GPX MOTO

GPX 300 EFI

Owners Handbook

WWW.GPXMOTO.COM
WWW.GPXMOTOUK.COM

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The vehicle pictured in this owner's manual may not match your actual vehicle.

PREFACE

Congratulations on your purchase of a GPX motorcycle. We believe that you have made an excellent choice ,which will give you great and reliable performance.

This Handbook and Manual will give you an understanding of our product. It has detailed the complete range of specialised maintenance and adjustment schedules as well as the procedures required.
This document also explains extensive troubleshooting methods as well as a comprehensive technical specification. To assist you there are many photographs and guides to assist you.

Please read this manual carefully and carry out maintenance according to a professional standard. carrying out the correct maintenance at the required schedule will effectively prolong the service life of each component, improve the motorcycle and engine performance as well as the reliability of the vehicle.

Riding motorcycles is dangerous and the GPX should not be operated without the rider wearing a helmet , goggles ,boots and gloves at the bare minimum.

It is expected that the operator has a good knowledge of riding and maintaining motorcycles. If you do not , you should seeking specialised riding coaching and take your motorcycle to a GPX dealer when adjustments or work is required. This is a basic handbook only. It expected that the operator should have a much more comprehensive knowledge that this basic manual displays. If you do not , then take your motorcycle to a GPX dealer.

For the sake of technical development, GPXMOTO will reserve the right of modifying motorcycle structure, equipment, and spare parts without notice. Due to that different markets have different law's requirement, we've adjusted model accordingly, the model image in this manual maybe not match your actual vehicle. In addition, if there is any question concerning this manual, please visit our website www.GPXMOTO.COM or WWW.GPXMOTOUK.COM and consult our customer service.
Alternatively you can call your GPX dealer for advice and assistance.

The contents of this manual are subject to change without prior notice due to vehicle improvement. The actual state of the motorcycle in questions should determine the overall level of maintenance required.

MEANINGS OF REPRESENTATION

All work requires specialist knowledge and technical understanding. If you do not have the skill or confidence to perform that, you must go to an authorized GPX workshop or GPX after-sale service point. There, your motorcycle will be optimally cared for by specially trained experts using the specialist tools required.

Other important information:

Please note that it is not practical or possible to warn you about all hazards associated with operating or maintaining a motorcycle.

Therefore, you must have basic mechanical safety knowledge and use your own good judgement.
If you cannot complete the process of operating or maintaining, please consult a more experienced senior technician before operation.

ADVICE

Motorcycles are very dangerous. Check your motorcycle carefully before every ride to ensure everything is working correctly. Do not ride if you are under the influence. If you cannot ride a motorcycles , do not ride a motorcycle. Its your life and wellbeing so be careful with it.

Most of off-road motorcycle fatalities are caused by head injuries. Without helmets, the chances of serious injury or death caused by head injuries are much higher. Always wear an approved motorcycle helmet and protective apparel such as goggles, gloves , knee and elbow protectors and boots while riding, which will save your life at the critical moment.

This motorcycle was designed for off road racing , therefore there is no capacity to carry a passenger .Please therefore do not use this motorcycle to carry any passengers. Ignoring this or order rules could lead to serious injury or a fatality.

Always go riding with another person so you can help each other.

Do not use non-original parts to modify this motorcycle. If you need to replace any parts, please use spare parts and accessory products that are approved and / or recommended by GPX and have them installed by an authorized GPX workshop. GPX accepts no liability for any personal modification, other products and any resulting damage or loss.

Our GPX series products are specially designed for off-road racing and riding.

Please take care of your vehicle and avoid any problem caused by improper use.

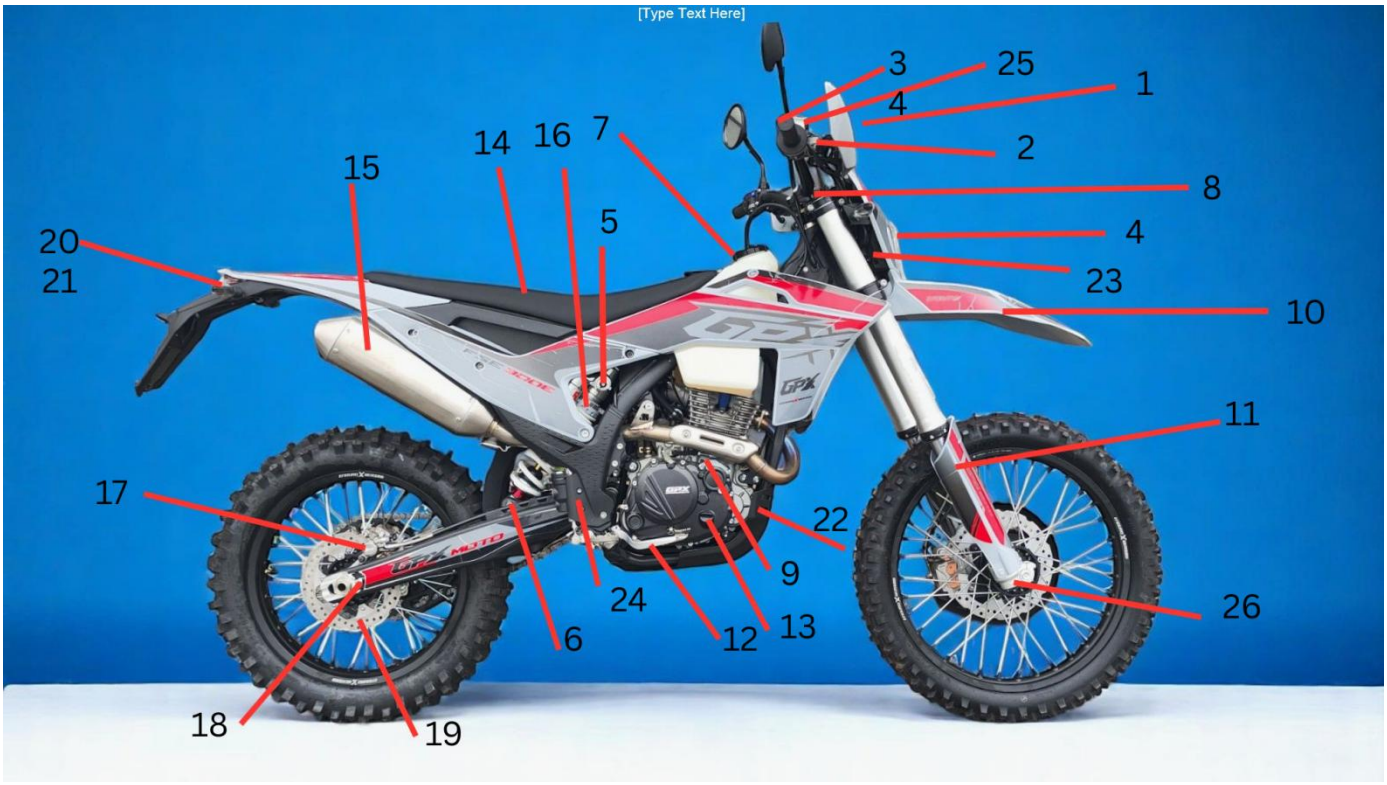
Please check your motorcycle carefully before riding and do the maintenance accordingly after use.

If you crash the motorcycle, check the condition of the motorcycle before you resume your journey. Ignoring this advice could easily lead to an accident and endanger your own safety as well as others , as you may be riding a broken or faulting motorcycle .

When using this motorcycle, the temperature of the engine and exhaust pipe is very high, so it needs to a period to cool down after parking. During this period, do not touch the engine or exhaust pipe as you will scold yourself.
Do not wear shorts while riding, otherwise leg injuries may happen.

APPEARANCE

GPX 300 EFI COMPONENTS AND POSITIONS



No.	Name	No.	Name
1	Handguard	14	Seat
2	Front brake lever	15	Silencer
3	Throttle	16	Rear shock spring preload
4	Headlight	17	Rear brake caliper
5	Rear suspension compression adjustment	18	Rear wheel / chain adjuster
6	Rear suspension rebound adjustment	19	Brake disc
7	Petrol tank cap	20	Rear position / brake light
8	Fork Rebound adjustment	21	Licence plate light
9	Clutch adjustment	22	Sump shield
10	Front mudguard	23	Headlight angle adjustment
11	Front fork protectors	24	Rear brake master cylinder
12	Rear brake lever	25	Front brake master cylinder
13	Oil filler	26	Fork compression adjuster

No.	Name	No.	Name
27	Front brake disc protector	32	Side stand
28	Petrol pump	33	Clutch lever
29	Front brake caliper	34	Air box cover
30	Gear lever	35	Chain
31	Front sprocket guard	36	Rear sprocket

Tips and Tricks and keep your GPX 300 EFI model in tip top condition.

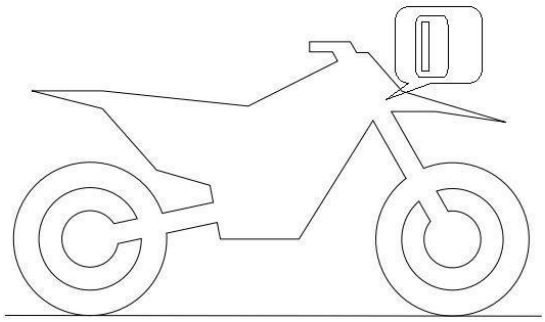
Following these tips will help to serve you with a reliable and long lasting motorcycle

1. Read this handbook !
2. So you don't forget and over run ,keep your own dated and mileage recorded list of when you carried out this maintenance. Showing this record and keeping oil and parts receipts to a buyer in the future will help to prove you have looked after your GPX.
3. Clean the air filter and lubricate this with air filter oil after each 6 - 10 hours of riding or each competition. Bear in mind that during washing water may enter the airbox and soak into the air filter. This may drag dirt through the air filter. This is the same on all bikes. It is our recommendation that before each jet wash a polythene bag is placed over the air filter element so water runs off it. Place the

filter door back on and wash. Remember to remove the bag afterwards.

4. Check and adjust your engine oil level before each ride.
5. Use good quality fully synthetic 10W/40 motorcycle oil (full specification beneath)
6. During the run in period , change your oil for the first time after 150 miles. Afterwards clean the oil strainer and change your engine oil every 600 miles (same as Honda CRF250F).
7. Check / adjust and lubricate your chain before each and every ride.
8. Wash your bike properly and carefully. Avoid the air box,fuel tank vent hose, bearings and electrical connector and components.
9. Dry your motorcycle after you wash. Use an air line , paper or cotton towels or a leaf blower if you have one. Start at the top and down downwards towards the floor, drying the wheels last.
10. If you are not confident or don't know how to maintain a motorcycle speak to your dealer, or seasoned motorcycle mechanics , not your neighbour .
11. Lightweight dirtbikes are not like cars.They need adjusting , tweaking and maintaining regularly. Its just part of the fun. Speak to your dealer if you want reliable advice.
12. Check you brakes , throttle and clutch before each ride. Be safe.
13. If your unsure about anything …STOP and get good advice.

VIN CODE



Vin code of the GPX 300 EFI ,is located on the head stock.

CHASSIS NUMBER

Chassis Number of GPX 300 EFI is located on the headstock/frame/chassis under the handlebars

ENGINE NUMBER

The engine number of GPX 300 EFI is located on the bottom left of the engine.

PARAMETER

DIMENSIONS AND SPECIFICATION - GPX 300 EFI	
L*W*H（mm）	2180×820×1254
Wheelbase（mm）	1480mm
Net weight（kg）	110
Tire size	F: 90/100-21；R: 110/90-18. Rear will accept a 110 90 18”
Seat height（mm）	920mm or 880mm. Your bike will be supplied by your dealer at either of these heights. It can be adjusted further by the dealer to get the seat height in the correct postion for you.
Min ground clearance（mm）	330mm
Tank volume（L）	9.4 litres
Engine Parameters	
Engine type	Single cylinder, air cooled four stroke , overhead cam.Idle speed 1350 rpm.SOHC; 4 valves
Clutch type	Reliable cable wet type, Multiple disk
Cylinder diameter×stroke	76.0mm x 63.0mm
Displacement	285cc
Compression Ratio	9.02:1
Oil type /capacity	Fully synthetic 10W/40. Approx 1.2 litres. 1.4 litres when totally dry. Especially suitable for wet clutches High wear resistance API SN Plus (Euro 5 compatible) JASO MA2 To the correct dipstick height or a level surface.
Shift type	Constant meshing two-stage transmission six-speed transmission International profile 1-N-2-3-4-5-6.
Starting	12v Electric start with starter.CDI. Ignition Advance Angle: 15°
Fuel control system	Bosch Fuel injection system compromising of Bosch injector, related connectors and Bosch ECU.
Battery	High power YMT 12v lithium battery for high performance electric starting and reliable electronics . HJTX5LFPZ
Chain	520
Frame/Shock/Brake/Wheel system Parameters	
Frame type	Central double cradle type high-strength steel tube frame, GPX International patent design

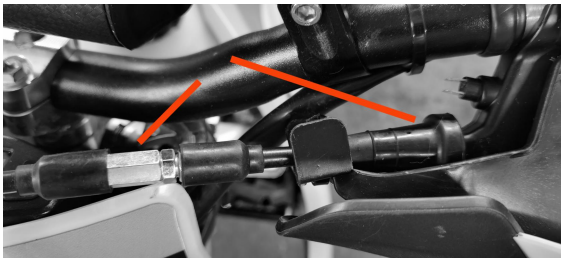
GPX MOTO

Front shock	SZC Front suspension. 310mm travel. Comprising of quality high performance Telescopic, closed cartridge type units with adjustable compression and rebound. Seals , dust seal and range of springs available (after market), L=950mm.
Rear shock	Compression recovery dual adjustable nitrogen airbag rear shock, 300mm travel .Quality high performance unit with spring preload, adjustable compression as well as rebound damping. No linkage
Swing arm	High strength forged aluminium alloy structure

Handlebar	Competitive high-strength aluminium alloy bar double tube ，material 7075 Φ28.6mm reducing to 22mm at bar ends, with GPX special ultra-soft off-road grip.
F/R rims	F 1.60×21, R 2.15×18, 7050 high strength aluminium rim ，forged CNC wheel hub. Stainless steel spokes
F brake system	Powerful Hydraulic alloy twin piston caliper with 260mm disc
R brake system	Powerful Hydraulic alloy twin piston caliper with 240mm disc
Others	
Air filter type	Sponge filter core filter type
Fuel type	92# and above grade gasoline. EFI models run best on to quality fuel
Motorcyclists	1 person（rider）
Maximum load weight	109kg

CONTROL

CLUTCH



The clutch is controlled by the clutch lever, which is fitted on the left side of the handlebar.

By adjusting 2 the screws indicated you can change the biting point of the clutch and the distance between the clutch lever and handlebar to your preference.

FRONT DISC BRAKE

The front disc brake is controlled by the hand brake lever, which is fitted on the right side of the handlebar.

By adjusting the small bolt on the lever you can change the biting point of the lever and the distance of the brake lever to your preference.

The front wheel adopts the floating - caliper disc brake, which is installed under the left front fork and fixed by two bolts.

THROTTLE LEVER

The throttle lever is located on the right side of the handlebar. The throttle is very sensitive.
Turn the throttle counter clockwise to increasing the engine speed and power output. The reverse will reduce the engine speed and power output. It will back to normal smoothly once you lease the handle.

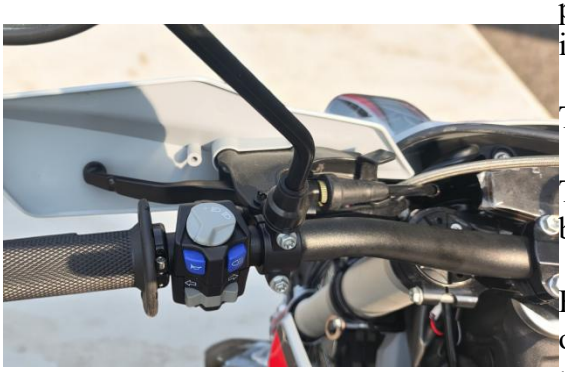
STARTING

The start button is the grey square one fitted below the red kill engine button . This is located on the right side of the handlebars, near the throttle grip.
It is expected that you will only need to press this grey button for a maximum of 2 seconds to start the motorcycle . Release the button as soon as the engine starts . If the engine does not start , then visit the troubleshooting pages for help.

Attention : When starting the motorcycle in any gear , you should operate the clutch with your left hand to avoid possible sudden forward motion when starting the GPX .

The red stopping button is fitted below the start button and should be pushed to stop the engine .

LEFT CONTROLS



The top circular switch operates the lights and turns the lights from the off position anti clockwise to the low beam position. In the next position anti clockwise the leadlight is turned from the low beam to the high beam position.

The blue buttom with the horn logo operates the horn

To the right of the horn button is the headlight flash button.

Beneath and at the bottom is the indicator switch . This operates to illuminate the left and the right indicator. It is not self cancelling .

The clutch lever beyond the left hand grip should be pulled in whilst the engine is running to engage the gears.

This lever should be released very slowly to allow the engine to propel the motorcycle forward.

If the user is not experienced then this should be learnt in a large flat open space under the advise of an experienced rider.

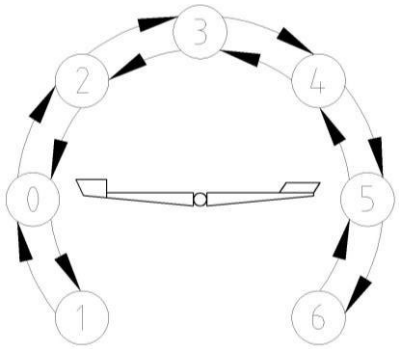
FUEL TANK SWITCH

fuel tank pump

The fuel tank has the electronic fuel pump located on the underneath of the right hand side. It is connected to the motorcycle with one waterproof electrical connection which provides power and also a quick release fuel pipe. To remove the fuel tank from the motorcycle both of these connections must be released and disconnected.

SHIFTING

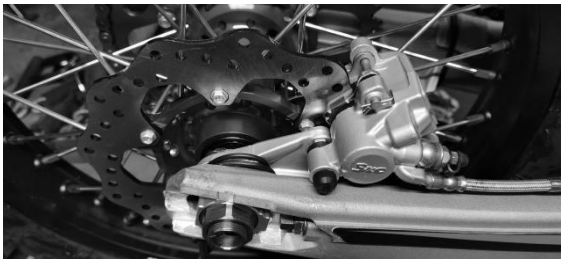
The gear shift is located on the left side of the engine. This is operated by the left foot by pushing down or by pulling up with your foot.



The GPX engine has six gear as International Standard, and you can find the illustration on the left.

REAR DISC BRAKE

The rear brake pedal is located on the right side of the engine and is operate by pushing down on it gently using the right foot. The height of this lever can be adjusted.



The rear brake adopts a floating caliper disc brake. This is located on the right side of the rear wheel and fixed by a disc brake bracket.

SIDE STAND SUPPORT

The GPX has a retractable side stand for parking. When parking, make the stand is fully down. When operating the motorcycle make sure the stand is retained in the up position by use of the black rubber band.

PREPARING FOR USE

ADVICE ON FIRST USE

1. Before your first trip, read the entire operating instructions carefully, especially the section of "Controls" and "Riding Instructions".
2. When driving, please carry out a standardized run-in period first.
3. If any parts problems are found during using, you can repair that according to this manual or contact GPX Dealers for professional aid.
4. After each use, clean the vehicle with running water.
5. GPX is not responsible for any vehicle problems caused by malicious acts

RUN-IN PROCESS

Motorcycle engines have a lot of relative moving parts, such as pistons, piston rings, cylinder blocks, meshing transmission gears, etc. Therefore, in the initial stage of use, the engine must be operated more gently than when riding afterwards . The running-in can make the moving parts adapt to each other, correct the working gap, and form a good smooth friction surface that can withstand larger loads. Only after standard running-in can the engine have excellent performance and reliability.

The recommended running-in steps are as follows:

1. 0-2.5h stage: Using under the throttle level of 50% ~ 75%, the speed should be changed frequently to avoid the motorcycle working at the same condition for a long time,
   Let the engine rest and cool down for 5 ~ 10 minutes after each 1-hour work.
   Do not accelerate suddenly to protect your throttle.
2. 2.5-4h stage: Using under the throttle level of 50% ~ 75% throttle and work for a long time at the same condition.
   In actual working, the throttle can be up to full level, but not more than 5 ~ 10 seconds;
3. 4-5h stage: Using under the throttle level of 75% ~ 100%
4. More than 5h: increase the speed to 60 ~ 80km/h, until the full engine performance can be used.

DANGER: When riding a motorcycle, do not speed up regardless of the consequences. This behaviour can easily cause engine damage and also cause safety accidents.
So, please ride the vehicle properly.

RIDING INSTRUCTIONS

PREPARATION BEFORE RIDING

1. Check fuel level in fuel tank and replenish if necessary.
2. Check fluid level in front brake fluid reservoir and replenish if necessary.
3. Check fluid level in rear foot brake fluid reservoir and replenish if necessary.
4. Check brake pad wear condition of the front brake.
5. Check brake pad wear condition of the rear brake.
6. Check that both brakes operate correctly.
7. Check the chain for the condition and correct tension
8. Inspect rear sprocket, engine sprocket and chain guide structure to ensure the condition is good.
9. Check the chain adjuster to ensure the lock bolts are tight.
10. Check the outer surface of the tire.
11. Check tire pressure.
12. Check battery level.
13. Check the thickness of the front disc brake.
14. Check the thickness of the rear disc brake.
15. Check the torque of each fastener.
16. Check the rear sprocket to ensure the condition is good.
17. Check engine casings and plastic cover parts to ensure a good condition.
18. Check the fuel pump primes

PRECAUTIONS FOR STARTING

The required to start the GPX are as follows:

1. Turn on the ignition key;
2. Listen to the fuel pump prime making a 2 second whirring noise
3. Pinch the clutch lever with the left hand;
4. Pinch the brake lever with the right hand;
5. Push the starter button until the engine starts but no longer than 2 seconds;
6. Release the starter button after the engine starts.

PRECAUTIONS FOR STOPPING

1. Check the condition of the vehicle and the rider’s Equipment before starting off.

2. Speed up slowly when just starting off.
3. Start in gear “1” to ensure safety.

PRECAUTIONS FOR TURNING

1. Take care to slow down in advance conditions when turning
2. Lower your centre of gravity to reduce the risk of side rolling when turning
3. Do not shift gears when turning

PRECAUTIONS FOR ACCELERATION

1. Do not accelerate in the corner
2. Remember to shift gears after acceleration

PRECAUTIONS FOR SHIFTING

1. Pinch the clutch lever before shifting gears
2. Do not rev the engine when shifting gears
3. Do not shift gears in the corner

PRECAUTIONS FOR BRAKING

1. Use the rear brake as your first brake operation, if necessary, use hand brake as a supplement.
2. Check fluid lever in the brake fluid reservoir frequently
3. Replenish the brake fluid reservoir if necessary according with the procedure in the manual

PRECAUTIONS FOR STOPPING & PARKING

1. Slow down gradually to 0 and then stop, do not emergency brake without emergency.
2. Slowly lean the motorcycle to the left until its weight rests on the side stand.
3. Shift the gear to “Neutral” before stopping.

RECOMMENDED SERVICE / INSPECTION SCHEDULE

	1 hour after each ride	every 10 hours/after every race	every 20 hours	every 30 hours
Check and charge the battery		●	●	●
Check the front brake		●	●	●
Check the rear brake and pads		●	●	●
Check the front and rear disc brake discs and pads		●	●	●
Inspect brake tubing for damage or leakage		●	●	●
Check the rear disc brake fluid level		●	●	●
Check the free-play of the brake pedal		●	●	●
Check the frame and swingarm		●	●	●
Check the swingarm bearing for wear			●	
Check the top of the shock absorber		●	●	●
Check the shock absorber lower bearing		●	●	●
Check tire surface condition	○	●	●	●
Check tire pressure	○	●	●	●
Check hub bearings for loose play. If found they need replacing		●	●	●
Check the wheel hub		●	●	●
Check for rim edge pulsation	○	●	●	●
Check the spoke tension	○	●	●	●
Check chain, rear sprocket, engine sprocket, guide sleeve and chain		●	●	●
Check chain tension and lubricate	○	●	●	●
Lubricate all moving parts (chain, handlebars, etc.) and check for smooth op		●	●	●
Check the front disc brake fluid level		●	●	●
Check the free play of brake handlebar		●	●	●
Check whether the steering head bearing for loose	○	●	●	●
Check valve clearance stone cold : Intake: 0.08 / 0.12 Exhaust: 0.12 /0.26. First check at 150 miles and 1300 miles thereafter				
Check clutch			●	
Change the gear oil *Immediately after the 150 running in period and then afterwards every 600miles				
Replace oil filter *At each oil change*				
Check the clutch and throttle cables for damage and sharp bend				
Check that the throttle cable is intact, free of sharp bends, and set correctly		●	●	●
Clean air filter and air filter tank	○	●	●	●
Check whether screws and nuts are tightened		●	●	●
Replace the fuel filter every 2000 miles	○	●	●	●
Check front and rear light fixtures	○	○	○	●
Final inspection: check whether the vehicle is running safely and conduct a test				
	○	●	●	●

○ One-off interval

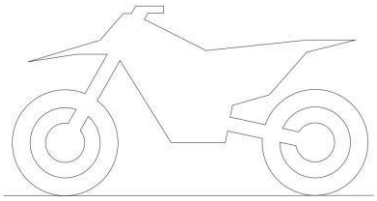
● Periodic interval

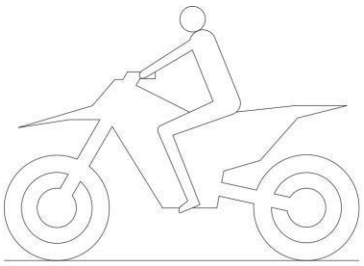
ATTENTION: This table is for reference only. Please adjust the maintenance cycle of the motorcycle according to the specific model and use situation.

WARNING: For the inspection, adjustment and replacement of the engine, please consult GPX Service Centre to avoid damage.

SUSPENSION SYSTEM

CHECK THE COMPRESSION AND REBOUND OF THE VEHICLE WITH THE RIDER ON BOARD





To ensure the best driving characteristics of the vehicle and avoid damage to swingarm, shock absorbers, linkage and frame, the basic setting of the suspension components must match the driver's weight.
The total standard rider mass of the GPX off-road motorcycle is shown in the table below.

GPX300efi	80～90-KGS

If the rider's weight is above or below the standard range, the basic setting must be adjusted accordingly. A small weight difference can be compensated by adjusting the rear shock absorber spring preload, but if the weight difference is large, the spring must be replaced.

ADJUSTING THE COMPRESSION DAMPING OF THE REAR SHOCK ABSORBER

You can adjust the compression damping by adjusting the chrome allen screw in the centre of the shock nut.

Turn counter clockwise to decrease damping(soft), or turn clockwise to increase damping(hard).

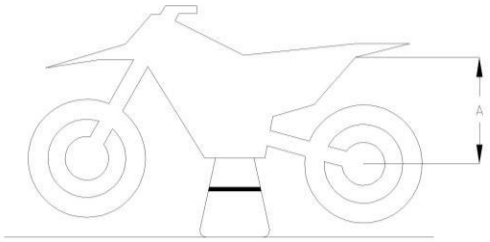
Warning - Do not loosen either of the bolts on the shock that are by the compression allen screw.

ADJUSTING THE REBOUND DAMPING OF THE REAR SHOCK ABSORBER

You can adjust the rebound damping by adjusting the screw with a flat bladed screwdriver.

Turn counter clockwise to decrease rebound damping(fast), or turn clockwise to increase rebound damping(slow)

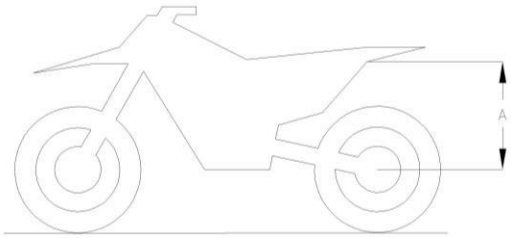
MEASURE THE DISTANCE BETWEEN THE CENTER OF THE REAR WHEEL AND THE REAR FENDER IN SUSPENSION



The measurement procedure is as below:

1. Place your motorcycle on its centre stand so that it is stable.
2. Select a fixed point on the side of the rear fender and mark it as "point 1".
3. Measure the distance from "Point 1" to the centre of the rear axle and record it as "A1".
4. Remove the motorcycle from the rack

MEASURE DISTANCE BETWEEN CENTER OF REAR WHEEL AND REAR FENDER UNDER NO LOAD



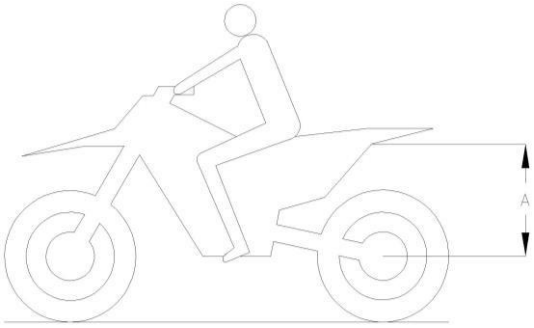
The measurement procedure is as follows:

1. The motorcycle is up right so that the centre surface of the tire is perpendicular to the ground
2. Measure the distance from the centre of the rear wheel axle of the motorcycle to "point 1" and record it as "A2".
3. Use a single stand to support the vehicle
4. Calculate the difference between "A1" and "A2" and denote it as "D1".

The value of "D1" when GPX motorcycle leaves factory is shown below

	D1
GPX300efi	10～34mm

MEASURE DISTANCE BETWEEN REAR WHEEL CENTER AND REAR FENDER IN DRIVING CONDITION



The measurement procedure is as follows:

1. The driver rides the motorcycle (the engine does not start)
2. Up right the motorcycle so that the centre surface of the tire is perpendicular to the ground
3. Measure the distance from the centre of the rear wheel axle of the motorcycle to "point 1" and record it as "A3".
4. The driver uses a single stand to support the vehicle and leave the seat

Calculate the difference between "A1" and "A2" and denote it as "D2".

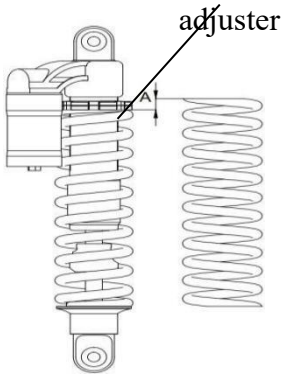
The factory default value of "D2":

	D2
GPX	50～100mm

If "D2" measured by the customer is lower than the factory value, you should decrease the spring preload appropriately; Conversely, increase the spring preload.

If "D2" is far less than the factory value, replace the spring with a softer one; Conversely, replace the spring preload with a harder one.

ADJUSTING THE SPRING PRELOAD OF REAR SHOCK ABSORBER



You can adjust the spring preload by adjuster.
Turn clockwise to increase spring preload,
Turn counter clockwise to decrease spring preload.

CHECK FOR THE SETTING OF FRONT SHOCK ABSORBER

The inspection procedure is as follows:

1. Place the whole motorcycle on the ground
2. Up right the vehicle
3. Hold the handlebars with both hands and press down on the front shock absorber
4. Observe the effect of pressure and rebound of front shock absorber

If it is difficult to press the front shock absorber, decrease the compression damping appropriately.

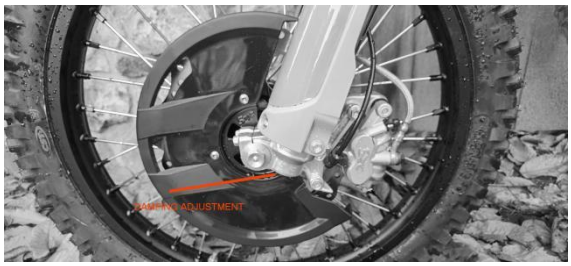
If it is difficult to rebound the front shock absorber, decrease the rebound damping appropriately. When the ambient temperature is high, the front shock absorber should also be properly bled of air using the bleed button on the top of the fork cap. Push the bleed button for 5 seconds to release all of the air. This air bleed button is located in front of the rebound knob that you can see in the photo beneath.

ADJUSTING THE REBOUND DAMPING OF THE FRONT FORKS

Adjusting Steps as follows:

1. Check the front shock absorber, to determine whether there is a need to adjust the rebound damping
2. Turn clockwise to increase rebound damping. Turn counter clockwise to rebound damping. This is the same for both the left and the right fork.

ADJUSTING THE DAMPING OF FRONT FORKS



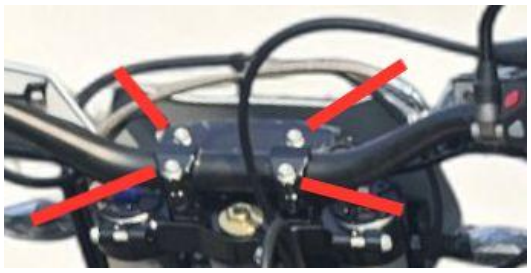
Adjusting Steps as follows:

1. Check the front shock absorber, to determine whether there is a need to adjust the damping
2. Adjust the damping by rotating using your fingers to turn the knob.

Turn clockwise to increase damping,
Turn counter clockwise to decrease damping.

This is the same for both the left and the right fork.

ADJUSTING THE HANDLEBAR

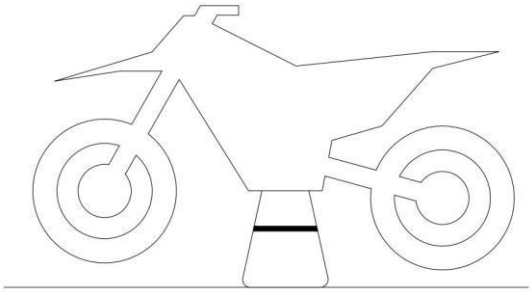


The handlebars of the vehicle can be adjusted according to the customer's driving habits. The specific steps are as follows:

1. Remove the handlebar cover and handlebar pad on the handlebar.
2. Loosen the bolts securing the upper handlebar clamp so that the handlebar can be turned.
3. Sit on the whole vehicle and hold the handlebar to the position where both hands are placed naturally.
4. Tighten the bolts of the upper handlebar clamp to the correct torque setting.
5. Observe the position of the handlebar, if not satisfied, repeat the above process.
6. Refit the handlebar cover and pad.

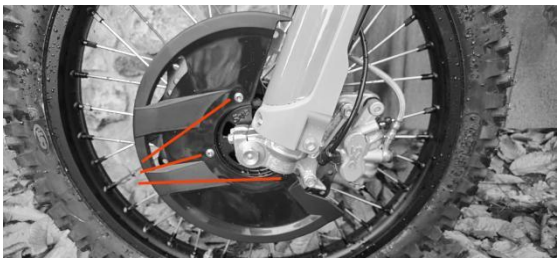
VEHICLE MAINTENANCE

PLACEMENT



Raise you motorcycle on its centre stand always when carrying out the related maintenance.
It is helpful to remove or install various parts.

REMOVING OR INSTALLING THE DISC BRAKE COVER

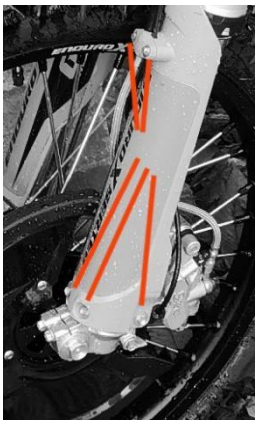


Removing steps are as follows:

1. Turn the front wheel to the straight ahead position.
2. Use an allen key to remove the 3 mounting screws.
3. Remove the disc brake cover.

Installing steps:
The instalment should be carried out in the reverse order of removal.

REMOVING OR INSTALLING THE FRONT FORK PROTECTION GUARDS



Removing Steps are as follows:
Left and right are as if sitting on the motorcycle.

Left guard.
1. Remove the 2 small screws retaining the brake hose clip.
2. Remove the 3 lower screws .
3. Remove the plastic fork protection guard.

Right guard.
1. Remove the 3 lower screws .
2. Remove the plastic fork protection guard.

Installing steps:
The instalment should be carried out in the reverse order of removal.

REMOVING OR INSTALLING THE FRONT BRAKE DISC CALIPER

Removing Steps are as follow:
1. Remove the front brake fluid hose clamp from the left fork protection guard.
2. Remove the front brake master cylinder from the handlebars.
3. Remove the front disc brake caliper.

Installing Steps:
The instalment should be carried out in the reverse order of removal.

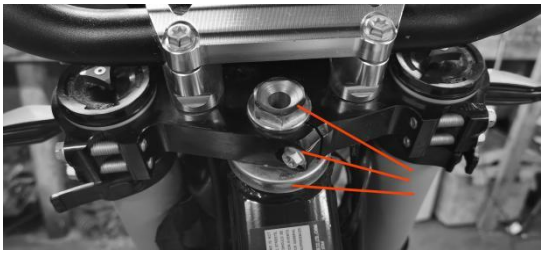
REMOVING OR INSTALLING THE FRONT SHOCK ABSORBER

Removing Steps as follows:

1. Remove the front disc brake caliper.
2. Remove the fork protection guards
3. Remove the front wheel.
4. Loosen the 4 upper clamp bolts of each fork leg.
5. Remove the front fork leg on each side.

Installing Steps:
The instalment should be carried out in the reverse order of removal.

REMOVING OR INSTALLING THE STEERING TRIPLE CLAMPS



Removing Steps are as follows:

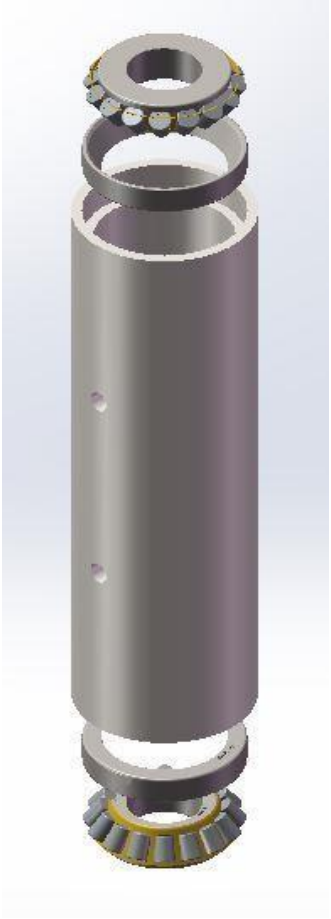
1. Remove the headlight
2. Remove the front wheel
3. Remove the front brake caliper
4. Remove both front forks
5. Remove the handlebars
6. Remove the lock nut and the punch bolt of the steering column as indicated
7. Remove the upper steering clamp
8. Remove the headstock bearings adjusting nut of the steering column
9. Remove the lower steering clamp
10. Remove the steering column
11. The installation is carried out in the reverse order of removal

CHECK THE FRONT STEERING

Check the front steering steps are as follows:

1. Put the GPX on a stand lifting both wheels off the ground.
2. Turning the handlebars left to right to control . It should move smoothly and there should be no obstruction.
3. If you find that the steering of the GPX is feeling graunchy , stiff or is loose with excessive movement please remove the top and bottom steering clamps to check that the bearing is both clean and greased and also that it is adjusted to the correct tension. If you are in any way unsure about this , seek help from a GPX dealer.

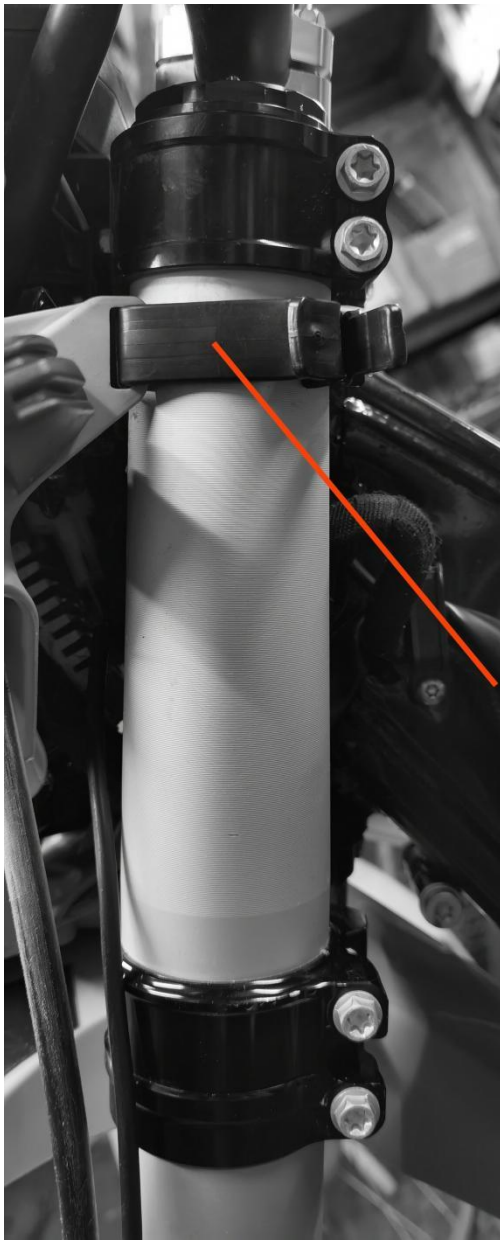
LUBRICATION AND INSTALLATION OF STEERING HEAD BEARING



When installing the steering bearing on the head, apply a layer of lithium-based grease on the surface of the roller.

Refer to the figure on the left for specific installation.

REMOVING OR INSTALLING FRONT HEADLIGHT



Removing Steps are as follows:

1. Remove or loosen the rubber fixing strap on both the left and right fork suspension leg.
2. Remove the headlight
3. Pull out the connector between headlight and main cable

Installing Steps:

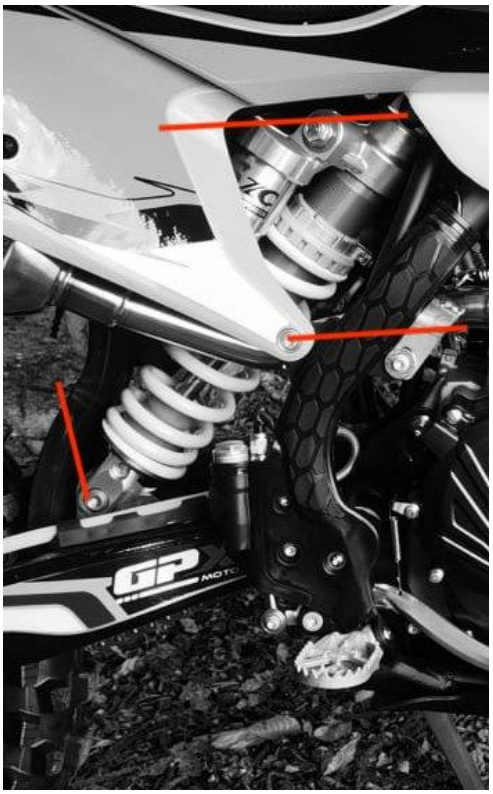
The instalment should be carried out in the reverse order of removal.

REMOVING OR INSTALLING THE FRONT FENDER

Removing Steps are as follows:
1. Remove the 2 fixing screws.
2. Pull out the Front Fender.

Installing Steps:
The instalment should be carried out in the reverse order of removal.

REMOVING OR INSTALLING THE REAR SHOCK ABSORBER



Check the rear shock absorber to determine the performance of the unit.

Please follow the steps below to removing the rear shock absorber:
1. Remove the rear silencer.
2. Remove the upper and lower mounting bolts of the rear shock absorber and the sub frame bolts.
3. Remove the bolt as indicated on the lower U-shaped rocker arm.
4. Remove the connecting bolts between the rear shock absorber and the triangular rocker arm;
5. After confirming that there is no interference, take out the rear shock absorber from the side;

Perform the Installation in the reverse order of removal.

REMOVING OR INSTALLING THE SEAT CUSHION

Removing Steps are as follows:

1. Remove the one fixing bolt at the front of the seat .
2. Lift the seat upwards

Installing Steps:
The instalment should be carried out in the reverse order of removal.

REMOVING OR INSTALLING THE AIR FILTER HOUSING

Removing Steps are as follows:

1. Using both hands pull gently and firmly to release the air filter cover.
2. Pull smoothly but with good pressure.

Installing Steps:
The instalment should be carried out in the reverse order of removal , but reapply grease on the locating pins to ease installation and removal.

NOTE: GPX adopts a unique tool-free maintenance design. The side cover of the air filter can be removed or installed from the main body of the cover only by hands.

REMOVING OR INSTALLING THE AIR FILTER

Removing Steps are as follows:

1. Remove the air filter on its cage.
2. Gently stretch the air filter to remove it from the cage it is located on .

Installing Steps:
The instalment should be carried out in the reverse order of removal.

CLEANING AND MAINTENANCE OF AIR FILTER

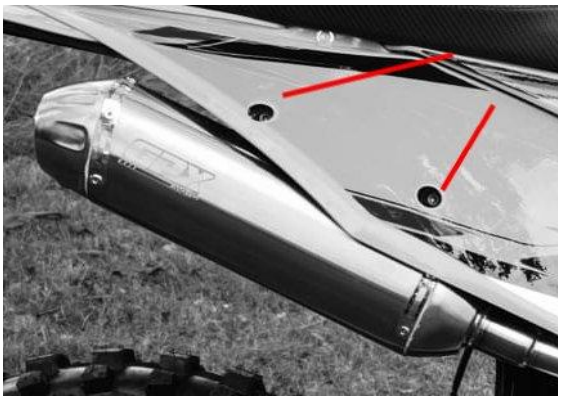
Before performing maintenance on the air filter parts, it is necessary to check the filter first. Follow this direction:

1. Check whether there are cracks on the surface of the air filter rubber hose that connect the carburettor to the air box.
2. Check whether the air filter sponge is damaged.
3. Check whether the lugs that connect it to the air box are damaged.
4. Check whether there is any damage to the air filter housing.

If the air filter or any components are damaged, replace the corresponding parts .If no parts are damaged, perform maintenance as follows:

1. Clean the inside of the air box so that no dirt remains on nay surfaces.
2. Remove the sponge air filter and remove the frame from within it.
3. Clean the sponge with air filter cleaner .Afterwards soak the surface of the air filter element with air filter oil. If there is any damage to the sponge replace it.
4. Clean the surface of the air filter sponge cage, let it dry naturally, and then apply a layer of oil on the surface.
5. Installation is the reverse of removal.

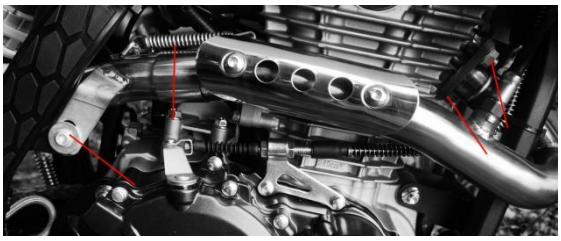
REMOVING OR INSTALLING THE EXHAUST PIPE



Removing steps as below:

1. Undo the clamp bolt joining the front to the rear exhaust.
2. Remove the rear silencer by removing the one nut behind the clamp and the two most rear fixing bolts on the silencer, as indicated.
3. Remove the rear silencer by pulling backwards firmly.
4. Undo the 2 bolts that secure the front exhaust to the cylinder head.
5. Remove the front exhaust from the motorcycle.

REMOVING OR INSTALLING THE REAR SILENCER



Installing Steps:
The instalment should be carried out in the reverse order of removal.The exhaust pipe and the silencer can guide the gas emission and reduce the noise.
If the exhaust pipe is rusty or ruptured or damaged by impact, please replace it with a new one immediately. If the noise is too high or the engine performance is degraded, replace the muffler tube or repack the silencer tube with specialist wadding.
For the cleaning of the exhaust system, please consult with GPX dealers before operating.
If you need to replace the muffler tube, please follow the steps below:

- Unscrew the 2 mounting bolts of the silencer.
- Unscrew the fixing bolts of the silencer.
- Loosen the buckle at the connection between the silencer and the exhaust pipe
- Pull out the silencer backwards
- Drill to remove the rivets securing the steel front and rear caps to the silencer.
- Pull the caps away and remove the inner tube. Remove the old wadding/packing
- Firmly wrap the inner tube in new wadding.
- Insert the inner tube into the silencer and replace the end caps
- Rivet the end caps onto the central alloy pipe.
- Replace the silencer and install the fasteners

Installing Steps:
The instalment should be carried out in the reverse order of removal.

REMOVING OR INSTALLING THE FUEL TANK

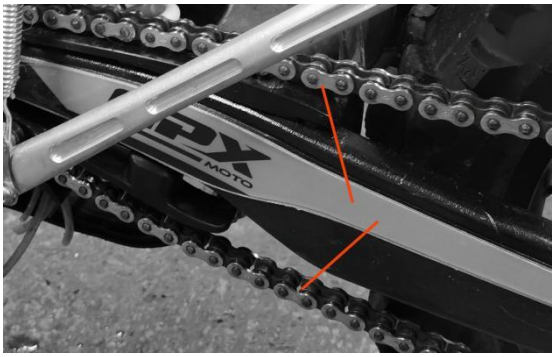
Removing steps as below:

1. Remove the seat .
2. Remove the left and right radiator shroud screws.
3. Unscrew the single central fuel tank installation screw.
4. Remove the fuel tank from the frame.

Installing Steps:

The instalment should be carried out in the reverse order of removal.

CHECK AND CLEAN THE CHAIN



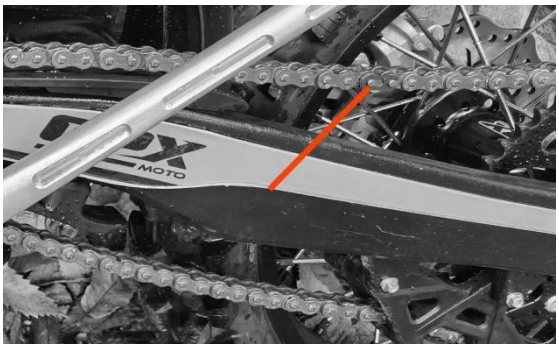
Checking the condition of the chain:

1. Observe the chain from the rear of the vehicle to check whether the chain is skewed as a whole
2. Rotate the rear wheel by hand and observe whether the rotation of the rear wheel is easy and the chain movement is smooth
3. Carefully check the gap between the chain links to ensure there is no dirt and that it is well lubricated.

Clean the Chain:

Use a special cleaning detergent to wash the chain links. Wait until the chain is naturally air-dried, and then apply a layer of chain oil to the surface of the chain using a spray can, a brush or a pump can.

REMOVING OR INSTALLING THE CHAIN



Removing the Chain:

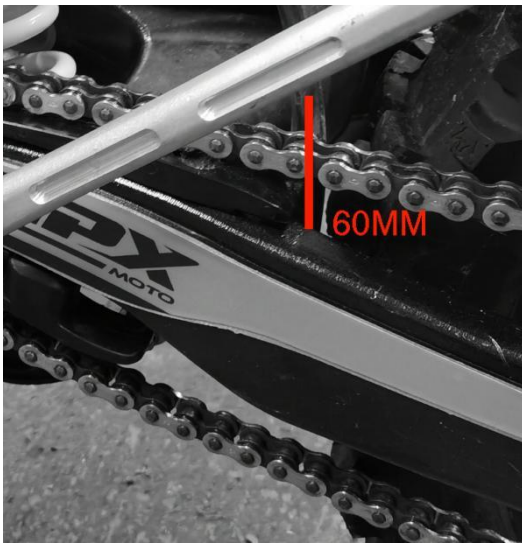
1. The new standard chain is rivetted for strength and security. It will need to be split or cut to be removed and changed. It will be possible to change sprockets without removing the chain but this is not recommended.

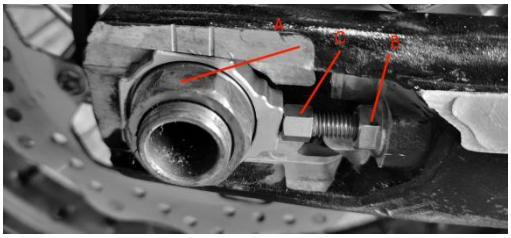
Installing Steps:

The instalment should be carried out in the reverse order of removal.

The chain adjustment should be checked afterwards.

CHECK AND ADJUST THE CHAIN TENSION





The chain transfers the power output from the engine to the wheels. It is therefore important that the chain is in good condition , is well lubricated and works correctly. It is an important part of the motorcycle. The chain needs frequent inspection and maintenance to ensure its normal use.

The chain tension can be adjusted according to requirements, the steps are as follows:

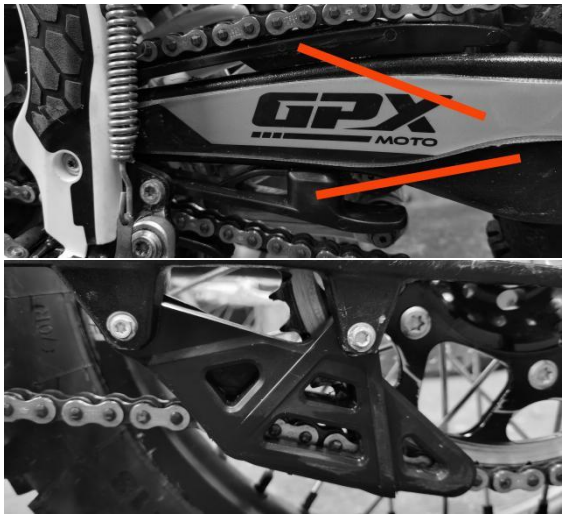
1. Stand the motorcycle with rear wheel suspended.
2. In accordance with the guide photo and at the rear of the chain guide , pull the chain upwards so that it is taut. The distance between the chain and the swinging arm should be 50 - 60mm.
3. Be aware that sometimes the chain may become slightly more loose and slightly more tight as you spin the wheel. You must find a compromise, so that the average measurement is 50-60mm.
4. If the chain does not match this measurement please adjust the chain.
5. Loosen the rear axle nut (A)
6. Loosen the locking nut (B) on both sides of the swinging arm.
7. By using the notches on the swinging arm as a guide , adjust bolt (C) to symmetrical and equal settings on both sides of the swinging arm.
8. Tighten the chain to the correct chain tension.
9. Tighten the rear axle nut.
10. Check the chain tension again and re-adjust if necessary.

When checking the chain tension, you should also check the plastic chain guides, the chain split link and both front and rear sprocket for wear or damage .

When the chain is over-used, or the stretch exceeds 2%, the chain should be replaced. Replace and change the relevant guide rail and both sprockets at the same time. If you only replace the chain without replacing both sprockets the new chain will very quickly be worn and the service life will be much shorter. In any circumstances it is normal for these items to wear at a reasonable rate , due to the harsh condition they operate in.
We repeat , from an economic point of view, it is worthwhile to replace the entire chain drive system at the same time.
At any time, you should use the original parts from GPX factory or the ones authorized by GPX .
The chain needs to be lubricated regularly, see the lubrication section for details.

NOTE: The alternating wet and dry working environment will greatly shorten the service life of the chain and its surrounding accessories. Therefore, please follow the correct lubrication method and select a suitable lubricant for lubrication.
NOTE: If the chain needs to be tightened frequently, or if you find any signs of wear on the front sprocket, rear sprocket and the chain, please contact GPX dealer for a thorough inspection to avoid safety problems.

CHECK THE STRUCTURE OF THE REAR SPROCKET, ENGINE SPROCKET AND GUIDE CHAIN



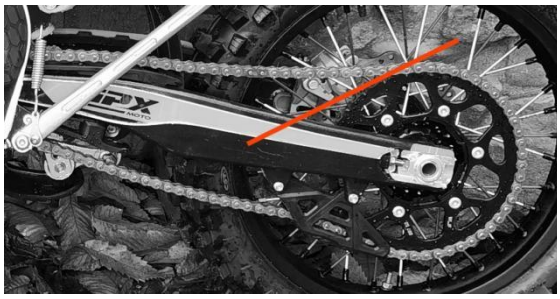
Check the condition of the swinging arm rubber and the chain guide as per the guide photos.

Under normal circumstances, these two parts play a role in guiding the movement of the chain. If they are over worn this will affect the transmission function and thereby be harmful to normal movement of the chain and other components of the motorcycle.
Therefore, you must change the over-worn chain guide and chain protector in order to ensure that the motorcycle works normally.

CHECK THE FRAME

Checking Steps are as follows:
1. Check whether the paint on the surface of the frame is damaged or not.
2. Check whether the fixed points of the frame are deformed or not, especially the installation points of the engine, swinging arm and rear shock absorber.
3. Check whether there are cracks on the surface of the frame, especially on the welded areas.

CHECK THE SWINGING ARM



Checking Steps are as follows

1 Check whether there are cracks on the surface of the swinging arm
2 Check whether there is any deformation at the mounting point where the swinging arm joins the frame.
3 Check whether the paint of the swinging arm is damaged or not.

CHECK THE THROTTLE CABLE

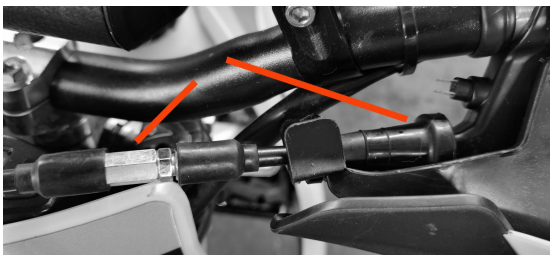
Checking Steps are as follows:

1 Turn the throttle and release, to observe whether the throttle is smooth and returns properly.
2 If there is excess play in the cable as you turn the throttle , this can be adjusted to the correct setting with a screw adjuster by the throttle. However be very careful that you do not put pressure on the cable making the engine rev.

CHECK THE HANDLEBAR POSITION

This setting is very personal to the operator. You should sit on the motorcycle and rest your hands on the handlebars naturally, and feel whether the position of the clutch grip and brake grip are comfortable or not.
If it does not feel comfortable adjust the components accordingly .

ADJUST THE POSITION OF THE CLUTCH LEVER



The clutch position can be adjusted according to the riders wishes:
The 2 adjusters change the distance between the clutch lever and the handlebar grip .

MAINTENANCE OF THE BRAKE SYSTEM

CHECK THE FREE-PLAY OF FRONT BRAKE LEVER

Checking steps as below:

1. Rest your right hand on the right hand grip naturally
2. Use the index finger and middle finger of your right hand to check the free play. At this time, two fingers are normally required to be able to hook and pull the handle.
3. Pinch and release the handle and feel the resistance. If the lever feels soft and pulls into the handlebar with little braking power , it is possible that air has entered the hydraulic brake system. You should check the entire brake system and take measures accordingly.

CHECK THE CABLE OF FRONT BRAKE LEVER

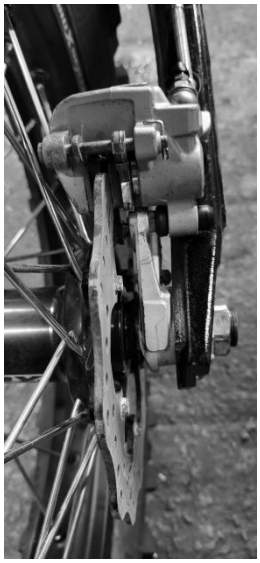
The front brake lever can be adjusted to suit the different groups.

The adjustment steps are as follows:

1. Loosen the fixing 10mm nut.
2. Turn the adjusting allen screw to adjust the angle of the handlebar to the position you are satisfied with.
3. Tighten the fixing nut.

DANGER: You should test the brake system (including front brake and rear brake) every time you go to ride the motorcycle.

CHECK THE DISC BRAKE



Checking Steps are as follows:

1. Check whether there are cracks, dents and other damages on the surface
2. Measure the thickness of the rear disc and compare it with the limit thickness required.
3. If the thickness of disc brake is less than or equal to the limit thickness of the disc brake, it must be replaced immediately.

The limit thickness table of disc brake is as follows:

	Limit thickness of Front Brake Disc	Limit thickness of Rear Brake Disc
GPX	2.5mm	3.5mm

CHECK THE FRONT BRAKE LIQUID LEVEL

GPX uses hydraulic disc brakes that contain DOT 4 brake fluid You can check the liquid level through the observation glass hole.

If the liquid level is lower than the bottom edge of the observation hole, you should immediately replenish the fluid to the upper edge.

REFILL THE BRAKE FLUID LEVEL

You should check/refuel the liquid level regularly.
If the brake fluid is mixed with water, soil or other particles, the brake fluid should also be replaced.
It is recommended to use DOT4 brake fluid.
Danger: Do not mix different types of brake fluid and pour it into the brake system for use. The use of brake fluid must meet the braking requirements. Please do not use the brake fluid in an unsealed container. The brake fluid may deteriorate when exposed to the air, which will affect the braking effect. Do not use used brake fluid.

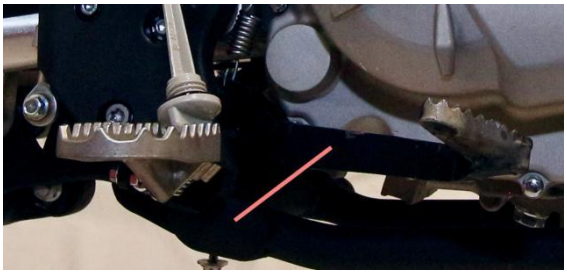
NOTE: You should change the brake fluid once a year, even it has not used for a long time.
IMPORTANT _ The brake fluid is extremely corrosive and you should protect yourself from this . The fluid will also damage paint and aluminium , so ensure that you do not let the fluid come into contact with anything other than a disposable or old container.

CHECK THE FRONT BRAKE PADS

Check the thickness of the pads of brake caliper.
You must change the pads if the thickness is less than the minimum thickness of the brake pads.
The minimum thickness of the brake pad is 2 mm.

NOTE: The brake pads should be replaced as a complete set. If you are not sure to complete the replacement work, please go to the GPX dealer and have a professional to complete the replacement.

CHECK THE FREE-PLAY OF FOOT BRAKE



In normal use,the free-play of the brake pedal is shown in the table below.
Check the brake lever and pay attention to whether the stroke is correct.

Model	Free-Play
GPX	25～30mm

CHECK THE REAR BRAKE DISK LIQUID LEVEL

Check the Liquid level through the Observing Hole. The liquid level should higher than minimum level as required.

You should refuel it if it is insufficient with DOT 4 brake fluid.

NOTE: Do not splash the brake fluid on the paint surface, which may cause corrosion.

DANGER: Please pay attention to check whether the brake fluid is leaking and whether the brake fluid pipe is damaged.

If so, please contact GPX dealer.

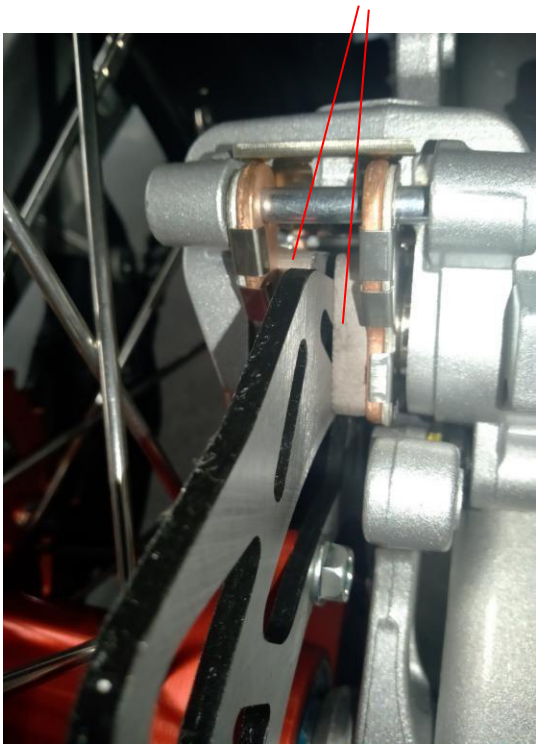
REFILLING THE REAR BRAKE DISK BRAKE FLUID LEVEL

Refilling steps are as follows:

1. Remove the screw.
2. Remove the cap.
3. Refill the brake fluid to a proper level.
4. Re-load the cap.

It is recommended to use DOT4 brake fluid.

CHECK THE REAR BRAKE PADS



After checking the thickness of the brake pads of the brake caliper, the thickness should not be less than 2 mm. If the thickness of the brake pads is lower than the minimum thickness, the entire set of brake pads should be replaced immediately.

WARNING

DANGER: If it is found that the brake system is too worn, the corresponding parts should be replaced immediately to avoid safety accidents.

The specific work should be carried out after consulting the GPX dealer.

TIRE INSPECTION AND MAINTENANCE

REMOVING OR INSTALLING THE FRONT WHEEL

Removing Steps are as follows:

- Lift the motorcycle off the ground and Stabilize it by using a motorcycle stand.
- Remove front disc brake cover.
- Loosen the 2 front wheel axle pinch bolts on each side.
- Holding the front wheel with one hand, withdraw the front wheel axle gradually with another hand
- Remove the front wheel

Installing Steps:
The instalment should be carried out in the reverse order of removal.

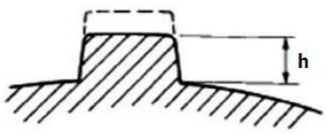
REMOVING OR INSTALLING THE REAR WHEEL

Removing Steps are as follows:

- Remove the chain.
- Loosen the rear wheel axle bolts
- Holding the rear wheel with one hand, withdraw the rear wheel axle gradually with another hand
- Remove the rear wheel

Installing Steps:
The instalment should be carried out in the reverse order of removal.

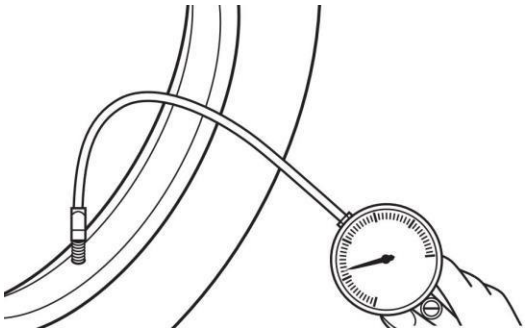
TIRE INSPECTION



Checking Steps are as follows:

1. Check the tires if there are crosswise lines, if the tire has a nail or glass fragments in it, or if the sidewall is cracked.
2. Check the tire thread worn, if the height of tire plies lower than minimum require, replace the tire right away.
   The minimum height requires: 3mm

CHECK TIRE PRESSURE



Check the tire pressure by using a pressure gauge.
If it happens frequently with lower pressure problem, find out if there is a deflation or not and contact the GPX Dealer for help.

Pressure advice

	Front Tire	Rear Tire
GPX	30psi	30psi

NOTE: Do the checking work only on cold tires (i.e., when the temperature of the tires equals the ambient temperature).

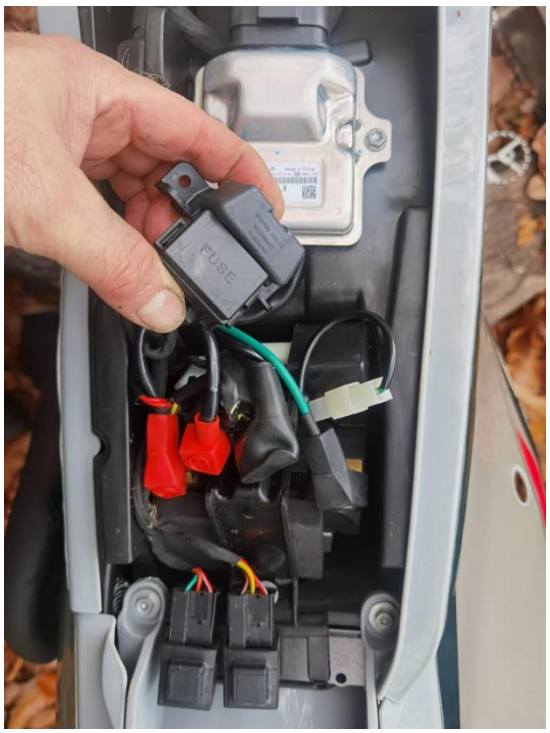
CHECK SPOKE

Use your fingers to move the adjacent spokes to check whether the tire spokes lack tension. If you find that the spokes are loose and weak, you must check all the spokes and both wheels.

If there is any further problem, please contact the GPX dealer.

ELECTRICAL SYSTEM

REMOVING OR INSTALLING THE BATTERY



Removing Steps are as follows:

1. Removing the seat
2. Disconnect cable from the battery
3. Remove the screw on battery holder
4. Pull the battery up and out.

Installing Steps:
The instalment should be carried out in the reverse order of removal.

CHANGING THE BATTERY

If you found bubble appears in the surface of the battery or it needs frequent charging, you should change the battery.

The new battery should use GPX original Battery or authorized one by GPX.

The battery size:HJTX5LFPZ

DANGER: Driving a motorcycle with a damaged throttle cable is undoubtedly a very dangerous behaviour. The normal throttle cable should have a free stroke of at least 5mm. Start the engine and turn the handlebar left and right. If the engine stalls or accelerates due to the movement of the handlebar, the throttle cable may be improperly adjusted or damaged. Make sure that the throttle cable is normal before driving the motorcycle.

CHECK THE SHIFT LEVER POSITION

Gear lever

The inspection steps are as follows:

1. Raise the whole vehicle so that the centre plane of the tire is perpendicular to the ground
2. The line of sight is level with the tread surface, and observe the position of the gear lever head
3. The shift head should be level with the tread surface of the footrest or slightly lower than the tread surface

If the gear lever is higher than the tread surface, the shift head should be adjusted downwards; if the gear lever is excessively lower than the tread surface, the gear lever should be adjusted upwards.

Adjust the gear lever postion

Adjusting Steps are as follows:

1. Loosen the fixing bolts of the shift lever.
2. Remove the shift lever.
3. Turn the shift lever to a suitable position and install the spline.
4. Tighten the shift lever fixing bolt.

INSPECTION OR REPLACEMENT OF SPARK PLUGS

The engine spark plug torque is 25～30N•m.
The spark plug must be disassembled regularly to check the distance between the electrodes (0.6 ~ 0.7 mm). If the spark plug contains oil or cinder, wipe it off with a wire brush or similar. Use a measuring instrument to measure the distance between the electrodes and adjust them to prevent abnormal bending of the external electrodes. If the spark plug electrode is rusty, damaged, or the insulator is broken, the spark plug must be replaced.

NOTE: The spark plug should be checked every 20 hours accumulated and replaced every 40 hours accumulated.

NOTE: If the engine performance drops, replace the spark plug to restore normal performance.

LUBRICANT SELECTION

Fully synthetic 10W/40
Especially suitable for wet clutches
High wear resistance
API SN Plus (Euro 5 compatible)
JASO MA2

Lubricating oil is an important factor affecting the performance and life of the engine. It must be selected according to regulations. It is forbidden to replace it with ordinary engine oil, gear oil, vegetable oil, etc.

When the GPX leaves the factory the 300efi is fitted with Fully synthetic 10W/40 grade motorcycle oil. This oil must meet the specification listed here. It must be motorcycle oil and not general car or workshop oil.

Fully synthetic 10W/40
Especially suitable for wet clutches
High wear resistance
API SN Plus (Euro 5 compatible)
JASO MA2

LUBRICANT INSPECTION

If the engine is running, turn off the engine and wait a few minutes for the oil to reach the bottom of the crankcase. Place the engine vertically on the ground . Unscrew the engine oil dipstick and remove any oil with a clean rag/ tissue. Replace and screw in fully. Remove again and check that the oil lever falls near the upper lever on the dip stick. If it does not then add the correct grade of oil to bring the level to the correct height.

If the oil level is higher than the upper graduation line, the excess oil should be discharged.

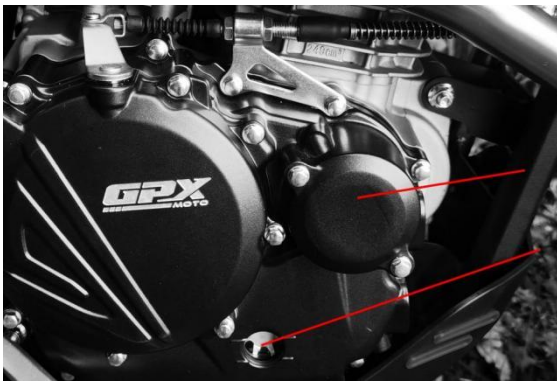
The GPX 300efi engine should be fitted with 10W/40 fully synthetic motorcycle oil only. NOT car oil as car oil will damage the clutch quickly. This is the specification -

Fully synthetic 10W/40 Jaso
Especially suitable for wet clutches
High wear resistance
API SN Plus (Euro 5 compatible)

Approx 1.2 lites capacity or 1.4 litres when totally dry.
JASO MA2

LUBRICANT REPLACEMENT

When replacing the lubricating oil, it should be done before the engine is warm and has not yet cooled, so as to ensure that the lubricating oil in the crankcase can be discharged quickly and completely. When replacing, place an oil pan under the engine and unscrew the oil bolt A to release the lubricating oil. Check the plug gasket for damage, and replace it with a new one if it is damaged. When the lubricating oil is completely discharged, install and tighten the oil drain bolt and gasket. The tightening torque is: 15～20N·m. Refill with 1.4 litres (1400ml) of new lubricating oil and check the oil position. You may think you have filled the engine to the correct level , however start the engine for 45 seconds and then stop the engine. Check the oil level again to obtain the correct level.The GPX 300efi engine should be fitted with fully synthetic 10W/40 motorcycle oil only. NOT car oil as car oil will damage the clutch quickly.



It is also very important to follow the maintenance schedule and regularly change the oil and replace the oil filter. Changing you oil regularly and cleaning this filter will ensure your motorcycle engine lasts a long time and gives you good performance.

IT IS VERY IMPORTANT TO ENSURE THE RUBBER END OF THE PAPER OIL FILTER IS FACING OUTWARDS

To replace the oil filter, firstly drain the engine of oil. Then remove both 8mm headed boths . Remove the cover and extract the paper air filter and inspect for suspicious foreign elements . Afterwards dispose of this filter and the old oil sensibly. Replace oil filter with new and replace cover and drain plug with new copper washer. Then replenish the engine with fresh new oil and refill to the correct level. There is an oil

level window as well as a dipstick to check the level .You may think you have filled the engine to the correct level , however start the engine for 45 seconds and then stop the engine. Check the oil level again to obtain the correct level.The GPX 300efi engine should be fitted with fully synthetic 10W/40 motorcycle oil only. NOT car oil as car oil will damage the clutch quickly. Please see the exact specification elsewhere in this document.

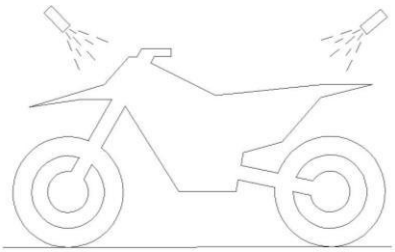
MOTORCYCLE CLEANING

The cleaning of the vehicle is also an important part of the daily use and maintenance of the motorcycle. Frequent cleaning of your motorcycle can keep your car in a good state of motion and prolong its service life. You can clean your motorcycle through the following steps:

1. Cover the exhaust system to prevent water from entering;
2. Remove the plastic air box cover and air filter + filter frame . Fit a plastic inner air box washing cover over the entrance to the engine manifold or you can fit a polythene bag over the air filter foam whilst you are washing the machine.Refit the plastic air box cover . This will protect water from entering the manifold during washing. NEVER clean the inside of the air box with a hose or flowing water. If you clean the inside of the air box , do this with by fitting the plastic inner air box washing cover. Neither water or dirt should travel from the air box down the tube manifold towards the engine.
3. Seal the lock and all connectors with tape;
4. Use a low-pressure water spray device to remove the mud and dirt on the surface;
5. Use a special motorcycle cleaner to clean particularly dirty places;
6. Flush with low-pressure water flow;
7. Let the motorcycle air dry naturally or speed this up with compressed air or a leaf blower.Drive the motorcycle for a short period of time until the engine reaches the working temperature;
8. Lubricate the chain and all other parts that need to be lubricated.
9. After washing its is always best to dry the motorcycle with an air line or a garden leaf blower . This will contribute greatly to stopping corrosion and retaining the shine. Pressure washers are extreme and they force water into bearings and seals and past small o rings. With this in mind remember not to use high water force on the fuel injection system or the bearings or the electric connectors and components AT ALL.

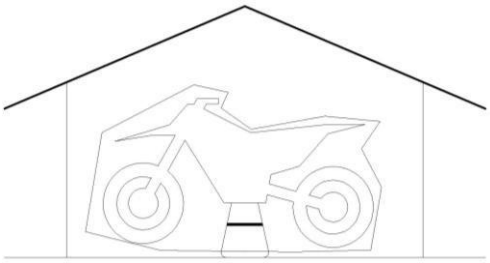
STORAGE

PREPARING FOR LONG STORAGE



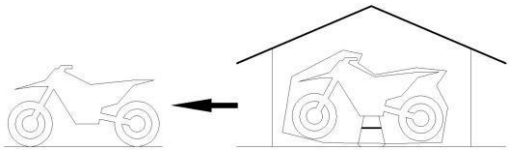
If you want to garage the motorcycle for a longer period, take the following steps.

1. Block the exhaust port of the muffler tube;
2. Remove the battery
3. Clean the motorcycle
4. Wait for the motorcycle to dry naturally;
5. Empty the fuel tank (if not used for a long time, the gasoline will deteriorate);
6. Lubricate the chain;
7. Apply oil to all unpainted metal surfaces to avoid rust;
8. When storing the motorcycle, keep the motorcycle wheels suspended. If this condition cannot be achieved, you can use cardboard to pad under the motorcycle tires;
9. Cover the motorcycle to prevent dust and dirt.
10. Move the motorcycle into a dry room and place it.



NOTE: When applying anti-rust oil, please do not splash the oil on the brake and rubber parts, otherwise the rubber may be aged.

PREPARING FOR USE AFTER LONG STORAGE



After the motorcycle has been stored for a long time, please follow the steps below when it is put into use:

1. Take out the blockage in the exhaust port of the muffler tube;
2. Tighten the spark plug;
3. Fill the fuel tank with fuel;
4. Install the battery;
5. Check the items that need to be checked before daily driving;
6. Routine lubrication for motorcycles.