, the engine absorb dust and pollutants and period of engine life will be shortened.
• Avoid getting water in the air filter during washing dirt bike
• Never clean the air filter element with water, gasoline or any liquid.

6. Throttle cable adjustment
1. Measure the throttle cable free play, the stipulated value should be 2-6mm.。
• If the throttle cable free play is not within the parameters stipulated by adjusting the distance adjuster (regulator) located after the curve

performs the accelerator cable under right mitten
• If you need to reduce free play, unscrew the regulator and In case you want to increase screw. Review the throttle free play cable after operating the motor to make sure it works properly or not be accelerated.
• If the free play is not appropriate, adjust to the correct position.

7. Carburetor adjustment

The carburetor adjustment and settings must be assembled by authorized and trained technician, informal tuning can cause engine damage.

8. Review and adjust valve clearance

The valve may be damaged and the engine power decreased. Check valve clearances regularly.

• The excessive play in the valves can cause noise, but the no play prevents the valve closure.
• Check and adjust valve clearance when the engine is cold.
The sequence to follow when carrying out the review and, if necessary, adjustment of the light valve is a procedure complex.

Therefore, we recommend that for any inconvenience or periodic review, is directed to an authorized, for staff knowledge and proper tools, perform the tasks they see fit.
Light Valve:
Intake: 0.03 mm
Exhaust: 0.05 mm

9. Brake Review

• Operate the front brake and rear verify proper operation.

• Check the pads are not worn to the limit as may be dangerous to drive in this condition.
This unit has disc brakes, making them bleedable.

Check the level brake fluid periodically

However, regulate the desired route of braking hose, otherwise the brake fluid leaking may be corroded.
Front & rear brakes





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10. Cleaning the dirt bike

Clean the dirt bike regularly to prevent which discolor the surface.



- The water pressure can damage many parts of the dirt bike, therefore not flush the following pressure parts: wheel hub, stop switch, fuel tank and the portion of seat, carburetor, ignition switch, etc.

1. After the dirt bike has been cleaned, rinsed with fresh water. We recommend shampoo used as any other detergent is detrimental to the paint contain degreasing agents ammonia or caustic.



2. Dry the dirt bike.
3. Run the engine idling for a few minutes.
4. Check the brakes several times before riding dirt bike, and make repairs or adjustments if necessary.

11. Procedure during storage

• Be careful to prevent your bike from moisture, sun and rain and avoid unnecessary damage.

• Check the main parts of the dirt bike before storage.

• To maintain the dirt bike in normal course storage:

1. Replace engine oil 2. Drain the remaining gasoline from the fuel tank and carburetor.

Then spray with anti-rust oil the inner fuel tank and close the tank lid.

3. If storage exceeding one month, the carburetor gasoline must be drained.

• As the gasoline is flammable, the engine must be switched off during filling and emptying of the fuel.

• Do not be lit cigarettes, sparks fire where fuel is empty or where fuel is stored or where the dirt bike is filled with gas.

4. Remove the spark plug
5. Fill a bucket (15-20ml) of oil into clean cylinder and insert a piece of cloth into the hole plug. Screw the spark plug is set and turn the engine over several times by operating the starter, without turning it on.

Adjust the spark plug.

6. Remove the battery from the dirt bike. Place the battery in a safe place where it will not freeze or expose to UV sun. Charge the battery once a month with the regime (amperage) specified. (No more than 6 Ah)
7. Clean and dry the dirt bike. Spray painted surfaces with color fixative and chrome surfaces with oil anti-rust.
8. Adjust the air pressure of the tires.
9. After the dirt bike is parked, lift wheels with a stand, so that the wheels not touch the floor.
10. Cover the dirt bike with dirt bike cover.

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12. Startup after storage

1. Remove the cover and thoroughly clean the dirt bike.
2. If the dirt bike has been stored for more than four months, engine oil must be replaced.
3. Drain oil antioxidant fuel tank before refueling.
4. Test the performance of the dirt bike at low speed, in a safe area before you resume driving normally to verify the correct operation of the vehicle.

13. suspensions

This unit is equipped with front and rear suspension adjustable compression and rebound.

- **Front suspension**

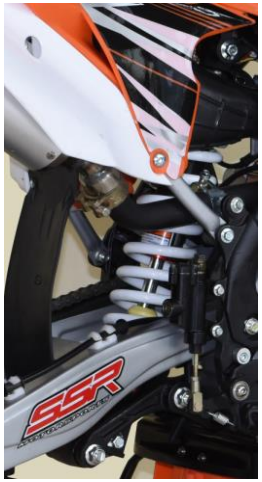
Has ability to rebound and compression adjustable rebound:



procedure:

-Turn the button indicated by the arrow with hand plane clockwise to reduce bounce and sense counterclockwise to achieve opposite effect.

- Rear Suspension



Has rebound adjustment.

procedure:

- Turn the screw shown as a regulator with a screwdriver sense plane schedule to reduce bounce and counterclockwise for effect otherwise.

14. Periodic service - 2 Hours Service

After 2 hours carry out the following checks & procedures:

-Drain oil & replace with semi synthetic 10W40 4-stroke engine oil

-Check all nuts & bolts & tighten where necessary (use PDI data as reference)

-Check flywheel nut is tight

-Check wheel spokes (especially rear wheel drive side) and tighten where necessary

-Re-adjust throttle cable & clutch cable if required

-Re-tension chain

-Check wheel bearings for any sign of wear of free-play

-Check tire pressures

Engine

Exhaust Glows Red (fast tick over) –

-Carburetion too lean, richen mixture via raising needle (lower circlip to raise needle)

-Engine misfires at mid to high engine speed, open throttle – Mixture too rich, drop needle or change Jet

-Engine pops & bangs on over – run (deceleration)

-Mixture too lean, adjust air screw clockwise then re-test

-Engine kick back hard whilst starting-

-Ignition too advanced (where adjustable, retard ignition), or mixture too lean

-Engine difficult to start – engine flooding or mixture too rich – check float height

-Engine difficult to start – too lean, pilot jet blocked or float height incorrect (not enough fuel in float chamber) can be detected if engine starts with throttle significantly open

-Weak spark – Pick-up coils too far from flywheel on bad earth

Erratic spark – faulty CDI

-No spark – Either poor earth or faulty Rotor Coils/CDI/Coil/Lead/Cap/Plug – use moving coil multi-meter to diagnose. 3 volts from pick up coil (positive to chassis), 6 volts from generator coil (positive to chassis). Check also conductivity of HT lead, end to end & also plug cap end to end (possible failed resister in cap). Check for faulty kill switch by disconnecting it.

-Engine fire once or kick back, but will not run

-cam timing out
-Engine will not rev out lacks power – cam timing out or very worn valve springs (possible faulty plug)
-Engine has little mid-range performance but revs out fine – cam time out
-Engine will not tick over – turn idle screw clockwise, if still not possible to correct, check for air leaks
-Fuel leaks from over flow – Float set incorrectly, needle blocked by debris (common on new bike) or sticking floats
-Engine runs fine, but then starts to misfire – faulty rotor coils/CDI/Coil/Plug (something is breaking down under load/tem)
-Rattles from engine (top end) – tappets set incorrectly or loose cam chain (top end noise)
-Rattle from engine – chattering (bottom end) – loose or worn clutch / clutch gears / missing teeth or loose flywheel
-Knocking from engine (top end) – worn/cracked piston or piston pin – replace
-Knocking from engine (bottom end) – worn main or big end bearings – replace
-Engine will not tick over when warm – tappets set incorrectly
-Engine will not return to idle & races – sticking throttle slide/cable or air leak between carb & cylinder head
-Erratic engine idle – air leak between carb & cylinder head, blocked air jets in carb, faulty carb
-Engine runs fine from startup then cuts out – blocked fuel tank breather causing vacuum –check
-Clutch slips – worn clutch plates, worn clutch springs, incorrect cable adjustment, or stiff clutch actuator through side cases or wrong oil -weight / have you put fully synthetic oil in your engine? Drain & correct
-Missing a gear / jumps out of gear / slipping gear (jolting) – worn or bent selector forks bent or damaged selector shaft, replace faulty gear box parts
-Kick start slips – worn or damaged kick start gears, shattered or badly worn output shaft bearing or cracked engine cases, remove clutch case & inspect
-Engine seized – failed oil spinner or clutch (remove clutch case) seized piston (remove head & check) – snapped connecting rod (remove head & check)
-Engine produces black smoke – too much fuel, check float lever & main jet is secure (use smaller jet if you have changed from standard)
-Engine produce white/blue smoke - worn piston rings or piston. On very old engines replace valve stem seals
-Engine loses oil through breather pipe – check cylinder head bolts are tight & are not stud bound i.e. spring back when tightened, check head gasket and or cylinder head oil seals for damage

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-Engine loses oil through output shaft / clutch seals – blocked/kinked engine breather or old worn seals, also possible excessive blow by from worn piston/rings but this should be evident from white exhaust smoke long before losing oil through breather.

Suspension

-Shock feels springing, no rebound damping – check shock pressure 100 – 150 bar (using shock pump) If loses pressure quickly seals gone replace shock

-Clunking from rear over bumps – check shock bushes for wear, check shock bolts are tight, check swing arm bolts are tight, check swing arm bearings for wear, check rear wheel bearings

-Oil leaking from shock – seal gone, replace shock

-Back end very soft – check shock preload locking nut is tight. Re-adjust as necessary, if does not remedy spring is worn, replace shock

-Forks leak oil – replace seals & re-fill with oil (175 ml per leg 7.5 – 10 weight)

-Forks have no or little rebound – replace seals & re-fill with oil (175 ml per leg 7.5-10 weight)

-Forks are soft – replace springs

-Fork stanchions are pitted/rusty – replace form

Brakes

-Feel spongy – check pads for inconsistent wear, bleed system with fresh DOT4 fluid

-Feel firm but do not work – Pads incorrectly fitted & thus unevenly worn or wrong size disk – inspect pads for inconstant wear

-No feel – lever goes full travel without actuating brake – rear brake – adjust master cylinder actuating rod, check for leaks, bleed, replace brake assembly

-Metallic noise during braking – replace pads

-Front/rear brake dray – inspect and clean caliper, use copper grease on caliper floating pins, warn pads (replace), warped brake disk (replace)

-Grabs (shudders) under braking – loose caliper bolts or pins, worn caliper housing

Other

-Chattering from rear – chain tension / worn sprocket/chain

-Play in rear end – loose swing arm or shock, worn swing arm bearings or shock bearings check & replace

-Knocking front end – loose or worn headstock bearing

-Steering notchy – headstock bearings too tight or worn

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WARRANTY

1. GENERAL CONDITIONS

SSR Motorsports offers warranty from invoice date of your vehicle. In this particular case, as it is an off road bike, SSR Motorsports limited warranty solely to defects :

• guarantee that the components are parts listed in the table.

• You must perform all services according to the maintenance table.

• The warranty covers parts only, excluding labor work and material transport as appropriate.

• The parties included in the warranty, will be repaired or replaced in SSR motorsports authorized dealer.

2. REQUIREMENTS FOR THE CLAIM WARRANTY

The safety is the responsibility of both the manufacturer and the user, so you must promptly:

• Give a responsible and careful use the vehicle, according with all recommendations of the manual and laws traffic regulations.

• Give immediate notice of the defect or malfunction giving rise to the claim with an authorized dealer.

• Approaching the vehicle to the dealer note that not meet any of the conditions void warranties after a brief verification as detention is appropriate or not recommend the vehicle.

• Provide proof of purchase along with the manual verification the term of the warranty.

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3. WARRANTY EXCLUSIONS

Are totally excluded from the warranty:

• Regulations or adjustment having to do with maintaining normal vehicle.

• Elements of friction as brake pads and discs, clutch, centrifugal clutch pads.

• Chain, sprockets, tensioner distribution.

• All types of fluids such as brake fluid, motor oil or transmission, coolant.

• Fuel filters, oil or air.

• Seats / upholstery.

• Tires and Tubes.

• Hubs of any kind.

•Spoke

•Rim wheels.

• Masses.

• Cables command: brake / clutch / throttle.

• Spark plugs.

• Transmission Systems: chain, ring and pinion - and drive belt transmission.

• Voltage Regulators.

• Fuses.

• starter brushes.

• CDI / ignition.

• Mirrors.

• Disregarded minor faults that do not affect default in the normal performance of the vehicle.

• Any damage caused by wear or discoloration naturally paint, upholstery, chrome, etc.

4. CONDITIONS OF REVOCATION OF WARRANTY

The warranty will expire automatically when compliance any of the following factors:

• Failure to comply with any of the items mentioned in the maintenance table.

• Modify the original condition of the vehicle.

• The use of non-original parts or SSR MOTORSPORTS.

• Adding accessories.

• service or repairs in non-approved by SSR MOTORSPORTS Motors.

• Damage caused by misuse or intentionally, by acts of God, accidents, competitions or any damage not attributable to manufacturing or assembly defect.

• Vehicle rental to third parties.

• The use of lubricant other than that specified in the manual vehicle user.

5. WARRANTY LIMITATIONS

The warranty is limited to replacement or repair parts found as defective by the manufacturer, assuming no obligation to compensate for possible costs or consequences resulting from the removal or immobilization the vehicle.

SSR Motorsports limits the scope of the guarantee in the following cases:

• When the damage is caused by delay in making the warranty claim and / or delays in the performance of work by guarantee, no right to compensation or extension warranty.

• It is the responsibility of the owner to transfer the unit, as well as the cost of labor that requires replacement defective part covered by the warranty, without this right to compensation claims or inability of use of the vehicle or for any inconvenience or costs any nature that it caused.

• The dealer or seller and agent are SSR Motorsports of all responsibility and liability for any accident that may occur to persons and / or things, by and during use of the vehicle or by directly or indirectly cause from the same, even if the accident is attributable to manufacturing defects or material.

• All legal management before any authority and expense this incurred are not covered by this warranty.

• In no event listed above, the purchaser may claim cancellation or breach of purchase contract or compensation for damage.



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