CLEVELAND CYCLEWERKS
ACE 250CC/CCW ACE USER MANUAL

03.02.2015 rev 3
DO NOT RIDE IF YOU ARE UNDER THE AGE OF 16.

Always wear all necessary and properly fitting protective equipment when operating this motorcycle.
WARNING: To reduce the risk of injury, the user must read and understand the operator's manual before using this product. This manual contains important safety information and instructions, which should be read carefully before operating this vehicle.

SAVE THIS MANUAL FOR FUTURE REFERENCE

CCW 125/250 Standard

The instruction manual covers the basic model as example. There are some differences among various models. For any unconformity between your vehicle and the instruction manual, the real vehicle shall prevail.

Introduction

Dear Customer,
Thank you for choosing Cleveland CycleWerks, we know you have many choices of motorcycles that you could have chosen; your show of confidence in Cleveland is appreciated. Our designers, engineers and entire staff have placed a considerable amount of passion and knowledge into the development and manufacturing of vehicle that you have chosen.

We do our best to provide a trouble free and exceptional product from the factory. We recommend you to strictly follow the instructions given in this manual, paying close attention to the break-in period of this motor vehicle.

The instructions contained in this manual will help you make the most of your motorcycles performance and operational life. This manual provides useful information on how to take care of your vehicle, and also describes routine maintenance operations.

For any servicing or assistance you might need, please contact our authorized dealer and/or service centers.

Cleveland CycleWerks makes every attempt possible to verify the accuracy of our user manuals, we understand mistakes happen, as manuals are written during the development of the vehicle, specifications and variations do occur between writing the manual and production, we clearly state this and note that variations may happen between the manual and production. Every country has a unique set of laws and statutes, your countries model may vary slightly from the images or descriptions, due to each individual countries compliance regulations.

The information contained herein is valid at the time of printing. Cleveland CycleWerks reserves the right to make changes required by the future development of the above mentioned products. We do our best to verify the accuracy of this manual, but mistakes do happen, no liability is accepted for mistakes during the drafting of this manual.

For your safety and reliability of your vehicle, use original CLEVELAND CYCLEWERKS spare parts ONLY.

Contents

Chapter 1: User Instructions

Instructions on safe riding of motorcycles

Wear a safety helmet. Safe riding starts from wearing a safety helmet. This is an important factor in motorcycle riding. A high-quality safety helmet is the first line of personal protection in motorcycle riding. The most serious traffic accident is head injury. Therefore, we recommend wearing a safety helmet while riding your motorcycle, and wear a pair of proper protective glasses. DOT and/or SNELL rating is recommended for helmet suggesting, shatterproof lenses recommended for eye protection.

Please be familiar with the vehicle. Your riding technique and understanding of mechanical knowledge are the basis of safe riding. Practice in a spacious area without other vehicles and make yourself fully familiar with your motorcycle and control method. Be sure to keep in mind that, skill comes from practice.

Understand the limit of your safe speed. Riding speed depends on road surface conditions, your skills and the weather. Understanding your limits may prevent accidents. Riding in the range of your skill may prevent accidents.

Wear well-fitting dress. Loose clothing is generally unsafe for motorcycle operation. Well fitted clothing, gloves, boots and a safety helmet are the preferred choice of experienced riders. Dress appropriately for wet weather conditions.

Please note that in wet weather the braking distance is two times as much as that, in fine weather. Avoid manhole covers, paint marks or oil stained surfaces to prevent slipping. Avoid abrupt steering during acceleration. Be careful when riding over railways and bridges, and keep a safe distance from any vehicle in front.

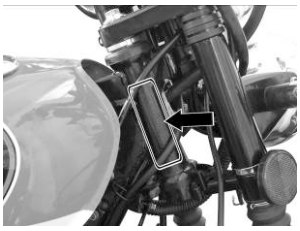
Inspection before riding

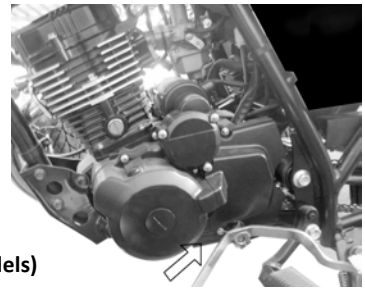
Please carefully read all instructions in "inspection before driving" of the manual to guarantee the safety of you and passengers.

Write the proper numbers in the spaces below, for future reference:

Chassis number (or VIN code):_____
Engine number:_____

Position of serial numbers





Position of metal nameplate (EEC Models)

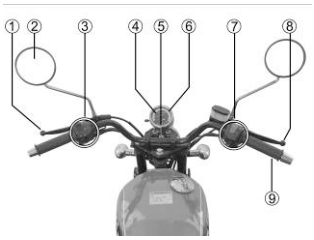
Chassis number (or VIN code) and engine number is necessary for registration of your motorcycle. Such numbers are needed to order components, and to allow the distributor to provide you with better service.

Chassis number (or VIN code) is on the riser pipe of chassis. Engine number is on the left side of crankcase. Metal nameplate is on the riser pipe of chassis, showing the main technical parameters, manufacturer and date of

production of the motorcycle.

Chapter 2: Motorcycle Overview

Handle bar instrumentation



1 Clutch lever
2 Rearview mirror
3 Left handlebar switch
4 Speedometer
5 Ignition switch
6 Tachometer
7 Right handlebar switch
8 Front brake lever
9 Accelerator/ Throttle

Left side

1 Fuel Valve on/off
2 Carburetor
3 Air Cleaner
4 Front Wheel
5 Gear Lever
6 Side Stand
7 Rear Wheel

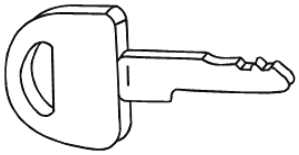
Right side

1 Passenger Foot Peg
2 Battery and Fuse
3 Sparkplug
4 Front Foot Peg

5 Rear Brake Pedal
6 Oil Drain Bolt

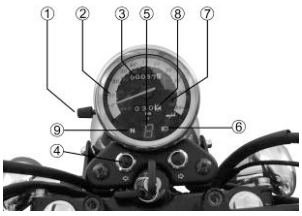
Chapter 3 Controls

Key



Two keys are provided. Please use one key and put the other in a safe place for future use.

Instrument panel



Speedometer:
Shows the driving speed in km per hour.

Odometer:
Records the total distance that the motorcycle has traveled since it was used.

Turning signal lamp:
When left turning signal lamp is ON, the left turning signal indicator on the panel "⇦" and turning signal lamp will flash.

When right turning signal lamp is ON, the right turning signal indicator on the panel "⇨" and turning signal lamp will flash.
Precaution:

If one of front and rear turning lights is damaged, the indicators on the instrument panel and the turning lights may be lit consistently, or may flash fast or slow. Please replace bulbs when they are burnt out.

Gearshift Indicator (Optional Equipment):
This indicator will show the current gear where the motorcycle is. There are all 5 gears. The 5 number indicators will be lit in turn on shifting. However, when the gear shifter is set in the neutral mode, they will extinguish, but only neutral indicator (N) is lit.

High beam indicator lamp:
When the head light is in high beam, the indicator is lit.

Tachometer:
It shows the engine rotation speed in number of revolutions per minute.

Ignition switch:

FIG1 **FIG2**

There are two types, three-position as shown above, both styles are used on this motorcycle.

"⊗" (OFF) position
All circuits are disconnected and the key can be removed.

"○" (ON) position
All igniting circuits are ON and the engine can be started. The key cannot be removed in this position.

" " (Parking) Position (FIG1)

To park the motorcycle, turn the key to "" position. In this position, the key can be removed and the tail lamps (parking lamps) and front positioning lamps keep ON for parking on roadside at night.

WARNING

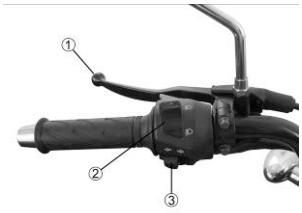
Before turn the key to "" position, park the vehicle with its side stand or central stand in a firm way.

" " Position (FIG2)

In order to lock the handlebar, turn the bar to the left, then insert the key. Rotate it clockwise to full stop for locking the handlebar.

If the handlebar is locked, the motorcycle should not be moved; otherwise you will lose balance.

Left handlebar control system:



Clutch Lever:

To start the engine or make a gear shift, press the grip to release the drive system and cut off the clutch.

Highbeam switch :

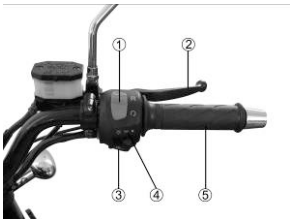
When the highbeam switch is pressed up to "" (high beam) position, the head light is in high beam and the high beam indicator lamp on the instrument panel is lit. When it is turned down to "" (low beam) position, the low beam is lit.

Turning signal operation. When the switch is turned to left " ⇦ " position, the left turning signal lamp is lit and the indicator lamp on instrument panel flashes. When the switch is turned to right "⇨ " position, the right turning signal lamp is lit and the indicator lamp on the instrument panel flashes.

Warning:
Whenever you are going to change lane or make a turn, turn ON the turn signal lamp in advance of making your desired action. After the lane change or turn, turn the signal light OFF, by pressing in the center of the turn signal.

Horn button:
Press "  " button and the horn will sound.

Right handlebar control system:



Engine kill switch :
The switch is a rocker switch, located on the top of the right handlebar control panel, with the rocker shaft at the center of the rocker. When it is pressed in "○" start position, the switch is turned and the engine can be started. It is an emergency switch.

If the switch is pressed in "⊗" position, the starting circuit is completely cut off and the starter motor cannot be started. Do not put the switch in this position during driving.

Front brake lever:

To apply the front brake, slowly press the brake lever on the right handlebar. This motorcycle uses hydraulic braking，do not press it abruptly or forcefully. When the brake grip is pressed. The brake light will be lit automatically.

Electric start button :

Press "⏻" button to turn on the start motor circuit. While starting, put the bike in the neutral gear position, to cut off any drive to the transmission and guarantee safety.

Warning：

The starter motor should not be operated not more than 5 seconds. Heavy discharge may cause excessive heat to the circuit and starter motor. If starting has failed after several attempts, stop to check the fuel supply system and starting circuit (refer to "Troubleshooting").

Light Switch:

"☼" ON position When the switch is turned to this position, the head light, front position light, instrument panel light and rear tail light will be lit.

"≡D" Parking light position: When the switch is turned to this position, the front position light, instrument panel light and rear tail light will be lit.

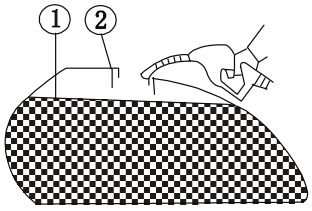
"●" OFF position The head light, front position light, instrument panel light and rear tail light will all remain OFF.

Throttle:

The throttle is used to control the engine speed. To accelerate, turn the grip towards yourself. To decelerate, turn the grip away from yourself.

Fuel tank cap:

To open fuel tank cap, insert the key and turn it clockwise. Then, the fuel tank cap can be removed together with the key. To replace the cap, align the arrow on the cap and press the cap, together with the key, into the fuel tank cap hole until a click sound is heard. Then, remove the key.

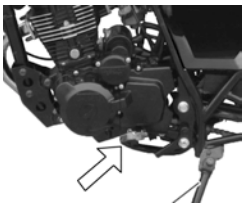


(1) Gasoline level (2) Filler

Warning!
Do not fill the tank excessively. Never splash fuel on a hot engine.

Do not fill the tank with fuel, within 1" of the lowest portion of the filler neck. The fuel may overflow when fuel temperature rises and expands. This will cause fuel to enter your EVAP system, and potentially destroy key components to the system, please make every attempt to never overfill.

During fuel refilling, shutdown the engine and turn the key to OFF position. Smoking or lighting a fire is strictly forbidden during fuel refilling.
Gear change lever



The motorcycle is provided with a 5-speed transmission. The gear lever connects to a ratchet mechanism in the transmission. After selecting a gear, the gear lever returns to the common position. The next gear can be selected easily. The neutral gear is between the 1st gear and 2nd gear. From

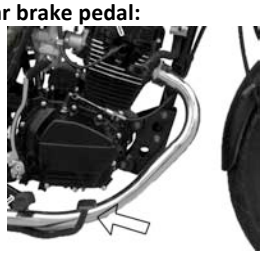
the neutral position, press downs the gear lever to engage a low gear. Raise the gear lever up to select a higher gear. The bike can't move two or more gears up or down in one operation. To shift from 2nd gear to 1st gear, or from 1st gear to 2nd gear, the lever passes the neutral position but does not stays there. To engage to neutral gear，stop in the middle of moving from 1st gear to 2nd gear.

Precaution!

When the transmission is in the neutral position, the neutral indicator lamp is lit on the instrument panel. Even if the lamp is lit, be careful to release the clutch slowly to make sure the transmission is actually in the neutral position.

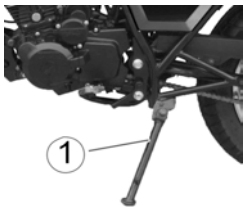
When engaging into a low gear during high speed driving, slowly engagement the clutch to avoid making a sudden increase in engine speed. Before engaging a low gear, slow down using the brakes, to prevent unnecessary wear of components in the transmission system.

Rear brake pedal:



Press down to apply the rear brake.

Side Stand



The vehicle is equipped with a side stand. If you want to park vehicle with side stand, extend the stand and place the bike on this stand.

CAUTION:
If you park the vehicle on a hill or incline, place the rear wheel against the curb and place in 1st gear to prevent the bike from moving.

Always make sure the side stand is up before moving the motorcycle.

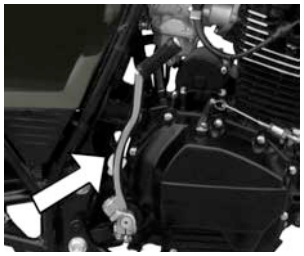
Carburetor Choke:
To help start the vehicle there is a "choke" lever provided on the handle bars:

To start a cold engine, engage the choke lever to the highest position on the handle bars. After starting, lower the lever to a half way and allow the engine to warm up to a proper temperature before returning the lever to its home position.

Note!
The "choke" system is designed for starting a cold engine. When the temperature is low, the warm up time shall be extended (allow the motor to warm up before riding or it will operate poorly). During driving, the choke system should be off, otherwise fuel consumption will increased significantly.

Warning!
Using the choke system while riding the bike will cause the motor to overheat may damage the Exhaust and other components.

Kick start lever:

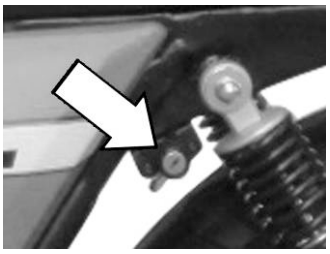


The kick start lever is installed on the right side of the motor. By using the kick start mechanism; the bike should be in neutral.

Warning!
The engine can be turned over in any gear position, so make sure you are in neutral. **After the engine is started, check if the start lever has returned to its normal position.**

Do not use the kick start and electric starter at the same time.

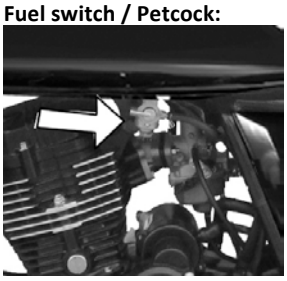
Helmet lock (Optional):



Select units are equipped with a helmet lock under the seat on the left side. To open the helmet lock, insert the ignition key into the lock and turn it clockwise until the lock is open. Hook the buckle of the helmet to the lock and turn the key counterclockwise until the lock is locked, then pull out the key.

WARNING:
Never drive the vehicle with a helmet locked to the helmet lock. The helmet may hinder safe driving.

Fuel switch / Petcock:



The vehicle is provided with manual fuel valve. There are three positions：
"⊓" (Open) "⊔"(Reserve) "●" (Close).

"⊓" Open position

Generally, the fuel switch is in this position. When the throttle is rotated, fuel flows from the valve to the carburetor.

"⊔" Reserve position

If the fuel level is too low, turn the fuel switch to this position and a certain amount of fuel in reserve can be available, only use this option to get to a gas station, never ride the bike in the reserve position, you will forget and run out of fuel, Mama says. Listen to Mama!

"●" Close position

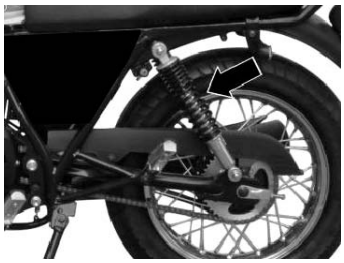
Turn the fuel switch to this position after the engine is shutdown, this will prevent fuel leaks.

Precaution!

If the fuel switch is in "⊓" Open position for a long time, fuel may overflow from the carburetor and into the engine. Fuel in the engine may cause serious mechanic damage during the next engine start.

Note:
If using the reserve position, refill the fuel tank immediately and return the fuel switch to open position before riding the motorcycle.

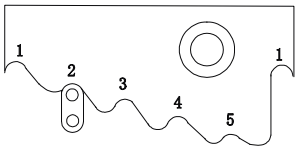
Rear shocks:



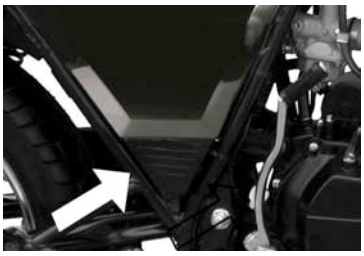
Spring adjustment:
The shock damper springs of rear wheel can be adjusted according to the weight of the riders, driving mode and road conditions. There are 5 stage of adjustment to pre-load.

To adjust, park the vehicle on its side stand and turn the spring tension ring to the required position. The first stage is the softest and the fifth stage is the hardest. The second stage is as the factory setting.

WARNING!
The springs on both sides must be at the same stage, otherwise, the handling will be compromised.



Tool kit:



The tools box is located on the right of the side cover. To open the box, insert the ignition key and turn it clockwise and open the box cover. Alternatively, grizzled men with man hands can open it with their meaty paws.

Chapter 4: Fuel and Engine Oil

Fuel Warning!
Gasoline is inflammable and explosive. When handling gasoline, attention should be paid to prevent an explosion, fire or accidents.

- In places where gasoline is stored or handled, shutdown the engine, do not smoke, and keep fuel away from flame and sparks.

- Refueling shall take place in a well ventilated area. After refueling, immediately clean off any gasoline outside the fuel tank. US designation 87 unleaded gasoline or above only. This will prolong the service life of the spark plug.

Note!
If the engine produces a pinging noise, it may be caused by using of improper fuel, or too low a fuel grade. Stop riding and replace with correct fuel immediately. Riding in this condition will irreparably damage the motor.
Do not use Ethanol/ Do not use Methanol. This is not compatible fuel.

Note! Most gasoline does container some ethanol in it >10%, this is OK, but not ideal to the longevity of the motor.

- If ethanol gasoline is exposed to water and humidity, the ethanol may separate, resulting in decrease of gasoline octane number.

- Never store a motorcycle with ethanol in the tank or carburetor.

Lubricants:
(Please refer to Regular Maintenance Table)
Use high quality full synthetic motorcycle specific 4-stroke engine oil to prolong engine life. Engine oil shall be SF or SG product in API classification. Engine oil of proper viscosity shall be used according to your local air temperature. There are three viscosity levels suitable for the engine, **SAE10W-40, SAE15W-50, SAE20W-50**:

Note：
Oil volume is 850ml for replacement or 1300ml after overhaul.
The quality of engine oil is a major factor affecting the service life of engine. Replace engine oil according to the maintenance period stated in maintenance table (please refer to Page 19). When driving in dusty area, engine oil shall be replaced more frequently than the stipulations in the maintenance table.

Warning:
Inferior lubricant may cause irretrievable loss to the engine and seriously shorten the service life of engine.

Chapter 5: Running-In a New Motorcycle

The importance of correct new vehicle running-in procedure was briefly covered. The correct running-in method is as follows.

Maximum speed
The maximum speed during running-in period is shown in the table.

First 150 miles / 250 km	<5000 rpm
At 300 miles /500 km	<7500 rpm
After 500 miles / 500 km	<9000 rpm

Change of engine speed:
Do not drive at a constant engine speed for a long time. For a better running-in of the motor, properly increase and reduce the throttle opening. Change engine speed often to let various engine parts get "bearing" and “seat” pressure. When the pressure is "unloaded", the engine parts will cool down, helping the proper wear of different parts. During running-in period, engine load may be properly increased. Apply some load to engine parts to guarantee good fitting. This is every important, but do not apply excessive load to the engine.

Avoid driving at only low speed. Running at a low engine speed (with light load) will not give a proper running-in of the motor. As long as the upper limit of recommended throttle opening is not exceeded, drive the vehicle in various gears with proper acceleration. However, never drive at the maximum acceleration during the first 300 miles / 500km.

After starting the engine, regardless of it being warm or cold and before applying a load or driving, let the engine run at idle speed for at least 30 seconds. This allows lubricant to flow to all import engine parts, so as to reduce wearing and increase the service life. This also helps the engine to warm-up sufficiently.

First maintenance inspection:

The maintenance of the first 300 miles / 500 km to 1800 miles / 3000 km is the most important. During the running-in period, all the engine parts expand, contract and engaged with each other.

Frequently, all parts shall be adjusted, all fasteners be tightened, contaminated engine oil be replaced and filter element be replaced.

Completing the 300 Mile / 500 km First Service, and maintenance can guarantee a long engine life and the best engine performance possible.

Note!
All maintenance should be performed by trained and authorized CCW repair and/or sales facilities.

Chapter 6: Inspection before Driving

Before driving, make sure to carefully check the following items. Never ignore the importance of the inspection.

Contents	Purpose
Steering/ Handlebars	Smooth articulation, no binding Free steering, no interference No loose bolts or grips.
Lighting	Operate all lamps -- head light, tail light, brake light, instrument board lamp, turning signal lamps
Engine oil	Proper oil level
Brake	Adjust clearance of rear brake pedal and front brake No "spongy" feeling (air in the brake lines) No leakage
Indicators	Neutral gear, gear position, oil level indicators (or turning signal indicators)
Throttle	Proper free play in accelerator wire, no excess slack Free fuel flow and reliable accelerator throttle valve returning to closed position
Tires	Correct air pressure Proper tread pattern depth No holes, or foreign object imbedded in the tire
Horn	Functional
Clutch	Proper free play in clutch lever and cable Smooth operation and full releasing.
Fuel	Adequate fuel for the distance you want to travel
Driving chain	Proper slack Proper lubrication

Chapter 7: Essentials of Driving

Warning!
If this is your first time riding this type of motorcycle, you are advised to practice on a road away from highways, until you have completely been familiarized with the control and operation of the vehicle.

Before driving, make sure that the side stand is returned to the up position.

Do not make shift gears or deceleration while turning. Slow down to a safe speed before turning, do not enter a turn too fast.

It is dangerous to ride a motorcycle with a single hand. While riding, take a firm hold of the handlebar grips with both hands and put your feet on the pegs firmly. Always keep both hands on the handlebar grips.

On a wet road, the friction force is low, the brake force and turning capability are reduced. Therefore, decelerate in advance.

Observe the traffic laws and speed limit.

Engine Start:
Make sure the fuel switch is in the open position and the engine shutoff switch is in the on"  " position. Insert the ignition key in the ignition switch and turn it to the ON position. If the transmission is in the neutral position, the neutral indicator lamp is lit.

Warning!
Make it a habit to engage the neutral and firmly pull in the clutch lever before starting the engine. This can prevent a sudden lunge forward in case of mistaking gear engagement.

Press the electric starting button for ignition. Never rotate the accelerator grip when pressing the starting button.

Note!
After engine ignition, immediately release the start button, to avoid adverse effects to the engine and starter.

If the engine is not started after 5 seconds, wait for 10 seconds before making another attempt to prevent damaging the battery.

In case of failure to start after two or three attempts, rotate the accelerator grip for 1/8 or 1/4 turns and try again.

A motorcycle that has not been used for a long time, and poor atomizing fuel may result in starting difficulty. In this case, do not rotate the accelerator grip, but attempt to start the motor again through with the electric start.

Kick starting:
Starting with the kick start lever

When the battery is discharged, the engine can be started by using the kick start lever.

Turn the ignition switch to the ON position. Forcefully kick the kick start lever to turn the motor and achieve ignition through this method.

Cold engine:
Put the choke lever to the highest position and press the electric start button; After the engine is started, press the handle half way down and wait for the engine to warm up, before putting the lever to the original position, and completely turning the choke off. The colder it is, the longer warm-up time the engine will take.

Warm engine:
Rotate the throttle for 1/8 - 1/4 turns, and press electric start button to start the engine. When the engine is warm, it is not necessary to use choke system.

Warning!
Never start the engine in a room with poor or no ventilation. Carbon monoxide gas is poisonous. Never leave the motorcycle unattended with a running engine.

Precaution!
Do not allow the engine to run for a long time without driving the vehicle, or the engine may overheat causing damage to internal parts or chrome plating of exhaust system. This is an air cooled motor and it needs air moving across the fins of the motor to keep it cool for extended periods of time.
Start driving the motorcycle

Precaution!
Start the engine with the transmission in neutral position, the clutch engaged and rider sitting in a normal, and comfortable riding position.

Firmly press the clutch lever, press down the gear lever to engage first gear, rotate the accelerator grip slowly to smoothly. Slowly release the clutch lever. When the clutch is engaged, the motorcycle will move forward.

To change into a higher speed gear, firstly decelerate a little, release the accelerator and, at the same time, press the clutch lever, shift the gear lever to the next higher speed, gear position and release the clutch grip, slightly rotate the accelerator. In this way, the highest gear can be engaged gradually.

Note!
For high speed driving, always avoid releasing the accelerator suddenly. it is advised to wait a moment when the engine is running at 3000-5000rpm before fully releasing the accelerator. This can prevent the engine from stalling due to an abnormal and abrupt combustion cycle.

Use of transmission:
The motorcycle transmission allows the engine running smoothly within normal range of operation. The transmission gear ratio is carefully selected for the engine performance. The rider shall select the proper gears suitable

to general conditions. Do not use the clutch for speed control. To decelerate, shift to a low gear to allow the engine running in the normal speed range.

Precaution!
The engine speed shall not be in the red range of the tachometer in any gear.

Driving on, up, or down slope:
To shift from a high gear to a low gear, control the speed in a safe speed range before gear shifting. Otherwise, abrupt deceleration (sudden rise of engine speed) may happen, causing internal gear impact, sever parts wear, or overbalance of the vehicle. This causes a dangerous condition.

Inclined /Declined Surface:
When going up a steep slope, the motorcycle may decelerate due to insufficient power. If this happens, immediately shift to a lower gear to allow the engine running a normal power range. A gear change should be made quickly to keep adequate forward momentum of the motorcycle.

When going down a slope, use the engine for braking, by shifting into a lower gear. Never drive too fast down a slope! Never allow the engine to run at a very high speed for a long time. This is also dangerous.

Deceleration / Braking:
Rotate the throttle forward to fully close the throttle. At the same time, apply the front and rear brakes with even forces. You may also downshift to use the engine to help slow you down.

Before the motorcycle is stopped, firmly press the clutch lever, we recommend keeping the bike in 1st gear incase you need to make any sudden moves while stopped in traffic. Neutral of course to back into a parking spot.

Warning!
The faster the vehicle is driven, the longer the braking distance will be. Be sure to make correct estimation of the distance between you and the vehicle

or object in front of you, for adequate braking performance.

Inexperienced riders often only use the rear brake only. This will cause premature wear on the rear tire, this also does not provide adequate stopping power in a panic situation. In most situations 70% of your braking force should come from the front tire.

It is dangerous to use the front brake or rear brake only. Hard braking on a rough and sandy road surface is very dangerous, proceed with caution.

Whenever possible, the motorcycle shall be parked on stable and flat ground.

To park your motorcycle on a gentle slope, engage first gear to prevent the bike from sliding off the side stand. Remember to shift to neutral gear before starting the engine.

Turn the ignition switch to OFF position to shutdown the engine.
Remove the key from ignition switch.
Lock the steering lock for safety and theft prevention.

Shift Schedule
The proper shift schedule for this vehicle is listed below.

250cc Shift Schedule	
Ace 250, Heist 250, Misfit 250	
Shifting up schedule	
From 1st into 2nd	12mph (20km/h)
From 2nd into 3rd	19mph (30km/h)
From 3rd into 4th	25mph (40km/h)
From 4th into 5th	31mph (50km/h)
Shifting down schedule	
From 5th to 4th	31mph (50km/h)
From 4th to 3rd	25mph (40km/h)
From 3rd to 2nd	19mph (30km/h)
From 2nd to 1st	12mph (20km/h)
Disengage the clutch when speeds drop below 6mph (10km/h)	

Chapter 8: MAINTENANCE SCHEDULE

It is very important to inspect and maintain your motorcycle regularly. Follow the guidelines in the chart below. The intervals between service, is indicated in miles / kilometers are shown. At the end of each interval, be sure to perform and document the maintenance listed. Only an authorized Cleveland CycleWerks service center may maintain, replace, or repair emission control devices and systems.

WARNING:

Failing to perform recommended maintenance or performing maintenance improperly can lead to an accident and cause serious personal injury, cause noncompliance to emissions regulations, and may void your warranty. If you are not sure how to perform the maintenance items below, contact your CCW authorized service center or Cleveland CycleWerks.

Please use the below guide as reference to the maintenance schedule mileage chart:

I = Inspect and clean, adjust, lubricate, or replace as necessary. Replace more frequently under extreme conditions, heavy use, or in wet or dusty environment.
C = Clean
R = Replace
L = Lubricate
A= Adjust
***** 1st Scheduled maintenance is crucial to the longevity of your motor. 1st scheduled maintenance should be performed at 300 miles. This maintenance should include the following items:

***** Visual and performance inspection of: Air cleaner, throttle controls, emissions system, brake system, all bolts and fasteners, tire pressure and wear pattern, emissions, steering system's proper operation and actuation, chassis inspection.

***** Oil should be changed with approved SAE standard Oil listed in this manual, Oil Filter removed, cleaned and inspected.

***** Valve clearance should be checked to make sure it is within proper manufacturer specification. Valve clearance is set at **0.08mm** intake and **0.13mm** exhaust. Please have all maintenance performed by authorized service center. Tampering with your motorcycle may void applicable warranty.

INSPECTION AND MAINTENANCE SCHEDULE

Item	300 Mile / 500 KM First Service	Every 1800 Miles / 3000 KM	Every 3600 Miles / 6000 KM	Every 5400 Miles / 9000 KM
Fuel Lines *		I	I	R
Fuel Filter *	C	C	R	I
Air Cleaner *	C	C	C	R
PCV Valve *	I	R	R	R
EVAP Control System *	I	I	I	I
Secondary Air Supply System *	I	I	I	I
Throttle Operation *	I	I	I	I
Spark Plug *	I	I	R	I
Valve Clearance *	A	I / A	I / A	I / A
Engine Oil *	R	R	R	R
Oil Filter Screen *	C	C	C	C
Centrifugal Oil Filter *				C
Carburetor Idle Speed *	I	I	I	I
Carburetor Choke *	I	I	I	I
Drive Chain *	I / L	I / L	I / L	I / L
Battery *	I	I	I	I
Brake Pad/ Disc Wear	I	I	I	I
Brake Fluid *	I	I	R	I
Electric Components / Side Stand Switch	I	I	I	I
Lighting System *	I	I	I	I
Bolts, Nuts, Fasteners *	I	I	I	I
Wheels / Spokes	I	I	I	I
Fuel Tank Cap And Gasket *	I	I	I	I
Tire Wear *	I	I	I	I / R
Steering Head Bearings *	I	I	A	I
Suspension *		L	I	
Clutch System *	I	I	I	I

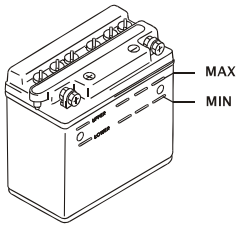
Please record your history maintenance below:

Miles (km)	Odometer	Date	Performed By	Notes
600 / 1000				
3000 / 5000				
6000 / 10000				
9000 / 14500				
12000 / 20000				
15000 / 25000				
18000 / 30000				
21000 / 35000				
24000 / 40000				
27000 / 45000				
30000 / 48000				
33000 / 53000				
36000 / 58000				
39000 / 63000				
42000 / 68000				

Tools:
To help you with regular maintenance, a set of tools is provided in the tool box on the rear left side of the motorcycle.

Battery:
The Battery is stored inside the side cover on the right side of the frame. The battery for your model may be of conventional type or maintenance-free type, depending on your country.

Direction for use of conventional type battery:



Before using, fill the electrolyte to a level between the upper and lower limits. During use, the fluid level must be kept between the upper limit and lower limit.

Warning：
Once the battery is in use, **no diluted sulfuric acid shall be added**. If the fluid level drops below the lower limit, fill with distilled water to the upper limit. Never use tap water, this will destroy the battery.

Precaution：
Never damage, clog or alter the vent pipe for battery. Please make sure that the vent hose is connected to the vent fitting of battery, with the other end kept always open and away from parts that it can corrode. The vent pipe and battery have to be installed correctly for proper function.

The polarity of battery wiring is as follows. Connect the red wire to positive (+) and the green wire to negative (-). Incorrectly connecting the battery connection may damage the charging system and battery.

Note：
After the first 1000 km and every 3000 km, have battery cells checked by your dealer/distributor, by using an electrolyte hydrometer.

Safety:
The electrolyte contains a strong acid and care should be taken so it does not touch your skin. While working on the battery wear eye protection and protective clothes.

If the electrolyte gets in your eyes, immediately wash with clean water for at least 15 minutes and call the hospital or poison control as soon as possible.

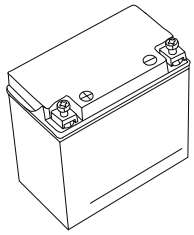
If the electrolyte is ingested, drink a large amount of water or milk, and then milk or vegetable oil containing magnesia, call the hospital or poison control as soon as possible.

Keep away from children.

Filling a standard battery:
Before filling with the electrolyte, remove battery from the vehicle.

Check if the electrolyte conforms to specification required.

Maintenance-free battery:



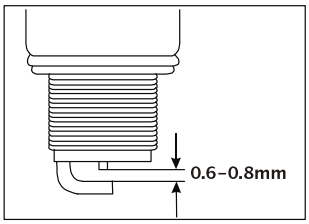
No maintenance is necessary.

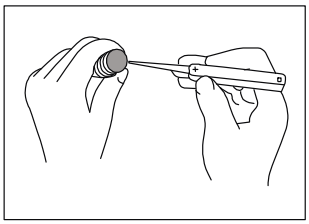
To prolong the service life, keep the battery on a trickle charge and fully charge before use.

Note：
No matter what type of battery you use, the battery may discharges after a long period of sitting. If the battery is not strong enough to start the bike, remove it from the vehicle and fully recharge it. If storing the battery, store it in a cool, and well ventilated place.

When the vehicle is not used for a long time, remove the negative (-) wire from battery, or keep it on a trickle charger.

Spark plug:





After the first 300 mile / 500 km, and every 1800 miles / 3000 km thereafter, clean off any carbon deposit from spark plug by using a

small steel wire brush or a spark plug cleaner. Readjust the spark plug gap with a sparkplug gaping tool to keep it between 0.6 - 0.8 mm. Replace spark plug every 3600 miles / 6000 km.

When cleaning off carbon deposit, observe the color of the ceramic tip of spark plug. The color can tell you if the standard spark plug suits your usage. If a standard spark plug shows oily or very dark, replace it. A normal working spark plug shall be light gray or cotton yellow. If a spark plug is very white or glowing, this means that the spark plug was exposed to an overheat situation. Replace the spark plug if it is exposed to excessive heat.

Precaution:
Spark plug shall not be over tightened to prevent the threads of cylinder head from being damaged. Do not exceed 21 ft lbs. / 28.5 nm. When the spark plug is removed, please prevent any impurities from getting into the engine through the spark plug hole.

Standard spark plugs for your motorcycle are carefully selected and suitable for most operations. If the color of spark plug is found different from the standard spark plug guidelines listed previously, it is advisable to contact your dealer/distributor before replacing with spark plug in a different heat resisting range, this may also alter the emissions performance and make your motorcycle non-compliant in regards to EPA/ARB/EEC regulations.

An improper spark plug may cause serious damage to the engine. A spark plug from another brand may result in operational inefficiencies. Please, consult your dealer/distributor before selecting another spark plug brand or type.

Engine oil:
A long service life of the engine depends on using a high quality fully synthetic engine oil and regular oil changes. This may be the most critical factor is the longevity of your engines life.

Checking engine oil level:

Precaution!
The engine oil dipstick can be used to measure the engine oil level.

Depending on engine displacement and country, your motor may also have an engine oil window on the front right lower portion of the motor, so visually checking the oil is easy. Make sure the bike is standing up straight before using the side site glass to check the oil level.

When the oil level is low, do not start the engine! Fill the oil until the oil level is just below the upper limit of the oil window.

Replacement of engine oil and oil filter as suggested in the maintenance guide.

Replace the engine oil and clean or replace the oil strainer after the first 300 miles / 500 km and every 1800 miles / 3000 km thereafter. Oil replacement shall be carried out when the engine is still warm, to thoroughly drain old oil from the engine. The method is as follows:

Park the motorcycle by using the central stand or if you have a rear stand use this.

Remove the oil filler cap.

Remove the drain plug from the bottom of the engine and let the oil drain thoroughly.

Remove the strainer from the lower left side of the motor.

Once all oil is drained, tighten the oil drain plug and strainer cover, and fill the motor with fresh engine oil. Depending on how thoroughly the oil was drained, approximately 950 ml should be poured with a funnel into the oil filler, before gently tightening the top cover.

When complete, start the engine and allow it to run at idle speed for several seconds.

Precaution!
Carefully check for any oil leakage around the filter element cover.

Do a final check by shutting down the engine and waiting a minute before checking the oil level from the engine oil dipstick. The oil should be kept on the "F" (full) line.

If the oil level is below the "F" line, add oil until it reaches the "F".

Precaution!
Please use the engine oil recommended in the "Inspection and Maintenance Schedule".

Brakes:
There are two types of brakes available on this motorcycle for the front and rear.
DELUXE: Front Disc, Rear Disc
STANDARD: Front Disc, Rear Drum

Check the brakes after first 300 miles / 500 km and every 1800 miles / 3000 km thereafter.

Correct brake function is very important to safe driving. Be sure to carry out regular inspections of the braking system by a qualified dealer / distributor.

Warning!
Proper brake function is related to personal safely and should be kept in good order.

If the braking system or brake lining needs to be repaired, you are strongly recommended to have the work completed by your local authorized Cleveland CycleWerks dealer / distributor. They are equipped with the correct tools and technicians capable of doing the work properly and efficiently.

Front brakes:
As the front brake is hydraulic, there should be very little free play, and if the brake ever feels spongy, have the brakes inspected by an authorized Cleveland CycleWerks dealer / distributor.

The free play of the brake lever measured at lever bracket shall be between 5-10mm.

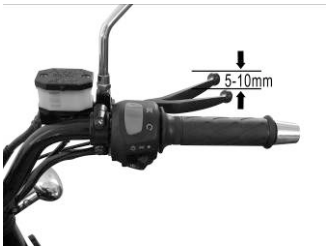
The Hydraulic brake system should be checked before you ride:

Check for leakage in the front caliper.

Check for any leakage or cracks in the brake lines.
The front brake lever should spring

back into a neutral position.

Check wearing conditions of front wheel brake pads often.



Precaution!
The hydraulic disk braking system is a high pressure system. For safety, the replacement of brake lines and hydraulic oil shall not exceed the interval specified in the maintenance schedule in the manual.

Brake fluid warning!
Brake fluid is toxic, if it contacts the eyes or skin wash as soon as possible. Do not drink brake fluid!

Precaution!
The vehicle uses ethanol hydraulic fluid. Do not mix with silicate or petroleum fluid. The brake system may be seriously damaged. Never use unpacked fluid or any fluid left over from the last maintenance. Moisture can get into old fluid. Only SAE J1703 / DOT 3 or higher brake fluid shall be used.

Precaution!
Pay attention not to splash and brake fluid on paint or plastic

Brake fluid removes paint, remove it as soon as possible to prevent permanent damage.

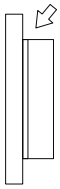
Check fluid levels in the brake fluid reservoir. Replenish with specified hydraulic fluid if the level is low.

Brake fluid replenishment should be considered an import item in regular maintenance.

Brake Rotors:

There is a “MIN TH”, a minimum thickness mark on the front and rear brake rotor, check regularly to make sure you are not exceeding the minimum thickness, if you are out of

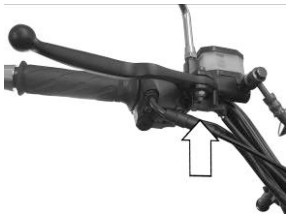
specification, replace immediately with a new brake rotor.



Warning!
Do not drive immediately after replacing any braking components.

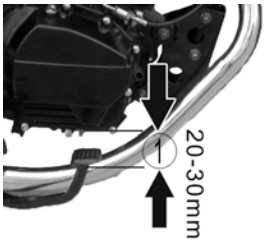
Properly bleeding the braking system is important and can not be adequately covered in this context.

Rear brake light switch:



The front brake switch that operated the rear brake light is located below the brake lever. Check periodically to make sure this switch is operating properly.

Rear brake:
Rear drum brake, to adjust the rear-wheel brake pedal, set the pedal to the most comfortable position for driving by rotating the pedal adjustment nut. Then, rotate the free play adjusting nut (2) to keep the free play (1) between 20-30mm.



Free play

Adjustment nut:

Wearing limit of brake pads/shoes and inner brake lining.

Your motorcycle is provided with a brake lining wear limit indicator in the rear brake. To check the wear of the brake lining, do as follows:

Check for correct adjustment of the rear brake.

Operate the brake and check if the limit extension line is within the allowable range, as shown in Fig. A.

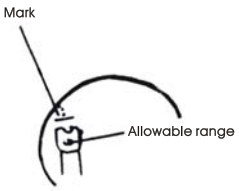


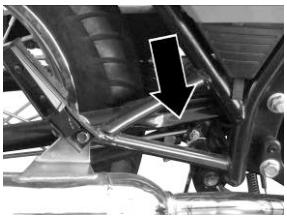
Fig. A Limit extension line is in the allowed range

If the extension line exceeds the allowable range, as shown in Fig. B, have the brake components replaced by your authorized dealer / distributor.

Fig. B shows the extension line is out of the allowable range.

On Deluxe models, the rear brake is a disk brake, refer to the paragraphs for front brake disk brake for maintenance.

Rear brake light switch:

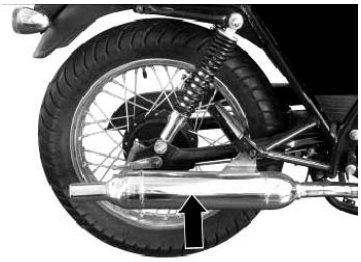


The rear brake light switch is located at the right side of the chassis.

Rear brake light switch:

To adjust the rear brake light switch, lift or lower the switch, so that, when the brake pedal is pressed, the lamp is lit before the pedal is fully engaged.

Silencer / Exhaust:



Yeah, we shouldn't have to say it, but don't touch the muffler, it is very very hot and will severely burn you after riding the motorcycle.

Main Fuse:

The fuse box is located behind the side cover on the right side of the chassis. A main fuse is provided for the entire electrical system, if this fuse is blown, the motorcycle will not run.

Always check the fuse first if there is an issue with the electric system. If the fuse is blown, replace it with the spare fuse (15A) in the fuse box. Make sure you replace that fuse promptly so you have a spare if it blows again.

Precaution!

Always replace the blown fuse with a new one of the specified amperage. Never use aluminum foil, steel wire or other items as a substitute for fuse, this could cause fire. If the new fuse blows in a short period of time, contact your Cleveland CycleWerks dealer / distributor immediately.

Replacement of bulbs:

The rating of bulbs should always be matched with the rating of bulb you are replacing. Always replace a bulb with a new one of the same rating. Overloading the electric system and premature bulb damage may be caused.

Precaution!

The head light is a reflection lamp style housing. Do not touch the reflector or bulb with your bare hands during bulb replacement, this will reduce service life.

Never replace the headlight bulb with a higher rated bulb, this can melt the wire harness behind the reflector.

For turn signal lights, tail light and brake light, when installing the light cover, be careful to not excessively tighten the screws to avoid damaging the lens.

Air filter:

If the air filter element is clogged by dust or dirt, the power of the motor will be reduced and intake resistance will increase, fuel consumption will also increase.

The air filter element shall be checked and cleaned at the initial

every 300 mile / 500 km interval and every 1800 miles / 3000 km, that follows.

Precaution!
If the motorcycle is operated in dusty conditions, the air filter will need to be checked and cleaned more frequently then scheduled.

Precaution!

- During cleaning the filter element, check for any damage to the filter element and replace when necessary.

- Never start the engine without the filter element installed, or the engine wearing may be increased.

Cleaning the air filter:
Remove the left side cover.

Remove the band clamp that connects the filter to the carburetor.

Remove filter from motorcycle

Tap the filter element while rotating it, to remove dust.

You may blow off remaining dust by lightly using compressed air. Do not use excessive air pressure, this will damage the air filter

Do not clean by using any oil-based agents.

Precaution!
Before and during cleaning, pay attention to check the filter element for any contamination, cracks or damage.

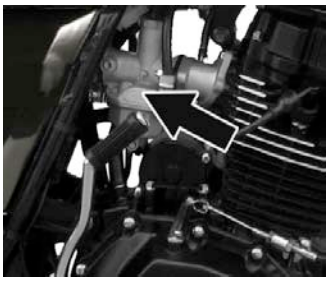
Replace the filter with a new one when if any damage is evident.

Reinstall the filter in reverse order. Make sure the filter element is firmly fixed in correct position and reliably sealed.

Precaution!
A stable and clean carburetor is the basis of guaranteeing engine performance. Before leaving the factory, your carburetor has been adjusted to the best condition and to exceed all emissions regulations.

Please note there are two adjustment items for carburetor, i.e., throttle cable clearance and idle speed. Carry out adjustment after the first 300 miles / 500 km and every 1800 miles / 3000 km thereafter.

Adjustment of carburetor idle speed (RPM)



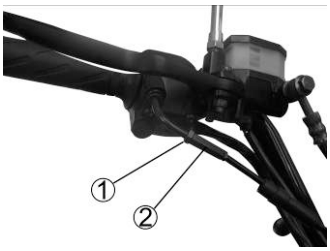
If your motorcycle will not idle and wants to shutdown when idling, you may need to adjust the idle speed.

Start the engine and allow it to fully warmed-up without load.

While idling, rotate the idle adjusting screw to keep the engine idling smooth.

Precaution!
The idle speed adjustment should be carried out when the engine is fully warmed up.

Throttle cable adjustment:



Locking nut / Adjuster

Loosen the locking nut.

Rotate the adjuster to make the clearance between 0.5 - 1.0 mm.

After the adjustment, tighten the locking nut once again.

Precaution!
After the accelerator cable adjustment, check the operation of throttle tube. Engine idle speed should not increase due to the adjustment. The throttle should return to the closed position automatically.

Valve clearance adjustment:
Check the "Inspection and Maintenance schedule" for proper mileage to perform adjustments and inspections.

Remove the cylinder head cover.

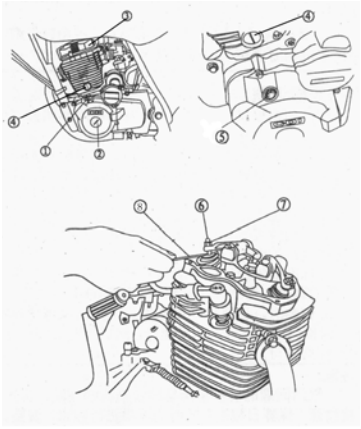
Turn the rotor counter clockwise to align the "T" of the rotor with the vertical line projected on the right case cover. Make sure that the piston is on the top of the compression stroke (TDC).

Insert a feeler gauge between the adjustment screw and valve end to

ensure a proper clearance of the valves.

Standard valve clearance
Intake valve clearance: 0.08mm
Exhaust valve clearance: 0.13mm

To obtain a proper valve clearance, loose the adjustment nut and then turn the mating screw. Adjustment and measure the clearance until it meets the criteria.



Note:
As the valve clearance imposes a marked impact on the engine performance, inspection and adjustment shall be severely observed at a regular time interval specified in the Maintenance Schedule.

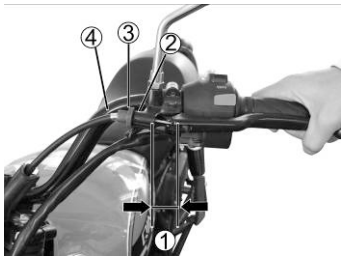
The valve clearance increases with the passage of time and thus affects engine performances by not opening to optimal performance.

Periodic adjustment, completed by a professional, authorized Cleveland CycleWerks is essential.

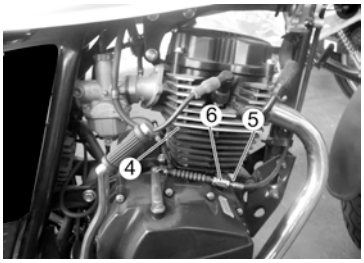
Important!
Proper valve clearance adjustment is essential for new motorcycles on the completion of their first 300 miles / 500 km.

Clutch adjustment:
Clutch adjustment is made through adjusting the tension of the clutch cable on the clutch lever. The cable clearance measured at the clutch lever should be 4 mm. If the clutch cable clearance is out of adjustment please adjust properly.

Clutch adjustment at clutch lever:

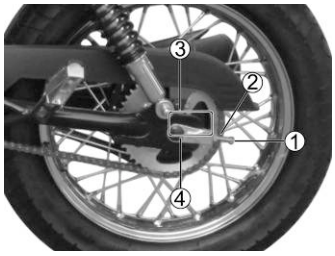


Clutch adjustment at the motor:



Procedure:
Loosen the nut (2) and rotate the tensioning ring (3) clockwise to the stop. Loosen the clutch cable adjustment ring lock nut (6), and rotate the cable tensioning ring (5) until the lever clearance is about 4 mm. the Lever tension ring (3) can be used for fine tuning. After the adjustment is completed, tighten the lock nut (2) and (6), and cover them with the rubber sleeve (4).

Adjustment of the drive chain:



1: Adjustment bolt, 2: Locking nut
3: Mark, 4: Rear wheel shaft nut

To adjust:
Park the motorcycle on the side stand.

Loosen rear wheel shaft nut.

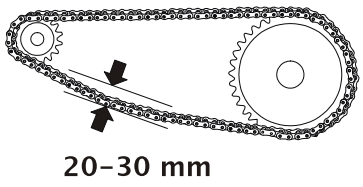
Loosen the locking nut.

Rotate the adjustment bolt to adjust the chain.

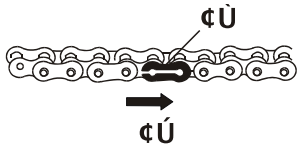
Note!
When a new chain is installed, it is necessary to check both the front and rear drive discs / sprockets. Replace if necessary.

The drive chain tension should be adjusted at the initial service interval at 300 miles / 500 km, and inspected every 650 miles / 1000 km.

Free play distance of 20-30mm at the midpoint of the two chain wheels is acceptable.



Precaution!
The open end of the drive chain connection clip should point away from the direction of rotation.



Cleaning / lubrication of driving chain
Dirt on the drive chain may intensify the wear of the chain and chain wheels.

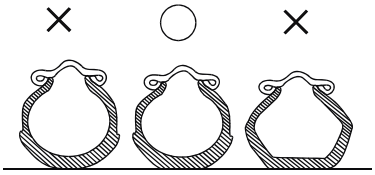
Clean the chain every 1800 miles / 3000 km with cleaning solvent, and lubricate it with special chain lubricant.

Tires:
Check the tire air pressure and tread pattern after first 300 miles / 500 km, and inspect every 650 miles / 1000 km.

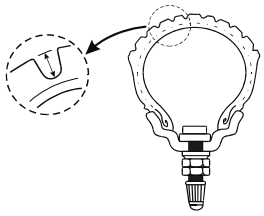
Make it habit to check the air pressure from time to time, to ensure maximal safety and long tire life.

Tire pressure:
Low tire pressure may intensify tire wear and affect stability, causing difficulties in turning.

Too high of a tire pressure may reduce the contact area between tires and the road surface, causing wheel-slip. It is necessary to always keep the tire pressure within the specified limit. Tire pressure adjustment should be made when the tire is cold.



Tread wear:
When driving a motorcycle with over-worn tires, driving stability is compromised. When the depth of the front tire tread pattern is reduced to 1.6 mm or less, it is advisable to replace the tire. When the tread pattern of rear wheel is reduced to 2 mm or less, replace the rear tire with a new one.



Warning!
Always replace the tire with the same size that was placed on the motorcycle as OEM.

Correct tire inflation pressure is very important for vehicle performance and driving safety. Check the tire wear and inflation pressure frequently.

Chapter 9: Emissions

To reduce exhaust emission and noise pollution, please follow the points below:

Use specified lubricant
Use specified unleaded gasoline
Observe any abnormal engine noise

Chapter 10: Troubleshooting

If the engine does not start, check the following items to locate the cause.

If there is fuel in fuel tank.
Does fuel flows from fuel valve to carburetor.

Disconnect the fuel line from the carburetor and turn the fuel valve to the open position. Check if there is fuel flowing out of the pipe.

Does fuel flow freely through the fuel filter?

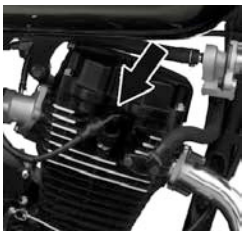
If it is confirmed that fuel can reach the carburetor, take the next step to check the ignition system.

Warning!
Collect fuel it in a authorized vessel, do not allow it to run on the ground.

Keep fuel away from a hot engine and exhaust pipe. During the operation, keep fuel away from any flame or heat source.

Smoking is strictly prohibited during fuel system check. Carry out the work in a well ventilated space.

Ignition System Check:



Remove the spark plug from the motor and connect it to the spark plug cable.

Turn the ignition switch to ON position and the engine shutdown switch to the on position.

Place the spark plug near the engine, and start the engine. If the ignition system is in working order, there should be a blue spark jumping over the spark plug gap; If there is no spark, contact your authorized Cleveland CycleWerks dealer / distributor for repair.

Warning!
Do not place the spark plug near the carburetor to avoid fire hazard by igniting the vaporizing fuel in the cylinder.

To avoid an electric shock, it is advisable to put the metal part of spark-plug in contact to a metal part without paint on the vehicle body.

To avoid electric shock, any person suffering from heart diseases or that has a pace maker should not complete the check.

If you are not experienced with electric systems, it is advised that you do not perform this check as electric shock and death is possible from the high output from the coil to the sparkplug.

Engine shutdown
Check the fuel volume in fuel tank.
Check spark of ignition system.
Check no-load operation of the engine.

Note!
Before any troubleshooting, it is advisable to consult with your authorized dealer / distributor in advance. If the motorcycle is still within the warranty period, be sure to contact your dealer / distributor before making any attempt to repair by yourself. Tampering with the vehicle in warranty period may invalidate the basis your warranty.

Engine Troubleshooting

Trouble			Cause	Remedy
Engine cannot be started or stalls suddenly	No fuel in carburetor		1、 No fuel in fuel tank 2、 Fuel tank valve not opened 3、 Fuel tank valve clogged 4、 Float chamber needle valve hole clogged 5、 Main jet clogged	1、 Refueling 2、 Open the valve 3、 Clean fuel tank and fuel tank valve 4、 Disassemble and clean the carburetor 5、 Disassemble and clean the carburetor
	There is fuel in carburetor	Spark normal in the high voltage cable but no spark at spark plug	1、 Oil stained spark plug 2、 Broken spark plug magnetic core or broken electrode 3、 Carbon deposit in spark plug electrode 4、 Incorrect spark plug gap	1、 Remove, clean and dry it 2、 Replace spark plug 3、 Clean out carbon deposit 4、 Adjust the gap.
		Normal spark to spark plug, poor cylinder compression	1、 Leaking cylinder head gasket 2、 Loose spark plug 3、 Seized piston ring 4、 Excessively worn piston or broken piston ring 5、 Serious cylinder wear 6、 Leaking intake pipe 7、 Damaged crankshaft seal	1、 Tighten screw or replace gasket 2、 Tighten spark plug 3、 Clean off carbon deposit in piston ring and ring groove 4、 Replace piston and piston ring 5、 Replace cylinder body 6、 Tighten or replace rubber ring 7、 Replace seal

Abnormal engine operation	Abnormal noise from engine	1、 Worn out cylinder and piston 2、 Worn out needle bearings in small and big ends of connecting rod 3、 Premature ignition 4、 Excessive carbon deposit in combustion chamber 5、 Overheated spark plug	1、 Replace cylinder body and piston 2、 Replace bearing and relate parts 3、 Adjust ignition time 4、 Clean out carbon deposit 5、 Replace spark plug
	Unstable engine operation	1、 Water or dirt in the carburetor 2、 Clogged fuel passage 3、 Leaking crankcase 4、 Leaking connection between carburetor and engine 5、 Over-rich or over-thin gas mixture	1、 Clean the carburetor 2、 Clean or replace fuel lines 3、 Replace seal 4、 Tighten screw 5、 Adjust carburetor
	Excessive heat from the engine	1、 Lugging the motor over an extended period 2、 Over loaded motor 3、 Unqualified engine oil 4、 Slipping clutch 5、 Chain too tight 6、 Brakes stuck	1、 Change gear position to a lower gear 2、 Reduce load 3、 Replace with qualified engine oil 4、 Adjust free play or replace clutch, friction lining and spring 5、 Adjust tension 6、 Adjust brake clearance

Chapter 11 Storage Method

If the motorcycle is not used for a long time in the winter or other seasons, it is necessary to carry out special maintenance with appropriate materials, equipment and techniques.

When a motorcycle is not used for a long time, make preparation before storage: Wash the motorcycle, park it on a solid and flat ground and prevent it from rolling, it is best that the tires do not touch cold pavement for an extended period of time. Remove the ignition key for safety, select a place suitable for long time storage. To re-use the vehicle, carry out a complete inspection to ensure normal performance of all parts of the motorcycle.

Fuel

Before storing the motorcycle, empty the fuel tank. Gasoline is highly flammable and even explosive under certain conditions. Therefore, never allow the motorcycle to get close to any fire, and do not park it next to a hot water heater. Never park the vehicle in a place with articles subject to spontaneous combustion (such as grains, coal, cotton, etc.), because fire hazard may happen when the fuel in the vehicle contacts naked flame.

Tires:

Inflate the tires to normal pressure. Keep the outside of tire clean. Avoid exposing to sunshine or moisture for a long time. Avoid contacting acid, alkali and oil to prevent tire corrosion.

Battery:

When the vehicle is not used for a long time, we highly recommend putting the battery on a trickle charger, this will ensure the battery will be ready for the next ride.

Steps during storage:

For conventional battery, check electrolyte level every month. If the fluid level is low, replenish it with distilled water. (Never use electrolyte or tap water)

The battery should be kept clean. Corrosion may happen if the electrolyte is splashed on the vehicle, terminal or wires. In case of corrosion, wash immediately and if necessary, apply a coat of grease to protect the exposed area.

When a battery has whitened plate electrodes, low power or a low fluid level below the lower limit, the service life has been expended, replace the battery.

Steps of returning to service

Clean the entire motorcycle.

Remove the spark plug; kick the kick start lever to allow the engine to rotate for several turns, before reinstalling spark plug.

Reinstall battery.

Adjust the tire pressure according to the sidewall recommendation.

Lubricate all parts that require lubrication according to the manual.

Reread this manual to familiarize yourself with motorcycle operating.

NOISE AND EMISSIONS WARRNTY

Cleveland CycleWerks has an authorized distributor in every country. The Noise and emissions warranty is covered by the sole distributor. This document does not extend, imply, or issue a warranty directly from Cleveland CycleWerks LLC.

This exhaust system, at time of sale, meets all applicable U.S. E.P.A. Federal noise standards. This warranty extends to the first person who buys this exhaust system for purposes other than resale, and to all subsequent buyers. Warranty claims should be directed to your dealer / distributor or Cleveland CycleWerks: Sales@ClevelandCycleWerks.com, the email will be forwarded to the responsible party.

EXCLUSIONS AND LIMITATIONS:

This warranty through your distributor, does not cover the following:

- Failures or malfunctions of the emission control systems caused by abuse, alteration, accident, misuse, the use of leaded gasoline.
- Replacement of expendable maintenance items unless they are original equipment defective in material or workmanship under normal use, and the first required replacement interval for the item has not been reached. Expendable maintenance items include but not limited to spark plugs, filters, coolant, lubricants, gaskets, hoses, and belts.
- Replacements of parts and other services and adjustments for required maintenance.
- Any vehicle equipped with an odometer or hour meter where the reading is altered so that actual mileage cannot be readily determined.
- Repairs or replacements as a result of accident, misuse, or use of replacement parts or accessories not conforming to the original specifications which adversely affect performance
- Physical damage, corrosion, or defects caused by fire, explosions or similar causes beyond the control of CCW.
- Failures not caused by a defect in material or workmanship.

Use of the vehicle in any type of competitive racing or related events immediately and completely voids this and all other warranties. Failure to follow the recommended jetting chart/altitude adjustments, if applicable, or other unauthorized modifications, will be considered improper maintenance and use of the vehicle, and may result in the denial of warranty claims.

LIMITED LIABILITY:

This document does not express, extend, or imply that Cleveland CycleWerks is directly or indirectly offering a warranty for the product in your country. All warranties have to go through the distributor in each respective country.

Cleveland CycleWerks Distributor / Importer of Record, warrants that this product is free of defects in material and workmanship.

The liability of CCW under this Emission Control System Warranty is limited solely to the remedying of defects in material workmanship by an authorized dealer at its place of business during customary business hours. This warranty does not cover inconvenience or loss of use of the vehicle or transportation of the vehicle to/from the authorized dealer. CCW is not liable to any person for incidental, consequential or special damages of any description, whether arising out of express or implied warranty or any other contract. Negligence or other tort or otherwise.

No express emission control system warranty is given by CCW. Cleveland CycleWerks Distributor / Importer of Record, warrants that this product is free of defects in material and workmanship.

No express emission control system warranty is given by Cleveland CycleWerks Distributor / Importer of Record, except as specifically set forth herein. Any emission control system warranty implied by law. including any warranty of merchantability or fitness for a particular purpose is limited to the express emission control system warranty term stated in this warranty . The foregoing statements of warranty are exclusive and in lieu of all other remedies. All express warranties not stated in this warranty are disclaimed. Some states do not allow limitations on how long an implied warranty lasts, so the above limitations may not apply if it is inconsistent with the controlling state law.

No dealer is authorized to modify this Emission Control System Warranty. If you have any questions regarding your warranty rights and responsibilities, you should contact: your local dealer / distributer, or Cleveland CycleWerks LLC. Sales@ClevelandCycleWerks.com or the California Air Resources Board.9528 Telstar Avenue. El Monte, CA 91731 (for California registered

vehicles only).

:IMPORTANT WARRANTY INFORMATION:

YOUR WARRANTY IS OFFERED AND SERVICED DIRECTLY BY THE IMPORTER / DISTRIBUTOR WITHIN EACH COUNTRY. CLEVELAND CYCLEWERKS DOES NOT SERVICE OR EXTEND A WARRANTY DIRECTLY TO CUSTOMERS, YOU MUST GO THROUGH YOUR DISTRIBUTOR.

WARRANTY PROCESS: CUSTOMER > CONTACT DEALER FIRST > DEALER CONTACT DISTRIBUTOR.

This document does not express, extend, or imply that Cleveland CycleWerks is directly or indirectly offering a warranty for the product in your country. All warranties have to go through the distributor in each respective country.

Cleveland CycleWerks Distributor / Importer of Record, warrants that this product is free of defects in material and workmanship.

PLEASE REFERENCE YOUR WARRANTY AND SERVICE BOOKLET FOR MORE INFORMATION & EMISSIONS WARRANTY

TO RECIEVE SERVICE: Contact your nearest Cleveland CycleWerks service center and/or dealer. The cost of transportation of the product to and from the service center and/or dealer must be paid by the owner.

No service center and/or dealer is authorized to modify this warranty.

CONSUMER INFORMATION FOR UNITED STATES

Tampering with noise & emissions control systems is prohibited

Owners are warned that the law prohibits:

A. The removal or rendering inoperative by any person other than for purposes of maintenance, repair or replacement, of any device or element of design incorporated into any new vehicle for the purpose of noise and/or emissions control prior to its sale or delivery to the ultimate purchaser or while it is in use; and

B. The use of the vehicle after such devise or element of design has been removed or rendered inoperative by any person.

All information, descriptions pictures and specifications in the manual are updated before publishing. Product specifications and parameters are subject to change without notice.

Product configuration and spare parts supply may vary for different countries or regions. For details, please consult with your local distributor!