GPX TSE 300: COLD START PROCEDURE, ENGINE CARE & BREAK-IN GUIDE

GPX provide the best and most comprehensive parts and labour warranty that exists in the World of green laning and enduro motorcycles. All we ask in return is that you adhere to the below for your safety and the well being of your bike.

> ⚠ **CRITICAL WARRANTY ACTIVATION NOTICE** For all 2-stroke purchases after 17/05/2026, all new customers **MUST telephone GPX at 07411 364803** to activate their warranty. Before riding, you must read the handbook, read the warranty page, and completely understand this guide.
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> **It is the customers responsibility to return this signed document to GPX HQ.**

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1. COLD START PROCEDURE

IF NECESSARY ,use the following procedure to start TSE 300 models when the engine is cold:

1. Turn on the petrol valve and pull out the choke/enricher.
2. Lean the bike over to the left-hand side severely until fuel begins to come out of the carburetor overflow.
3. Stand the bike back upright.
4. Turn the ignition switch ON and push the starter button.

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2. THE WARM-UP PROCEDURE (EVERY RIDE)

Two-stroke engines are high-precision machines. The piston is made of aluminum, which expands rapidly when heated, whereas the cylinder takes longer to reach

operating temperature. Failing to warm up your bike will cause the piston to expand faster than the cylinder, resulting in a cold seizure.

THE RADIATOR TEST: Start the bike and allow it to idle. Do not ride until the top of the radiators are hot to the touch.

HEAT SOAKING: For the first mile of every ride, keep your RPM slow. This ensures the cylinder has expanded enough to provide proper clearance for the piston.

WARNING: Putting the engine under heavy load or high RPM while the cylinder is cold will cause the piston to seize against the cylinder wall. This is catastrophic engine damage and is not covered by warranty.

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3. CRITICAL BREAK-IN PERIOD (FIRST 200 MILES / 3 TANKS)

Your bike needs running in very carefully to ensure reliability and long life. **Ignore this at your peril.** An abused engine leaves clear evidence for the mechanic stripping it down, and photos of damage are fed into AI for an unbiased opinion. Abuse is not covered under warranty. GPX engines are very robust but you must run it in carefully. THIS TAKES 200 MILES — Do not head to hard enduro sites like Wales, Werrn Duu, or Cowm unless you have spare cash.

SPEED & REV LIMITS: Do not exceed **45 MPH** or low-to-medium revs until you are past the first 200 miles.

LUG THE ENGINE: Use the low-to-medium torque of the engine. Do not use high revs.

VARY THE LOAD: Never hold a steady throttle position for more than a few seconds. Constantly move through the gears and RPM range.

AVOID MAX LOAD: Avoid deep sand, thick mud, or steep hill climbs during the first two tanks of fuel.

NO SUSTAINED THROTTLE: Avoid Wide Open Throttle (WOT) or holding medium-to-high throttle openings on road sections. This causes the piston and barrel to run dry and seize. Always open and close (feather) your throttle when road riding. Never run WOT for more than 5 to 10 seconds at a time.

COOLING CYCLES: For the first 2 hours of operation, ride in 20-minute sessions, allowing the engine to cool completely to ambient temperature between sessions.

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4. FUEL & MAINTENANCE

STRICT 50:1 OIL RATIO: Use a high-quality **RED** semi-synthetic or fully-synthetic 2-stroke oil. The mix ratio is exactly **50:1 (100ml of oil per 5 litres of unleaded petrol)**. Not more, and not less.

That's 100ml of oil per 5 litres of unleaded petrol

That's 200ml of oil per 10 litres of unleaded petrol

That's 300ml of oil per 15 litres of unleaded petrol

That's 400ml of oil per 20 litres of unleaded petrol

CRITICAL OIL RESTRICTION: NEVER USE TRANSPARENT OIL UNDER ANY CIRCUMSTANCES. THROW IT AWAY NOW !

*** REFUELING PROCEDURE: When refueling at a petrol station, always place required amount of the 2-stroke oil into the petrol tank first, then add the petrol on top to properly circulate the mixture.**

IF YOU IGNORE THIS AND ADD oil after the petrol , you will seize your engine.

NOT A ROAD BIKE: Remember, this is a lightweight 2-stroke dirt bike, not a road touring bike. It must be properly maintained after *each* ride.It is not designed for road tours. It is not designed to be held on 3/4 or full throttle for road rides. To allow the 2 stroke oil to curculate from the crank to the piston and barrel, you must roll the thottle off and back on again every 200 yards.

AIR FILTER: Ensure the air filter is clean and properly oiled. GREASE the sealing edge where the filter touches the air box body. Dirt is the number one killer of 2-stroke engines. After washing the bike your air filter will be wet. Clean and reoil it. Under no circumstances ignore this. Dirt being sucked from an air filter into an engine is the number 1 killer of 2 stroke engines.

FIRST SERVICE: Change the gearbox oil after the first 3 to 5 hours of operation to remove any bedding-in metallic particles.There is a tendency to think that this is most important. Of course it is , but it is no where near as important as what you have already read about mixing fuel / oil , running in your bike everything else above.

The chassis also needs to run in .New bolts find their way loose etc!. It is the owners responsibility to check nuts , bolts , spokes ,chain etc for tension after each ride , AND TIGHTEN ACCORDINGLY.

This is par for the course in owning and riding a lightweight 2 stroke enduro bike.

If you follow the above you will be rewarded with a reliable bike that starts straight away and costs you less in the short and long run . Again this is standard stuff , but it needed repeating.

CUSTOMER ACKNOWLEDGEMENT & SIGN-OFF

I fully understand and agree with the terms above. I agree to warm up and run my new GPX in very carefully and will adhere strictly to all the operating rules outlined in this document, including the strict restriction of keeping under 45 MPH for the first 200 miles.

Customer Signature: _____

Name (Printed): _____

Date: _____