ENGLISH

GASGAS

PAMPERA 125-07

USER MANUAL

INTRODUCTION

GAS GAS would like to thank you for your confidence.

By choosing a new PAMPERA 125 2007 you have become part of the great GAS GAS family and, as a user of the number one manufacturer of off-road motorbikes, you deserve the best treatment we can offer you both in our after-sales relations and in the information given in this manual.

The new PAMPERA 125 2007 is a motorcycle that has been designed for your leisure. In fact, it is the result of many years of competition and experience in this highly demanding discipline and of the many excellent results obtained by the great riders who have provided the fundamental data to enable us to create excellent GAS GAS motorcycles with several key advantages: reliability, high-performance and stability.

Congratulations for making, without a doubt, the right choice. With skill at the commands of this motorbike, an adequate preparation and the corresponding essential servicing, this GAS GAS will remain highly reliable and you will be able to enjoy the most comfortable and rewarding motor sport.

Thank you for your confidence and welcome to GAS GAS motos S.A.

IMPORTANT WARNING

Read this manual carefully. This manual covers aspects that will contribute to your safety and to that of others, as well as guaranteeing a correct preservation and maintenance of your new GAS GAS motorcycle.

All the instructions required in order to correctly drive and handle the motorcycle are listed below. Each message will be preceded by a symbol.

DANGER

This warning symbol identifies special instructions or procedures that, if not correctly followed, could result in personal injury, or even death.

WARNING

This symbol identifies special instructions or procedures that, if not strictly observed, could result in damage to or destruction of the machine.

Note

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

Inadequate driving skill could cause environmental problems and conflicts with other people. Responsible use of your motorcycle will ensure that these problems and conflicts do not arise.

TO PROTECT THE FUTURE OF YOUR SPORT, MAKE SURE YOU USE YOUR BIKE LEGALLY, WITH CONCERN FOR THE ENVIRONMENT, AND RESPECT THE RIGHTS OF OTHER PEOPLE.

Motorcycle riding is a fantastic sport, and we hope you will enjoy it to the fullest.

GAS GAS

USE OF OIL RECOMMENDED:

GRO Global Racing Oil®

INDEX

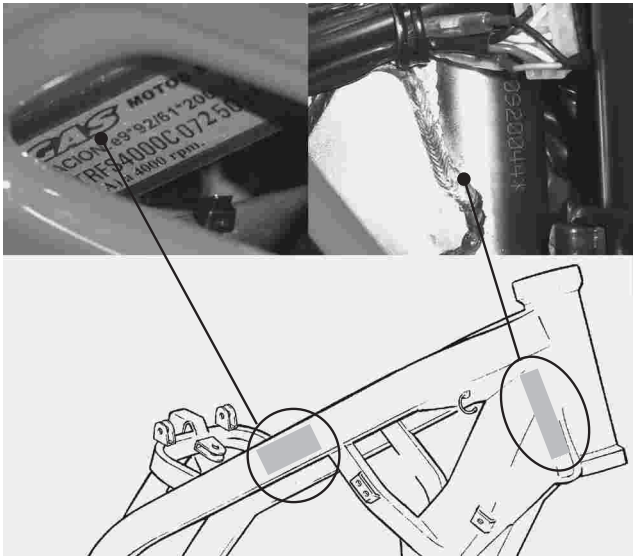
IDENTIFICATION

MOTORCYCLE IDENTIFICATION CODE

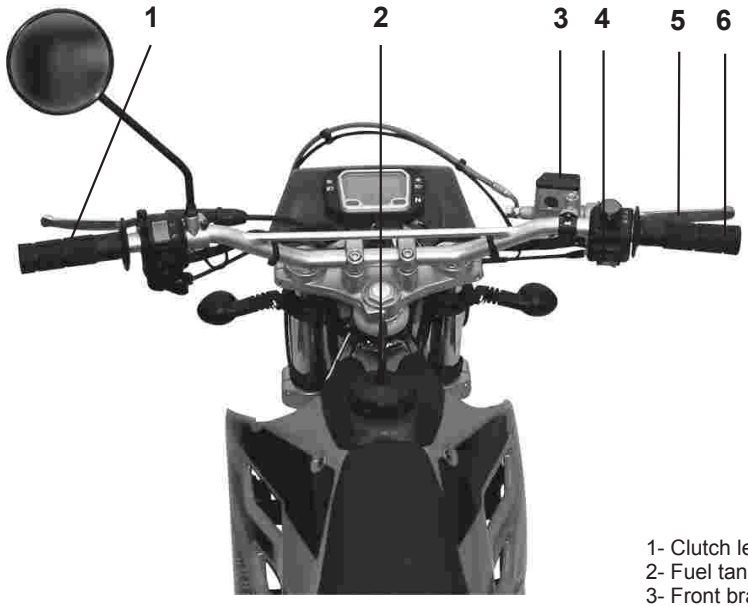
The motorcycle identification code is engraved on the steering stem.

AUTHORIZATION PLATE

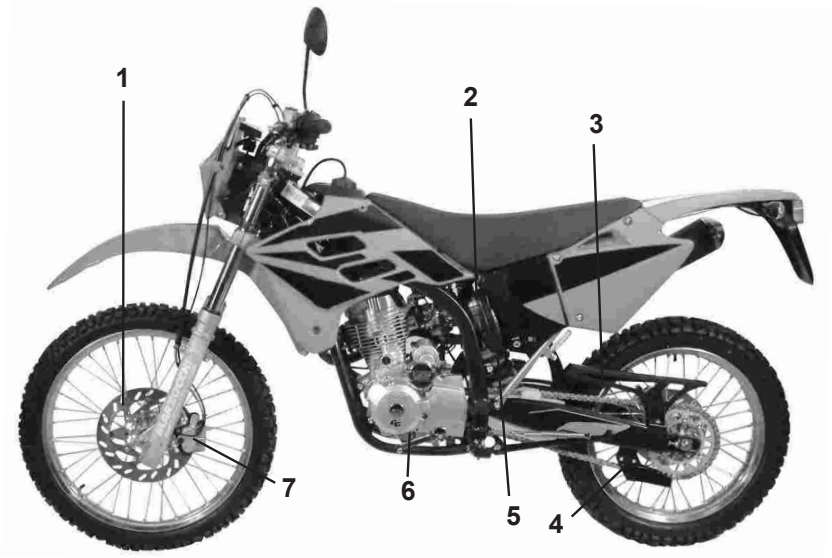
The motorcycle has its own corresponding authorization plate including information such as the identification Code. The information on the authorization plate must correspond to the data in the vehicle documents.



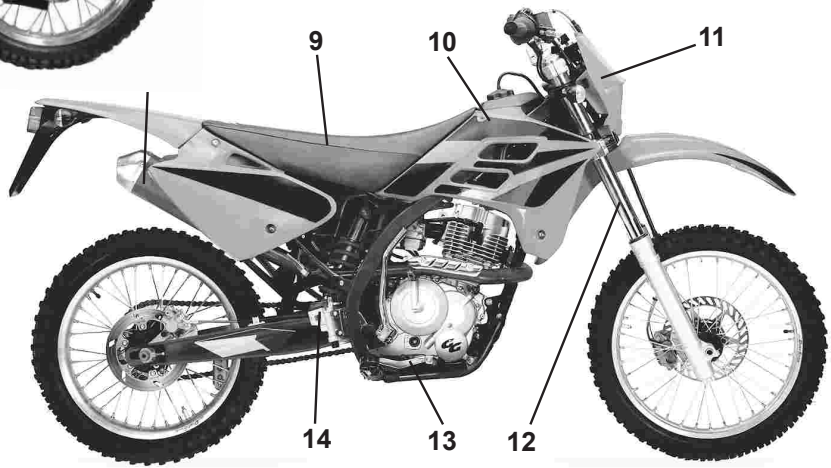
LOCATION OF COMPONENTS



1- Clutch lever
2- Fuel tank cap
3- Front brake fluid tank
4- Engine start button
5- Front brake lever
6- Accelerator control



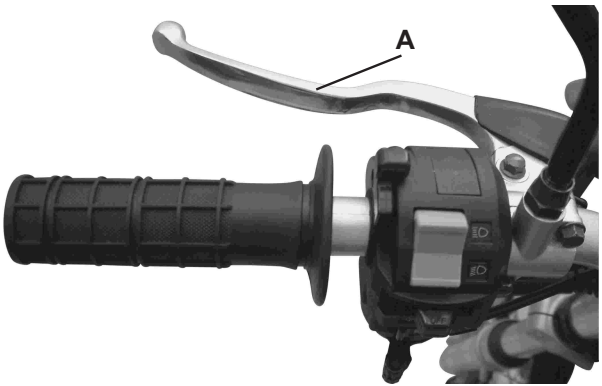
8- Silencer
9- Seat
10- Fuel tank
11- Headlight assembly
12- Front suspension
13- Rear brake pedal
14- Rear brake fluid tank



1- Front brake disk
2- Air filter
3- Chain
4- Chain guide
5- Rear shock absorber
6- Gear shift pedal
7- Front brake callipers

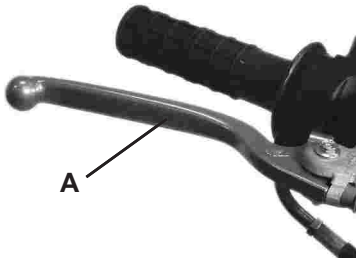
CLUTCH

The clutch lever **A** is located on the left hand side of the handlebars. To adjust the cable, see the section "maintenance instructions".



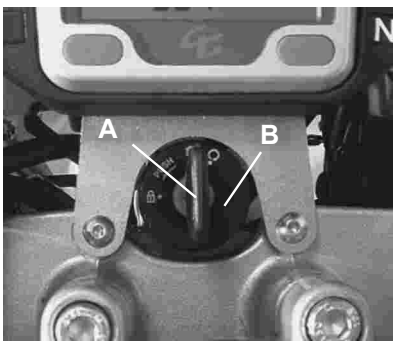
FRONT BRAKES

The front brake lever **A** is located on the right hand side of the handlebars.



IGNITION KEY AND STEERING LOCK

The ignition key **A** comes with the motorcycle and is inserted into the lock cylinder **B** located at the front of the handle bars.



In the position everything is off and neither the lights or the horn will function. The battery is not used. In this position the hazard lights will not work either.

In the position the ignition is turned on, the engine may be started and both the lights and the horn may be used.
The battery is used. In this position the hazard lights will operate.

Note

The motorcycle is fitted with a safety device allowing the engine to be started while the gear is engaged. See the section "Starting the engine".

The ignition key also operates the steering lock.
To activate the lock, insert the ignition key then:

- rotate the handlebars all the way to the left.

- from the position rotate the key to the left while pressing down to the position.

- remove the key; the steering is now locked.

MULTI FUNCTION INSTRUMENT PANEL AND INDICATOR LIGHTS

The multifunction apparatus, which is waterproof, has 4-8 LED indicators on both sides of a central indicator screen This central indicator screen, made of liquid crystal and with illumination, gives information about the rpm, speed, journey, kilometres travelled, time, average speed, maximum speed, length of time with motor running and total time. The data relative to the distance travelled and total time of use is stored in the memory, even when the apparatus is switched off. When the multifunction apparatus is not activated, it displays a clock.
The wheel circumference value is adaptable, as is the measuring system (metric or imperial).
The number and distribution of the LED indicators, and the amount of information on screen may vary according to model.

Panel

Panel description

1. RESET button
2. 2nd row of indicators
3. 1st row of indicators
4. Tachometer with bar graph
5. Tachometer scale
6. Fuel indicator bars (optional)
7. LED indicator symbols
8. MODE button

Description of symbols

	Left indicator / Green
	Dipped headlights / Green
	Motor oil / Red
	Right indicator / Green
	Full headlights / Blue
N	Neutral / Green (Optional)

Technical characteristics

FUNCTIONS	Symbol	TECHNICAL CHARACTERISTICS	INCREMENTS	PRECISION
Bar tachometer		500 - 11,000 rpm	500 rpm	
Digital Tachometer	**RPM**	100 - 19,900 rpm	100 rpm	
Gear change indicator	**RPM**	100 - 19,900 rpm	100 rpm	
Maximum tachometer value		100 - 19,900 rpm	100 rpm	
Speedometer		2.3 - 300 kmph (187.5 mph)	0.1 kmph o mph	± 1% o ± 0,1 km/h / m/h
Maximum speed gauge	**MAX**	2.3 - 300 kmph (187.5 mph)	0.1 kmph o mph	± 1% o ± 0,1 km/h / m/h
Average speed gauge	**AVG**	2.3 - 300 kmph (187.5 mph)	0.1 kmph o mph	± 1% o ± 0,1 km/h / m/h
Trip counter 1 and 2	**TRIP 1&2**	0 - 999.9 km o 0 - 624.9 miles	0.01 km o miles	± 0.1 %
Mileometer	**ODO**	0 - 999,999 km o 0 - 624,999 miles	0.1 km o millas	± 0.1%
Operation time	**RT**	0:00'00" - 99:59' 59"	1 second	± 50 PPM
Total time	**TT**	0:00' - 9999:59'	1 minute	± 50 PPM
Clock		0:00'00" - 23:59' 59"	1 second/1 minute	± 50 PPM

Initial voltage: 12v CC.
Speed sensor: Non-contact magnetic sensor.
Tachometer input: CDI (capacitor discharge ignition) or ignition coil signal.
Wheel circumference adjustment: 1 mm - 3.999 mm (1 mm increments).
Working temperature: -10 ºC - + 80 ºC (engine casing interior).
Fuel sensor resistance: 100 (only in models with fuel level indicator).

Functions

RPM: Bar
Tachometer with bar graph. The bar graph of the tachometer displays up to 11,000 rpm.

RPM: Digital Tachometer
The rpm is shown in the second row. The digital tachometer displays up to 19,900 rpm The tachometer signal can be read from the CDI (Capacitor Discharge Ignition) or the ignition coil.

Gear change indicator according to rpm
This function permits setting an indicator for changing gear at a specific rpm level The tachometer bar flashes when the rpm reaches the specific level and stops flashing when the gear is changed.

MAX RPM: Maximum tachometer value
It appears in the 2nd row. It shows the highest level reached by the tachometer since the last resetting of the data.

SPD: Speedometer
The speedometer information appears in the first line of the screen It shows up to 300 km/h or 187.5 mph.

MAX: Maximum speed gauge
The MAX value appears in the 1st line. It shows the highest speed reached since the last resetting of the data.

AVG: Average driving speed
The AVG value appears in the 1st line. It calculates the average speed since the last RESET operation.

TRIP: Journey counter
This appears in the second line of the screen. The TRIP function contains the vehicle's accumulated mileage since the last RESET operation.

ODO: Mileometer
It shows the total mileage accumulated by the vehicle. The data is stored in the memory, even when the device is not running.

RT: Time of use controller
It calculates the total time in use since the last RESET operation. It starts counting from the moment that movement begins.

TT: Total time of use controller
It calculates the vehicle's total time in use. It starts counting from the moment that movement begins. The data is stored in the memory, even when the device is not running.

12/24 hour clock
It shows the time in either 12 or 24 hour formats.

Fuel level indicator (only vehicles with this function)
It has 7 bars showing the amount of fuel remaining in the fuel tank. The last bar flashes to indicate that the fuel level is too low.

ELECTRIC START BUTTON

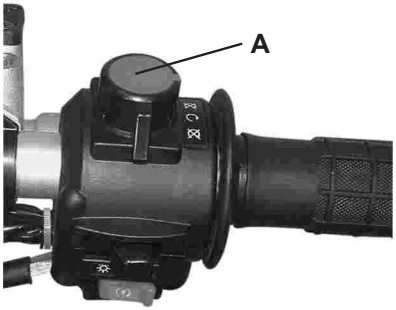
Note
The motorcycle is fitted with a safety device allowing the engine to be started while the gear is engaged. See the section "Starting the engine".

The electric starter button **A** is located on the right-hand side of the handlebars and only operates if:

- the ignition key is in the position .
- if the clutch is pressed in or the gear change pedal is in neutral.

ENGINE STOP BUTTON

The switch **A** is located on the right-hand side of the handlebar and has three positions:



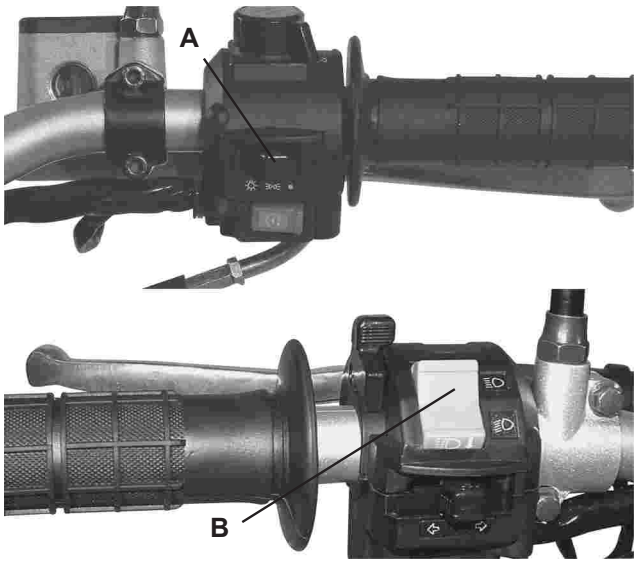
- Engine off
- Engine running
- Engine off

To stop the engine, moved the switch **A** 21 of the two positions indicated by the symbol .

LIGHTS AND INDICATORS

Note
With the ignition in position it is not possible to activate the lights or the horn. In this position the hazard lights will not work either.

Lights



The switch **A** is located on the right-hand side of the handlebar and has three positions:

- Off
- Side lights
- Low beam / high beam

To switch from low beam to high beam operate the switch **B** located on the left hand side of the handlebars.

- Low beam
- High beam

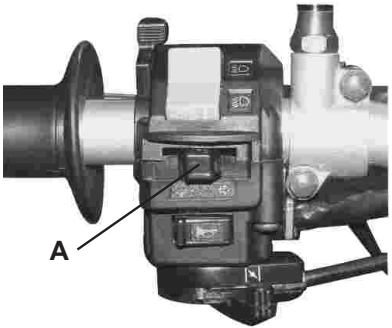
Light burst

To operate the light burst, press the switch **B** to the position

Note
The switch A does not need to be activated to use the light burst. However the ignition key must be in the position .

Turn indicators

The switch **A** is located on the left-hand side of the handlebar and has three positions:



⇨ Right hand side indicator

● Indicator off

⇦ Left hand side indicator

Hazard lights

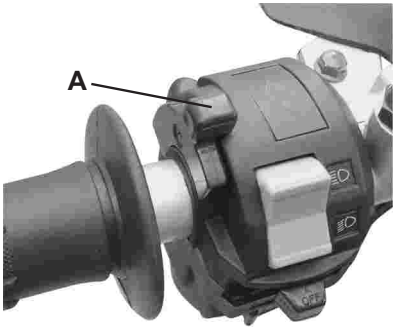
WARNING

Regarding the use of these lights, follow the legal requirements of each country.

Note

The hazard lights only operate when the ignition is turned on.

The switch **A** is located on the left-hand side of the handlebar and has two positions:



● Hazard lights off

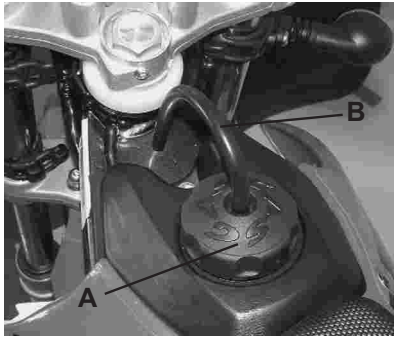
△ Hazard lights on

HORN

The button **A**, located on the left hand side of the handlebars, operates the horn.

FUEL TANK

The fuel tank holds 7.4 l.



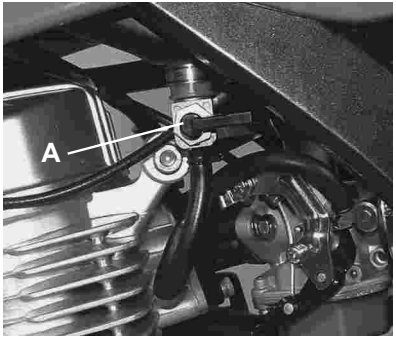
The tank has a rapid access cap **A** and a tube for ventilation **B** to clear and vapours that may form.

- Turn the cap to the left to open.

WARNING

Regularly check the cap seal and vent hose to ensure they are leak proof. Risk of spillage!

FUEL CUTOFF



This has three positions:
The diagrams below show the position of the fuel tap **(A)** for each case.

1- Reserve
2- Open
3- Closed

RECOMMENDED FUEL

Use lead-free petrol with an octane rating of 95 or higher.

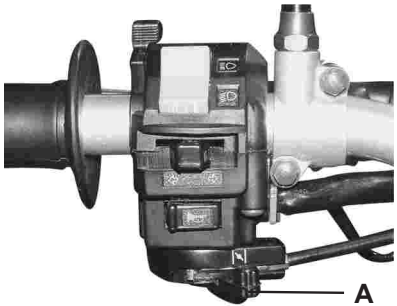
WARNING

If knocking occurs, try a different brand of petrol or higher octane grade.

DANGER

Always stop the engine and do not smoke. Gasoline is extremely flammable and can be explosive under certain conditions. Make sure the area is well ventilated and free from any source of flame or sparks; this includes any appliance with a pilot light.

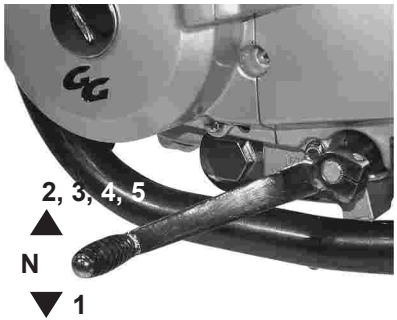
THROTTLE CONTROL



Moving the control **A** to the left will close the throttle and restrict the flow of air in the carburettor jet. While the control **A** remains in this position, the air/fuel mixture is enriched and this will facilitate cold starting. See also "Starting a cold engine".

GEARBOX

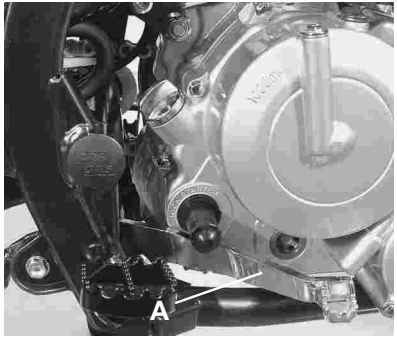
The motorcycle has 5 gears. It is a sequential gearbox, which means that in order to reach third gear from first gear, second gear must first be engaged, that is, the gears go up or down gear by gear.
To engage the first gear from neutral, press on the clutch, press the gearshift pedal all the way down then release the clutch slowly.
Neutral is located between first gear and second gear.



WARNING

To ensure correct gear engagement, operate the gearshift pedal firmly so that the transition is complete.
Incomplete or erratic insertion of gears could cause damage to the transmission system. Accident risk!

BRAKE PEDAL



A - Rear brake pedal

The rear brake pedal is located in front of the right hand side footrest and may be adjusted to the position of the driver. SEE **MAINTENANCE INSTRUCTIONS**.

STAND

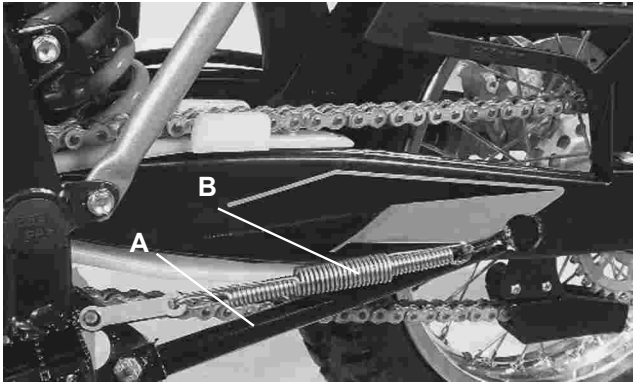
DANGER

Danger, risk of physical injury! Use the stand with care.

The uncontrolled return of the stand to its rest position could cause injury to the user or to others

WARNING

Do not start the engine or ride the motorcycle when the stand is down.



- Push the stand **A** downwards to the ground by foot until it supports the weight of the motorcycle.
  Ensure that the surface on which the stand rests is sufficiently hard so that the motorcycle remains in a stable position.
- To take up the stand, remove the weight of the motorcycle by inclining it - the spring **B** will return the stand to its resting position.

STARTING THE ENGINE

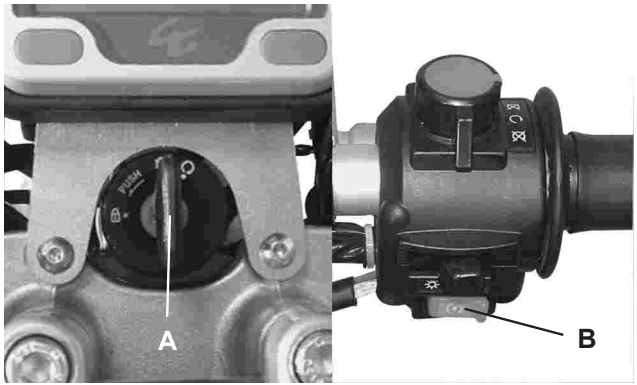
DANGER

Do not start or leave the engine idling in closed spaces. Exhaust fumes are highly toxic and may result in loss of consciousness or even death. When the engine is running, ensure that there is always adequate ventilation.

Note

The motorcycle is fitted with a safety device allowing the engine to be started while the gear is engaged.
To start the motorcycle, proceed as follows.

- Open the fuel tap.
- Put the gearbox into neutral or even hold in the clutch lever during the starting operation.
- Rotate the ignition key **A** clockwise to the position, the electric circuits are activated and the motorcycle may start.
- Without using the throttle, press the electric start button **B**.



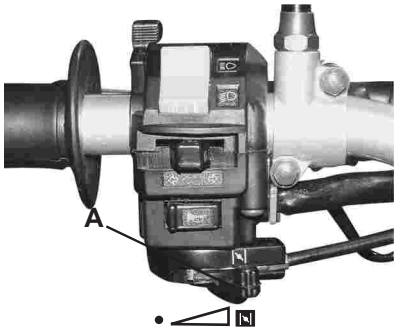
WARNING

When the key remains in the engine start position: If the engine is not started then a loss of battery electrical potential may occur.

STARTING A COLD ENGINE

WARNING

Do not fully load the motorcycle while the engine is cold. Allow the engine to run at idle speed or drive slowly until the engine reaches normal operation speed.



After some seconds, and depending on the outside temperature, the engine will reach a higher and more stable speed. This means that it has reached normal operation temperature. At this moment remove the choke by turning the control **A** to the right hand side.

WHAT TO DO WHEN THE ENGINE IS FLOODED

- Close the fuel tap.
- Following the instructions described in **STARTING THE ENGINE**, operate the starter button with the throttle completely open (full throttle) and the choke control all the way to the right; release the throttle control as soon as the engine starts.

Note

If the engine will not start, remove the spark plug and dry it. See "Removing the spark plug".

- Once the engine is running, open the fuel tap.

Stopping the engine
- Brake the motorcycle and put the gearshift pedal in neutral.
- Completely close the accelerator pedal and use the engine stop button.
- Rotate the ignition key anticlockwise to the position .
- Close the fuel tap.

STOPPING THE MOTORCYCLE

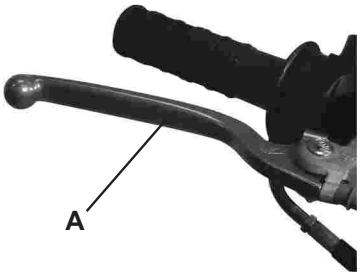
DANGER

When driving in wet conditions or after washing the motorcycle, the brakes may be wet. If so, then the braking capacity is reduced until the braking elements are dry. Drive carefully and lightly apply both brakes in order to dry them.

WARNING

If the ground is slippery or loose then give preference to the rear brake.
Depending on circumstances and ground surface, it may be better to use the front or rear brakes independently.
Gear down gradually using the engine braking capacity.

For maximum deceleration, close the throttle **A** and apply both front and rear brakes.



RUNNING IN PERIOD

WARNING

Brutal acceleration during the run in period may cause engine damage.

All of the moving parts in the engine have been made to a high level of precision in order to obtain a quality contact surface and correct positioning.

However, correct engine care during the first hours of use is vital for obtaining the best from your motorcycle.

Therefore, we recommend:
- Start the engine and let it run at idle until the engine is thoroughly warmed up.
- Stop the engine and wait for it to completely cool.
- Start the engine once again. For the first hour of use or for the first 100 Km, use the engine at a moderate speed.
- Never run the engine at maximum rpm.
- Vary the engine speed consistently using the throttle control.

Note

The spark plug may be soiled if the engine is used at a low speed during the running in period. If this occurs then replace the standard spark plug by a higher temperature spark plug for the running in period only. See the section regarding extraction of the spark plug.
Following the run-in period, fit a new standard spark plug.

MAINTENANCE INSTRUCTIONS

MAINTENANCE CHART			
Article	Period First 5 hours	Period every 30 hours	Period every 60 hours
Air filter	Inspect the following every time that the motorcycle has been used or when necessary		
*Bolts on the silencer and the connections for the silencer	T	T	T
*Valve tolerances	I	-	I
Spark plug	-	I	R
Fuel lines	I	I *Change every 4 years	I
Engine oil	R	R	R
Oil strainer	C	-	C
Clutch	I	I	I
Chain	Clean, lubricate and inspect each time the motorcycle has run		
*Brakes	I	I	I
Brake lines	I	I *Revise every 4 years	I
Brake fluid	I	I *Change every 2 years	I
Tyres	Inspect tyres for damage and check the tyre pressure every time the motorcycle has run		
*Steering assembly	I	-	I
*Front forks	I	-	I
*Rear suspension	I	-	I
*Chassis bolts and nuts	T	T	T

Note: I = Inspect and clean, adjust, replace or lubricate if necessary; R= Replace; T= Tighten; C= Clean

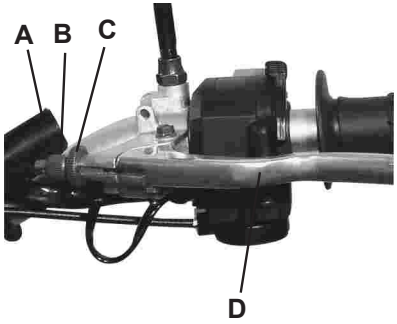
CLUTCH

Adjusting
Correct clutch lever play is 2-3 mm.

WARNING

Lower play than that indicated will reduce the clutch effectiveness and the clutch useful life.

To adjust the clutch lever play, proceed as follows:
- Remove the cap **A**.
- Loosen the lock nut **C**.
- Rotate the adjustment **B** in one direction to achieve the indicated play.
- Tighten the lock nut **C** to lock the adjustment **B** in position.
- Fit the protection cap.



A- Protection cap
B- Adjustment
C- Lock nut
D- Clutch lever

Note

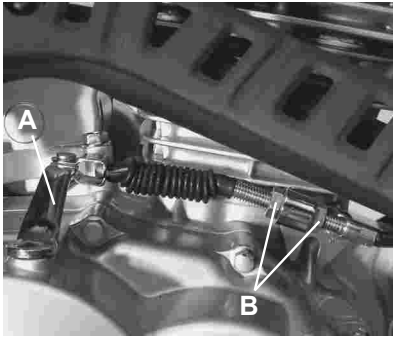
If the clutch lever adjustment is at its limit, play must be adjusted by using the clutch cam.

Correct clutch cam play is 2-3 mm.

WARNING

Lower play than that indicated will reduce the clutch effectiveness and the clutch useful life.

To adjust the clutch cam play, proceed as follows:
- Loosen the adjustment nuts **B** and rotate in one direction until the correct play is achieved.
- Tighten the adjustment nuts **B** to lock the adjustment in position.



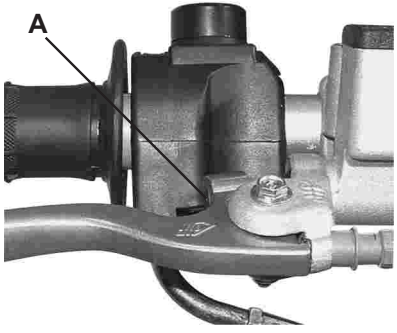
A- Cam
B- Adjustment nuts

BRAKES

Brake disc wear is automatically compensated mechanically and has no effect on the front brake lever or on the rear brake pedal. The only adjustments that need to be made are: Position and play both on the front brake lever and the rear brake pedal.

Position and play of the front brake lever

- Adjust the position of the front brake lever according to the size of your hand. Note that the front brake lever should have a play of at least 3 mm when in rest position. Adjust the position and play of the brake lever using the bolt **A**.



A - Adjustment bolt

DANGER

Never reduce the play of the front brake lever to less than 3 mm. If the play is reduced then the brake cylinder acts on the front brake pads which then remain in permanent contact with the brake disc; this could result in brake failure due to overheating.

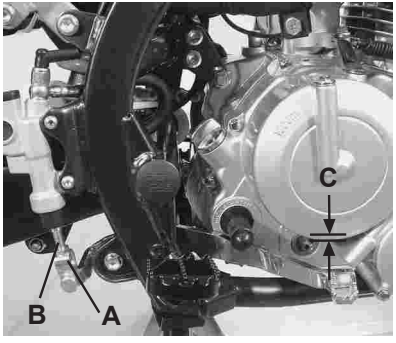
If the front brake has a spongy feeling then it is possible that there is air in the hydraulic circuit. We recommend that you visit a GAS GAS workshop immediately.

- Ensure that front brake lever adjustment is correctly suited to your hand.

Position and play of the rear brake pedal

The rear brake pedal should have a play of between 1 to 3 mm when in rest position.

- Loosen the bolt **A** and adjust the play using the pin **B**.
- Tighten the nut **A** once again.



A - Nut
B - Pin
C - Play

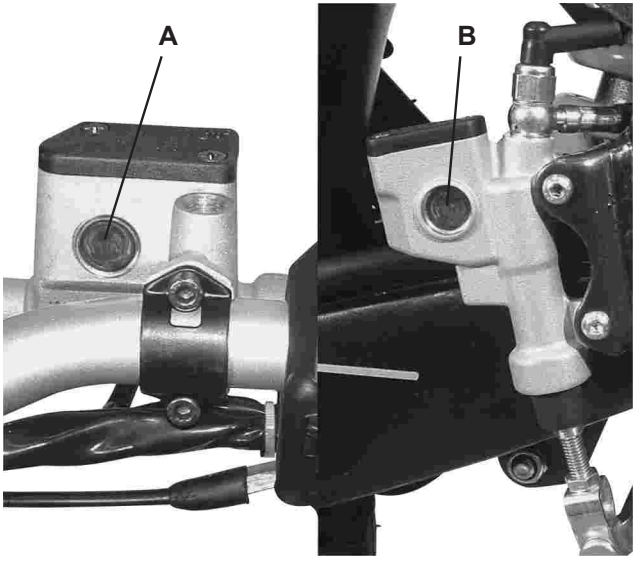
- Ensure that the rear brake pedal adjustment is correct; if necessary repeat the adjustment until it is correct.
- Ensure that the pedal operates correctly and that it does not rub on any element of the motorcycle.

DANGER

Never reduce the play of the rear brake pedal to less than 10 mm. If the play is reduced then the brake cylinder acts on the rear brake pads, which then remain in permanent contact with the brake disc; this could result in brake failure due to overheating.
If the rear brake has a spongy feeling then it is possible that there is air in the hydraulic circuit. We recommend that you visit a GAS GAS workshop immediately.

BRAKE FLUID

- Check the condition of the brake fluid using the level inspection windows on both the front brake tank **A** and rear brake tank **B**. If the brake fluid is dark or appears dirty then go immediately to an approved GAS GAS workshop to replace the fluid.



WARNING

Brake fluid absorbs ambient humidity and degrades with time. So that the brake fluid retains its specifications, use only fluid from sealed containers and respect the replacement periods as shown in the MAINTENANCE CHART.
Brake fluid is corrosive to paintwork. Avoid contact between the fluid and paintwork.

- Only use fluid in accordance with DOT 3 or DOT 4.

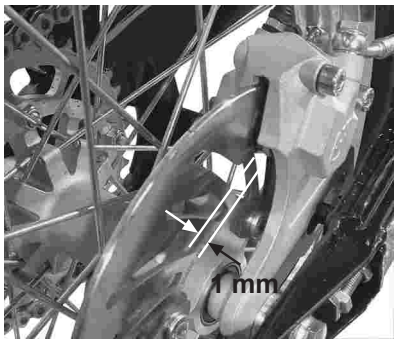
Brake fluid level inspection

- Check the brake fluid level using the inspection windows on both the front **A** and rear **B** brake tanks. The level should at least reach halfway up the inspection window.

If brake fluid is required:
- Ensure that brake fluid is not leaking from: front and rear brake cylinder seals, hoses and joints. If there is any leak, visit a GAS GAS workshop immediately.
- Add brake fluid, complying to the DOT 3 or DOT 4 standards, to the corresponding brake fluid tank in order to re-establish the correct level.

Checking brake pad wear

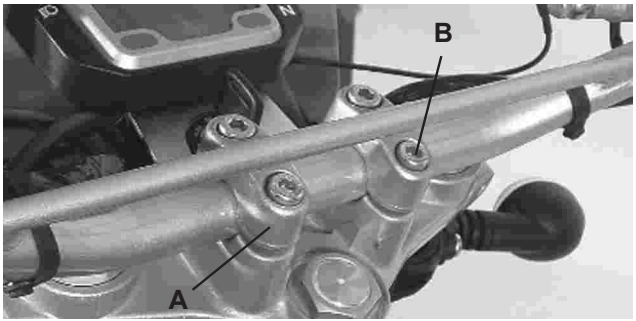
- Check the thickness of both the front and rear brake pads.
- Minimum brake pad thickness **A**: 1 mm
- If any brake pad is less than 1mm thick then replace the complete set.



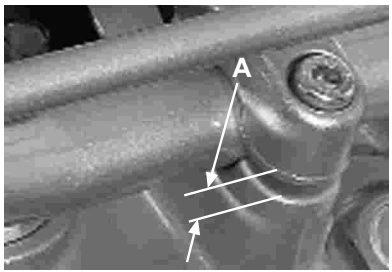
HANDLEBARS

Adjustment

In order to better suit the driver size and preferences, the handlebar position may be adjusted forwards or backwards.
Loosen the handlebar **A** clamp bolts **B** then place the handlebars in the required position.



Tighten the bolts to 25 Nm, firstly the forward bolts then the rear bolts. If the handlebars are correctly installed, there will be a minimal gap at the front and rear of the clamp after tightening **A**.



STEERING

DANGER

Handlebars with excessive play or an incorrect adjustment are extremely dangerous for driving.

Steering - verification

The steering should always be kept adjusted so that the handlebar will turn freely but without excessive play
To check the steering adjustment, proceed as follows:
- lift the motorcycle off the ground using a support under the chassis so that both wheels are suspended.
- move the steering gently from side to side.

If the steering continues to turn when released then this means that the some play has resulted from use.
Make a final test:
- with the motorcycle firmly attached to the supports and with the wheels suspended, stand in front of the motorcycle; pull and push the handlebars forward and back.

If the steering shaft moves then the steering must be adjusted.

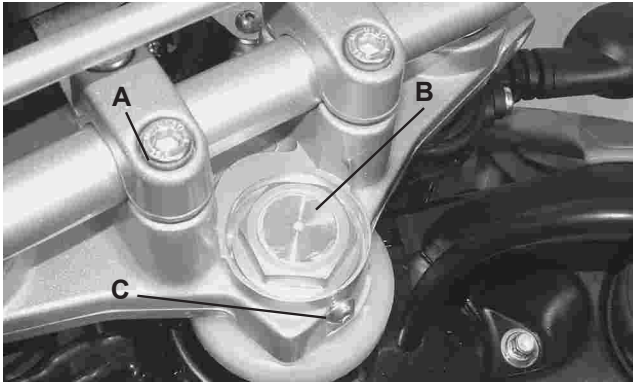
Steering - adjustment

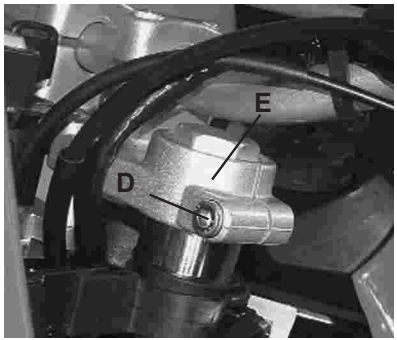
- Stabilise the motorcycle using a solid support under the chasis.
- Keep the front wheel off the ground.
- Remove the handlebar by loosening the handlebar clamp bolts **A**.

WARNING

Always work with the handlebars in such a way that cables and hydraulic lines are not damaged.

-Loosen the steering stem bolt **B**.
-Loosen the steering stem bolt **C**.





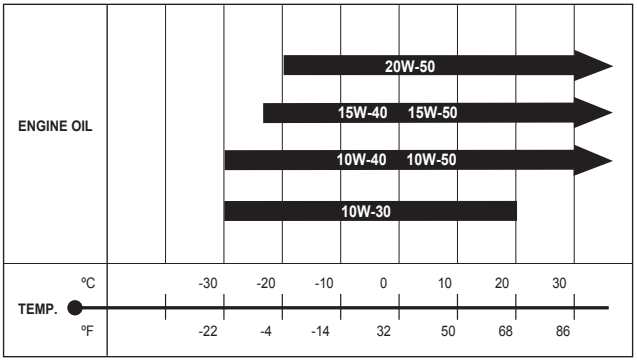
- Loosen the bolts **D** on both sides then remove the upper suspension plate **E**.
- Rotate the steering adjustment nut using the special spanner in order to obtain the appropriate adjustment.
- Fit the upper suspension plate **E**.
- Fit the washers, tighten the steering shaft bolt **C**, the steering shaft nut **B** and the bolts **D** to the correct torques below:
  Steering nut: 44 Nm (4.5 Kgm)
  Suspension plate bolts: 22 Nm (2.25 Kgm)
- Check the steering once more and adjust again if necessary.
- Refit all removed parts.

ENGINE OIL

The oil must comply with the SAE 10W-50 standard, classification API SF or SG.

Note

If you are using the motorcycle in climates with extreme temperatures then choose the most suitable engine oil using the attached table as a guide.



Oil level

Note

- ***To keep your engine in perfect working order, regularly check the oil level and change the oil.***
- ***The engine oil increases in volume when it is hot. Check and adjust the level when the oil is cold.***
- ***Initially replace the oil after 5 hours of operation and then every 60 hours. See the maintenance table.***

Changing the oil

DANGER

- **The engine oil and the exhaust manifold can be very hot and cause burns. Wait until the oil and the exhaust manifold are cool.**
- **Exhaust fumes are highly toxic and may result in loss of consciousness or even death. When the engine is running, ensure that there is always adequate ventilation.**

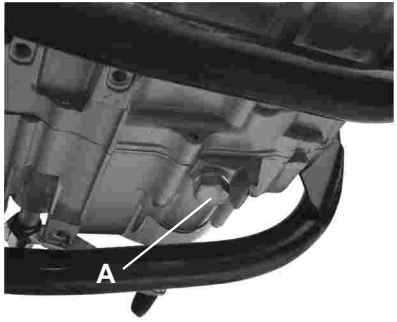
WARNING

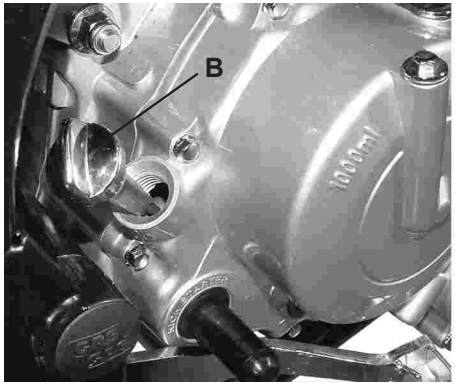
- **Avoid all contact with the engine oil; this is a health risk and may cause irritations.**
- **Keep new or used oil away from the reach of children and animals.**
- **Wash yourself with neutral soap if oil comes in contact with your skin.**
- **Used oil should be kept in an appropriate recipient for subsequent recycling according to current legislation.**

Note

- ***Change the oil when the engine is warm; this will facilitate the drainage of the oil from the drain in the lower part of the engine.***
- ***Always use genuine GAS GAS parts.***

To change the oil, take the following steps:
- Ensure that the motorcycle is on a suitable, solid, horizontal surface, for example a stand.
- Place an adequately sized container underneath the engine.
- Remove the bolt from the drain **A**.





- Remove the oil level rod **B**.
- Allow the used oil to completely drain out.
- Replace the seal washer and replace the drain bolt **A**.
- Add oil in small quantities (for example 150 ml) and check the oil level using the oil level rod as usual (clean before checking).

Note

The engine has a visor on the right hand side cover – on the clutch side, close to the brake pedal – this can be used to check the approximate oil level.

- The oil level should never exceed the upper mark indicated by the grooved zone **C** on the oil level rod.
- Start the engine and keep it running for several minutes to ensure that oil is not leaking from the drain plug.
- Stop the engine.
- Ensure that the oil level is correct and if necessary add more oil.

Cleaning the strainer

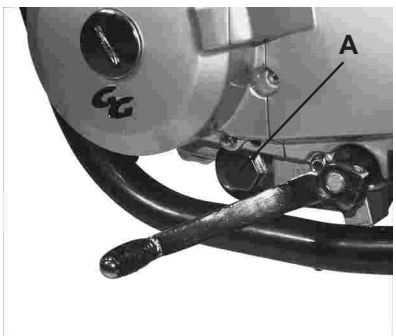
Note

- ***The engine oil circuit, has a strainer to filter out particles that may contaminate the oil.***
- ***The oil strainer should be cleaned as indicated in the Maintenance table.***

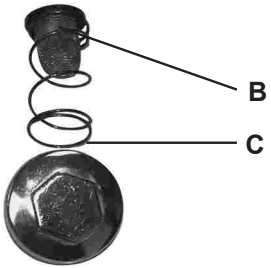
WARNING

Used oil should be kept in an appropriate recipient for subsequent recycling according to current legislation.

- Empty the engine oil as indicated in the section **Changing the engine oil**.
- Remove the plug **A** located on the left hand side of the engine.



- Remove the spring **B** and the oil strainer **C**.
- Clean the strainer using petrol and dry using compressed air in order to remove the remains of petrol.



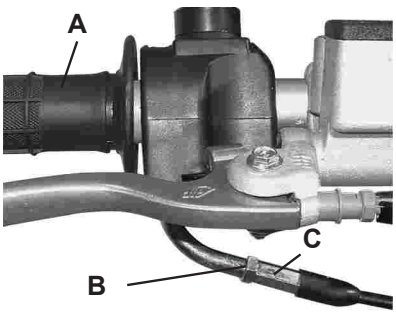
B- oil strainer
C- spring

- Fit the strainer, the spring and the cap.
- Refill the oil and ensure that there are no leaks as indicated in the section **regarding oil changes.**

CARBURETTOR

Adjusting the throttle control cable

The throttle control should have a play of 2-3 mm.
If the play is not as indicated then proceed as follows:



A - Throttle control
B - Lock nut
C - Adjustment

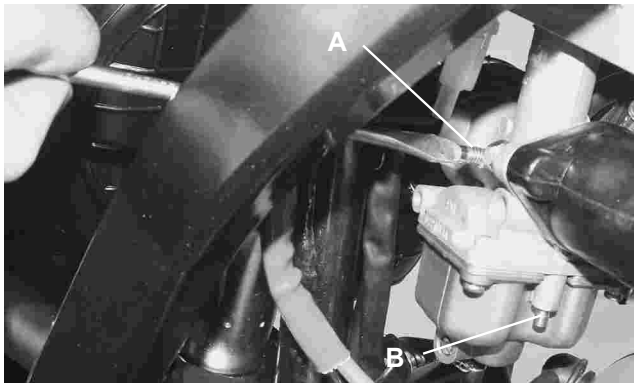
- Check that the throttle grip turns smoothly.
- Loosen the lock nut **B**.
- Rotate the adjustment bolt **C** until the indicated play is reached.
- Tighten the locknut **B**.

Adjusting idle speed

DANGER

The exhaust gasses are highly toxic. The idle adjustment operation must be carried out in open spaces or in suitably ventilated premises.

The carburettor has an idle adjustment screw **A**, which acts on the fuel opening cylinder in the carburettor.
The bolt **B** adjusts the supply of air-fuel for the deceleration system.



To set the engine speed to a minimum or slow the engine down then take the following steps:
- Use the motorcycle until the normal operation temperature is reached.
- Stop the engine and secure the motorcycle (for example on a support stand).
- Start the engine.
- Rotate the bolt **A** until the engine runs continuously.

Note

- ***Rotating the screw A clockwise will increase the engine speed.***
- ***Rotating the screw A anticlockwise will decrease the engine speed.***

- Rotate the bolt **B** until the engine reaches the highest speed.

Note

- ***Tightening the screw B will restrict the flow of air-fuel mixture***
- ***Loosening the screw B will open the flow of air-fuel mixture***

- Tighten the screw **B** about 1/4 of a turn.

Rotate the bolt **A** until the engine reaches the required idle speed.