Owner’s manual

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Introduction

GAS GAS Motos, S.A. thanks you for your confidence.

With the choose of your new GAS GAS EC 2014 or XC 2014 you just entered the great GAS GAS team and, as a user of the brand number one on off-road motorcycles, deserves distinguished treatment that we want to offer both our relationship after the acquisition of your GAS GAS and in the explanations that you are in this manual.

Your GAS GAS EC 2014 or XC 2014 is a bike designed for the practice of the high competition, it is the result of many years of racing and experience in such demanding disciplines. The many successes achieved by great riders with our GAS GAS bikes, have provided basic data in order to create these high level motorcycle. A few exclusive motorcycles GAS GAS with three key factors: reliability, high performance and good stability.

Congratulations because your election has been, without doubt, the right one. With your prowess to the handlebars of your GAS GAS and with adequate preparation and corresponding revisions are essential to ensure that your GAS GAS is highly reliable, you can enjoy more comfortable and grateful practice the sport motorcycle.

Thank you for your trust and welcome to GAS GAS Motos, S.A.

Legal notices

In the interest of technical development GAS GAS Motos, S.A. reserves the right to modify the construction, staffing, and accessories of the motorcycle without prior notice. Data measures, weights, and powers are understood with the respective tolerances.

Depending on the volume of equipment and accessories for your GAS GAS, as well as the versions certified to respect the various laws of each State, there may be variations on the descriptions and illustrations. So the pictures exposed in this manual may therefore not correspond to the purchased model. That’s why not may arise claim some exception error, error of printing or omission.

Notices and warnings

Please read carefully this manual with special attention to the following notices:

DANGER

Notice about a danger that leads to serious injury and even death.

WARNING

Notice about a danger which may cause personal injury and/or damage to the vehicle.
Preliminary warnings

DANGER

Three of each four fatal accidents are due to head injuries. The risk of brain injury is three times higher if you don’t use a helmet. Always take a helmet approved, the probability of leaving unharmed in an accident increases by 20%. It also recommends the use of eye protection and gloves, boots and other items for protection that are in perfect condition.

Never carry passenger. Your GAS GAS is not approved for this purpose, does not have an appropriate saddle, handles or footrests for passenger. In addition weight and imbalance can affect handling.

Avoid modifications in your GAS GAS with non-original accessories and don’t remove off the original elements, these changes can affect stability and handling, making it a dangerous and illegal vehicle. GAS GAS requires the use of original spare parts and accessories, or parts and accessories homologated by GAS GAS Motorcycles, S.A. It is an essential condition for maintaining the warranty.

Your GAS GAS has been designed for off-road use, not designed for long travel on highways. Such use could lead to engine damages because it maintained high revolutions. Also tyres are not suitable for use on paved surfaces. It has not been designed for urban use. Long tops at traffic lights in town could overheat the engine.

Maintain your GAS GAS in good condition. To avoid any problem, inspect your motorcycle before each use and then all maintenance recommended in this manual. After a fall, inspect that the main elements have not been damaged. Driving a motorcycle in a bad state can be cause of an accident with serious injuries and even death.

DANGER

The exhaust pipe and other parts reached high temperatures during use and take to cool down once the engine shutdown. Avoid handling or touching anything during this period. The use of shorts is not recommended, may cause burns on the legs.

DANGER

Avoid wearing loose clothing that could engage with parts of the vehicle or the environment. Although total security is impossible, the use of suitable equipment reduces the possibility and/or the severity of injuries.
## Controls and components location

**EC 2T 125/200/250/300cc STANDARD-RACING**

* Image taken from the EC 2T 300cc RACING.

<table>
<thead>
<tr>
<th>Number</th>
<th>Name</th>
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<tbody>
<tr>
<td>1</td>
<td>Headlamp with position, low beam and high beam lamps</td>
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<td>Front brake caliper</td>
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<td>2</td>
<td>Front turn signals</td>
<td>12</td>
<td>Front fork</td>
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<td>3</td>
<td>Fuel tank</td>
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<td>CDI switch</td>
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<td>4</td>
<td>Fuel valve</td>
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<td>Gear shift pedal</td>
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<td>Rear shock</td>
<td>15</td>
<td>Caruretor</td>
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<td>6</td>
<td>Air filter</td>
<td>16</td>
<td>Secondary transmission chain</td>
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<td>7</td>
<td>Side stand</td>
<td>17</td>
<td>Chain guide</td>
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<td>8</td>
<td>Chain guard</td>
<td>18</td>
<td>License plate holder</td>
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<tr>
<td>9</td>
<td>Rear turn signals</td>
<td>19</td>
<td>Rear reflector</td>
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<td>10</td>
<td>Front brake disc</td>
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Controls and components location  EC 2T 125/200/250/300cc STANDARD-RACING

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<td>Suspension linkage</td>
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<td>Manufacturer’s identification plate</td>
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<td>Radiator</td>
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<td>8</td>
<td>Exhaust</td>
<td>16</td>
<td>Front axle handle</td>
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<td>Front brake disc</td>
<td>20</td>
<td>Rear reflector</td>
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* Image taken from the EC 2T 300cc RACING E-START
### Controls and components location   EC 2T 250/300cc STANDARD - RACING E-START

* Image taken from the EC 2T 300cc RACING E-START

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<td>Exhaust</td>
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<td>Front axle handle</td>
</tr>
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</table>
## Controls and components location

**XC 2T 125/200/250/300cc STANDARD - RACING**

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<td>Fuel tank</td>
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<td>Front brake disc</td>
<td>14</td>
<td>Chain guide</td>
</tr>
</tbody>
</table>

*Image taken from the XC 2T 300cc RACING*
### Controls and components location

**XC 2T 125/200/250/300cc STANDARD - RACING**

* Image taken from the XC 2T 300cc RACING

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<td>Rear brake master cylinder</td>
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<td>Kick-starter</td>
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<td>7</td>
<td>Exhaust</td>
<td>15</td>
<td>Front axle handle</td>
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<tr>
<td>8</td>
<td>Muffler</td>
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</table>
### Controls and components location

#### EC STANDARD-RACING / EC STANDARD-RACING E-START

<table>
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<th>Name</th>
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<tbody>
<tr>
<td>1</td>
<td>Clutch lever</td>
<td>7</td>
<td>Front brake master cylinder</td>
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<tr>
<td>2</td>
<td>Choke lever</td>
<td>8</td>
<td>Throttle</td>
</tr>
<tr>
<td>3</td>
<td>Clutch fluid reservoir</td>
<td>9</td>
<td>Front brake lever</td>
</tr>
<tr>
<td>4</td>
<td>Multifunction gauge&lt;sup&gt;1&lt;/sup&gt;</td>
<td>10</td>
<td>Turn signals, lights, horn and engine stop controls</td>
</tr>
<tr>
<td>5</td>
<td>Fuel tank cap</td>
<td>11</td>
<td>Steering lock</td>
</tr>
<tr>
<td>6</td>
<td>Ignition key&lt;sup&gt;2&lt;/sup&gt;</td>
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<sup>1</sup> Except XC models.

<sup>2</sup> Only EC Standard/Racing E-START models.

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### Horn controls

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<tbody>
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<td>1</td>
<td>Horn</td>
<td>4</td>
<td>Position, low beam and high beam lights</td>
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<tr>
<td>2</td>
<td>Starter Switch&lt;sup&gt;1&lt;/sup&gt;</td>
<td>5</td>
<td>Turn signals.</td>
</tr>
<tr>
<td>3</td>
<td>Engine stop</td>
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<sup>1</sup> Only EC Standard/Racing E-START models.
Identification

Your GAS GAS has a manufacturer’s identification plate (1) in which details are: manufacturer, chassis number, homologation number and noise level. The chassis number is also stamped in the right side of the steering column.

Steering lock

Your GAS GAS has a steering lock. It’s found on the right side of the steering column. To lock the steering:

1. Turn the handlebar fully to the right.
2. Insert the key into the lock and rotate it ⅛ of turn counter-clockwise.
3. Press the key inside.
4. Turn the key clockwise to its original position and remove.

The lock should be sunk for the steering lock to be effective.
### Specifications

#### ENGINE
- **Cycle**: 2 strokes
- **Cylinder number**: Monocylinder
- **Refrigeration**: Liquid cooled
- **Capacity**: 124.8 cc¹, 199.4 cc, 249.3 cc, 294.7 cc
- **Bore**: 54 mm, 62.5 mm, 66.4 mm, 72.0 mm
- **Stroke**: 54.5 mm, 65.0 mm, 72.0 mm, 72.0 mm
- **Carburetor**: Keihin PWKS 38
- **Intake type**: Reed Valves into the crankcase
- **Lubrication system**: Mixture in gasoline
- **Starting mechanism**: Kick-starter
- **Kick-starter / Electric starter E-START models**: CDI
- **Pre-ignition set-up**: 0 mm from TDC
- **Spark plug**: NGK BR9ECMIX, DENSO W24ESR-U and NGK BR8EG
- **Electrode gap**: 0.7~0.8 mm

#### TRANSMISSION
- **Primary ratio**: 3.31 (63/19)
- **Gearbox**: 6 gears
- **Gear ratio**:
  - 1ª: 2,692 (13/35) → 2,07 (14/29)
  - 2ª: 2 (16/32) → 1,63 (16/26)
  - 3ª: 1,578 (19/30) → 1,33 (18/24)
  - 4ª: 1,318 (22/29) → 1,10 (20/22)
  - 5ª: 1,13 (23/26) → 0,91 (23/21)
  - 6ª: 0,96 (25/24) → 0,79 (24/19)
- **Secondary transmission**: By chain
- **Secondary ratio**: 3.85 (13/50) → 3.67 (12/44) → 3.69 (13/48)
- **Drive chain**: 5/8” x 1/4” with O-Rings (114 links) → 5/8” x 1/4” with O-Rings (112 links)
- **Clutch type**: Multi-disc wet clutch, hydraulically operated
- **Clutch trigger**: Hydraulic
- **Lubrication**:
  - Type: Oil
  - Capacity: 900cc
- **Available rear sprockets**: 39, 40, 42, 44, 46, 47, 48, 49, 50, 51, 52
- **Available front sprockets**: 12, 13

#### CHASSIS
- **Type**: Perimeter CrMo alloy frame, multibarbular aluminium alloy subframe
- **Tires**:
  - Front: 1.6 x 21 - 90/90 - 21 Metzeler Six Days Extreme
  - Rear: 2.15 x 18 - 140/80 - 18 Metzeler Six Days Extreme
- **Tire pressure**:
  - Front: 1.0 bar
  - Rear: 1.0 bar
- **Suspension**:
  - Front: Inverted telescopic fork Ø 45 mm
  - Rear: Progressive shock absorber with spring pre-load, rebound, high speed and low speed compression damping settings
- **Suspension travel**:
  - Front: 290mm (Marzocchi 45)
  - Rear: 298 mm (Reiger)

---

¹ 125cc capacity only RACING
² For STANDARD models
³ For RACING models
⁴ For SWEDISH Edition models
## Specifications

<table>
<thead>
<tr>
<th>CHASSIS</th>
<th>125</th>
<th>200</th>
<th>250</th>
<th>300</th>
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<tbody>
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<td>Front fork oil level</td>
<td>MARZOCCHI 100 mm. (level)</td>
<td>90 mm. (level) (ø45) / 320 ml. (quantity) (ø48)</td>
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<td></td>
<td>OHLINS -</td>
<td>300 ml. (quantity)</td>
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<tr>
<td>Brakes</td>
<td>Front</td>
<td>Brake disc, with Nissin floating 2 piston caliper</td>
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<td>-</td>
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<tr>
<td></td>
<td>Rear</td>
<td>Brake disc, with Nissin floating 1 piston caliper</td>
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<td>-</td>
</tr>
<tr>
<td>Brake disc</td>
<td>Front</td>
<td>Galfer “wave” disc Ø260 mm</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td></td>
<td>Rear</td>
<td>Galfer “wave” disc Ø220 mm</td>
<td>-</td>
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</table>

<table>
<thead>
<tr>
<th>DIMENSIONS</th>
<th></th>
<th></th>
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</thead>
<tbody>
<tr>
<td>Total height</td>
<td>1260 mm</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Total length</td>
<td>2200 mm</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Seat height</td>
<td>950 mm</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Minimum height</td>
<td>375 mm</td>
<td>-</td>
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</tr>
<tr>
<td>Total width</td>
<td>830 mm</td>
<td>-</td>
<td>-</td>
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</tr>
<tr>
<td>Wheelbase</td>
<td>1480 mm</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Dry weight</td>
<td>96 kg</td>
<td>106 kg</td>
<td>106 kg / 109 kg.</td>
<td>106 kg / 109 kg.</td>
</tr>
<tr>
<td>Fuel tank capacity</td>
<td>9.5 l</td>
<td>-</td>
<td>-</td>
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</tbody>
</table>

### LIQUIDS

<table>
<thead>
<tr>
<th>RECOMMENDED</th>
<th></th>
<th></th>
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<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Fuel</td>
<td>Unleaded (RON 98 minimum)</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Mixture fuel/oil</td>
<td>GRO Off Road 1</td>
<td>100% synthetic oil ratio 2% (50:1)</td>
<td>Semisynthetic oil ratio 2% (50:1)</td>
<td>Mineral oil ratio 3% (32:1)</td>
</tr>
<tr>
<td>Coolant²</td>
<td>GRO GCC 30% Long Time Coolant mixture at 30%</td>
<td>-</td>
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<td>-</td>
</tr>
<tr>
<td>Brake fluid</td>
<td>GRO Brake Fluid DOT-4</td>
<td>-</td>
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</tr>
<tr>
<td>Clutch fluid</td>
<td>GRO Global Ultra-5 Mineral oil</td>
<td>-</td>
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<tr>
<td>Transmission oil</td>
<td>GRO Gear Trans 10W30 10W30 API SF o SG</td>
<td>-</td>
<td>-</td>
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</tr>
<tr>
<td>Fork oil</td>
<td>MARZOCCHI EBH16 7,5WT</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td></td>
<td>OHLINS -</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
</tbody>
</table>

### CARBURETION

<table>
<thead>
<tr>
<th>Homologation³</th>
<th></th>
<th></th>
<th></th>
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</tr>
</thead>
<tbody>
<tr>
<td>Carburetor type</td>
<td>Keihin PWKS 38</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Main jet</td>
<td>100</td>
<td>115</td>
<td>115</td>
<td>115</td>
</tr>
<tr>
<td>Idle jet</td>
<td>35</td>
<td>35</td>
<td>35</td>
<td>35</td>
</tr>
<tr>
<td>Needle</td>
<td>CHN</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Needle position</td>
<td>5th from top</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Throttle valve</td>
<td>6,5</td>
<td>7</td>
<td>7</td>
<td>7</td>
</tr>
<tr>
<td>Mixture screw</td>
<td>1 turn from fully closed</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
</tbody>
</table>

### CARBURETION

|  |  |  |  |  |
|---|---|---|---|
| Carburetor type | Keihin PWKS 38 | - | - | - |
| Main jet | 180 | 175 | 175 | 175 |
| Idle jet | 45 | 42 | 42 | 42 |
| Needle | NOZE | - | - | - |
| Needle position | 4th from top | 3rd. from top | - | - |
| Throttle valve | 7 | 6 | 7 | 7 |
| Mixture screw | 1 turn from fully closed | - | - | - |

¹ For E-START models
² Cold countries must adjust the coolant to their temperature.
³ Does not apply to XC USA models.
⁴ Closed-circuit use only.
Owner's manual

Electrical diagram 200/250/300cc
### Torque Values

#### GENERAL

<table>
<thead>
<tr>
<th>Size</th>
<th>Torque (Nm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>M4 nuts and bolts</td>
<td>3</td>
</tr>
<tr>
<td>M5 nuts and bolts</td>
<td>6</td>
</tr>
<tr>
<td>M6 nuts and bolts</td>
<td>10</td>
</tr>
<tr>
<td>M8 nuts and bolts</td>
<td>25</td>
</tr>
<tr>
<td>M10 nuts and bolts</td>
<td>45</td>
</tr>
</tbody>
</table>

#### CHASSIS

<table>
<thead>
<tr>
<th>Nº</th>
<th>Name</th>
<th>Size</th>
<th>Torque (Nm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Steering nut</td>
<td>M24</td>
<td>40</td>
</tr>
<tr>
<td>2</td>
<td>Rear shock bolt</td>
<td>M10x50</td>
<td>45</td>
</tr>
<tr>
<td>3</td>
<td>Swingarm bolt</td>
<td>M14</td>
<td>80</td>
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<tr>
<td>4</td>
<td>Brake disc bolt</td>
<td>M6x14</td>
<td>12</td>
</tr>
<tr>
<td>5</td>
<td>Front axle bolt</td>
<td>M20</td>
<td>50</td>
</tr>
<tr>
<td>6</td>
<td>Brake caliper bolt</td>
<td>M8x30</td>
<td>30</td>
</tr>
<tr>
<td>7</td>
<td>Engine mount bolt</td>
<td>M10x118</td>
<td>40</td>
</tr>
<tr>
<td>8</td>
<td>Rear sprocket bolt</td>
<td>M8x30</td>
<td>30</td>
</tr>
</tbody>
</table>
## Torque Values

<table>
<thead>
<tr>
<th>Nº</th>
<th>Name</th>
<th>Size</th>
<th>Torque(Nm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Subframe bolt</td>
<td>M8x50</td>
<td>25</td>
</tr>
<tr>
<td>2</td>
<td>Brake banjo bolt</td>
<td>-</td>
<td>6</td>
</tr>
<tr>
<td>3</td>
<td>Upper clamp bolt</td>
<td>M7x30</td>
<td>15</td>
</tr>
<tr>
<td>4</td>
<td>Spokes</td>
<td>-</td>
<td>1,5</td>
</tr>
<tr>
<td>5</td>
<td>Rear axle nut</td>
<td>M20</td>
<td>100</td>
</tr>
<tr>
<td>6</td>
<td>Linkage bolt</td>
<td>M14x110</td>
<td>100</td>
</tr>
<tr>
<td>7</td>
<td>Rear brake pedal bolt</td>
<td>M8x45</td>
<td>25</td>
</tr>
</tbody>
</table>
## Torque Values

### ENGINE

<table>
<thead>
<tr>
<th>Nº</th>
<th>Name</th>
<th>Size</th>
<th>Torque (Nm)</th>
<th>Size</th>
<th>Torque (Nm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Valve cover bolt</td>
<td>M5x15</td>
<td>8</td>
<td>M5x12</td>
<td>8</td>
</tr>
<tr>
<td>2</td>
<td>Gearshift pedal bolt</td>
<td>M6x25</td>
<td>12</td>
<td>M6x20</td>
<td>12</td>
</tr>
<tr>
<td>3</td>
<td>Kick-starter bolt</td>
<td>M6x12</td>
<td>12</td>
<td>M6x12</td>
<td>12</td>
</tr>
<tr>
<td>4</td>
<td>Kick-starter bolt</td>
<td>M6x20</td>
<td>12</td>
<td>M6x12</td>
<td>12</td>
</tr>
<tr>
<td>5</td>
<td>Crankcase bolt</td>
<td>M6x75</td>
<td>12</td>
<td>-</td>
<td>12</td>
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</tbody>
</table>
### Torque Values

<table>
<thead>
<tr>
<th>Nº</th>
<th>Name</th>
<th>Size</th>
<th>Torque (Nm)</th>
<th>Size</th>
<th>Torque (Nm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Cylinder head bolt</td>
<td>M8x35</td>
<td>25</td>
<td>M8x35</td>
<td>25</td>
</tr>
<tr>
<td>2</td>
<td>Cylinder nut</td>
<td>M10</td>
<td>40</td>
<td>M8</td>
<td>30</td>
</tr>
<tr>
<td>3</td>
<td>Ignition cover bolt</td>
<td>M6x40</td>
<td>8</td>
<td>M6x40</td>
<td>8</td>
</tr>
<tr>
<td>4</td>
<td>Reed block bolt</td>
<td>M6x25</td>
<td>12</td>
<td>M6x20</td>
<td>12</td>
</tr>
<tr>
<td>5</td>
<td>Spark plug</td>
<td></td>
<td>25</td>
<td></td>
<td>25</td>
</tr>
<tr>
<td>6</td>
<td>Engine drain plug</td>
<td>M6x75</td>
<td>12</td>
<td>M6</td>
<td>12</td>
</tr>
<tr>
<td>7</td>
<td>Clutch cover bolt</td>
<td></td>
<td>8</td>
<td></td>
<td>8</td>
</tr>
<tr>
<td>8</td>
<td>Water pump drain bolt</td>
<td>M6x8</td>
<td>8</td>
<td></td>
<td>8</td>
</tr>
<tr>
<td></td>
<td>Starter pedal plate bolt</td>
<td>M6x15</td>
<td>8</td>
<td>M5x12</td>
<td>8</td>
</tr>
<tr>
<td></td>
<td>Ignition motor stator bolt</td>
<td>M5x25</td>
<td>8</td>
<td>M5x20</td>
<td>8</td>
</tr>
<tr>
<td></td>
<td>Ignition motor coil nut</td>
<td></td>
<td>40</td>
<td></td>
<td>40</td>
</tr>
<tr>
<td></td>
<td>Selector spring fixing bolt</td>
<td></td>
<td>15</td>
<td></td>
<td>15</td>
</tr>
<tr>
<td></td>
<td>Primary nut</td>
<td></td>
<td>40</td>
<td></td>
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</tr>
<tr>
<td></td>
<td>Clutch spring bolt</td>
<td></td>
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</tr>
<tr>
<td></td>
<td>Valve control support bolt</td>
<td></td>
<td>10</td>
<td></td>
<td>10</td>
</tr>
<tr>
<td></td>
<td>Valve control nut</td>
<td></td>
<td>8</td>
<td></td>
<td>8</td>
</tr>
<tr>
<td></td>
<td>Thermostat cover bolt</td>
<td></td>
<td>12</td>
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</tbody>
</table>
### Torque Values “E-START”

#### ENGINE

<table>
<thead>
<tr>
<th>Nº</th>
<th>Name</th>
<th>Size</th>
<th>200/250/300cc Torque (Nm)</th>
<th>Size</th>
<th>125cc Torque (Nm)</th>
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</thead>
<tbody>
<tr>
<td>1</td>
<td>Valve cover bolt</td>
<td>M5x15</td>
<td>8</td>
<td>M5x12</td>
<td>8</td>
</tr>
<tr>
<td>2</td>
<td>Gearshift pedal bolt</td>
<td>M6x25</td>
<td>12</td>
<td>M6x20</td>
<td>12</td>
</tr>
<tr>
<td>3</td>
<td>Kick-starter bolt</td>
<td>M6x12</td>
<td>12</td>
<td>M6x12</td>
<td>12</td>
</tr>
<tr>
<td>4</td>
<td>Kick-starter bolt</td>
<td>M6x20</td>
<td>12</td>
<td>M6x12</td>
<td>12</td>
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<tr>
<td>5</td>
<td>Crankcase bolt</td>
<td>M6x75</td>
<td>12</td>
<td>-</td>
<td>12</td>
</tr>
</tbody>
</table>
## Torque Values “E-START”

<table>
<thead>
<tr>
<th>Nº</th>
<th>Name</th>
<th>Size</th>
<th>Torque (Nm)</th>
<th>Size</th>
<th>Torque (Nm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Cylinder head bolt</td>
<td>M8x35</td>
<td>25</td>
<td>M8x35</td>
<td>25</td>
</tr>
<tr>
<td>2</td>
<td>Cylinder nut</td>
<td>M10</td>
<td>40</td>
<td>M8</td>
<td>30</td>
</tr>
<tr>
<td>3</td>
<td>Ignition cover bolt</td>
<td>M6x40</td>
<td>8</td>
<td>M6x40</td>
<td>8</td>
</tr>
<tr>
<td>4</td>
<td>Reed block bolt</td>
<td>M6x25</td>
<td>12</td>
<td>M6x20</td>
<td>12</td>
</tr>
<tr>
<td>5</td>
<td>Spark plug</td>
<td>-</td>
<td>25</td>
<td>-</td>
<td>25</td>
</tr>
<tr>
<td>6</td>
<td>Engine drain plug</td>
<td>-</td>
<td>15</td>
<td>-</td>
<td>15</td>
</tr>
<tr>
<td>7</td>
<td>Clutch cover bolt</td>
<td>M6x75</td>
<td>12</td>
<td>M6</td>
<td>12</td>
</tr>
<tr>
<td>8</td>
<td>Water pump drain bolt</td>
<td>M6x8</td>
<td>8</td>
<td>-</td>
<td>8</td>
</tr>
<tr>
<td></td>
<td>Starter pedal plate bolt</td>
<td>M6x15</td>
<td>8</td>
<td>M5x12</td>
<td>8</td>
</tr>
<tr>
<td></td>
<td>Ignition motor stator bolt</td>
<td>M5x25</td>
<td>8</td>
<td>M5x20</td>
<td>8</td>
</tr>
<tr>
<td></td>
<td>Ignition motor coil nut</td>
<td>-</td>
<td>40</td>
<td>-</td>
<td>40</td>
</tr>
<tr>
<td></td>
<td>Selector spring fixing bolt</td>
<td>-</td>
<td>15</td>
<td>-</td>
<td>15</td>
</tr>
<tr>
<td></td>
<td>Primary nut</td>
<td>-</td>
<td>40</td>
<td>-</td>
<td>40</td>
</tr>
<tr>
<td></td>
<td>Clutch spring bolt</td>
<td>-</td>
<td>10</td>
<td>-</td>
<td>10</td>
</tr>
<tr>
<td></td>
<td>Valve control support bolt</td>
<td>-</td>
<td>10</td>
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<td>10</td>
</tr>
<tr>
<td></td>
<td>Valve control nut</td>
<td>-</td>
<td>8</td>
<td>-</td>
<td>8</td>
</tr>
<tr>
<td></td>
<td>Thermostat cover bolt</td>
<td>-</td>
<td>12</td>
<td>x</td>
<td>x</td>
</tr>
</tbody>
</table>
The multifunction device is water resistant, has 3 buttons with a brightly lit LCD.

- Current speed
- Backlight Full time
- Average speed
- Maximum speed
- Two independent trip meters
- Odómeter (total kms)
- Time on motorcycle
- Chronometer
- Tracking total hours
- Clock
- Maintenance Reminder
- Travel Distance

**WARNING**

The multifunction device is water resistant but not waterproof.

Do not wash with pressure washer.

Do not leave the device in direct sunlight when the motorcycle is stopped.

Avoid contact with gasoline, degreasers or other cleaning chemical products that could be cause damages in the device.

Always remember to pay attention to the road when you’re driving.

**QUICK GUIDE:**

**Setup menu:**

To enter into the setup menu Endurance II, hold buttons 1, 2 and 3 for three seconds. Be sure to hold the 3 buttons at the same time.

**Buttons summary:**

Button 1: Increase (above)
Button 2: Decrease (below)
Button 3: Next configuration

**Adjusting the distance units:**

Select the units (kilometers or miles) with 1 or 2 buttons.

**Set the the front tire size:**

Select the size with button 1 or 2 (2300 mm).
**Adjust the clock format:**
Select the desired format using the buttons 1 or 2 (12H or 24H).

**Setting the time:**
Set the clock to the desired time by pressing 1 to 2.

**Setting the maintenance reminder method:**
Select the desired maintenance reminder method using the buttons 1 or 2.
- ART: Accumulated driving time, hours based.

**Setting the maintenance reminder:**
Select the value until the next maintenance. This value is based on time or mileage, depending on the method chosen on the previous menu (ODO / ART).

**SCREENS IN NORMAL MODE:**

**Screen 1: DST**
DST (Distance Traveled). DST function accumulates the distance data since the last reset while you're riding a motorcycle.
- Press and hold buttons 1 and 2 for three seconds to reset DST (distance 1).
- Hold the button 3 to set the DST. Use buttons 1 and 2 to increase and decrease the DST.
- Press the 3 button to return to main menu.

**Screen 2: DST2**
DST2 (Distance Traveled 2). The multifunction ENDURANCE II, can accumulate data from two different travel distances.
- Press and hold buttons 1 and 2 for three seconds to reset DST2, driving time and average speed.
- Hold the button 3 to set the DST. Use buttons 1 and 2 to increase and decrease the DST.
- Press the 3 button to return to main menu.
Multifunction gauge (Only on certain models and markets)

**Screen 3: ODP**

ODO (odometer), is the kilometers totality which has been traveled, is the total sum.
Press and hold buttons 1 and 2 for three seconds to reset the maximum speed.
To see the remaining time until the next maintenance, hold button 3 for 3 seconds.
When the service icon is activated, to enter the maintenance time period screen and then reset the time period of the service, hold buttons 1 and 2 for 3 seconds.

**Notes:**

1. Activated with external power of the motorcycle.
2. Activated by the movement of the wheel.
3. Activated by pressing the multifunction button itself.
4. The backlight turns off after 90 seconds of inactivity.
5. After 180 seconds of inactivity, it only shows clock.

**INSTALLATION OF SENSOR AND MAGNET:**

Motorcycles require a magnet placed on a rotating surface, such as the front or rear wheel, and a sensor in front of the magnet to create a wheel sensor.

If you have purchased a variety of our model that is not approved and want to install the multifunction, you must also acquire the approval kit for the front wheel, which is composed of a plate with a magnet and a small screw that holds the hub of the motorcycle.

**MEASURE OF THE WHEEL CIRCUMFERENCE:**

**Method 1**

Measure the diameter of the front wheel in millimeters. Multiply the diameter by 3.14 and you will get the measure of the wheel circumference.

The diameter in millimeters is the value to be used as the measure for the tire. Enter this value in the initial setup of your multifunction.

**NOTE:** If you measure the wheel diameter in inches, first multiply its diameter by 25.4 to convert it into millimeters. Once converted, follow the instructions under ‘quick guide’ to complete this process.
Multifunction gauge (Only on certain models and markets)

Method 2

Find a totally flat surface. Make a mark on the flank of the tire and the ground. Advance with the motorcycle until the wheel complete one revolution. Make a mark on the ground at this point. Measure the distance between the marks of the ground and convert to millimeters. Use this number as a measure of the wheel circumference. For greater precision, the driver or an equivalent weight must remain at the motorcycle during this process.

**NOTA:** In the same way as in Method 1, if you measure the wheel diameter in inches, first multiply its diameter by 25.4 to convert it into millimeters. Once converted, follow the instructions under ‘quick guide’ to complete this process.

Homologation

**NOTE:** This chapter is not valid on XC models.

The vehicle just acquired is a vehicle approved under the EU directives and comply with all the requirements for type-approval.

The components of approval required to ride on public roads and to pass technical legislative inspections, which are detailed below.

The components of type-approval are identified with a determined and registered stamp

<table>
<thead>
<tr>
<th>Component list</th>
<th>Amount/moto</th>
</tr>
</thead>
<tbody>
<tr>
<td>Manufacturer identification plate</td>
<td>1</td>
</tr>
<tr>
<td>Catalyzed exhaust</td>
<td>1</td>
</tr>
<tr>
<td>Homologated Front and Rear sprockets</td>
<td>1</td>
</tr>
<tr>
<td>Carburetor jets</td>
<td>1</td>
</tr>
<tr>
<td>Front and rear turning lights</td>
<td>4</td>
</tr>
<tr>
<td>Plate holder</td>
<td>1</td>
</tr>
<tr>
<td>Speedometer</td>
<td>1</td>
</tr>
<tr>
<td>Electrical equipment, homologated lights</td>
<td>1</td>
</tr>
<tr>
<td>Horn</td>
<td>1</td>
</tr>
<tr>
<td>Rear-view mirror</td>
<td>2</td>
</tr>
<tr>
<td>Anti-theft lock</td>
<td>1</td>
</tr>
<tr>
<td>Secondary air valve</td>
<td>1</td>
</tr>
<tr>
<td>Air filter restriction</td>
<td>1</td>
</tr>
<tr>
<td>Throttle opening limiter</td>
<td>1</td>
</tr>
</tbody>
</table>

Each component of type-approval must be a part of your GAS GAS and in case of breakage, loss or malfunction you must go to your official GAS GAS service to repair it.
OPERATING INSTRUCTIONS
**Break-in procedure**

It is important to respect the break-in procedure, with this you will ensure the duration and correct function of your GAS GAS in the long term. Intervals to respect are as follows:

1. From 0 to 200 Km.: Ride between 50% and 75% of load (throttle opening), alternatively, without continued use of the 75% load.
2. From 200 a 300 Km.: Ride equal but occasionally reaching the 100% load, without keeping it more than 5~10 seconds.
3. From 300 a 400 Km.: Ride between 75% and 100% of load alternatively, without keeping the full load.
4. From 400 Km, increase demand with progressivity for about 60~80 Km, to reach its full performance.

**DANGER**

An imprudent acceleration can cause engine problems. Be careful to use the skills and techniques necessary when driving the bike.

---

**Starting procedure**

To start your GAS GAS follow this steps:

1. Open the fuel tap.
2. Deploy the kickstarter.
3. Give the throttle two energetic strokes.
4. Pull the choke lever (1).
5. Push the kickstarter vigorously.

**NOTE:** With the motor at the operating temperature it will not be necessary to pull the choke lever.

To start your GAS GAS by electric start follow this steps:

1. Open the fuel tap.
2. Turn on the key (2).
3. Give the throttle two energetic strokes.
4. Pull the choke lever (1).
5. Pull the clutch lever.
6. Push the kickstarter vigorously.

**NOTE:** With the motor at the operating temperature it will not be necessary to pull the choke lever.
Prior to use your GAS GAS, it is necessary to carry out the following checks:

**Is there enough fuel?** Open the fuel tank plug and, moving the motorcycle laterally with the handlebar, you can see and hear fuel level, so that you can know the approximate content.

**Is the fuel valve open?** The fuel valve (1) has three positions: open: ON (tap down key), closed: OFF (tap horizontal key to the right side of the bike) and reserve: RES (valve horizontal key to the left side of the bike). If the valve is in OFF position, the fuel can’t arrive to the carburetor, the motorcycle engine does not run, this position is used only when the engine is stopped. If you know that there is little fuel in the tank, you must start the use with the tap in the RES position, and go immediately to refuel. If all is correct always be used the valve in the ON position.

**NOTE:** Always close the fuel valve (position OFF) when you stop the engine.

**Is the engine oil level correct?** See through the viewfinder if the oil level (2) is adequate, if it is necessary to add.

**Is the coolant level correct?** Taking the radiator fill cap, you can check the coolant level. This should be just below the metal edge (3), if necessary, add.

**DANGER**

To avoid burns do not remove the radiator cap when the engine is hot. Wait until it cools.
Daily inspection

Is the brake fluid level correct? Front and rear brake fluid tanks have a viewfinder (1 and 2) to check its level.

DANGER

The brake fluid level must be in the center of the viewfinder, as a minimum, in both tanks, verify the thickness of brake pads and to ensure that they have not reached its limit of use. If the thickness is correct, complete brake fluid tank and ensure that there are no leaks. If you have any doubt go immediately to your GAS official service. This may affect your safety.

Is the clutch fluid level correct? Verify as follows: motorcycle on its lateral stand and the handlebar at the right side, in this position take off the top tank cover with its rubber (attention to the dirt, is necessary to have a clean space where you leave the disassembled parts), slowly turn the handlebar to the left to get the level of the fluid to be parallel to the upper edge of the tank. The correct level is 6~8 mm from upper edge of the tank. If you have any doubt go to your GAS official service.

Are the brake discs correct? Visually you can see significant scratches, cracks, excessive wear and tear, etc.

DANGER

Verify that the thickness of the discs are 3mm on the front and 3,5mm on the rear minimum. Go immediately to your GAS official service if you don’t know what to do in each case, this may affect your Safety. You must not ride your motorcycle.
Are the brake pads correct? We can visually check the thickness of the lining (1) that remains, we know if are in function or we must change quickly, the thickness of the lining must be 1 mm as a minimum.

Does the controls have good touch? Front brake lever, rear brake pedal, clutch lever, gearbox pedal, starter lever, lights switches, engine stop switch, horn and lighters switches, gas command, kick starter. All commands have its operation and characteristic touch, a change indicates an abnormality or damage. You know your motorcycle, any change that you appreciate will make you immediately go to your GAS GAS official service. Your GAS GAS official service will be happy to assist you and ensure your safety.

Does the side stand have a correct touch and function? This is a part of motorcycles that often cause problems, including safety problems. Because it is a part of your motorcycle with a severe work. If you perceive a strange touch or difficulty in its retreat, you must clean the lateral stand, its axel and springs, and verify the tightening of its bolt. If it continues with the incorrect function, go to your GAS GAS official service immediately, for your safety.

Always check the tires air pressure. If you have pressure problems, go to your GAS GAS official service.
Does the wheel spokes have a properly tightness? Pressing with the fingers, we can know the possible lack of tension. In case of excessive lax in some wheel spiders, we must review all wheel spiders in both wheels, it’s a work for experts, go to your GAS GAS official service.

Is the chain and its tightness correct? If it’s necessary, tighten the chain. If you need to do this too frequently, or if you see any symptoms of wear in front sprocket, rear sprocket, chain guides or chain protector, you must go to your official GAS GAS service, this affects your safety.

Is the seat properly fixed? This is a point of vital importance for your safety, if you have some doubt about this fixation you must go to your GAS GAS official service.

Is there some element with risk to fly-off when the motorcycle is running? Fenders, side covers, fuel tank, coveralls, etc. You can fix provisionally the parts or disassemble these parts, in order to go to your GAS GAS official service for repair. This problem can affect your safety.

Do you have to purge the air of the front suspension? In case that your model requires it you must do it properly, otherwise it may be a problem for your safety and for the duration of your front suspension.
Daily inspection

Is there any leakage? Visually check the possible existence of leaks, assess them in function of their location, amount, or escaped product (attention to the fire danger). Always go as soon as possible to your GAS GAS official service.

DANGER

These controls are really very easy to make, it is a matter of habit, the rider knows the use that has undergone the motorcycle in its last use and knows where this control should sharpen. The respect of this set of controls means greater safety for you and, sure, a cheaper and better maintenance for your GAS GAS.

Cleaning

To clean your GAS GAS follow these steps:

1. Put a plug in the exhaust system to prevent water entry.
2. Cover with a piece of duct tape the lock anti-theft steering lock.
3. Remove mud and dirt with a jet of water at low pressure.
4. Clean especially soiled areas with a special cleaner for motorcycles.
5. Rinse with a jet of water at low pressure.
6. Allow the bike to drain naturally.
7. Take a short ride with the motorcycle until the engine reaches its operating temperature.
8. Lubricate the chain and other items that they need to (see chapter 36 of maintenance).

WARNING

Never clean the vehicle using a high-pressure equipment. Avoid directly affect the multifunction gauge, coil, pipe plug, carburetor, switches, levers or any other electrical element.
When you need to store the bike for a period of time must:

- Clean the bike thoroughly.
- Start the engine for about 5 minutes to warm the transmission oil and then drain it (see maintenance).
- Put new transmission oil.
- Empty the fuel tank (if left too long gasoline deteriorates).
- Lubricate the chain and all cables.
- Spray oil on all unpainted metal surfaces to prevent oxidation, avoid oil on the brakes and rubber parts.
- Tie a plastic bag the exhaust pipe to prevent corrosion.
- Place the motorcycle so that the wheels do not touch the ground (if you can not, put cardboard under the wheels).
- Cover the motorcycle to keep dust and dirt.

To put into use after storage:

- Remove the plastic bag from the exhaust pipe.
- Tighten the spark plug.
- Fill the fuel tank.
- Check the points of the “Daily Inspection”
- General lubrication.
SERVICE AND MAINTENANCE
The maintenance requirements exposed in this table are simple and are required for a good maintenance of your motorcycle.

<table>
<thead>
<tr>
<th>Element</th>
<th>Check / Inspect</th>
<th>Adjust</th>
<th>Replace / Change</th>
<th>Clean</th>
<th>Grease / Lubricate</th>
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<td>20 hours</td>
<td>When necessary</td>
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<td>10 hours</td>
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<tr>
<td>2.-Clutch discs</td>
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<td>When necessary</td>
<td>When necessary</td>
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<tr>
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<td>10 hours</td>
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<td>4.-Spark plug</td>
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<td>5.-Air filter</td>
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<td>6.-Carburetor</td>
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<td>7.-Transmission oil</td>
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<td>9.-Cylinder head, Cylinder, ex. valve</td>
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<td>11.-Silencer fiber</td>
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<td>12.-Connecting rod and bearings</td>
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<td>14.-Rubber joint exhaust / silencer</td>
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<td>15.-Motor bearings</td>
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<tr>
<td>19.-Brake wear</td>
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<td>20.-Brake fluid</td>
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<td>21.-Brake fluid level</td>
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<td>22.-Pump piston and dust cover</td>
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<td>-</td>
<td>Every 2 years</td>
<td>-</td>
<td>-</td>
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<tr>
<td>23.-Caliper piston and dust cover</td>
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<td>-</td>
<td>Every 2 years</td>
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<td>-</td>
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<tr>
<td>24.-Brake hoses</td>
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<td>-</td>
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<tr>
<td>25.-Front wheel and spokes</td>
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<td>When necessary</td>
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<td>28.-Chain guide wear</td>
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<tr>
<td>29.-Chain guide shoe</td>
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<td>-</td>
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</tr>
<tr>
<td>30.-Front suspension</td>
<td>10 hours</td>
<td>When necessary</td>
<td>When necessary</td>
<td>When necessary</td>
<td>-</td>
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<tr>
<td>31.-Front suspension oil</td>
<td>-</td>
<td>-</td>
<td>30 hours</td>
<td>-</td>
<td>-</td>
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<tr>
<td>32.-Bolts, nuts and fasteners</td>
<td>10 hours</td>
<td>20 hours</td>
<td>When necessary</td>
<td>-</td>
<td>-</td>
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<tr>
<td>33.-Gas tube</td>
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<td>-</td>
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<tr>
<td>34.-Fuel system</td>
<td>-</td>
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<td>-</td>
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<tr>
<td>35.-Steering head adjustment</td>
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<td>-</td>
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<td>36.-General lubrication</td>
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<td>-</td>
<td>-</td>
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<td>37.-Steering bearing</td>
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<td>30 hours</td>
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<tr>
<td>38.-Wheel bearing</td>
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<td>-</td>
<td>When necessary</td>
<td>-</td>
<td>-</td>
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<tr>
<td>39.-Swingarm and linkage</td>
<td>20 hours</td>
<td>-</td>
<td>When necessary</td>
<td>-</td>
<td>20 hours</td>
</tr>
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<td>40.-Rear suspension</td>
<td>Every 2 years</td>
<td>When necessary</td>
<td>When necessary</td>
<td>-</td>
<td>-</td>
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<tr>
<td>41.-Chain</td>
<td>-</td>
<td>10 hours</td>
<td>When necessary</td>
<td>-</td>
<td>-</td>
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<tr>
<td>42.-Tires</td>
<td>5 hours</td>
<td>-</td>
<td>When necessary</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>43.-Battery charge</td>
<td>20 hours</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
</tbody>
</table>

1 For E-START models
1.-CLUTCH
The clutch lever can be adjusted for your comfort. To adjust it, act as described:
- With the wheel (1) adjust the distance between the lever and the handle-bar.
The assembly is designed so that the lever position can’t change when you ride.

![Image of clutch lever]

DANGER
- This model uses mineral oil GRO Global Ultra-5 for the clutch hydraulic circuit.

2.-CLUTCH DISCS
For this check, adjustment, or change, you must go to your GAS GAS official service.

3.-THROTTLE CABLE
- Check that the throttle (1) rotates smoothly.
- Check that the throttle has a dead play of 2~3 mm.
- If the dead play is not correct, loose the lock nut (2) at the end of the throttle cable, rotate de adjuster (3) until its correct.
- Tighten the lock nut.
- If the dead play cannot be established by adjusting the cable, remove the end cable protector in the carburetor, adjust with a tensor, tighten lock nut and reinstall protector.

![Image of throttle cable]

4.-SPARK PLUG
The standard spark plug (Denso W24ESR-U or NGK BR8EG for 200/250/300cc. and NGK BR9ECMIX for 125cc.) must be tightened to 25 Nm.

The spark plug must be removed periodically to check electrodes gap (0.7~0.8 mm). If the spark plug contains oil or cinder, clean with a wire brush or similar. Measure the electrodes gap with a gauge and adjust, if it is incorrect, by bending the outer electrode. If spark plug electrodes are rusty, damaged, or isolation is broken, change spark plug.

NOTE: Inspect every 10 hours and replace every 20 hours.
To find the correct temperature which must operate the spark plug, remove it and examine ceramic isolator around the electrode. If ceramic has a light brown color, spark plug temperature harmonizes with the engine. If ceramic is white, spark plug must be replaced by a colder one. If it is black must be replaced by a hotter one.

NOTE: If the engine performance drops, replace the spark plug to regain engine performance.
5.1-AIR FILTER

Removing the filter

To access the air filter must remove the seat and the battery box.

1. Loosen the screw of the seat.

2. Remove the seat by pulling it back.

3. Remove the filter fixing.

4. Remove the air filter.
5.2-AIR FILTER “E-START”

Removing the filter

To access the air filter must remove the seat and the battery box.

1. Loosen the screw of the seat.

2. Remove the seat by pulling it back.

3. Leave it hanging from the left side.

4. Remove the filter fixing.

5. Remove the air filter.
Air filter cleaning

1. Clean inside the filter box with a damp cloth.
2. Remove the cage (2) of the air filter (3).
3. Clean the filter using a soft brush in a bath of filter cleaning liquid.
4. Squeeze it and dry with a clean cloth. Do not blow the filter as it may be damaged.
5. Install the filter on the cage and cover the lip of the filter (4) with a thick layer of grease to ensure the sealing and prevent the entry of dirt.

DANGER

A clogged air filter allows the entry of dirt into the engine causing excessive wear and damage.
Inspect by all means, before and after each race or practice session. Clean if necessary.
Clean the filter in a ventilated area and make sure that no sparks or flames near the workplace (includes a powerful light source). Do not use gasoline to clean the filter as this could cause an explosion.

WARNING

- Inspect filter for damage. If damaged, replace or otherwise dirt into the carburetor.
- Lubricate all fittings and screws of the air filter and entrances.
6.-CARBURETOR

Idling adjustment
It is carried out by adjusting the air screw (1) and the idling screw (2).
1. Turn the air screw clockwise until you reach the top of its travel and open 1 turn.
2. Warm up the engine. Turn the free closing screw to adjust the idling speed. If you don’t have references turn screw until the engine stops.
3. Tighten slightly the idle screw.
4. Accelerate and slow down a few times to ensure that the idling does not change. Readjust if necessary.

DANGER
Driving with damaged throttle cable can be dangerous.
Check that throttle cable remains a minimum clearance of 3 mm in the throttle control.
With the engine idling, turn the handlebar to both sides. If the handlebar movement changes the idle and acceleration, the throttle cable is not properly adjusted or is in poor condition. Be sure to correct this before riding.

7.-TRANSMISSION OIL
For proper function of transmission and clutch, maintain the optimum transmission oil and change it periodically. A bike with insufficient transmission oil, damaged or polluted oil, can accelerate wear and damages in transmission.

Checking the oil level
1. If the bike has been used wait a few minutes.
2. Check the oil level through the level indicator in the bottom right of the engine (1).
3. The oil level must be between the maximum and minimum.
4. If the level is too high, remove the excess through the draining plug (2).
5. If the level is too low, add the necessary oil amount through the plug. Use the same type and brand of oil that the engine had already.

Transmission oil
Recommended oil: GRO Gear Trans 10W30
Capacity: 900 cc

NOTE: To get the right engine oil temperature and accurately oil level measure, the engine should have been cooled down completely, and must then be heated again for a few minutes to the normal operating temperature.
Transmission oil change
The transmission oil should be changed periodically to ensure engine life.

1. Heat the engine for 5 minutes, in order to lift all sediments.
2. Stop the engine and put a container under the motorcycle.
3. Remove the emptying screw (see “Checking the oil level”) and put the bike in the use position to allow the complete oil drain.
4. Remove the filler plug (1) to ensure a better draining.
5. Clean perfectly the drain plug magnet.
6. Tighten the oil emptying screw with its o ring, at 20 Nm.
7. Take off the filling plug (see “Checking the oil level”) and put new transmission oil.
8. Check the oil level, after powering the kick-starter for 3 or 4 times.
9. Screw the oil filling plug.

8.-PISTON AND RING
For this check, adjustment, or change, you must go to your GAS GAS official service.

9.-CYLINDER HEAD, CYLINDER, EX. VALVE
For this check, adjustment, or change, you must go to your GAS GAS official service.

10.-EXHAUST SYSTEM
Exhaust and muffler reduces noise and lead gases away from the rider.
If the exhaust is damaged oxidized, beaten, or cracking, change it to a new one.
Change the silencer fiber if the noise is becoming too high or the engine performance decreases.

Exhaust cleaning
For the cleaning of the exhaust pipe you must go to your GAS GAS official service.

Muffler change
1. Remove the bolt (1) of the left fairing.
2. Remove the bolt (2) of the muffler (3) and take out by pulling backwards.
3. Disengage the muffler (arrow).
4. Change the muffler and reassembly all parts.
11.-MUFFLER FIBER

The Muffler on your GAS GAS is a silencer of absorption. The absorbent element is the silencer fiber. If you notice an increase in exhaust noise should proceed to change the Muffler fiber.

Muffler fiber change

Once dismantled the silencer, (see "Muffler change"). Remove the 4 bolts (1).

1. Get out the muffler front end.
2. Change the muffler fiber (2) by wrapping it in the inner tube.
3. Insert the fiber around the exhaust pipe (3) in the rear of the silencer.
4. Reassembly all parts.
12.- CONNECTING ROD AND BEARINGS
For this check, adjustment, or change, you must go to your GAS GAS official service.

13.- KICK-STARTER AND GEAR SHIFT PEDAL
Lubricate articulated and mobile parts with oil or grease. Lubrication excess can cause slip of your boots on the pedals.

14.- RUBBER JOINT EXHAUST/SILENCER
For this check, adjustment, or change, you must go to your GAS GAS official service.

15.- MOTOR BEARINGS
For this check, adjustment, or change, you must go to your GAS GAS official service.

16.- COOLANT
The coolant absorbs excess heat from the engine and transfers it to the air through the radiator. If the liquid level drops, the engine overheats and may suffer severe damage. Check the coolant level each day before driving your GAS GAS.

To protect the aluminum parts of the cooling system (engine and radiator) from oxidation and corrosion chemical inhibitors are used in the coolant essence. If an anticorrosive coolants is not used, after some time, the radiator will rust. This will block the cooling tubes.

NOTE: Initially from the factory a permanent type antifreeze is used. It’s green, containing 30% of ethylene glycol and has a freezing point of -18°C.

DANGER
The liquid chemicals are harmful to the human body. Follow the manufacturer’s instructions.

WARNING
Using incorrect coolant solutions may damage the engine and cooling system. Use coolant containing corrosion inhibitors made specifically for aluminum engines and radiators in accordance with the manufacturer’s instructions.

Coolant level
1. Put the bike in position for use.
2. Unscrew the radiator cap (1) counterclockwise and wait a few seconds for the vapors to evacuate. Then push and turn in the same direction to finish pulling the cap.
3. Check the coolant level. The liquid should be just below the rubber of the cap.
4. If the fluid level is low, add the required amount through the filler opening. Recommended coolant: GRO GCC 30% Long time. (-18°C)
Coolant change

It must be changed periodically to ensure long engine life.

1. Allow the engine to cool completely.
2. Put the bike in position for use.
3. Remove the radiator cap.
4. Place a pan under drain plug which is located at the bottom of the top of the water pump (2). Drain the radiator fluid and engine unscrewing it.
5. Fill the radiator to the edge of the cap and put the radiator cap.
6. Check the cooling system losses.
7. Start the engine, warm and ultimately stop it.
8. Check the coolant level when the engine is cool. Add if necessary.

**DANGER**

To avoid burns do not remove the radiator cap or try to change the coolant when the engine is hot. Wait until it cools.

**DANGER**

Coolant on tires will make them slippery and can cause an accident. Immediately clean up any coolant that might fall into the chassis, engine or wheels.

Inspect the old coolant. If you see white spots in the liquid means that the aluminum parts are corroded. If the fluid is brown is that steel or iron parts of the system are oxidized. In both cases clean the system.

**WARNING**

Tighten the water pump drain bolt to 9 Nm. Replace seals with new ones.

Check for any damage or loss of the cooling system.

Cold countries must adjust their antifreeze capacity with a minimum temperature range of -5°C.
17.-RADIATOR HOSE AND CONNECTIONS

Radiator hoses
Check for cuts or damages on the radiator hoses and connections losses.

Radiator
Check if radiator fins (1) are blocked (insects or mud). For clearing obstructions use a low pressure water jet.

WARNING
Using a high pressure water jet can damage the radiator fins and detrap its effectiveness.
Do not obstruct or deflect air inlet to radiator, installing unauthorized accessories. Interference in the radiator can overheat and damage your engine.

18.-BRAKES ADJUSTMENT

Front brake lever
Adjust the brake lever (1) until you feel comfortable. To adjust, loosen the nut (2). After adjust, tight it correctly. Check the brake response is correct.

Rear brake pedal
When the brake pedal (3) is in resting position you must have 10 mm of clearance.
Check if the brake responds correctly and there is no friction.

DANGER
If the brake lever or pedal have spongy touch, is possible that there are air bubbles in the pump or in brake system, or some component of the brake system is out of order.
Is dangerous to ride in these terms and conditions, check the brake system immediately, so we recommend you go to your GAS GAS official service.
19.- BRAKE WEAR

If the thickness of the front or rear brake pads is less than 1 mm, shall be to complete change of the affected pads set.

**DANGER**

Verify that the thickness of the brake discs is at least 3 mm in the front and 3.5 mm in the rear.

**WARNING**

For this change, we recommend strongly that you go to your GAS GAS official service who, in addition, will verify a possible wear and damages on your brake discs.

**Changing the front brake pads**

To change the front pads follow these steps:

1. Loosen the pin (1) and remove it.
2. Remove the pads (2).
3. Put a paper around the brake fluid reservoir to prevent falls. Open the cover by loosening the screws (3). **NOTE:** For better access is recommended to loosen the screw (4) and turn the throttle assembly.
4. Remove the cover (5) trying not to get brake fluid out of the tank.
5. Retract the two pistons in the caliper being careful not to damage them.
6. Install the new pads.
7. Place the pin.
8. Place the tank cover.
9. Operate the brake lever several times to get the right feeling.
Changing the rear brake pads
To change the rear pads follow these steps:
1. Remove the pin protector (1).
2. Loosen and remove the pin (2).
3. Remove the pads (3).
4. Keep the metal plate (4) and the fiber plate (5) if the new pads does not have them.
5. Loosen the screws (6) and remove the lid of the brake fluid.
6. Put a paper around the brake fluid reservoir to prevent falls.
7. Retract the caliper piston taking care not to damage it.
8. Place the pin and protector.
9. Place the tank cover.
10. Operate the brake pedal several times to get the right feeling.
20.-BRAKE FLUID
Inspect the brake fluid and change it periodically. It should also be changed if it becomes contaminated with dirt or water.
Recommended fluid: GRO Brake Fluid DOT-4.

DANGER
Do not mix different types of brake fluid. The liquid used to fill or renew your circuit must meet the standard specified in the fluid reservoir each circuit. Therefore in the rear brake must use DOT 4.
No specification should never change, always respect the DOT 4 specification, it is important that the brake fluid is of the same brand, but it must be of the same specification.
Do not use fluid from a container that is not sealed (unopened) of origin. Never at all, use brake fluid container or unsealed obviously already used brake fluid.

21.-BRAKE FLUID LEVEL
The front (1) and rear (2) fluid reservoirs must be filled to at least half. If necessary, refill.

WARNING
Do not pour brake fluid on painted surfaces.

DANGER
Check for fluid leakage through the joints.
Check possible damage to the brake hoses.

22.-PUMP PISTON AND DUST COVER (FRONT AND REAR)
For this check, adjustment, or change, you must go to your GAS GAS official service.
**23.-CALIPER PISTON AND DUST COVER (ALL CALIPERS)**

For this check, adjustment, or change, you must go to your GAS GAS official service.

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**24.-BRAKE HOSES**

For this check, adjustment, or change, you must go to your GAS GAS official service.

---

**25 AND 26.-WHEELS AND SPOKES**

The spokes should be tightened evenly and cannot have play, the rim would be off-centered and other spokes would suffer and may break.

**Centering the wheel**

Put a dial on the side of the rim (1) and spin the wheel to measure the axial centering.

Turn the dial on the inside of the circumference of the wheel (2), spin the wheel and the difference between the highest amount and the lowest is the centering.

If you are slightly offset can be corrected by tightening or loosening some spokes with the spoke wrench (3). If the rim is bent or curved must be replaced.

**NOTE:** A welded area on the rim may show an excessive offset. Ignore when measuring the centering

---

**WARNING**

The wheels and spokes interventions require action by a specialist, so we recommend that you to consult your GAS GAS official service.

---

**27.-CHAIN GUIDE**

Lubricate the chain guide (4) with the same product used for the chain lubrication.

---

**28.-CHAIN GUIDE WEAR**

Check the wear of chain guide inner faces, through which passes the chain, depending on its wear should be replaced.

---

**29.-CHAIN GUIDE SHOE**

Visually check the upper and lower part of the chain guide shoe (5), on the swingarm (6). If it is worn out or damaged, replace it.

Lubricate the chain guide shoe with the same product used for the chain lubrication.
30. Front Suspension

Front suspension air purge

To purge air from the front suspension follow these steps:

1. Place the bike on a stand or support. The front fork must be fully extended.
2. Remove purge bolts (1).
3. When purging is complete, replace the purge bolts.

Changing the fork spring

In case you need to change the front fork spring, follow these steps:

1. Place the bike on a stand or support. The front fork must be fully extended.
2. Remove the axle and the front wheel.
3. Remove the handlebar by loosening the handlebar clamps (2) and removing the upper flanges.
4. Release the hooks (3) of the front mask.
5. Protect the multifunction gauge with a paper.
6. Loosen the cap of the fork (4).
7. Separate hydraulic rod from the cap (5).
8. Remove the spring (6).

Replace the spring and follow the steps in reverse order to mount it.

WARNING

Try that at any time the brake and clutch fluid tanks are left in vertical position, otherwise, you may need to re-bleed both systems.
31.-FRONT SUSPENSION OIL

Adjust the oil level

To adjust the oil level you must first remove the spring, follow the steps described in "Changing the fork spring" to do so.

Once removed the spring compress the fork completely and gently push the hydraulic rod (1) down until it stops.

Adjust the desired oil level and reassemble the whole.

The oil level is always adjusted from the top of the fork legs as shown in the diagram (2).

Recommended oil MARZOCCHI 45: MARZOCCHI EBH16 7.5WT
Oil volume: 610 ml. 200/250/300cc. 600ml. 125cc

Recommended oil MARZOCCHI 48: MARZOCCHI EBH 16 7.5WT
Oil volume: 320 ml.

Recommended oil ÖHLINS RXF: ÖHLINS 01312
Oil volume: 300 ml.

32.-BOLTS, NUTS AND FASTENERS

Every day before riding the bike, you should check that all bolts and nuts are tightened. Also check that the other fasteners are in place and in good condition.

33.-GAS TUBE

Given the observation of a necking (narrowing) of the tube (1) anywhere (usually in the gasoline inlet in the carburetor or the outlet of the fuel tap), symptoms of cracking or crazing surface, it is imperative to change the gas tube.

DANGER

Riding with a damaged gas tube, or simply starting the engine, can cause a fire and subsequent crash (and related injuries)

Always use the original gas tube, your GAS GAS official service will provide it to you.
34.-FUEL SYSTEM

Check the status of: fuel tank rubber plug, fuel tank plug, the fuel tank respirator and the fuel tank.

35.-STEERING HEAD ADJUSTMENT

The steering should always be kept adjusted so that the turn freely and without play.

To check the setting of direction, lift the bike off the ground, using a stand under the chassis. Move the handlebar gently to each side; if it continues to move the handle by itself, means that the steering is not too tight. Squatting in front of the bike, grasp the bottom of the front fork (on axis), push and pull the fork (1). If there is play, the steering is too loose.

If you have to adjust the steering:

1. Stabilize the bike with a stand or a support.
2. Keep the front wheel off the ground.
3. Remove the handlebar by loosening the handlebar clamps (2) and removing the upper flanges.
4. Loosen the nut on the steering axle (3).
5. Turn the adjusting nut of the steering (4) with the special key to get a proper fit.
6. Tighten the nut on the steering shaft.
7. Double check the steering and adjust again if necessary.
8. Install the removed parts.
36.-GENERAL LUBRICATION

Lubricate the parts shown periodically or when the vehicle is wet, especially after using high pressure water. Before lubricating each part, clean rusty spots with rust remover and clean any grease, oil or dirt.

General lubrication

- Clutch lever (1).
- Front brake lever (2).
- Rear brake pedal (3).
- Rear brake pedal bearing (4).
- Gear shift pedal (5).
- Use a spray to lubricate with pressure.
- Use grease inside the throttle cable.

Chain lubrication

It is necessary after driving on wet ground when the chain looks dry. The chain is an o-ring chain, therefore a specific lubricant should be used for this type of chains. Your GAS GAS official service will be pleased to provide it.

37.-STEERING BEARINGS

For this check, adjustment, or change, you must go to your GAS GAS official service.

38.-WHEEL BEARING

For this check, adjustment, or change, you must go to your GAS GAS official service.

39.-SWINGARM AND LINKAGE

For this check, adjustment, or change, you must go to your GAS GAS official service.

40.-REAR SUSPENSION

Rear shock oil change

For this check, adjustment, or change, you must go to your GAS GAS official service.
Removing the rear shock

To remove the rear shock from the frame follow these steps:

1. Stabilize the bike with a stand or a support.

2. Keep the rear wheel off the ground.

3. Loosen the seat clamping screw (1) and remove it by pulling it back.

4. Remove the silencer (see “Silencer change” in point 10).

5. Disengage the side covers of their hooves on the radiator (2).

6. Disengage the side covers of their hooves on the fuel tank (3).

7. Loosen the carburettor flange in filter air side (4)

8. Loosen and put out two lower screws that fastening subframe, in both sides (5).
9. Loosen only, top screws that fastening subframe, in both sides (6).

10. Loosen the link suspension system (7) to have access to and remove the screw connection between the connecting rod and shock (8).

11. Loosen and remove the shock top mounting screw (9).

12. Turn up the subframe rotating on his top anchor.

13. To remove the shock from the frame, move it toward the bottom in it’s housing to then be able to rotate it and extract it through the frame rear side (10).

To reinstall the shock on the motorcycle, follow the same steps in reverse order.
41.-CHAIN
The secondary transmission (chain, sprockets, guide, etc.) supports your motorcycle hard work. It is also one of the most important assemblies for your SAFETY. It requires constant maintenance and obviously, correct.

Chain tension
1. Motorcycle without load and the sidestand position: It must be a space of 35 ~ 60 mm between the chain and the swingarm at the rear of the guide. With the fingers and without excessive force, you can check it.
2. Loosen the axle nut (1).
3. Find the point of maximum tension of the chain.
4. Through the nuts (2) of the swingarm, match, through the notches in the swingarm and the lugs on the adjusters, the alignment of the chain at both sides of the swingarm.
5. Tighten the nuts (2).
6. Tighten the nut (1).
7. Check back at the point of maximum tension and readjust if necessary.

The chain tension is a constant check. You must check the state of the string itself, the guide, the front and rear sprockets too.

Usually, when a chain is too used, stretched more than 2%, should be replaced. Usually it is the right time to change, guide, front and rear sprockets. It is for practical reasons, economic and security. A chain in the limit of its life has partially worn teeth rear sprocket, guide, etc. If you mount a new chain and other components are not changed, its life will be shortened by 40% and already deteriorated elements like the front and rear sprocket will end their life quickly. In the medium and long term the most economic is to change the complete transmission kit at each chain change. Your GAS GAS official service will provide it.

Lubrication: The chain is the type with o-rings, this requires a special lubricant, use the same lubricant in the guide and the chain guide shoe, front and rear sprockets.

NOTE: We recommend you always have the chain properly lubricated, those chains that are dried, lubricated, left to dry, and so on., Shorten its life and the life of the components that surrounds it a major way.

42.-TIRES
Check that the tires are not worn, cracked or damaged. Verify that are set into the correct pressure.
Recommended pressure: 1,0 bar
43.-BATTERY CHARGE

The Furukawa FTZ7S 12V and 7Ah battery, without maintence battery.

Change of battery

The battery is located under the seat inside the battery box. To change it, follow these steps:

1. Loosen the subjection seat screw (1) and remove it by pulling it back slightly.
2. Loosen the fixing screws of battery cover (2) and remove it.
3. Loosen the battery terminals (3) and remove it.

Replace the battery by a new one and follow the steps in sequence inverse to mount it.

DANGER

Doesn’t manipulate not tries to open the battery, the electrolyte and the gases are toxic and can cause serious injuries.
Keep sparks, flames and cigarettes away.
Provide adequate ventilation when charging the battery.
Wear protective clothing and a face shield.
ADJUSTMENTS
This chapter is for users with high mechanical knowledge and experience. Otherwise these adjustments, must be carried by your GAS GAS official service.

**Carburetor setting**

**THROTTLE VALVE OPENING INFLUENCES**

The elements of the carburetor that alters the composition of the mixture based on the opening of the throttle valve (load) depends on the openness of it:

- **Zone A**: 0 to ⅛ load (throttle opening). Its regulation depends on the idle screw, the mixture screw and the idle jet (low or minimal).
- **Zone B**: from ⅛ to ¼ load. Influenced primarily by the height of the slide bezel.
- **Zone C**: ⅛ to ¾ load. Responsible is the jet needle.
- **Zone D**: ¾ full load. Responsible is the main jet.

**IDLE JET AND MIXTURE SCREW**

Controls the mixture from the closed position to ⅛ of charge, but has little effect on total openness. To adjust the mixture, the mixture screw can be rotated to change the air flow, or change the idle jet so it lets pass more or less fuel. Start by turning the air screw. Inward screwing enriches the mixture. The mixture screw must rotate from a position of fully closed. Make changes by half-turn increments. If turning the screw 1 to 2.5 turns do not get the desired result, change a step in the idle jet (1) and tune the mixture screw (2).
Owner's manual

**Main Jet**

Has a greater effect from 75% to 100% load. The number stamped on the bottom of the jet (1) indicates the flow of fuel passing through the hole. A higher number corresponds to a larger hole, more fuel passes.

**NOTE:** Never use “jet gauge sets” that are in the market. Its use is incorrect. Always use new jets without manipulating (sealed in their bags).

**DANGER**

Gasoline is extremely flammable and can be explosive under certain conditions. When you handle the carburetor, stop the engine and do not smoke. Make sure the area is well ventilated and free from any source of sparks or flames (this includes any appliance with a pilot light).

### Reference Carburation (Competition Use Only)

<table>
<thead>
<tr>
<th></th>
<th>125 cc</th>
<th>200cc</th>
<th>250cc</th>
<th>300cc</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fuel</td>
<td>Unleaded (min. RON 98)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Main jet</td>
<td>180</td>
<td>175</td>
<td>175</td>
<td>175</td>
</tr>
<tr>
<td>Idle jet</td>
<td>45</td>
<td>42</td>
<td>42</td>
<td>42</td>
</tr>
<tr>
<td>Needle</td>
<td>NOZE</td>
<td></td>
<td>N1EF</td>
<td></td>
</tr>
<tr>
<td>Needle position</td>
<td>4th from top</td>
<td>3rd from top</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Throttle valve</td>
<td>7</td>
<td>6</td>
<td>7</td>
<td>7</td>
</tr>
<tr>
<td>Mixture screw</td>
<td>1 turn from fully closed</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Carburetor setting

1. Find the correction factor to adjust the carburetor.
   Example: 1000 m altitude and 35°C temperature, the correction factor is 0.94.

2. Using the correction factor, select the main jet.
   Example: Factor 0.94, multiply the main jet size by this number.
   Main jet = 175 x 0.94 = 165.

3. Find the correction factor for the needle and air screw on the table and change the clip position and air screw opening.
   Example: Raise clip 1 position and loosen 1 turn the mixture screw.

**WARNING**

To make corrections always take as reference the competition carburetion. Do not make changes if you are not sure that they are needed. This specifications are based on the use of the recommended gasoline and oil.
Carburetor setting

SYMPTOMS OF IMPROPER SETTINGS

If your bike has one of the following symptoms the changes must be adjusted. Before attempting any change make sure everything else is working properly.

Check the condition of the spark plug, make sure the ignition timing is correct, clean the air filter, decarbonize the exhaust pipe.

If your bike has worked well up to this time it is possible that the problem is elsewhere and therefore changing the carburetion would be a waste of time.

• Set the carburetor until the engine responds satisfactorily with the throttle opening.
• If mixture is too lean, the engine tends to overheat. On the other hand, if too rich, the spark plug easily gets wet causing failure. The proper mixture varies according to atmospheric conditions (pressure and temperature). This conditions must be taken into consideration when adjusting the carburetor.

NOTE: Make sure that the carburetor components that regulate the flow of fuel and the screws that regulates the air mixture, are tight.
CDI map

Your GAS GAS has an ignition map switch with two positions. In position 1 the behavior and engine power delivery is more aggressive, suitable for terrains with good grip and/or experienced riders. In position 2 the performance and power delivery are more progressive, suitable for slippery surfaces and/or inexperienced riders.

Secondary transmission ratio

The secondary transmission ratio can be modified by changing the front and/or rear sprockets. Available GAS GAS sprockets are as follows.

Rear: 39, 40, 42, 44, 46, 47, 48, 49, 50, 51, 52 teeth.
Front: 12, 13 teeth.

If you shorten the ratio, your GAS GAS will lose top speed but will gain in acceleration and low speeds, will be more manageable in difficult terrain. **NOTE:** Attention to the engine rpm.

If the ratio is extended, your GAS GAS will gain top speed but lose acceleration and maneuverability at low speeds.

Suspension settings

**AVAILABLE SETTINGS**

Your motorcycle has adjustable suspension, these regulations are:

**Front Fork (Marzocchi 45)**
- Rebound (1) - located at the top of the fork.
- Compression (2) - located at the bottom of the fork.
- Spring Preload (3) - located at the top of the fork, each turn equals approx. 1mm of preload.
- Air purge (4) - located at the top of the fork.
- Oil Volume:
  - 200/250/300cc: Level 90 mm (EBH16 7,5WT) 610ml
  - 125cc: Level 100 mm (EBH16 7,5WT) 600ml
Suspension settings

Front Fork (Marzocchi 48)
- Rebound (3) - located at the bottom of the fork.
- Compression (1) - located at the top of the fork.
- Spring Preload (2) - by the PFP system (Progressive Floating Piston) located in the upper part of the fork, each turn equals approx. 1mm of preload.
- Air purge (4) - located at the top of the fork.
- Oil Volume - 320 ml. (EBH16 7,5WT)

Front Fork (Öhlins RXF)
- Rebound (5) - total 23 clicks, located at the bottom of the fork.
- Compression (6) - total 23 clicks, central screw, located at the top of the fork.
- Air purge (7) - left screw, located at the top of the fork.
- Spring Preload - not externally adjustable.
- Oil Volume - 300 ml. (Öhlins 01312)

WARNING
The screw on the right side (8) of the compression adjustment should not be unscrewed. It isn’t an adjustment.

The oil level can be adjusted. A change in oil level does not affect the first part of fork travel, but it will affect at the final fork travel.

When increasing the oil level the suspension is more progressive and front fork action is harder at the end of the fork travel.

When you decrease the oil level the suspension is less progressive and fork action is softer at the end of the fork travel.

If it is fork bottoming, it is recommended to increase the oil level slightly (approx. 10 mm.)

WARNING
Ensure that both fork legs have the same level of oil for a regular suspension behavior.
## Suspension Settings

### Front Fork

<table>
<thead>
<tr>
<th>Spring</th>
<th>MARZOCCHI 45</th>
<th>MARZOCCHI 48</th>
<th>ÖHLINS RXF</th>
</tr>
</thead>
<tbody>
<tr>
<td>65 to 75kg.</td>
<td>3.8 N/mm</td>
<td>4.0 N/mm</td>
<td>4.1 N/mm</td>
</tr>
<tr>
<td>75 to 85kg.</td>
<td>4.0 N/mm</td>
<td>4.2 N/mm</td>
<td>4.3 N/mm</td>
</tr>
<tr>
<td>85 to 95kg.</td>
<td>4.2 N/mm</td>
<td>4.4 N/mm</td>
<td>4.5 N/mm</td>
</tr>
</tbody>
</table>

### Preload (PFP)

| Comfort        | 1.5 turns (open) | 1.5 turns (open) | -          |
| Standard       | 2 turns         | 2 turns         | -          |
| Sport          | 2.5 turns       | 2.5 turns       | -          |

### Rebound

| Comfort        | 24 clicks from closed | 22 clicks from closed | 14 clicks from closed |
| Standard       | 20 clicks from closed | 20 clicks from closed | 14 clicks from closed |
| Sport          | 18 clicks from closed | 18 clicks from closed | 14 clicks from closed |

### Compression

| Comfort        | 28 clicks from closed | 22 clicks from closed | 16 clicks from closed |
| Standard       | 24 clicks from closed | 20 clicks from closed | 14 clicks from closed |
| Sport          | 20 clicks from closed | 16 clicks from closed | 12 clicks from closed |

### Rear Shock

<table>
<thead>
<tr>
<th>SACHS</th>
<th>REIGER 125cc</th>
<th>REIGER 200/250/300</th>
<th>ÖHLINS TTX44 200/250/300</th>
</tr>
</thead>
<tbody>
<tr>
<td>65 to 70kg.</td>
<td>48 N/mm</td>
<td>44 N/mm</td>
<td>48 N/mm</td>
</tr>
<tr>
<td>70 to 75kg.</td>
<td>50 N/mm (STD)</td>
<td>46 N/mm (STD)</td>
<td>50 N/mm</td>
</tr>
<tr>
<td>75 to 80kg.</td>
<td>50 N/mm (STD)</td>
<td>48 N/mm</td>
<td>52 N/mm (STD)</td>
</tr>
<tr>
<td>80 to 85kg.</td>
<td>52 N/mm</td>
<td>50 N/mm</td>
<td>54 N/mm</td>
</tr>
<tr>
<td>85 to 90kg.</td>
<td>54 N/mm</td>
<td>52 N/mm</td>
<td>56 N/mm</td>
</tr>
</tbody>
</table>

### Rebound

| Comfort        | 20 clicks from closed | 31 clicks from closed | 26 clicks from closed | 20 clicks from closed |
| Standard       | 18 clicks from closed | 29 clicks from closed | 24 clicks from closed | 18 clicks from closed |
| Sport          | 16 clicks from closed | 27 clicks from closed | 22 clicks from closed | 16 clicks from closed |

### Compression

| Low Speed      | 8 clicks from closed | 16 clicks from closed | 14 clicks from closed | 14 clicks from closed |
| Standard       | 15 clicks from closed | 14 clicks from closed | 12 clicks from closed | 12 clicks from closed |
| Sport          | 20 clicks from closed | 12 clicks from closed | 10 clicks from closed | 10 clicks from closed |

### High Speed

| Comfort        | 10 clicks from closed | - | - | - | Position I |
| Standard       | 15 clicks from closed | - | - | - | Position II |
| Sport          | 23 clicks from closed | - | - | - | Position III |
Suspension settings

Rear Shock (Sachs). Standard models

- Rebound (1) - located at the bottom of the shock.
- Low speed compression (2) - located at the top of the shock.
- High speed compression (3) - located at the top of the shock.
- Standard spring preload (4) - 262 mm, adjustable between 257 and 267 mm between planes of support (K spring: 50N/m - ideal rider weight 75-85 kg).

To adjust the preload, measure the distance between support surfaces, mounted on the damper body.

Rear Shock (Reiger). Racing models

- Rebound (1) - located at the bottom of the shock.
- Low speed compression (2) - located at the top of the shock.
- Standard spring preload (3) - 256 mm, adjustable between 251 and 261 mm between planes of support.
  - K spring 125cc: 46N/m - ideal rider weight 70-75 kg.
  - K spring 200/250/300cc: 52N/m - ideal rider weight 75-80 kg.

Rear Shock (Öhlins TTX44) Swedish edition models

- Rebound (4) - total 35 clicks, located at the bottom of the shock.
- Low speed compression (5) - total 24 clicks, located at the top right of the shock.
- High speed compression (6) - 3 positions, located at the top left of the shock.
- Standard spring preload (7) - 260 mm, adjustable between 255 mm and 265 mm between planes of support (K spring: 52N/m - ideal rider weight 75-85 kg).

WARNING

The cap which is housed in the regulation of low speed compression damping (2 and 5), there must not be unscrewed from the body of the damper. It isn’t an adjustment.
STATIC SAG
To adjust the SAG of the suspension, follow these steps:
1. Put the bike on a stand that allows you to leave the rear wheel in the air in a stable manner.
2. Measure the vertical distance (1) between the rear axle nut and the bolt clamping the muffler.
3. Get off the bike of the bike stand and position it with both wheels on the ground (not supported on the side stand).
4. Re-measure the vertical distance between the rear axle nut and bolt clamping the muffler.
   If the difference between the measures is different from 35 mm +/- 5mm, vary the spring preload of the shock to get it.
   The pre-sag with the rider above the motorcycle must be 105 +/- 5 mm.

CORRECTION ACORDING TO TERRAINS
Always make changes from the default settings and only make them if necessary.

Hard terrain
Soften the compression damping adjustments on both the fork and the shock.

Sandy terrain
Stiffen the compression damping or replace the spring for one more stiffer on the fork. Stiffen the compression and especially the rebound of the rear shock, it can also help to reduce the spring preload.

Muddy terrain
Stiffen the compression damping or replace the spring for one more stiffer on the fork. Stiffen the compression and rebound in the rear shock, it can also help to increase the spring preload.

ADJUSTING YOUR BIKE
Compression
- If you notice that the motorcycle woobies or oscillates widely although the speed and the obstacles are small, has a low driving position or has a tendency to bottom on downhill, should harden the compression setting of both the fork and the shock. If this fails to correct, may be indicative of a too soft or fatigued spring, and low SAE or insufficient oil level.
- If the motorcycle feels hard, especially in a series of bumps, along with lack of rear wheel traction and high impact of the irregularities, should soften the compression setting of both the fork and the shock. If this fails to correct, may be indicative of a too hard spring or excessive level of oil in the fork.
Suspension setting

Rebound

- **If the motorcycle feels unstable or soft**, easily loses the path or oscillates widely, although the speed and the obstacles are small. You must tighten the adjustment in rebound in both the fork and the shock. The failure to correct may be indicative of a too soft or fatigued spring, and low SAE or insufficient oil level.

- **If the motorcycle feels stiff and with short suspension travel**, along with lack of rear wheel traction and high impact of the irregularities, should soften the adjustment in rebound of both the fork and the shock. If this fails to correct, may be indicative of a too hard spring or excessive oil level in the fork.

WARNING

Make only one adjustment at a time and test the effect on the motorcycle.

The suspension setting adjustment is very critical, because if not done properly can keep even the best rider far from a full performance on the motorcycle. Check the suspension according to the driver and terrain conditions.

When tuning the suspension do not forget:

- If the bike is new, get used to the suspension for at least an hour of riding before making any changes.

- Factors to consider are the rider’s weight, ability of the rider and terrain conditions.

- If you have problems, try changing your position on the bike to reduce it.

- You must adjust the suspension to the strengths of the rider. If you are fast on turns, adjust the suspension at this point.

- Make changes in small increments as it is very easy to miss.

- The front and rear suspension must be balanced.

- When evaluating the suspension, the rider must take consciousness and recognize the effects of the change. A rider position and / or fatigue may incorrectly view on settings.

- When the proper change for a particular terrain is found it should be written down for reference when returning to a similar terrain.

- Lubricate swingarm bearings, rods, rocker and joints before making changes to prevent excessive friction affecting the operation of the suspension.
FOOTPEGS HEIGHT SETTING

Your GAS GAS has height adjustable footpegs to suit your needs, in particular has two positions.

Position 1 is the standard regulation that is delivered with your motorcycle. Position 2 gets lower the height of the footpegs at 12mm.

To modify the position of the footpegs, follow these steps:

**Position 1 (Standard)**

1. Release the cotter pin (4) and remove the washer (5) in order to remove the bolt (2).
2. Remove the bolt (2) while the other hand holds the footpeg (7) and spring (6)
3. Loosen and remove the two screws to the frame (3)
4. Fit the part (1) with the orientation shown in the picture, the bolt hole should be at the top.
5. Retighten the screws to the frame using threadlocker (3).
6. While holding the footpeg (7) Place the spring (6) within the window and align with the hole to insert the bolt (2), requires some pressure in the footpeg.
7. Place the washer (5) and insert the cotter pin (4) then open the ends.

**Position 2 (Height -12mm)**

1. Release the cotter pin (4) and remove the washer (5) in order to remove the bolt (2).
2. Remove the bolt (2) while the other hand holds the footpeg (7) and spring (6)
3. Loosen and remove the two screws to the frame (3)
4. Fit the part (1) with the orientation shown in the picture, the bolt hole should be at the bottom.
5. Retighten the screws to the frame using threadlocker (3).
6. While holding the footpeg (7) Place the spring (6) within the window and align with the hole to insert the bolt (2), requires some pressure in the footpeg.
7. Place the washer (5) and insert the cotter pin (4) then open the ends.
TROUBLESHOOTING
# Troubleshooting

<table>
<thead>
<tr>
<th>Fault</th>
<th>Cause</th>
<th>Solution</th>
</tr>
</thead>
<tbody>
<tr>
<td>The engine does not crank.</td>
<td>Seized crankshaft.</td>
<td>Go to your GAS GAS official service.</td>
</tr>
<tr>
<td></td>
<td>Seized cylinder, piston, etc.</td>
<td>Go to your GAS GAS official service.</td>
</tr>
<tr>
<td></td>
<td>Seized transmission assembly.</td>
<td>Go to your GAS GAS official service.</td>
</tr>
<tr>
<td>The electric starter motor does not crank</td>
<td>The fusible of starter relay is fuse</td>
<td>Remove the seat and check the fusible</td>
</tr>
<tr>
<td></td>
<td>Battery is discharged</td>
<td>Remove the seat and check the battery voltage</td>
</tr>
<tr>
<td>The engine does not start.</td>
<td>Motorcycle has been inactive for a long time.</td>
<td>Unload the old fuel from the tank. When the tank is filled with the new fuel, the engine will start immediately.</td>
</tr>
<tr>
<td></td>
<td>Spark plug dirty or wet.</td>
<td>Clean or dry the spark plug. If necessary, replace it.</td>
</tr>
<tr>
<td></td>
<td>Engine flooded.</td>
<td>To unflood the engine, close the fuel tap, remove the spark plug, then put a gear and push the bike several feet with the throttle fully open. Visually you will know when the pre-compression pan is empty. Mount the spark plug and start the bike. You may have to remove the spark plug again if the operation was not enough, the spark plug will get wet and must be cleaned. Repeat the pushing, mount the spark plug and the engine will start.</td>
</tr>
<tr>
<td></td>
<td>Incorrect air/fuel mixture</td>
<td>Clean the fuel tank breather. Clean the air filter.</td>
</tr>
<tr>
<td></td>
<td>Exhaust valve opened.</td>
<td>Verify and correct the exhaust valve.</td>
</tr>
<tr>
<td>The engine starts but then stops.</td>
<td>Incorrect air supply.</td>
<td>Close the starter. Clean fuel tank air vent. Adjust the air cleaner duct.</td>
</tr>
<tr>
<td></td>
<td>No fuel.</td>
<td>Fill up the fuel tank.</td>
</tr>
<tr>
<td>The engine overheats.</td>
<td>Insufficient coolant.</td>
<td>Fill up coolant, verify the refrigeration system watertightness.</td>
</tr>
<tr>
<td></td>
<td>Radiator is dirty or partially restricted.</td>
<td>Clean radiator fins or replace it.</td>
</tr>
</tbody>
</table>

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1 Only E-START models.
### Troubleshooting

<table>
<thead>
<tr>
<th>Issue</th>
<th>Cause</th>
<th>Solution</th>
</tr>
</thead>
<tbody>
<tr>
<td>The engine operates irregularly</td>
<td>Spark plug dirty or misadjusted.</td>
<td>Verify the spark plug condition and clean, tighten or replace it.</td>
</tr>
<tr>
<td></td>
<td>Poor contact between spark plug and spark plug cap.</td>
<td>Verify the spark plug condition. Replace if deteriorated.</td>
</tr>
<tr>
<td></td>
<td>Ignition rotor damaged.</td>
<td>Replace the rotor.</td>
</tr>
<tr>
<td></td>
<td>Water in fuel.</td>
<td>Drain the fuel tank and fill up with new fuel.</td>
</tr>
<tr>
<td>Engine lacks power or poor acceleration</td>
<td>Fuel supply defective.</td>
<td>Clean the fuel system and verify its operation.</td>
</tr>
<tr>
<td></td>
<td>Dirty air filter.</td>
<td>Clean or replace air filter.</td>
</tr>
<tr>
<td></td>
<td>Leaking or deteriorated exhaust.</td>
<td>Verify if the exhaust is damaged.</td>
</tr>
<tr>
<td></td>
<td>Dirty carburetor jets</td>
<td>Dissassemble the carburetor and clean all jets.</td>
</tr>
<tr>
<td></td>
<td>Worn or damaged crankshaft bearings.</td>
<td>Go to your GAS GAS official service.</td>
</tr>
<tr>
<td>Abnormal engine noise.</td>
<td>Ignition problem.</td>
<td>Go to your GAS GAS official service.</td>
</tr>
<tr>
<td></td>
<td>Overheating.</td>
<td>See “The engine overheats”</td>
</tr>
<tr>
<td>Detonations from exhaust.</td>
<td>Carbon build up in combustion chamber.</td>
<td>Go to your GAS GAS official service.</td>
</tr>
<tr>
<td></td>
<td>Incorrect octane or poor quality gasoline.</td>
<td>Drain all gasoline and fill up with a higher octane or new fuel.</td>
</tr>
<tr>
<td></td>
<td>Damaged spark plug or incorrect specification.</td>
<td>Replace the spark plug with a new one of the correct type.</td>
</tr>
<tr>
<td></td>
<td>Deteriorated exhaust gaskets.</td>
<td>Verify the exhaust gaskets. All gaskets must be in perfect condition, otherwise replace them with new ones.</td>
</tr>
<tr>
<td>White smoke coming out from the exhaust.</td>
<td>Deteriorated cylinder head gasket (water leakage into cylinder).</td>
<td>Go to your GAS GAS official service.</td>
</tr>
<tr>
<td>Black smoke coming out from the exhaust.</td>
<td>Restricted air filter.</td>
<td>Replace or clean the air filter.</td>
</tr>
<tr>
<td></td>
<td>Main jet too high.</td>
<td>Verify main jet.</td>
</tr>
<tr>
<td>Gears do not engage correctly</td>
<td>Clutch does not disengage.</td>
<td>Go to your GAS GAS official service.</td>
</tr>
<tr>
<td></td>
<td>Bent or seized shift fork.</td>
<td>Go to your GAS GAS official service.</td>
</tr>
<tr>
<td></td>
<td>Gear seized at the transmission.</td>
<td>Go to your GAS GAS official service.</td>
</tr>
<tr>
<td></td>
<td>Damaged gearshift pedal.</td>
<td>Replace gearshift pedal.</td>
</tr>
<tr>
<td></td>
<td>Broken or loose selector position spring.</td>
<td>Go to your GAS GAS official service.</td>
</tr>
<tr>
<td></td>
<td>Broken gear drum.</td>
<td>Go to your GAS GAS official service.</td>
</tr>
<tr>
<td></td>
<td>Broken spring in the gear selector ratchet.</td>
<td>Go to your GAS GAS official service.</td>
</tr>
<tr>
<td>Gears jump out.</td>
<td>Shift fork worn out.</td>
<td>Go to your GAS GAS official service.</td>
</tr>
<tr>
<td></td>
<td>Worn gear grooves.</td>
<td>Go to your GAS GAS official service.</td>
</tr>
<tr>
<td></td>
<td>Worn gear dogs.</td>
<td>Go to your GAS GAS official service.</td>
</tr>
<tr>
<td></td>
<td>Worn shift drum groove.</td>
<td>Go to your GAS GAS official service.</td>
</tr>
<tr>
<td></td>
<td>Broken gears.</td>
<td>Go to your GAS GAS official service.</td>
</tr>
<tr>
<td></td>
<td>Broken selector drum position spring.</td>
<td>Go to your GAS GAS official service.</td>
</tr>
</tbody>
</table>
### Troubleshooting

<table>
<thead>
<tr>
<th>Problem</th>
<th>Possible Cause</th>
<th>Solution</th>
</tr>
</thead>
<tbody>
<tr>
<td>Clutch slips.</td>
<td>Excessive clutch fluid level.</td>
<td>Verify the clutch fluid level and adjust.</td>
</tr>
<tr>
<td></td>
<td>Worn clutch friction plate.</td>
<td>Go to your GAS GAS official service.</td>
</tr>
<tr>
<td></td>
<td>Broken or weak clutch springs.</td>
<td>Go to your GAS GAS official service.</td>
</tr>
<tr>
<td>The motorcycle is unstable.</td>
<td>Cable interferes with handlebar turns.</td>
<td>Move the cable.</td>
</tr>
<tr>
<td></td>
<td>Steering stem locknut too tight.</td>
<td>Adjust steering stem locknut.</td>
</tr>
<tr>
<td></td>
<td>Damaged or worn steering bearings.</td>
<td>Go to your GAS GAS official service.</td>
</tr>
<tr>
<td></td>
<td>Bent steering stem.</td>
<td>Go to your GAS GAS official service.</td>
</tr>
<tr>
<td>Suspension is too hard.</td>
<td>Excessive front fork oil level.</td>
<td>Pour excess oil.</td>
</tr>
<tr>
<td></td>
<td>Front fork oil viscosity too high.</td>
<td>Drain fork oil and fill with correct fork oil.</td>
</tr>
<tr>
<td></td>
<td>Bent front fork.</td>
<td>Go to your GAS GAS official service.</td>
</tr>
<tr>
<td></td>
<td>Tire air pressure too high.</td>
<td>Verify tire pressure.</td>
</tr>
<tr>
<td></td>
<td>Incorrect suspension settings.</td>
<td>Adjust suspension.</td>
</tr>
<tr>
<td>Suspension is too soft.</td>
<td>Insufficient front fork oil level.</td>
<td>Fill with oil until the correct level is reached.</td>
</tr>
<tr>
<td></td>
<td>Front fork oil viscosity too low.</td>
<td>Drain fork oil and fill with correct fork oil.</td>
</tr>
<tr>
<td></td>
<td>Tire air pressure too low.</td>
<td>Verify tire pressure.</td>
</tr>
<tr>
<td></td>
<td>Incorrect suspension settings.</td>
<td>Adjust suspension.</td>
</tr>
<tr>
<td>Abnormal motorcycle noises.</td>
<td>Incorrect chain adjustment.</td>
<td>Adjust chain tension.</td>
</tr>
<tr>
<td></td>
<td>Worn chain.</td>
<td>Replace chain, front and rear sprockets.</td>
</tr>
<tr>
<td></td>
<td>Worn rear sprocket teeth.</td>
<td>Replace rear sprocket.</td>
</tr>
<tr>
<td></td>
<td>Insufficient chain lubrication.</td>
<td>Lubricate with appropriate chain oil.</td>
</tr>
<tr>
<td></td>
<td>Incorrect rear wheel alignment.</td>
<td>Verify wheel spokes tension. Adjust if necessary.</td>
</tr>
<tr>
<td></td>
<td>Weak or broken front fork spring.</td>
<td>Replace front fork spring.</td>
</tr>
<tr>
<td></td>
<td>Worn brake disc.</td>
<td>Replace brake disc.</td>
</tr>
<tr>
<td></td>
<td>Incorrectly installed brake pads or surface glazed.</td>
<td>Reinstall or replace brake pads.</td>
</tr>
<tr>
<td></td>
<td>Damaged cylinder.</td>
<td>Go to your GAS GAS official service.</td>
</tr>
<tr>
<td></td>
<td>Improperly tightened brackets, nuts and bolts.</td>
<td>Verify and adjust to correct torque values.</td>
</tr>
<tr>
<td>Handlebar vibration</td>
<td>Worn tire.</td>
<td>Replace tire.</td>
</tr>
<tr>
<td></td>
<td>Worn swingarm or its needle bearings.</td>
<td>Go to your GAS GAS official service.</td>
</tr>
<tr>
<td></td>
<td>Wheel rim off-centered.</td>
<td>Go to your GAS GAS official service.</td>
</tr>
<tr>
<td></td>
<td>Incorrect wheel alignment</td>
<td>Verify wheel spokes tension. Adjust if necessary.</td>
</tr>
<tr>
<td></td>
<td>Excessive steering axle tolerances</td>
<td>Verify steering head adjustment.</td>
</tr>
<tr>
<td></td>
<td>Loose handlebar bracket or loose steering stem locknut.</td>
<td>Verify and adjust the steering bracket or steering stem locknut torque to correct values.</td>
</tr>
<tr>
<td>Motorcycle pulls to one side.</td>
<td>Bent chassis.</td>
<td>Go to your GAS GAS official service.</td>
</tr>
<tr>
<td></td>
<td>Incorrect steering adjustment.</td>
<td>Verify the steering head adjustment.</td>
</tr>
<tr>
<td></td>
<td>Bent steering stem.</td>
<td>Go to your GAS GAS official service.</td>
</tr>
<tr>
<td></td>
<td>Bent front fork.</td>
<td>Go to your GAS GAS official service.</td>
</tr>
<tr>
<td></td>
<td>Incorrect wheel alignment</td>
<td>Verify wheel spokes tension. Adjust if necessary.</td>
</tr>
</tbody>
</table>
## Troubleshooting

<table>
<thead>
<tr>
<th>Issue</th>
<th>Possible Cause</th>
<th>Solution</th>
</tr>
</thead>
<tbody>
<tr>
<td>Brakes do not operate correctly</td>
<td>Worn brake discs.</td>
<td>Replace brake discs.</td>
</tr>
<tr>
<td></td>
<td>Brake fluid leakage.</td>
<td>Go to your GAS GAS official service.</td>
</tr>
<tr>
<td></td>
<td>Deteriorated brake fluid.</td>
<td>Go to your GAS GAS official service.</td>
</tr>
<tr>
<td></td>
<td>Broken pump piston.</td>
<td>Go to your GAS GAS official service.</td>
</tr>
<tr>
<td></td>
<td>Worn brake pads.</td>
<td>Verify and replace brake pads.</td>
</tr>
<tr>
<td>Blown light bulbs</td>
<td>Faulty voltage regulator</td>
<td>Go to your GAS GAS official service.</td>
</tr>
<tr>
<td>Lighting system does not operate</td>
<td>Lighting relay is blown.</td>
<td>Remove mask and check the relay.</td>
</tr>
</tbody>
</table>
This page is intentionally left blank
Warranty terms of the manufacturer GAS GAS Motos, S.A.

The company GAS GAS Motos, S.A. (hereafter referred to as “GG”), with this present document guarantees the consumer, the purchaser of a vehicle manufactured by GG, that both the materials and the manufacturing are free of defects in accordance with the highest standards of quality. Consequently, GG with this document guarantees the consumer (hereafter referred to as the “purchaser”), in accordance with the conditions set out below, the repair, free of charge, of any defect in materials or that might result from faulty manufacture that is detected in a new motorcycle within the period covered by this Warranty and with no limit on number of kilometres covered or hours of use.

Warranty period

The period covered by this Warranty will begin on the day of delivery of the vehicle to the purchaser by a GG authorised dealer, or in the case of demonstration models, on the date in which the vehicle is used for the first time. The seller will be responsible for any unwarranted faults that become apparent within the period established in the Law decree 23/2003 on the 10th of July covering Warranties on Consumer Goods Sold from the time of delivery and in accordance with the Directive 1999/44/EC for other members of the European Community. For countries outside the European Community, the Warranty Period will be determined by the existing regulations in those countries. Nevertheless, should the fault appear during the first six months after the delivery of the motorcycle, it will be presumed that the said fault existed at the time of delivery; from the end of the sixth month onwards, the purchaser must demonstrate that the unwarranted fault existed at the moment of delivery. During the first six months subsequent to the delivery of the repaired vehicle, the seller will be responsible for any unwarranted faults arising out of the repair.

Any defects detected in the product must be brought to the attention of a GG authorised dealer within the Warranty Period. If the last day of this period is a Sunday or an official holiday, the Warranty period will be extended such that the last day of the period covered will be the first working day after the Sunday or official holiday.

Those claims under Warranty for defects not brought to the attention of a GG authorised dealer before the end of the Warranty Period will be excluded.

Obligation of the purchaser

GG will have the right to reject any claims under Warranty in the event that:

a.) The purchaser has failed to submit the vehicle to any of the inspections and/or maintenance work required in the Owner’s Manual, or has exceeded the date set for such inspections or maintenance work. Also excluded from guarantee are those faults that appeared prior to the dates established for an inspection or maintenance work where the latter was not carried out, or was carried out later than the date established.

b.) An inspection, maintenance or repair has been performed on the vehicle by third parties not recognised or authorised by GG.

c.) Any maintenance or repair has been carried out on the vehicle that violates the technical requirements, specifications and/or instructions indicated by the manufacturer.

d.) Spare parts whose use has not been authorised by GG have been used during the course of maintenance work or repairs to the vehicle, or in the event that the vehicle has been used with fuels, lubricants or other liquids (including, amongst others, cleaning products) that have not been expressly mentioned in the specifications set out in the Owner’s Manual.

e.) The vehicle has been altered or modified in any way or fitted with components other than those expressly authorised GG as accepted components of the vehicle.

f.) The vehicle has been stored or transported in a way that is not in accordance to the corresponding technical requirements.

g.) The vehicle has been used for special purposes other than ordinary use, such as competition, races or record breaking attempts.

h.) The vehicle has been directly or indirectly damaged as a result of a fall or an accident.
Warranty manual

Warranty exclusions
The following items are not covered by this Warranty:

a.) Worn parts, including, without any limitation, spark plugs, batteries, petrol filters, oil filter elements, (secondary) chains, engine output pinions, rear sprockets, air filters, brake discs, brake pads, clutch plates and discs, bulbs, fuses, carbon brushes, footrest rubbers, tyres, inner tubes, cables and other rubber components.

b.) Lubricants (for example, oil, grease, etc.) and working fluids (for example, battery liquid, coolant, etc.)

c.) Inspection, adjustments and other maintenance tasks, as well as all kinds of cleaning work.

d.) Damage to the paint-work and consequent corrosion due to external causes, such as stones, salt, industrial fumes and other environmental impact, or inadequate cleaning with inappropriate products.

e.) Any damages caused as a result of the defects, as well as any expenses incurred either directly or indirectly as a consequence of the defects (for example, communication costs, accommodation expenses, car hire costs, public transport costs, breakdown truck fees, courier costs, etc.) as well as other financial losses (for example, those caused by the loss of the use of the vehicle, loss of income, time lost, etc.)

f.) Any acoustic or aesthetic phenomenon that does not significantly affect the condition or use of the motorcycle (for example, small or hidden imperfections, noise or vibrations that are normal in use, etc.).

g.) Phenomena that are result of the ageing of the vehicle (for example, discolouring of painted or metallic coated surfaces).

Various

1.) GG shall have the prerogative to decide, at its own discretion, whether to repair or replace defective parts. Where parts are replaced, ownership of the parts removed shall pass to GG without any other consideration. The GG authorised dealer, to whom the making good of the defects has been entrusted, is not authorised to make any declarations that are binding on GG.

2.) In case of doubt regarding the existence of a defect, or a visual or material inspection is required, GG reserves the right to demand the return of the parts which are the object of a claim under Warranty, or to arrange an inspection of the defect by an expert from GG. Any additional obligations arising out of guarantees on parts replaced free of charge, or any other service rendered free of charge are excluded from the effects of this present warranty. The Warranty on parts replaced within the Warranty Period will end at the expiry date for the Warranty Period of the product concerned.

3.) Should it prove to be the case that a defect can not be repaired, the purchaser guaranteed shall have the right to the cancellation of the contract (payment compensation) or a partial refund of the purchase price (discount), instead of repairing the motorcycle.

4.) Any claims against Warranty by the purchaser under the terms of the sale contract with the corresponding authorised dealer shall not be affected by the terms of this present Warranty. Neither will this present Warranty affect those additional contractual rights acquired by the purchaser under the general commercial terms and conditions of the authorised dealer. However, such additional rights may only be exercised through claims against the authorised dealer.

5.) Should the purchaser resell the product within the Warranty Period, the duration and conditions of the present Warranty will remain