

JEDI

JD750GS 型

User Manual

Jinan Jedi motor technology Co,.Ltd

Important Notes

Knowledge about motorcycle break-in

The first 1,600 kilometers of a motorcycle's operation play an important part in the Life expectancy of the motorcycle. During this period, if properly broken in, it will ensure the longest possible life expectancy as well as fully utilizing the performance of the new bike. Break-in allows the machined surfaces to polish each other and create a smooth engagement.

Careful and patient break-in will enable the motorbike to run steadily and give full play to its excellent performance. It is particularly important not to perform operations that will cause engine parts to overheat.

Please refer to the section " New Vehicle Break-in" for specific break-in procedures.

Please read this manual carefully and strictly follow all procedures or instructions.

The use of words such as "WARNING", "CAUTION" and "NOTICE" where special attention is emphasized has a special meaning and should be read carefully.

WARNING This involves the personal safety of the driver, and ignoring this precaution may result in a driving accident.

CAUTION This note indicates the method of operation that must be followed or the measures that should be taken so that damage to the vehicle can be avoided.

ATTENTION This is a specialized explanation for ease of maintenance or to make important instructions clearer.

This instruction manual should be considered a permanent document of the motorbike. When transferring the vehicle to another person, this manual should also be transferred to the new owner along with it.

Preface

Thank you for choosing JD750GS series EFI motorcycle. In the design, development and production of this series of motorcycle, our company applies the latest advanced technology and equipment available in our company to provide you with motorcycles with reliable performance, novel and luxurious style, and beautiful appearance. Driving a motorcycle is one of the most exhilarating sports, and is also the most ideal means of transportation for you, which can make you enjoy endless driving fun. Before you drive your motorcycle, you should familiarize yourself with the rules and requirements set forth in this manual.

This manual outlines the proper use, repair and maintenance of your motorcycle, and following these procedures will ensure that your motorcycle will last a long time without failure. The dealership has skilled and specially trained service technicians who can provide the best overhaul and service for your motorcycle.

The standards implemented in this series of products:
q/0100jld001-2018

Jinan Jedi Motor Technology Co., Ltd.

Contents

| | |
|---|----|
| Chapter 1 Directions for Users | 1 |
| Chapter 2 Installation Position of Spare Parts | 4 |
| Chapter 3 Manipulation Instructions | 5 |
| Chapter 4 Directions for Fuel and Oil Usage | 12 |
| Chapter 5 New Vehicle Break-in | 14 |
| Chapter 6 Pre-driving Inspection | 15 |
| Chapter 7 Driving Essentials | 16 |
| Chapter 8 Inspection and maintenance | 19 |
| Chapter 9 Control Measures for Emission of Pollutants | 42 |
| Chapter 10 Troubleshooting | 43 |
| Chapter 11 Storage Methods | 46 |
| Chapter 12 Wiring Schematics | 48 |
| Chapter 13 Parameter tables | 49 |
| Chapter 14 Commitment on recycling of used batteries | 51 |
| Chapter 15 Methods and standards for recycling and disposal of used batteries | 51 |
| Chapter 16 Three packages management regulations of vehicles and parts supply commitment | 52 |

Chapter 1 Directions for Users

Safety tips for motorcyclists

The motorcycle runs for you and serves you faithfully on the condition that you always pay attention to safety. According to this, you have to follow some important traffic rules and fulfill the following six regulations.

Wearing a safety helmet

Safe driving starts with wearing a safety helmet, which is a very important element of driving a motorcycle. A safety helmet with high quality is the number one protective gear when driving a motorcycle, and the most serious crashes are head injuries. Therefore, you should always wear a safety helmet when driving a motorcycle, along with appropriate goggles.

Please familiarize yourself with the structure of the vehicle

Your driving skills and your knowledge of the mechanics are the basis for safe driving. Practice and fully familiarize yourself with your motorcycle and its handling in an open field free of vehicles. Remember, practice makes perfect.

Knowing your safe speed limits

Driving speed depends on the ground conditions, your own skills and the weather. Knowing this limit will prevent accidents. Anytime you drive within your proficiency, you can avoid accidents.

Wearing well-fitting clothing

Loose, oddly fitting clothing can make you both uncomfortable and unsafe while driving. Wearing well-fitting clothing while sitting in the saddle will allow you to move your arms, legs, and entire body freely. Gloves, boots and other items coupled with the requisite safety helmet will clearly indicate that you are the driver and qualified to drive. You should try to choose high-quality, tight-fitting clothing.

Taking special care when driving on rainy days

Extra care should be taken on cloudy and rainy days, keeping in mind that braking distances are twice as long as on a sunny day, and when driving, you should avoid the hole cover, paint and oily road to avoid slipping, and wet roads will bring danger. Sharp turns of the wheels while accelerating should be avoided. Be especially careful when crossing railroads, bridges, etc., and remember to keep a safe distance from the vehicle in front of you.

Checks before driving

Please read the instructions in the "Pre-driving Inspection" section of this manual carefully, driving by the rules will keep you and your passengers safe.

Appearance of the Motorcycle :

JD750GS



No. Position.

Frame number (or VIN)



Engine numbers



Placement of metal nameplates



The frame (or VIN) and engine numbers are used when registering your motorcycle. When ordering components or commissioning special services, this number will help the dealership to serve you well.

The frame number (or VIN number) is embossed on the frame riser. The engine number is embossed on the left side of the crankcase. The metal nameplate is mounted on the frame riser and is used to indicate the main technical parameters, manufacturer and date of delivery of this model.

Please write the number below for reference.

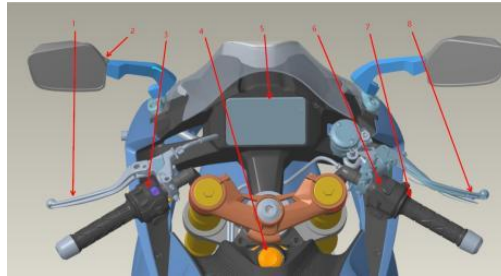
| |
|--------------|
| Frame number |
|--------------|

| |
|---------------|
| Engine number |
|---------------|

Chapter 2 Installation Position of Spare Parts

Handlebar Gauges

1. Clutch Grip
2. Rearview Mirror
3. Left Handlebar Switch
4. Ignition Switch
5. Odometer
6. Right Handlebar Switch
7. Throttle Knob
8. Brake Handle



Left view of the whole vehicle

1. Front Wheel Assy
2. Headlights
3. Windshield
4. Fuel Tank Cover
5. Saddle
6. Rear Tail Light
7. Rear License Plate Light
8. Front Wheel Speed Sensor
9. Front Brake Calipers
10. Oil Filter
11. Air Filter
12. Throttle Body Assy
13. Gear Shift Lever
14. Rear Wheel Assy



Right view of the whole vehicle

1. Rear Side Reflector
2. Rear Footrest
3. Silencer
4. Front Side Reflector
5. Rear Brake Caliper
6. Front footrest
7. Rear Brake Pedal
8. Auxiliary water tank
9. Front Right Brake Caliper

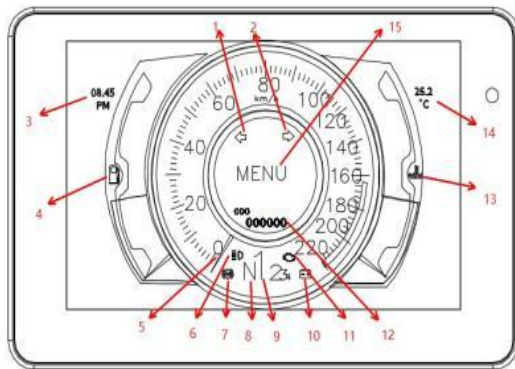


Chapter 3 Manipulation Instructions

Keys

Two keys are provided with the vehicle, one of which should be kept in a safe place for spare use.

Instrument Panel



Turn signal indicator ①②

When the left turn signal light is on, the panel turn signals "↶" and the left turn signals will flash relatively. When the right turn signal light is on, the panel turn signals "↷" and the right turn signals will flash relatively.

Caution:

If one of the front and rear turn signal lamps malfunction, and did not operate normally, the dashboard lights and turn signal lamps will always be lit or times the state of flashing, in which case the cause should be investigated and troubleshooting should be done promptly.

Time Display ③

For time display.

Fuel Reserve Gauge ④

This gauge shows the amount of fuel left in the fuel tank. When the needle points to "F", it means that the fuel tank is full of fuel. When the needle points to "E" and the fuel symbol flashes, it

means that the fuel tank level is extremely low, and you need to refill the specified grade of gasoline immediately.

Tachometer ⑤

This gauge indicates the RPM when the engine is running.

High beam indicator ⑥

This indicator lights up when the headlights are in the high beam position.

ABS warning light ⑦

When the ignition switch is placed in the "ON" position, the ABS warning light will light up within three seconds and self-check, the system confirms that there is no fault, the ABS warning light will light out.

If the ABS system malfunctions, the ABS warning light will light up and remain permanently on.

If the ABS system malfunctions, contact your dealer for treatment.

Neutral position indicator ⑧

The indicator will light up when the transmission is in neutral. Put it in another gear. This indicator is off.

Gear indicator ⑨

The dial number indicator indicates the gear this vehicle is in, and will display the numbers 1, 2, 3, 4, 5 and 6 in sequence when shifting gears.

Low Battery voltage fault lamp ⑩


When the battery voltage is lower than 10V the fault lamp light up, higher than 10.5V the fault lamp is off.


OBD warning lamp ⑪

When the ignition switch is turned on, the OBD warning lamp "🚗" will light up

for self-test within three seconds.

After the self-test:

1.If the OBD warning light "  " is off, it means that the vehicle's sensors are working normally.

2.If the OBD warning light "  " is on and off for a while, please refer to the "EFI System Description" section for instructions and ask a professional service person to carry out timely inspection and repair.

Odometer^⑫

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

Milometer

The Milometer is an odometer that can be zeroed. It is installed in the odometer. It is mainly used for short distance traveling or as a standard for calculating fuel consumption.

Water temperature gauge^⑬

When the key is turned on and the vehicle is started, the water temperature changes from C to H as the engine temperature rises.

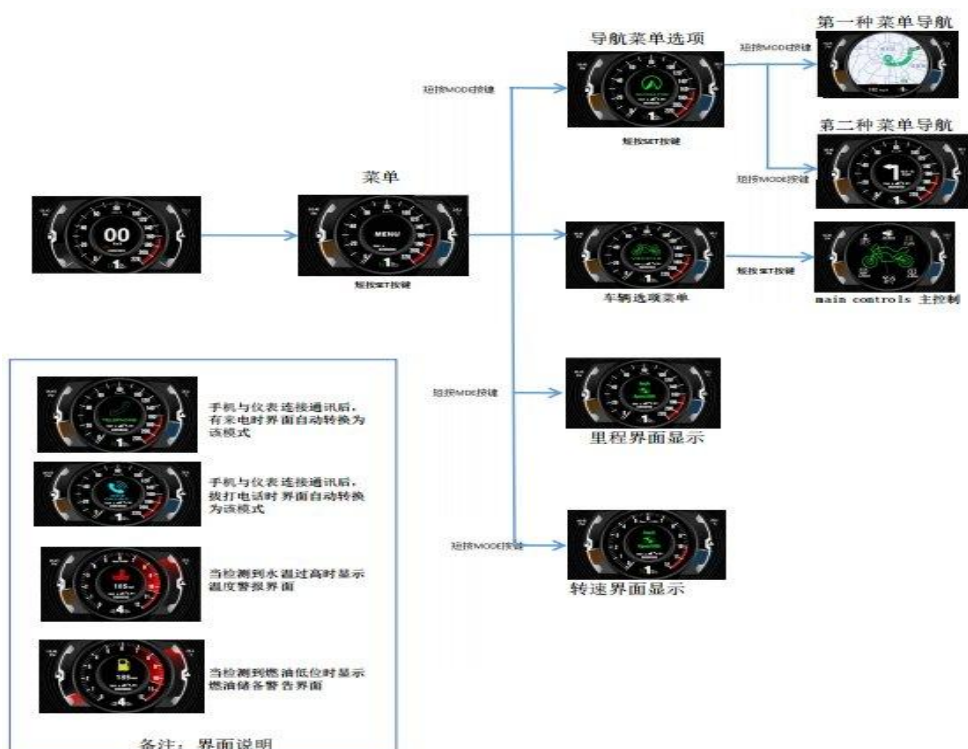
Note: When the engine temperature reaches 110 °C , the water temperature gauge reaches the red zone which is the warning area, the vehicle needs to be tested.

Temperature Display^⑭

The displayed temperature is the current air temperature

Meter Menu^⑮

Menu Description



Wireless screen casting operation instructions

1. Press the SET button to enter the menu interface, and then press the mode button to enter the NAVIGATION interface.



2. In the NAVIGATION interface, press the SET button to enter the wireless connection interface.



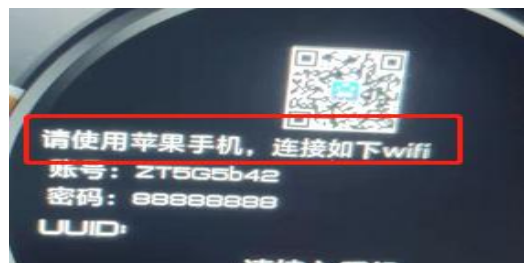
3. First confirm that you enter the wireless screen casting interface, check that there is a UUID display (if there is no UUID number before connecting to the cell phone hotspot, you need to write a valid UUID number)



4. Mobile phones can download and install the "Driver's Companion" APP through the QR code of the scanner table to the cell phone.



5. Press the "MODE" key to switch between the iPhone mode and Android mode. Select the mode according to the phone mode and press the "set" key to exit. After the switch is successful, there will be a corresponding prompt at the bottom



7. Connect the meter:

(1) Android cell phone connection meter cast screen:

In the cell phone set up mobile network sharing, first open the 5G band, and then set the account number and password of the hotspot WIFI (the account number and password and the instrument

prompted to enter the same, otherwise the connection will not be successful.) Then open the hotspot, you can see whether the connected device is connected to the corresponding device.



(2) Apple cell phone: open the WIFI switch on the setup side of the Apple cell phone and connect to the corresponding WIFI hotspot of the instrument.

5. After the WIFI hotspot is successfully connected, open the "Driving Companion" APP on the cell phone, and the instrument can be used in Yilian screen casting.

Tire Pressure Pairing Operation Instructions

1. Short press SET button to enter the setup menu interface, and then press mode button 5 times to enter the theme interface, and then press set button to select "Tire Pressure Setting", and then press mode button to enter the tire pressure setting interface.



2. Before pairing, put the front tire pressure sensor into the analog pump. (Only 1 corresponding tire pressure sensor will be put in when pairing)

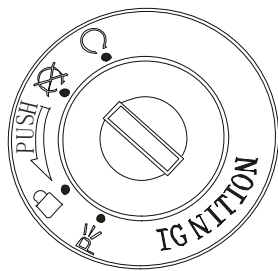
3. Press mode button to select the tire pressure sensor to be learned (front tire pressure sensor/rear tire pressure sensor), after selection, click set button to pair, then start to pump into the pump (automatically identify ID), until the pairing interface displays the corresponding ID number of the sensor, and then click exit after pairing is successful.



4. The operation of the rear wheel sensor in accordance with the 2 ~ 3 steps to repeat.

Note: The pump is a simulation of the real car tire inflation and deflation, the real car situation is matched by the tire inflation and deflation.

Ignition switch



The ignition switch has four positions:

" " (OFF) position

At this point all circuits are disconnected and the key can be removed.

"O" (On) position

All ignition circuits are on and the engine can be started. The key cannot be removed in this position.

" " (Lock) position

To stop the vehicle, support the vehicle with the bracket, turn the handlebar to the left to the end, twist the key to the " " position, when operated correctly, the front end can't be rotated, at this time the engine and electrical system can't work. In this position the key can be removed.

Warning:

Never push the motorcycle while the steering handle is locked or you will lose your balance.

"P" (Parking light) POSITION

Twist the key to this position when parking, at which point the key can be removed, the steering handle is locked, and the front and rear position lights will remain on, this is for added visibility when parking on the side of the road at night.

Warning:

Before you are going to twist the key to the "P" position, the motorcycle must be securely supported with a side bracket or center bracket to prevent the

vehicle from overturning.

Left Handle Control System



Clutch Grip ①

When starting the engine or shifting gears, hold this grip firmly to disconnect the transmission and disengage the clutch.

Warning light switch ②

The warning light switch has two positions, ON and OFF. When the switch is pressed down, i.e. in the ON position, the warning light flashes; when the switch is flicked up, i.e. in the OFF position, the warning light is off.

Light change switch ③

When the light change switch is moved upward to the "☰" (high beam) position, the headlight high beam light up and at the same time the high beam indicator lamp on the instrument panel is on, and conversely, when it is moved downward to the "☷" (low beam) position, the low beam light up.

Warning light switch ④

The warning light switch has two positions, ON and OFF. When the switch is pressed down, i.e. in the ON position, the warning light flashes; when the switch is flicked up, i.e. in the OFF position, the warning light is off.

When the switch is pushed to the left "↵" position, the left turning signal lights up and the indicator light on the instrument panel flashes at the same

time, and when operating the right turning signal lights, push the switch to "↩" position, the right turning signal lights up and the indicator light on the instrument panel flashes at the same time.

Alarm Tone Selector Switch⑥

This switch is used for audio selection of the alarm system, including four choices of alarm tone 1, alarm tone 2, siren and microphone.

Warning:

Turn on the turn signal promptly when you want to change lanes or make a turn, and turn off the signal promptly when you are finished changing lanes or making a turn..

Horn button⑤

When the " " button is pressed, the horn sounds.

Right Handlebar Control System



Front Brake Grip ①

The front brake is applied by slowly tightening the brake handle of the right handlebar toward the throttle control handle. This vehicle uses hydraulic brakes, so do not grip it suddenly and forcefully when decelerating.

The brake light will light up when the brake handle is gripped tightly.

ABS switch ②

Start ABS:1. Turn on the ignition lock switch, the ABS indicator light is always on, after self-test, the ABS

indicator light is off without any fault, and the system is automatically enabled; 2. Press and hold the button for 3 seconds when the ABS system is off and in park, the ABS indicator light of the instrument starts to flash rapidly and then release the button, the ABS indicator light is off, and the ABS system is started.

Turn off ABS: Long press the button for 3 seconds in parking state, release the button after the ABS indicator light flashes rapidly, the ABS indicator light keeps flashing, indicating that the ABS control system has been turned off.

WARNING: During driving, ABS is the default state set when parking, and the ABS system state cannot be changed by the ABS switch.

Warning Button③

Pressing this button, the four turning signal lamps flash, which is used to signal and warn the surrounding vehicles.

Light switch④

"☀" "ON LIGHTS POSITION

When the switch is turned to this position, the headlights, front position lights, instrument panel lighting, and rear position lamps light up together.

"☾☽" Outline Lamp Position

When the switch is turned to this position, the headlamps, instrument panel illumination lamps, and rear position lamps light up together.

"●" OFF LIGHT POSITION

When the switch is turned to this position, the headlamps, front position lamps, instrument panel illumination lamps, and rear position lamps are off.

Start and Stop button⑤

Under the state of side support retracted, turn the switch to the "↩" "

position, hold the clutch handle tightly, and at the same time press the "⊗" electric starter switch, the circuit is connected and the engine is started. It is better to set the gear in the neutral position when starting and cut off the transmission for safety.

If the switch is set to the "⊗" position, the circuit is completely cut off and the engine cannot be started, this is a kind of emergency stop switch.

Warning:

Do not start the motor continuously for more than five seconds at a time, because a large number of discharges will cause the circuit and the starter motor to heat up abnormally, and if you still cannot start the engine after a few tries, you should stop and check the oil supply system and the starter circuit system (refer to the section of "Troubleshooting").

This vehicle is equipped with a side-supporting flameout device. In the side-supporting state, the ignition system circuit is disconnected and the engine cannot be started.

Throttle Knob ⑥

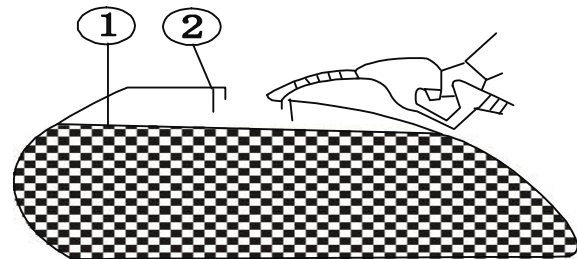
The throttle knob is used to control the speed of the engine. To accelerate, turn the knob toward you, and to decelerate, turn it away from you.

Fuel tank cap



To open the fuel tank cap, insert the

key and turn it 90 degrees clockwise, then pull off the fuel tank cap with the key. Insert the key when installing the cap, rotate it 90 degrees clockwise, press down firmly on the fuel tank cap, and release the key. Finally, pull out the key.



① Gasoline level ② Fuel filler

Warning:

Do not overfuel, do not allow the fuel splash on the hot engine, do not fill the oil to the upper end of the refueling port, otherwise it will overflow dangerously when the fuel temperature rises and expands.

When refueling, turn off the engine and turn the key to the off position, no smoke and fire are allowed while refueling.

Gearshift



This model of motorcycle is equipped with a five-speed gear-mesh transmission. The shifter is connected to a ratchet mechanism in the transmission. Once a gear is selected the shifter automatically returns to its original position so that the next gear can be selected. Neutral is located between the

first and second gears. The first gear is engaged by pressing the shifter from the neutral position. Each time the shifter is lifted upward one gear is advanced. Because of the ratchet mechanism, it is not possible to accelerate or decelerate more than two gears at a time. When shifting from the second to the first or from the first to the second, slide through the neutral position and do not stop there. If the neutral position is needed, tap the shifter to stop in the middle of the first and second gear change process to enter neutral.

Caution:

When the transmission is in the neutral position, the neutral indicator light on the instrument panel will light up, and despite the light, the clutch grip should be carefully and slowly released to determine if the transmission is indeed in the neutral position.

Since clutch combination will cause a sudden increase in engine speed when shifting to a lower gear at high speeds, the vehicle should be slowed down before shifting to a lower gear; this measure will prevent unnecessary wear and tear on the driveline components and rear wheels.

Rear brake pedal



When this pedal is pressed, the rear wheel brake is activated and the brake indicator lights up.

Bracket

This vehicle is equipped with side bracket.



This vehicle is equipped with a side bracket on the left side of the vehicle. To support the motorcycle with the side bracket, place your foot on the end of the side bracket and press down firmly until the bracket rotates to the end and rests on the stop.

Caution:

When parking the motorcycle on a slope, the front end of the motorcycle should be facing up the slope to avoid sliding down the side bracket. The motorcycle may also be in first gear to prevent the vehicle from sliding.

Warning:

Before starting, check whether the side bracket returns to its normal position and whether there is no slack or wobbling.

Chapter 4 Directions for Fuel and Oil Usage

1.Fuel

In order to prevent fuel from entering the carbon canister and causing it to fail, fuel should not be filled to the brim, and it is recommended that it should not exceed 90% of the total capacity of the fuel tank.

And please be careful to straighten the vehicle before filling the fuel.

Warning!

Gasoline is a very flammable and explosive substance. You may be burned or have a serious accident when handling gasoline.

- In places where gasoline is stored or refueled, stop the engine, do not smoke, and keep away from open flames or sparks.

- When refueling, do so in a well-ventilated area. Wipe up spilled gasoline immediately after refueling.

Caution!

Use standard unleaded gasoline, which will prolong the life of the spark plug. If the engine makes a slight popping noise, it may be caused by using regular grade fuel as a substitute and should be replaced.

Ethanol Gasoline

If you use ethanol gasoline, be sure to use No.92 and higher ethanol gasoline that meets the national standard GB18351-2017. Do not use gasoline containing methanol, even if it contains latent solvents and preservatives.

Caution!

- If ethanol gasoline is too much in contact with water, ethanol is easy to be separated, causing the octane number of ethanol gasoline to decline, so the storage time should not be too long

- Motorcycles must have their fuel supply systems and fuel tanks thoroughly cleaned before using ethanol gasoline for the first time.

- Motorcycle users should buy ethanol gasoline in the right amount, otherwise, once the tank is not sealed tightly or stored for a long time, it is easy to cause an increase in water content, resulting in a decrease in the octane number of ethanol gasoline, resulting in a phenomenon that is not

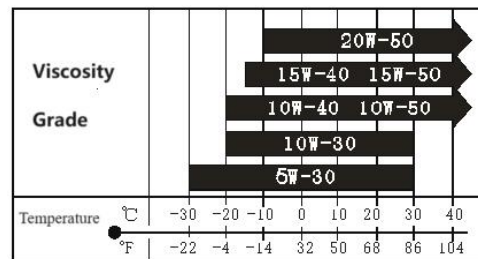
easy to ignite or lack of power.

2.Engine oil

(Please refer to the regular maintenance table)

It is highly recommended to use semi-synthetic or fully synthetic engine oil SAE 15W-40.

The use of high- quality four-stroke engine oils can extend engine life, and the oils should be selected from the SF or higher grades of the API classification. The viscosity of the engine oil should be based on the local atmospheric temperature. Motor oils with appropriate viscosity grades should be selected for different atmospheric temperatures. The specific range of use is shown in the chart below.



| API Classification | Quality |
|--------------------|------------------|
| SG | high ↑ low |
| SF | |
| SE | |
| SD | |

Attention:

When used in cold conditions in cold areas such as Northeast and Northwest, it is recommended that users replace high-quality low-temperature oil such as 5W-30.

Warning:

The quality of engine oil is the main factor affecting the service life of the engine. Please replace the oil according to the maintenance period specified in the maintenance table. When driving in dusty areas, the oil

should be changed more frequently than | the maintenance table specifies.

Instructions:

The use of counterfeit inferior oil will cause irreparable damage to the engine and greatly shorten the service life of the engine.

Chapter 5 New Vehicle Break-in

In the preface, it was explained that proper break-in of a new motorcycle is very important to extend the service life of the motorcycle and give full play to its performance. Listed below is the proper way to break in.,

Maximum speed

The following table lists the maximum revolutions during the break-in period of a new motorcycle.

| | |
|----------------------------------|-----------------------------|
| The first 800 kilometers | Less than 5,000 rpm |
| Reaching 1,600 kilometers | Less than 7,500 rpm |
| Over 1,600 kilometers | Less than 10,000 rpm |

Engine speed variations

Do not drive continuously at a fixed engine speed. The throttle opening can be increased or decreased appropriately, which is conducive to the interplay of parts. The speed of the engine should not be kept fixed, but should be changed from time to time, so that all parts of the engine are able to "carry" the pressure, and when the pressure "unloading", all parts of the engine will be cooled, which will help the parts of the fit. During the break-in period, you can increase the load on the engine appropriately, and when you test drive the engine, it is important to make some force on the engine parts to ensure the fit, but you can't give the engine excessive load.

Avoid running at a certain low speed

When the engine is running at a certain low speed (light load), it can only make the parts grind smooth and break in poorly, as long as it does not exceed the maximum speed limit used by the recommended throttle opening, it can be put into all gears to make the engine accelerate, but it must not be added to the maximum throttle during the initial 1,600 kilometers.

Circulate the oil before driving

After starting the engine in hot or cold condition and before applying load or running, let the engine have sufficient idling time. This allows the oil to splash onto all the important parts of the engine, reducing wear and prolonging service life. It also allows the engine to warm up sufficiently.

Perform the first maintenance check

The maintenance of the first 1,000 kilometers is of the utmost importance, during the break-in period, all engine parts have been grinding, other parts have been engaged. At this time, all parts should be adjusted, all fasteners should be tightened, the contaminated oil should be replaced, and the oil filter should be replaced.

Timely 1,000km service will ensure that your engine lasts long and performs at its best.

Caution: The 1,000 km service should be performed as described in the "Troubleshooting" section of this manual. The words "CAUTION" and "WARNING" in that section should be especially noted.

Chapter 6 Pre-driving Inspection

Before driving, be sure to check the following items carefully and do not neglect the importance of these checks.

| Contents of inspection | Inspection Objectives |
|------------------------|--|
| Steering handle | <ol style="list-style-type: none"> 1. Round and smooth 2. Flexible steering 3. No gap or looseness |
| Lights | Operate all lights - headlights, taillights, brake lights, dashboard lighting, turn signals |
| Motor Oil | Is the Motor oil level between the upper and lower limits |
| Brake | <ol style="list-style-type: none"> 1. Rear brake pedal travel, front brake grip adjustment clearance 2. There is no "spongy" condition of the hydraulic brakes. 3. There is no oil leakage from the hydraulic brake. 4. ABS warning light, OBD indicator light |
| Indicator Lights | Gear, Turn signal indicator light, High beam indicator light, Position indicator light |
| Throttle | <ol style="list-style-type: none"> 1. Proper clearance of the throttle cable 2. Smooth rotation and normal fuel supply by EFI system |
| Tire | <ol style="list-style-type: none"> 1. Calibration of air pressure 2. Proper tire tread depth 3. No scars or cuts |
| Horn | Working properly |
| Clutch | <ol style="list-style-type: none"> 1. Appropriate clearance for the tension line 2. Smooth engagement and complete disengagement during operation. |
| Fuel | Sufficient fuel for the planned distance |
| Drive chain | <ol style="list-style-type: none"> 1. Appropriate elasticity 2. Properly lubricated |
| Negative pressure tube | Keep clear, not squeezed by other parts; no damage, air leakage, etc. |

Chapter 7 Driving Essentials

Warning:

If you are driving this type of motorcycle for the first time, we recommend that you find a non-public road to practice on until you are completely familiar with the controls and handling of this vehicle.

Always return the side bracket to its normal lifting position before driving.

Do not change gears to slow down when you are turning, but reduce your speed to a safe speed just before the turn.

Do not change to a lower gear midway through a turn.

One-handed driving is the most dangerous; keep both hands firmly on the handlebars, drive with both feet on the front rests, and do not spread your hands under any circumstances.

Wet and smooth road surfaces and low tire friction naturally reduce braking and cornering ability, so it is important to slow down beforehand.

Observe traffic rules and speed limits.

Starting the engine

Insert the ignition key into the ignition switch and turn it clockwise on the contact in the " ON " position, if the transmission is in the neutral position, the neutral indicator lights up.

Warning:

Make it a habit to frequently start the engine by putting the transmission into neutral and holding the clutch grip firmly before starting. Avoid the motorcycle lurching forward in the event of a wrong gear start.

Push the engine electric starter button to ignite the engine. Do not rotate the throttle knob when pressing the starter button.

Caution:

Release the starter button immediately after ignition of the engine to avoid adverse effects on the engine.

In order to prevent the battery deficit, if the engine fails to ignite after 5 seconds, it should be paused for 10 seconds before starting.

If the engine fails to fire 2-3 times, rotate the throttle knob 1/8-1/4 of a turn and start again.

A motorcycle that has not been used for a long time or fuel with poor atomization may cause difficulty in starting. In this case, do not rotate the throttle knob, but start repeatedly.

Cold engine condition

Warning:

Do not start the engine in a poorly ventilated or unventilated room. Because carbon monoxide gas is highly toxic. Do not leave the motorcycle running unattended for a moment.

Caution:

When not driving, do not let the engine run for a long time with empty load and

high speed, otherwise it will cause the engine to overheat and damage the internal parts or exhaust system.

Motorcycle Starting

Caution:

The engine should be started with the transmission in the neutral position, the clutch engaged, and the driver riding in the normal driving position.

Hold the clutch grip firmly, pause for a moment, depress the shifter into first gear, and turn the throttle turn knob slowly toward you, while at the same time slowly and smoothly releasing the clutch grip. As the clutch engages, the motorcycle will then begin to move forward.

To shift to the next higher speed gear, first slowly slow down, then close the throttle and hold the clutch grip tightly at the same time, shift the gearshift lever to the next higher speed gear and release the clutch grip, then gently turn the throttle knob, and follow the essentials to shift gradually to reach the highest speed gear.

Attention:

When driving at high speed, try to avoid releasing the gas pedal suddenly to the bottom, and should wait for the engine speed to slow down for a while before returning to the bottom at the moment of returning to the gas pedal at 3,000-5,000rpm. This can avoid the engine stalling phenomenon caused by abnormal combustion.

The use of transmission device

Transmission device can make the engine run smoothly within the normal operating range, the gear ratio is adapted to the characteristics of the engine and carefully selected, the driver should choose the most suitable gear under general conditions, cannot manipulate the clutch in order to control the speed of the clutch, the necessary deceleration should be gear down, so that the engine can run within the normal speed range.

Caution:

When changing from a high speed gear to a low speed gear, be careful to control the vehicle speed down to a safe speed before changing, otherwise it will cause the whole vehicle to decelerate sharply (the engine speed rises rapidly), which not only impacts the gears and increases the wear and tear of the parts seriously, but also may cause the vehicle to lose its balance, resulting in danger.

Driving uphill

● When climbing steep slopes, the motorcycle will show a deceleration phenomenon of insufficient power, which should be changed to a lower gear. The engine will then run within the normal power range. Be careful to change gears quickly so that the motorcycle does not lose forward momentum.

● When going downhill, the engine can be utilized to assist braking, as long as the engine is shifted to a lower gear.

● Remember! Don't drive too fast when going downhill; Don't rev the engine too high at any time.

Brake use and stopping methods

Release the throttle turnbuckle so that it returns automatically and the throttle closes completely.

Click the front and rear brakes simultaneously and evenly with frequency.

Apply gear shifting to reduce speed.

Before the motorcycle comes to a stop, hold the clutch grip tightly and shift into neutral, observing the neutral indicator to recognize whether it is neutral or not.

Warning:

Speed is too fast, the distance required for braking is relatively long, so be sure to estimate the distance between the vehicle or object in front of you and your ability to brake adequately.

Inexperienced drivers often use only the rear brakes, which will wear the brakes faster and make the braking distance too long.

Using only the front or rear brake is dangerous; this method of braking can cause skidding and loss of control. Use the brakes with extreme caution and gently on wet roads or other smooth surfaces, as well as around corners. Sharp braking on uneven or smooth surfaces is particularly dangerous.

Park the motorcycle on a firm, level surface.

If the motorcycle has to be parked on a gentle slope with a side bracket, put the motorcycle in first gear to prevent the vehicle from rolling and return it to the neutral position before starting the engine.

Turn the ignition switch to the OFF position to turn off the engine.

Lock the steering lock.

Remove the key from the ignition switch lock for safety.

Chapter 8 Inspection and maintenance

The following table shows the time limits for periodic maintenance for the number of kilometers or months traveled. At the end of each time limit, inspection, testing, lubrication and prescribed maintenance must be carried out as described. If your motorcycle is used under heavy loads, such as continuous high throttle driving or driving in windy and sandy environments, more frequent maintenance is necessary to ensure the reliable performance of your motorcycle. Further guidelines are available from your dealer. The steering components, shock absorbers, struts and wheel components are critical parts that require specialized techniques and careful repairs. For optimum safety, we recommend that you entrust the inspection and repair to a designated dealership or qualified service worker.

Caution:

One or several components may need to be replaced during regular servicing. When replacing parts, we recommend using genuine components or their equivalent. Regardless of whether you are an expert or have experience in repairing your own vehicle, it is still best to entrust those items marked with a * on the inspection form to a designated dealership or a qualified repairman. For those items that are not marked, follow the instructions in this section to do the work yourself.

Warning:

After 1,000 kilometers of properly breaking in your new vehicle, servicing is an essential item to follow to ensure that your motorcycle is safe and often fully functional.

Be sure to follow the instructions in this manual thoroughly for regular maintenance.

Periodic Maintenance

| Interval: Based on odometer readings or number of months | Kilometers | 1,000 | 4,000 | 8,000 |
|--|------------------|--|-------|-------|
| | Number of months | 5 | 20 | 40 |
| *Batteries (specific gravity of electrolyte) | | I | I | I |
| Spark plugs | | I | C | R |
| Clutch | | I | I | I |
| *Valve lash | | I | I | I |
| Air filter | | C | C | C |
| *Fuel hose | | I | I | I |
| | | Replacement every four years | | |
| Negative pressure hose | | I | I | R |
| Oil and Oil Filter | | R | R | R |
| Oil filters | | C | C | C |
| *Body bolts and nuts | | T | T | T |
| *Brakes | | I | I | I |
| Front Forks | | — | I | I |
| Tires | | I | I | I |
| Drive Chain | | I | I | I |
| | | Clean and lubricate every 1,000 kilometers | | |
| *Steering gear | | I | I | I |
| *Rear Shock | | — | I | I |
| *Cylinder head nuts and exhaust bolts | | T | T | T |

NOTE: Inspection: I Tightening: T Cleaning: C Replacement: R

lubrication table

| Time interval | Every 6,000 kilometers or 6 months from the start of the kilometers or 6 months | Every 12,000 kilometers or 12 months |
|---------------------------|---|--------------------------------------|
| Enterprise | | |
| Throttle Cables | Engine oil | — |
| Clutch Cable | Engine oil | — |
| Transmission Chain | Lubricate every 1,000 kilometers | |
| *Brake camshaft | — | Grease |
| Throttle knob | — | Grease |
| Brake Cables | Oil | — |
| Brake Pedal | Grease or oil | — |
| *Steering gear | Grease every two years or every 20,000 kilometers. | |

Tools

To help you perform regular maintenance, a set of tools is provided in a special tool bag.

Battery

I. Battery classification and its structure

Batteries are divided into ordinary lead-acid batteries and closed valve-regulated batteries (MF batteries), the structure is shown in the figure below.

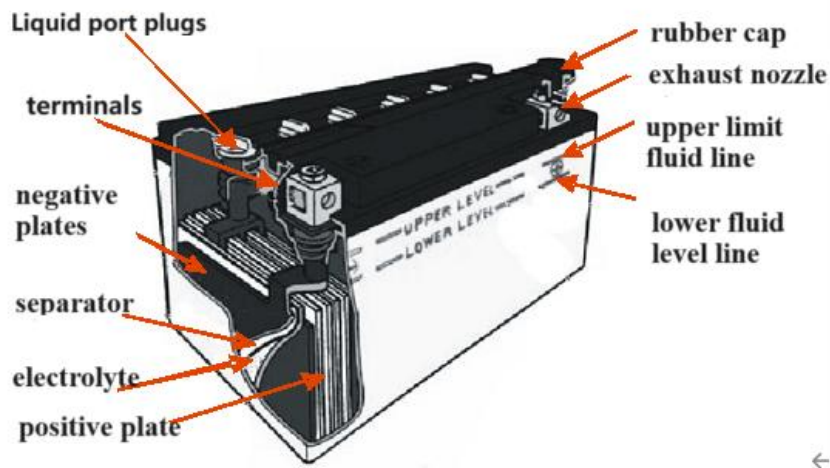


Figure 1 Ordinary lead-acid

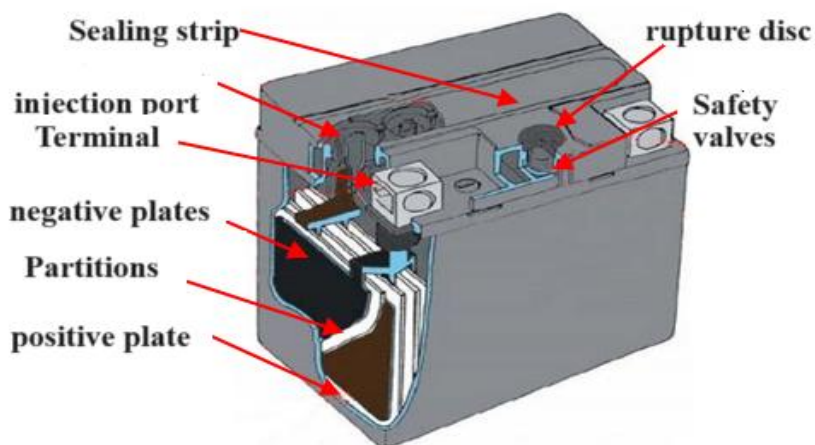


Figure 2 Hermetic valve-regulated batteries

II. The difference between the two types of batteries, shown in Table 1.

Table 1 Differences between the two types of batteries

| Item | Ordinary lead-acid battery | Hermetic Valve Regulated Battery |
|-----------------------------------|---|--|
| Appearance | White, translucent, liquid level marking, rubber cap and exhaust nozzle, no rupture discs | Black, Opaque, No Level Line Marking, No Rubber Cap or Vent, Rupture Disks |
| Electrolyte | Specific gravity 1.28g/ cm ³ (at 20°C) | Specific gravity (1.32~1.35) g/ cm ³ (at 20°C) |
| Method of initial liquid addition | Add fluid to the upper level line | Fill up all the acid in the dispenser. |
| Liquid spigot | Can be unloaded by a specialist when filling | Do not pry open |
| Installation | Horizontal installation | Free to load |
| Maintenance | Regularly check the level and replenish the fluid | No need to replenish liquid |

III.The role of the battery in the motorcycle

- The battery provides electrical energy for the motorcycle starting and signaling system (and sometimes for the lighting system).
- When the motorcycle is running, the excess electrical energy output from the magneto is converted into chemical energy and stored, i.e. the battery is charged.
- When the motorcycle engine stops working or runs at a low speed, the stored chemical energy is converted into electrical energy to supply power to the power-using equipment, i.e. the battery is discharged.

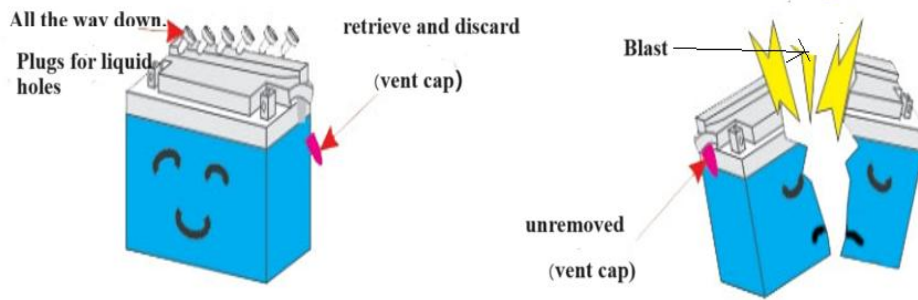
IV、 Battery usage

• The battery should be stored in a cool and ventilated place. In order to avoid the oxidation of the pole plate, for ordinary batteries, please do not remove the liquid hole plug and exhaust cap before use; for closed valve-regulated batteries, please do not open the sealing aluminum foil before use.

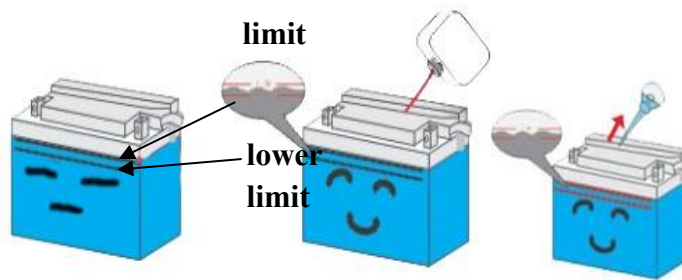
- Battery primer

Common type lead-acid battery initial addition of liquid:

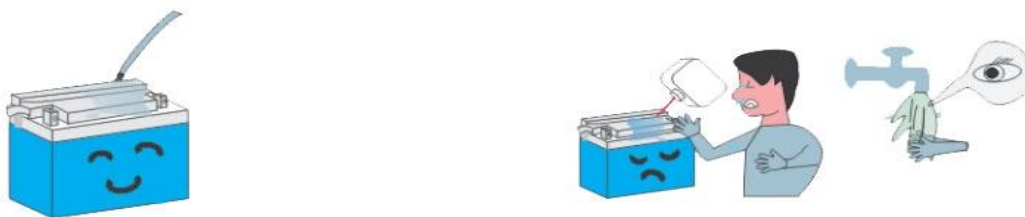
- ① . Remove the liquid hole plug and exhaust cap before adding electrolyte, otherwise it may cause an explosion.



②. After the liquid is added and left to stand for 20-30 minutes, after the electrolyte is completely absorbed, the liquid level should be between the lower limit and the upper limit position, and it is best that all the 6 compartments can reach the upper limit. If the liquid level of a certain compartment decreases after it is left to stand, please replenish the same electrolyte to the upper limit; if the amount of electrolyte added is higher than the upper limit position, it can be sucked out with a pipette.



③. Don't let the electrolyte flow to the outside of the battery, if there is any outflow, please flush with water; if it accidentally flows to the hands or clothes, please wash it with soap immediately; if it splashes into the eyes, wash it with a lot of water and then seek medical treatment immediately.



④. Connect the exhaust pipe to the exhaust nozzle, check whether the exhaust pipe is flattened or bent, so as to avoid damage to the motorcycle due to bursting caused by poor exhaust, and if the exhaust pipe is dislodged, the electrolyte that flow out will corrode the body of the vehicle.



Seal

ed valve-regulated batteries refilling:

- ① Pull off the battery aluminum foil; (Figure 1)
- ② Remove the sealing strip;(Figure 2)
- ③ Insert the electrolyte bottle vertically into the filling port;(Figure 3)



Figure 1



Figure2



Figure 3

- ④ Ensure that all electrolyte is injected into the battery.



Tip: If there is electrolyte left in the jug, gently tap the bottom of the bottle or pierce the bottom with a peg to allow all the electrolyte to fully enter the battery.

- ⑤. Ensure that the sealing strip is installed in place, pressed firmly, and can be loaded after 20 minutes of resting.

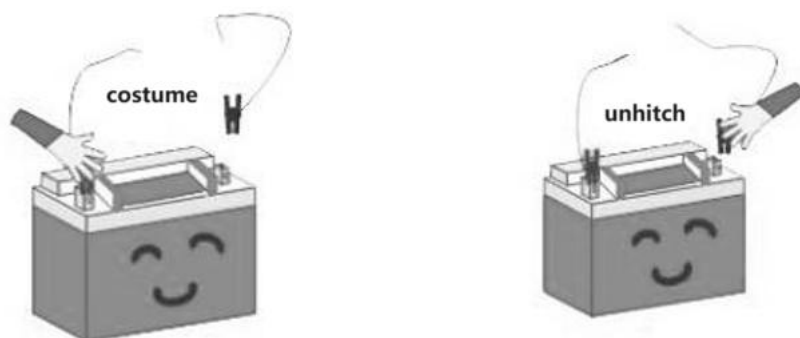


Caution:

When installing the sealing strip, it must be pressed in horizontally, otherwise it will cause air leakage, make the battery lose water faster and shorten the battery life. The sealing strip must not be opened after installation.

● Installation of the battery

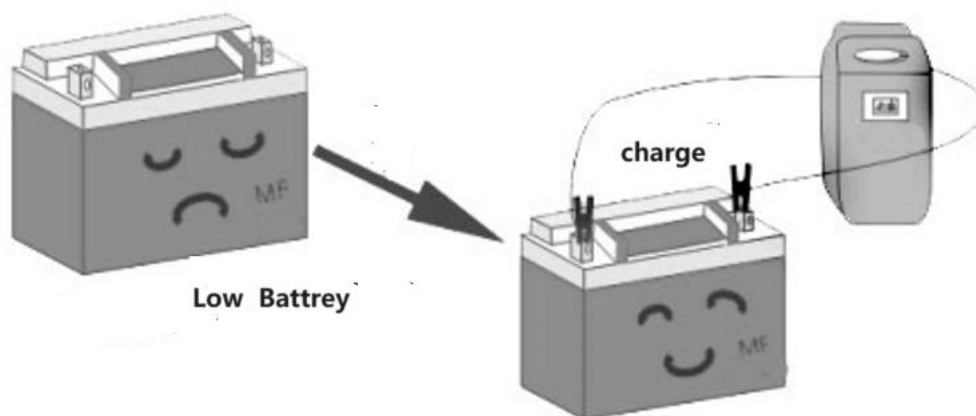
Since motorcycles are generally negative-pole hitch, in order to prevent the battery from short-circuiting, when installing the battery, first install the positive pole, then install the negative pole; when disassembling the battery, first remove the negative pole, then remove the positive pole.



IV . Battery maintenance

1、 Replenishment and refilling of ordinary storage battery

① Please remove the battery from the body when it is not used for a long time, and it should be replenished once a month; when the motorcycle has difficulty in starting, the horn is hoarse, and the light is dim, please replenish the electricity quickly. The charger should be selected from the regular manufacturer's products and should be charged in strict accordance with the instructions.

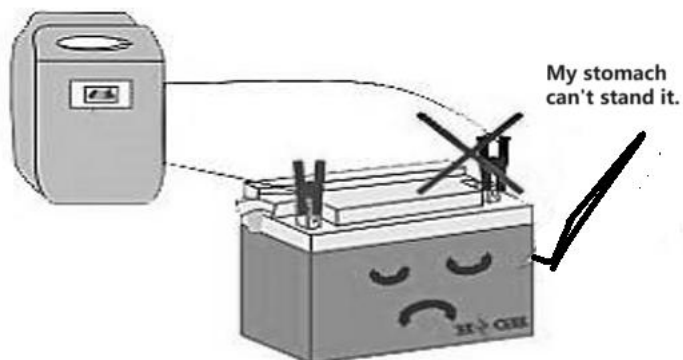


Reminder:

For your safety and the life of the battery, please follow the charger instructions

strictly for charging.

② Do not charge for a long time with high current, as this will damage the battery and shorten its life.

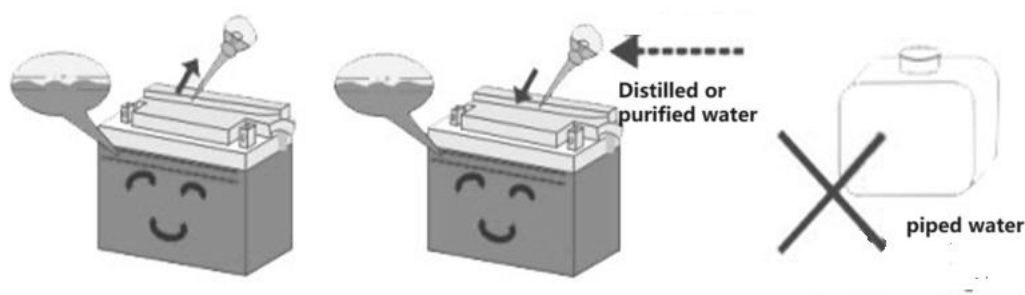


Attention:

When charging, it should be placed in a well-ventilated environment, and sparks are strictly prohibited around it, otherwise it may cause an explosion.

③ If the electrolyte in the battery is higher than the upper limit, it can be sucked out with a pipette ; if the electrolyte is lower than the lower limit, use distilled water or pure water to replenish it to the upper limit position.

←



Attention:

The initial addition of electrolyte or replenishment of water beyond the upper limit of the liquid level line too much will cause the battery string grid short circuit.

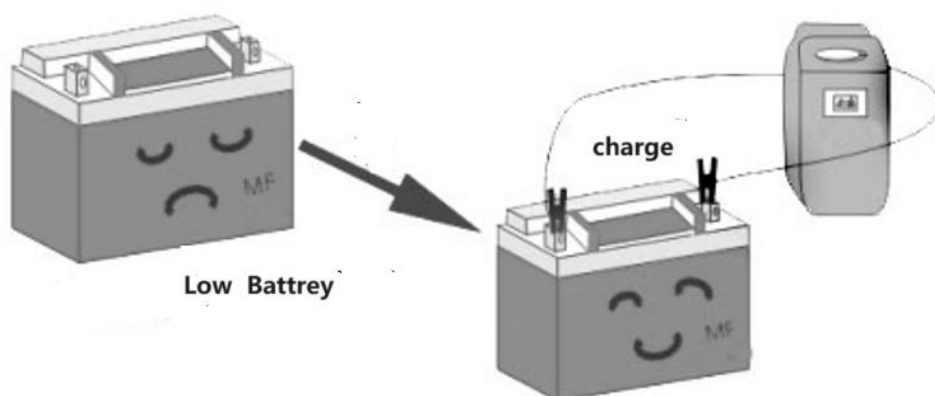
II、 Replenishment of closed valve-controlled battery

① . It is forbidden to open the sealing strip and safety valve.



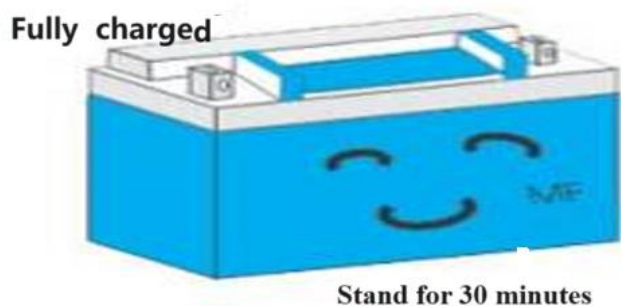
Attention:

Operations such as opening seals, safety valves and adding water can cause the battery not to function properly.



②. Please remove the battery from the motorcycle when it is not used for a long period of time, please replenish the charge before placing it, and it is required to be recharged every 3 months.

③. When the motorcycle is difficult to start, the horn is hoarse and the light is dim, please replenish the electricity quickly, and after the charging is completed, it should be left to stand for 30 minutes before use.



VI Battery charging

1、Charging before installation

Electrolyte added to the battery cannot play 100% performance, supplemental electricity is very important. After liquid injection at room temperature, it should be left to stand for 20-30 minutes, if the temperature is low, it should be left to stand for a longer time or put in a place with higher temperature, so that the electrolyte can fully react with the pole plate before using it, if the liquid level drops at this time, please replenish it with the same electrolyte. In order to prolong the service life of the battery, it is better to do the initial charging before installation if conditions permit.

Charging current: 1/10 current of rated capacity (e.g. 12V7Ah battery, charging current is 0.7A);

Replenishment time:

| | | | | |
|--------------------------|-----------------|---------------|----------------|------------------|
| Months after manufacture | Within 3 months | 3 to 6 months | 6 to 10 months | More than 1 year |
| Replenishment time | 1 hour | 3 hours | 5 hours | 10 hours |

2. Charging during use:

Standard charging method: 5 to 10 hours at a constant current of 1/10 capacity.

shown in the table

| | |
|------------------------------|-----------------------|
| Charging current (A) | 1/10 x rated capacity |
| Charging time (hours) | 5~10 |

3. Emergency charging attention:

When the battery is rapidly charged at a high current emergency, a higher temperature rise will be generated, which will shorten the service life of the battery, and generally should be controlled within 45 ° C.

VII. Battery failure phenomena and causes

| Fault type | Phenomenon | Cause | Solution |
|----------------------|---|---|---|
| power deficit | Electricity starts weakly or fails to start, lights are dim, horn is hoarse; voltage value is around 12V (should be 12.6V to 13.2V after full charge). | <ul style="list-style-type: none"> ① Use the headlight for a long time in idle state. ② Frequent electric starting and traveling a short distance, slow speed. ③ The motorcycle is not used for a long time or there is leakage of electricity or poor contact of wires. ④ The voltage regulator is damaged or the charging voltage setting value is too low, or the magneto is faulty. | <ul style="list-style-type: none"> ① Turn off the headlight as much as possible at idle. ② If the engine fails to ignite after 5 seconds of pressing the starter button, start the engine again after an interval of 10 seconds. Do not start the motorcycle more than 3 times in a row. ③ Motorcycles are not used for a long time, should be disconnected from the negative battery cable. ④ Replace the voltage regulator in time to avoid direct damage to the battery performance. |
| Salinization | Electric start is weak or can't start, battery voltage is lower than 10V or lower, electrolyte level of common type battery is lower than the lower limit position. | The battery has been in a state of deficit for a long time or the electrolyte is below the liquid level line, and the plates above the liquid level cannot be restored in charging. | <ul style="list-style-type: none"> ① Check whether the motorcycle magneto, main wiring harness, voltage regulator rectifier is working normally. ② Add special pure water to the upper limit of the ordinary battery for charging recovery, if it is difficult to recover, it should be replaced in time. |
| Overcharge | The electric start is weak or cannot start, the electrolyte of the ordinary type battery is brownish, and the shape of the closed type | Regulator rectifier charging voltage value >15V, resulting in overcharging of the battery; the active material in the ordinary type battery falls off, | <ul style="list-style-type: none"> ① Adjust the voltage regulator rectifier charging voltage between 13.8V and 15V. ② Replace the battery with a new one. |

| | | | |
|----------------------|--|---|---|
| | battery is swollen. | mud, closed type battery temperature rise accelerated, expansion and water loss. | |
| Short circuit | Weak or non-starting electric start, large self-discharge of the battery, no power storage. | <p>①Overcharging causes short-circuiting of the pole plate due to dislodging of the active material from the pole plate or sludging.</p> <p>②The initial addition of liquid or water replenishment is too much, exceeding the upper limit line too much to cause a short circuit of the battery string grid.</p> <p>③ When replenishing water, add impure water, resulting in increased self-discharge.</p> | <p>① Replace the battery with a new one.</p> <p>② Replenished water can be sucked out with a pipette if it is higher than the upper limit position.</p> <p>③Adjust the electrolyte.</p> |
| Deformation | Batteries are broken, leaking, or deformed; battery terminals are deformed or show signs of burnout. | <p>① Short circuit, broken circuit, pole plate detachment and acid leakage due to irregularities during loading and unloading or irregularities during use.</p> <p>② Overcharging or direct short-circuiting causes internal battery damage or battery expansion and deformation.</p> | Replacement of new batteries |

Description of EFI system

In order to improve the performance of the engine and the comfort of riding the motorcycle, reduce emission pollution, save fuel and make the car better for you, our company applies the newly introduced advanced EFI technology in the production of motorcycles, adopting the precise air-fuel ratio EFI control technology, using the closed-loop control and three-way catalytic treatment, i.e., the fuel is pressurized through the fuel tank and filter to the fuel pump, and then regulated by the fuel pressure regulator to 0.33 MPa to the injector and then precisely injected into the intake pipe near the intake valve of the engine, thus providing you with a more cost-effective motorcycle. Please be sure to read the contents of these instructions in detail before riding the motorcycle.

Before you plan to have your vehicle serviced for a malfunction, please discuss this with the dealership. If the motorcycle is still under warranty, personal repair and modification of the vehicle will affect the basis of the warranty, and we will not be liable for any loss or joint liability for any damage caused.

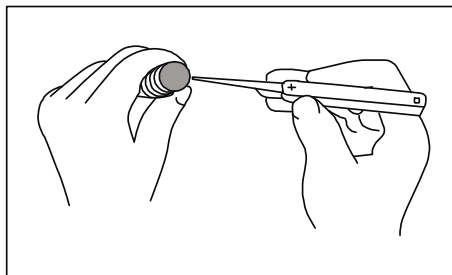
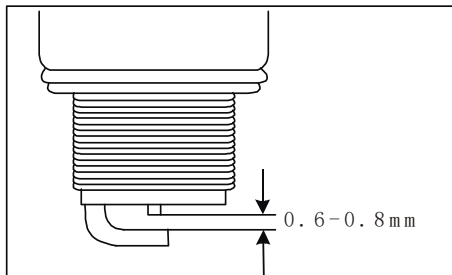
The engine control system module analyzes and calculates the working status of the engine by receiving the sensor signals (throttle position sensor signal, intake air temperature sensor signal, intake air pressure sensor signal, oxygen sensor signal, cylinder temperature sensor signal, rotational speed signal, etc.) and work request switch signals at different locations of the engine and the body of the vehicle, and then analyzes and calculates the working status of the engine in accordance with the pre-set mathematical model by means of the engine and the actuators (points) on the body of the motorcycle. and the actuators (ignition coil, fuel injector, idle valve, etc.) on the body of the vehicle, the engine's oil, fire and other corresponding mechanisms for precise control, and closed-loop correction processing.

When there is a malfunction in the EFI system, the indicator light blinks and needs to be solved with a troubleshooter.

The fault codes correspond to the faulty parts in the following table

| Part Name | Fault Code | Fault Determination |
|---|------------|---|
| Oxygen sensor | P0031 | GND short circuit |
| | P0032 | VCC short circuit |
| | P0132 | Oxygen sensor signal circuit power supply short circuit |
| | P0134 | Oxygen sensor disconnected |
| Intake Pressure Sensor | P0107 | GND short circuit |
| | P0108 | VCC short or open |
| Intake Air Temperature Sensor | P0112 | VCC short or open |
| | P0113 | GND short circuit |
| Cylinder Temperature (Water Temperature) Sensor | P0117 | VCC short or open |
| | P0118 | GND short circuit |
| Throttle Position Sensor | P0122 | GND short circuit |
| | P0123 | +5V short or open |
| Oil Pump | P0231 | GND short circuit |
| | P0232 | VCC short circuit |
| Injector | P0261 | Failure of injector short to ground circuit |
| | P0262 | Short circuit to high level |
| Crankshaft Position Sensor | DTC_P0336 | Sensor open or no signal |
| Idle Speed Control Valve | P0504 | Short circuit of high level current |
| | P0505 | GND shorted |
| Power supply | P0562 | Low system voltage |
| | P0563 | High system voltage |

Spark plugs



For the first 1,000 kilometers and every 3,000 kilometers thereafter, use a small metal wire brush or a spark plug cleaner to remove the carbon deposits attached to the spark plug, and use a spark plug gap thickness measuring sheet to readjust the spark plug electrode gap to keep it between 0.6-0.8 millimeters. Spark plugs should be replaced after every 6,000 kilometers of driving.

When removing the attached carbon, you need to observe the color at the tip of the spark plug at the same time. This color will tell you whether the standard spark plug is suitable for your type of usage. If the standard spark plug is wet or dark, indicating poor combustion, it may be more appropriate to replace it with a spark plug of a lower calorific value. Normal working spark plugs should be a light gray or cotton-yellow color. If the plug is white or seems to glow, the spark plug is operating under overheated conditions and should be replaced with a spark plug

of a higher calorific value.

Caution:

The spark plug should not be screwed too tightly or threaded to avoid damaging the screw threads of the cylinder head. When removing the spark plug, do not allow impurities to enter the engine through the spark plug hole. Do not remove the spark plug when heating engine.

The standard spark plugs for use in this model motorcycle have been carefully selected to suit most operating ranges. If the spark plugs show a different color from the standard spark plugs, then it is advisable to consult with the distributor before replacing the spark plugs with a different heat-resistant range. This is because an improperly selected spark plug will result in serious engine damage. Selecting a different grade of spark plug will result in operational difficulties. Therefore, you should consult with your dealer before choosing another grade of spark plug.

Motor Oil

Attention:

Replace the oil for the first time when the new motorcycle reaches 1,000km or when it has been used for about one month, and then replace it every 3,000km.

The durability of the engine depends on the use of high-quality oil and the regular replacement of new oil. Checking the oil level daily and changing the oil regularly are two of the most important tasks that must be performed in a maintenance program.

Checking the oil level



Caution:

When the oil level is low, the oil warning light on the instrument lights up and the engine must not be started. Do not add oil beyond the upper limit of the oil window.

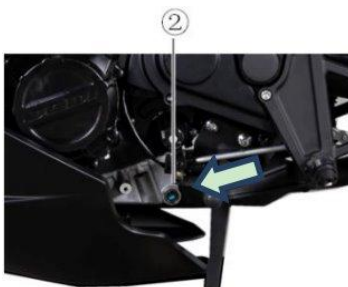
Oil and filter change

The engine oil and oil filter should be changed at the first 1,000 kilometers and every 3,000 kilometers thereafter. The oil should be replaced when the engine is hot so that the oil in the engine can be drained cleanly and thoroughly. The method is as follows:

1. Place the motorcycle on the bracket.
2. Remove the oil filler cap. ①
3. Remove the oil drain screw ② at the bottom of the engine and drain the oil.

Attention:

Do not remove the neutral gear positioning screw plug by mistake, so as not to cause the neutral gear cam top pin and spring to fall off, resulting in difficulty in shifting gears.



4. Remove the oil filter ③ by turning it counterclockwise.



Caution:

The seal must be changed each time the oil filter is replaced.

5. Install the new oil filter and tighten it.
6. Tighten the oil drain plug, pour about 1900 ml of the required new oil from the fuel port on the clutch cover, and gently screw on the top cover.
7. Start the engine and let it idle for a few seconds.

Caution:

Check carefully to see if the oil filter is leaking.

8. Turn off the engine and wait a minute before checking the oil level through the oil window. The oil level should be maintained between the "F" and "L" lines. If the oil level is below the "L" line, add oil until the "L" line.

Caution:

Always use the oil recommended for you in the section "Direction for Fuel and Oil Usage".

CAUTION!

Oil fill level:

When the oil filter is not replaced, the oil filling amount is 1700ml; When replacing the oil filter, the oil filling amount is 1900ml; The oil filling amount for new engine or overhaul is 2400ml.

Brakes

Check the brakes during the first

1,000 kilometers and after every 3,000 kilometers of driving thereafter.

Proper brake operation is important for safe driving. Always remember to have your brakes checked regularly, and this should be done by a qualified dealer.

Warning:

The brakes are a personal safety component and must be kept properly adjusted.

If the brake system or brake pads need servicing, we strongly advise you to leave the work to your dealer. They are well equipped with the tools and skill to do the job in the safest and most economical manner.

Front Brake

The distance between the natural state of the brake and the time when the brake is applied is called "free travel". For models with disc front brakes, the clearance of the brake lever should be 5 mm - 10 mm when measured at the brake lever.



Hydraulic brake system items that should be checked daily are as follows:

1. Check the front wheel brake system for fluid leaks.
2. Check the hydraulic hose for fluid leaks or cracks.
3. Front brake handles, maintain a certain amount of counter-support.
4. Check the wear status of the front brake pads.

Caution:

Disc brake system is using high pressure braking. For safety reasons, the oil lines and hydraulic fluid should not be changed for longer than the time specified in the "Inspection and Maintenance" of this manual.

Brake Hydraulic Fluid

Warning:

Brake hydraulic fluid is harmful if accidentally consumed and gets in the eyes or on the skin. In case of accidental drinking you should be forced to spit it out and go to the hospital immediately. If it gets on the skin or eyes it should be rinsed with plenty of water and go to the hospital immediately.

Caution:

This vehicle uses glycol-based hydraulic fluid. Do not mix it with silicic acid-based fluid or petroleum-based fluid, as this may seriously damage the brake system. Do not use leftover fluid from an open box. Do not use hydraulic fluid left over from the last service, as the old fluid will absorb moisture from the air. Use only DOT4 brake fluid. Be careful not to splash hydraulic fluid on painted or plastic surfaces, it will leach the surface layer of these substances.

Brake Fluid Additions:

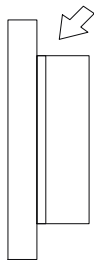
Check the fluid level in the front brake hydraulic fluid reservoir. If the level drops, add the specified hydraulic fluid. This is because when the brake pads rub, the fluid in the cartridge is automatically injected into the tubing and the level is lowered as a result. Replenishing the brake fluid should be considered an important part of regular maintenance.

Brake Pad





The main point of checking the front brake pads is to see if the pads are worn to the limit of the indentation. If they are over the mark they should be replaced with new pads.



Warning:

Do not ride the motorcycle immediately after replacing the brake pads with new ones. Grip and release the brake handle a few times to allow the pads to fully extend and restore to regain normal lever support, and to allow the brake fluid to circulate steadily.

Front brake light switch

The front brake light switch is located underneath the brake handle. The brake light is on when the brake handle is gripped.

Rear Brake

The rear brake on this vehicle is a disc brake.

The distance between the natural state of the brake and the time when the brake is applied is called the "free

travel". For models with disc brakes, the free travel of the brake pedal should be 10 mm - 20 mm.



Hydraulic brake system items that should be checked daily are as follows:

1. Check the rear wheel brake system for fluid leaks.
2. Check the oil pressure pipe for fluid leakage or cracks.
3. Check Brake pedal, maintain a certain amount of counter-support.
4. Check the rear wheel brake pads for wear.

Brake fluid addition:

Check the fluid level in the brake reservoir. If the level drops, add the specified fluid. This is because when the brake pads are rubbing, the fluid in the reservoir is automatically injected into the tubing and the level drops. Replenishing the brake fluid should be considered an important part of regular maintenance.



Brake pad



The main point of checking the rear brake pads is to see if the pads are worn to the limit of the indentation. If they are over the mark they should be replaced with new pads.



Rear Brake Light Switch

The rear brake light switch is located on the right side of the frame. The brake light is on when the brake pedal is depressed.

Muffler



Do not go near the motorcycle silencer after a long ride to prevent burns.

Fuse.

The fuse box is mounted on the tool box in the center of the frame and all electrical systems are protected by fuses. If one of the electrical systems fails, the fuse must be checked. If a fuse is blown, replace it with a spare fuse from the fuse box.



Caution:

When replacing a blown fuse, be sure to use a fuse of the specified amperage. Never replace a blown fuse with a substitute such as aluminum foil or steel wire. If a spare fuse installed blows within a short period of time, this is an indication that there may be a greater electrical failure. At this point, the dealership should be contacted immediately.

Air filter

If the air filter element is blocked by dust, the intake resistance will increase with the reduction of the output power; And fuel consumption increases due to the increase in the amount of gasoline contained in the gas mixture. Therefore, after every 3,000 kilometers, the air filter components should be checked and cleaned according to the following steps.

Caution:

The filter should be cleaned or replaced from time to time if driving in dusty conditions. Do not wait until maintenance time.



Cleaning of paper filter elements

Clean as described below:

1. Remove the vehicle fuel tank.
2. Unscrew the four screws that secure the air filter element.
3. Remove the filter element
4. Gently tap the filter element to flick off the surrounding dust and blow off the residual dust with compressed air.

Note: The filter cartridge is paper-based and is prohibited from being cleaned with water or all other oils and chemicals.

Caution:

Before and during cleaning, be careful to check the air filter element for excessive dirt, cracks or damage. If found, the air filter element should be replaced.

Reinstall the cleaned filter in the reverse order it was removed. It must be confirmed that the filter element is installed in the specified position and sealed reliably.

Caution:

Never start the engine without the air filter. If driving in dusty conditions, the air filter element must be cleaned or replaced more frequently. Never start the engine without the filter element in place as this will accelerate engine wear. Always make sure that the air filter element is in good working condition, as this part has a significant impact on engine life.

Adjustment of Throttle Cord



①Locking nut ②Adjuster

1. Loosen the lock nut.
2. Turn the adjuster to adjust the rope gap within 0.5 to 1.0 mm.
3. After adjusting the gap, secure the lock nut again.

CAUTION:

After adjusting the throttle cable, check the rotation of the throttle switch

handle. Do not increase the idling speed of the engine due to this adjustment, and make the switch handle turn back to the OFF position automatically.

Clutch adjustment

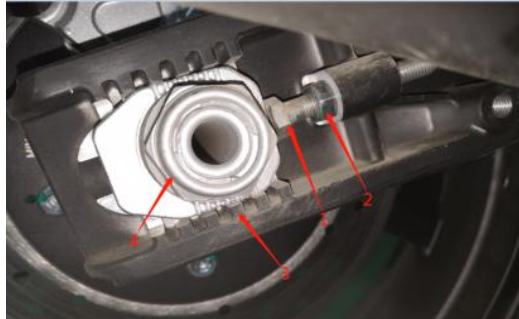
Adjust the clutch by adjusting the clutch grip steel rope ① tension. Before the clutch grip is gripped tightly and the sensation of gear engagement begins to be loosened, the clutch steel rope clearance should be 4 mm measured at the clutch grip. If the clutch steel rope clearance is found to be incorrect, adjust it as follows.



Loosen the nut ② Turn the grip tension adjusting ring ③ and turn it clockwise to the end. Loosen the lock nut ⑥ of the rope adjusting ring, and then turn the rope tension adjusting ring ⑤ back and forth, so that the gap between the grips is opened to about 4 mm. Micro-adjustment of the available grip tension adjustment ring ③, all adjusted properly, lock the lock nut ②

and ⑥ at the same time put on the sheath ④.

Adjustment of transmission chain



- ① Adjusting bolt
- ② Locking nut
- ③ Mark
- ④ Rear axle nut

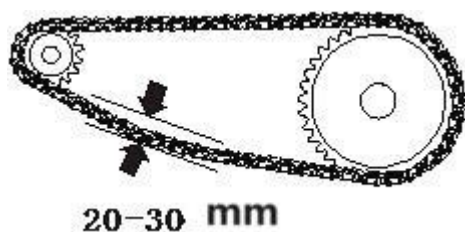
When adjusting:

1. Support the motorcycle with the bracket.
2. Loosen the rear axle nut.
3. Loosen the locking nut.
4. Turn the adjusting bolt left or right to adjust the chain.

Caution:

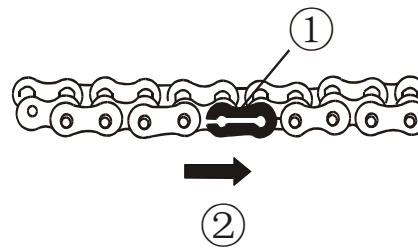
When putting on a new chain, both sprockets must be checked and replaced if necessary.

Every 1,000 kilometers, adjust the slack in the drive chain so that the midpoint of the two sprockets can be moved by 20-30 mm.



Caution:

The open end of the drive link point clip is to be installed with its back to the direction of rotation.



- ① Linking head clamp
- ② Direction of rotation

Cleaning and oiling the drive chain

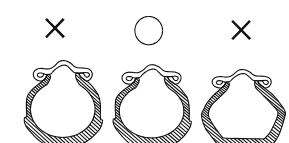
Dirt and grime on the drive chain will accelerate the wear of the drive chain itself and the sprocket. Therefore, after every 1,000 kilometers, the drive chain should be cleaned with washing solvent, and then lubricated with special chain lubricant or engine oil to make it lubricated.

Tires

Check the air pressure and tread pattern of the tires after the first 1,000 km and every 3,000 km thereafter. In order to ensure maximum safety and a long service life, the air pressure of the tires should be checked frequently in addition to regular servicing.

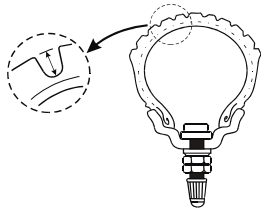
Tire air pressure

Insufficient air pressure in the tires not only accelerates tire wear, but also seriously affects the stability of the motorcycle. Insufficient air pressure will make turning difficult; but too high air pressure will reduce the contact area between the tire and the ground and cause the wheel to slip or even lose control. It is important to ensure that the tire pressure is always within the prescribed limits. Adjusting tire pressure should be done when the tires are cold.



Tire Tread

Riding a motorcycle with excessively worn tires will make the ride less stable and may cause loss of control. When the tread depth of the front wheel outer tire is reduced to 1.6 mm or less, it is recommended that the wheel outer tire be replaced. When the tread depth of the rear wheel outer tire is reduced to 2 mm or less, the tire should also be replaced with a new one.



Warning:

Problems may occur with out-of-standard tires. We respectfully recommend that you use standard tires.

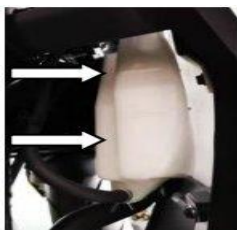
Tire inflation pressure is very important for proper vehicle performance and driving safety. Always check tire wear condition and inflation pressure.

Antifreeze:

The cooling system of this vehicle is liquid-cooled, and the coolant is antifreeze. It is necessary to check the level of antifreeze regularly. When the level of antifreeze in the sub-tank is lower than line L, it needs to be added in time.

Antifreeze check method:

1. Support the vehicle side bracket.
2. Observe the antifreeze level in the sub-tank from between the fuel tank and the instrument cover.



3. When the antifreeze level is below the L line, add an appropriate amount so that the level is above the L line and below the F line.

Antifreeze adding method:

1. Lift the sub-tank cover ①.



2. Add antifreeze from the opening of the sub-tank so that the level is above the L line and below the F line.
3. Put the cover of the sub-tank back on.

Attention

This vehicle uses glycol antifreeze. Do not add other antifreeze to avoid damage to the cooling system.

The color of the added antifreeze is the same as the color of the antifreeze in the vehicle.

Warning:

Antifreeze is harmful if it is accidentally drunk and gets in the eyes or on the skin. If it is drunk by mistake, it should be forced to spit out and go to the hospital immediately. If it gets on the skin or eyes, flush with plenty of water and go to the hospital immediately.

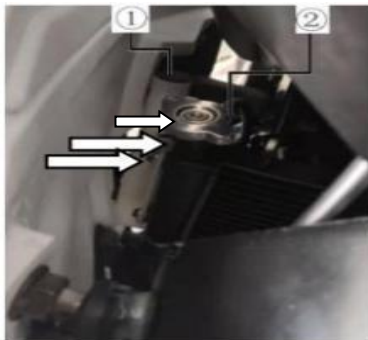
Antifreeze Replacement

It is recommended that the antifreeze be replaced every two years. The specific steps are as follows:

Note:

The following operations must be completed by the dealer.

1. Lift the sub-tank cover ① and radiator cover ②.



2. Unscrew the engine drain bolt and drain the antifreeze out of the
Lower right front side of the engine

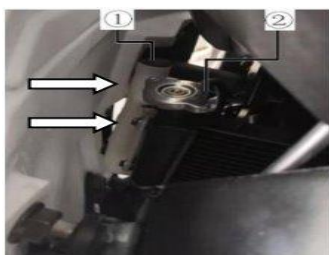


To drain the antifreeze cleanly, use an air gun to press compressed air from the radiator port into the cooling system until the antifreeze drains cleanly.

3. Tighten the waterproof bolts, fill the antifreeze from the radiator port with special equipment until it is full (the liquid level is flush with the second step of the radiator) and assemble the radiator cap.

4. Fill the sub-tank with antifreeze so that the liquid level is above the L line and below the F line.

Put the sub-tank cover back on.



Fill antifreeze about 1.8L

Antifreeze selection

It is recommended to use ethylene glycol-based antifreeze, and the freezing point of antifreeze is generally 10 C° or 15C° below the lowest local temperature.

This vehicle is filled with ethylene glycol antifreeze with a freezing point of -35 C° before leaving the factory.

Chapter 9 Control Measures for Emission of Pollutants

Motorcycle exhaust contains harmful gases such as CO, HC and NOx. To minimize emissions and noise pollution, please take care to keep the emission pollutant control device intact:

A. Fuel evaporation system:

(1) **Sealed fuel tank cover:** the fuel tank is connected to the atmosphere through the carbon canister to maintain atmospheric balance and prevent air lock.

(2) Carbon canister: using the physical properties of activated carbon with large specific surface area for oil vapor absorption storage and detachment recovery. When the motorcycle is stationary: oil vapor enters the carbon canister from the oil tank through the oil-air separator and is adsorbed and stored in the carbon canister by the carbon powder; when the motorcycle engine is running: the negative pressure of the motorcycle's intake manifold opens the carbon canister's PVC control valve, and at the same time, since the carbon canister's detachment port is connected to the motorcycle's air intake system, at this time there is a certain amount of negative pressure at the

detachment port, and the atmosphere enters the motorcycle's air intake system through the canister, and the atmosphere will detach and store in the activated carbon canister. When the atmosphere passes through the carbon canister, the oil vapor stored on the surface of the activated carbon will be desorbed and enter into the motorcycle air intake system, thus completing the recovery of oil vapor. The opening pressure of the PVC control valve is 1.5 to 2KPa.

4) Precautions to be taken when installing and connecting the carbon tank:

1. Carbon canister outlet should be in the lowest position;
2. The surrounding should be ventilated, away from high temperature heat source and dust, can not be directly exposed to sunlight;
3. The connecting hoses should not be permeated with oil and vapor, and special rubber hoses should be used and clamped with tight hose clamps;
4. Pipe connections should be clear to prevent air locking from poor tank ventilation.

B. EFI system: Adopting precise air-fuel ratio EFI control technology, using closed-loop control, the fuel is pressurized by the fuel tank, oil filter to the oil pump, and then adjusted by the oil pressure regulator through the fuel pipeline to the injector to spray into the intake pipe near the engine intake valve and then into the cylinder.

C. The exhaust muffler is equipped with a catalytic converter, which reduces the emission of harmful gases through redox action. When replacing the catalytic converter, please use the genuine spare parts of the purchased model.

D. The original catalytic converter and carbon canister of the motorcycle can be used normally for more than 5 years.

E. The crankcase gas enters the air filter through the vent pipe on the cylinder head cover, part of the oil is filtered into the oil collector pipe, and the remaining air enters the cylinder with fresh air to be burned again.

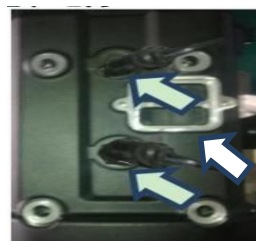
Chapter 10 Troubleshooting

If the engine fails to start, check that there is sufficient fuel in the fuel tank, check for intermittent spark in the ignition system, and check for normal engine idling to clarify the cause.

Warning:

Do not allow fuel to run onto the floor, it should be stored in a container. Do not allow fuel to come near hot engines and exhaust pipes. Keep away from smoke and fire while doing this work and also do not approach any source of ignition or heat.

Smoking is strictly prohibited when checking the fuel system. It should be in an open area.



1. Remove the spark plug and reconnect it to the high voltage wire.
2. The ignition switch is placed in the " ON " position, after the engine off switch is placed in the "O" " position, so that the spark plug is close to the engine hitch, and start the engine. If the ignition

system works normally, then there should be a blue spark jumping across the spark plug gap; if there is no spark, it is necessary to go to the dealership for repair.

Warning:

Do not do the above check by securing the spark plug near the cylinder head to prevent possible fires.

To minimize the possibility of electric shock, it is best to place the metal part of the spark plug housing close to an unpainted metal part of the vehicle. To avoid the possibility of electric shock, anyone with a heart condition or wearing a cardiac FM should avoid this test.

Caution:

It is advisable to discuss with the dealership before overhauling any faults. If the motorcycle is still under warranty, be sure to consult with the dealership before you prepare and intend to make repairs yourself. This is because messing with the vehicle yourself during the warranty period will affect the basis of the warranty.

Engine Failure Checklist

| Failure Phenomenon | | Causes | Troubleshooting method |
|--|--|---|--|
| Engine won't start or suddenly stalls in the middle of the day. | High-voltage wire fires normally, spark plug does not fire | <ol style="list-style-type: none"> 1. Spark plugs are contaminated with oil 2. Spark plug core rupture or electrode fracture 3. Spark plug electrode carbon accumulation 4. Incorrect spark plug gap | <ol style="list-style-type: none"> 1. Remove, clean and dry 2. Replace the spark plug 3. Remove carbon deposits 4. Adjust the gap |
| | Spark plug fires fine, poor cylinder compression | <ol style="list-style-type: none"> 1. Cylinder head gasket, cylinder gasket leakage 2. Loose spark plug 3. Piston ring bite dead 4. Piston, piston ring excessive wear or broken ring 5. Serious cylinder wear 6. Intake pipe (negative pressure pipe) leakage 7. Crankshaft oil seal damage | <ol style="list-style-type: none"> 1. Tighten screws or replace gaskets 2. Tighten the spark plug 3. Remove the rings and ring grooves to remove carbon deposits 4. Replace the piston and piston ring 5. Replace the cylinder block 6. Tighten or replace the rubber ring 7. Replace the oil seal 8. Replace the negative pressure pipe |
| Engine does not run normally | Unusual engine noises | <ol style="list-style-type: none"> 1. Serious wear of cylinder and piston 2. Serious wear of needle bearings of connecting rod small head and big head. 3. Premature ignition 4. Excessive carbon deposits in the combustion chamber 5. Spark plug is too hot | <ol style="list-style-type: none"> 1. Replace the cylinder and piston 2. Replacement of bearings and related parts 3. Adjust the ignition time 4. Remove carbon deposits in cylinder head 5. Replace the spark plug |
| | Engine not running smoothly | <ol style="list-style-type: none"> 1. Clogged oil passage 2. Crankcase leakage 3. Spark plug jump fire bad | <ol style="list-style-type: none"> 1. Blow through or replace the oil pipe 2. Replace the oil seal 3. Replace the spark plug |

| | | | |
|--|--------------------|---|---|
| | Engine overheating | <ol style="list-style-type: none"> 1. Driving in low gear for too long 2. Carrying too much load or driving under heavy load for too long 3. The engine oil used is not qualified or the oil in the transmission is insufficient 4. Clutch slipping 5. Chain is too tight 6. Brake is loose | <ol style="list-style-type: none"> 1. Change gear and control time 2. Control the load and interval rest cooling 3. Replace the qualified oil, gearbox filling oil 4. Adjust the free stroke or replace the clutch, friction plate and spring 5. Adjust the tightness 6. Adjust the brake clearance |
|--|--------------------|---|---|

Chapter 11 Storage Methods

If you do not use your motorcycle for an extended period of time during the winter or other seasons, you will need to have your motorcycle specially maintained with appropriate materials, equipment and techniques.

Frequent and thorough cleaning of your motorcycle will prolong the life of the parts.

Before cleaning your motorcycle

- a. Plug the exhaust pipe to prevent moisture from entering. It can be tied with a plastic bag and plastic string.
- b. Make sure the spark plugs and all covers are locked (e.g., gas tank lock, lubrication oil cap, etc.).
2. If the engine is dirty, clean it with a brush. However, be careful not to remove the lubricant from the axle, etc.
3. Use a small water hose to clean the engine.

Caution:

Too much water pressure will remove the lubricating oil from the parts on the motorcycle, and the water will seep into the oil seals around the wheel bearings and brakes, causing damage to the parts.

4. First flush a lot of dust with water and then wash the exterior with a neutral cleaner in warm water. It is not easy to clean the place with a brush to scrub.
5. After rinsing, dry the motorcycle immediately.
6. Wipe the saddle with a neutral detergent. Wipe and scrub clean with water.

Caution:

Avoid cleaning with alkaline or strong acid cleaners, gasoline or other solvents to avoid scratching or damage.

7. After cleaning, start the engine and idle it for a few minutes.

Motorcycle

When the motorcycle is not to be used for a long period of time, make preparations before storing: wipe and clean the whole motorcycle, support the motorcycle on the side stand and place it on a hard, flat surface to prevent it from rolling over. Then turn the handlebars all the way to the left and lock the controls, and finally remove the ignition key for safe storage, while choosing a place suitable for prolonged storage. When reusing the motorcycle, do a thorough check to ensure that all parts of the motorcycle perform properly before use.

Fuel

Before storing the motorcycle, the fuel tank should be drained. The gasoline used in motorcycles is very flammable and can even cause an explosion under certain conditions. Under certain conditions, it can even cause an explosion. Therefore, it is strictly prohibited to keep the motorcycle close to sources of ignition. Do not park the motorcycle in a place where spontaneous combustion items (such as grain, coal, cotton, etc.) are stored for a long period of time, as the fuel inside the vehicle is prone to cause a fire once it comes into contact with an open flame.

Tires

Inflate tires to normal pressure values. The outside of tires should be kept clean, avoiding long-term exposure to sunlight, and should also be protected from moisture. Avoid contact with acids, alkalis, oils, etc. to avoid corrosion of the tires.

Battery

When the vehicle is not in use for a long time, please remove the battery from the vehicle and store it in a place out of the reach of children after it is fully charged. Charge the battery once a month in summer and once every two months in winter. If the battery is mounted on the vehicle for a long period of time, it should be charged once a month. For common type batteries, the electrolyte level should be checked once a month, when the level is low, please replenish it to the highest level with distilled water or pure water in time. (Never use electrolyte and tap water)

The battery must be kept clean frequently. Electrolyte splashing on the body, terminals and leads will cause corrosion, if corrosion is found, please wash it with water immediately and apply grease after drying.

The engine can not start, the horn sound is weak, the turn signal does not flash, etc. all indicate that the power is insufficient. At this time should be immediately charged for 15-20 hours, note that the battery will be damaged if it is left for a long time in a state of power loss.

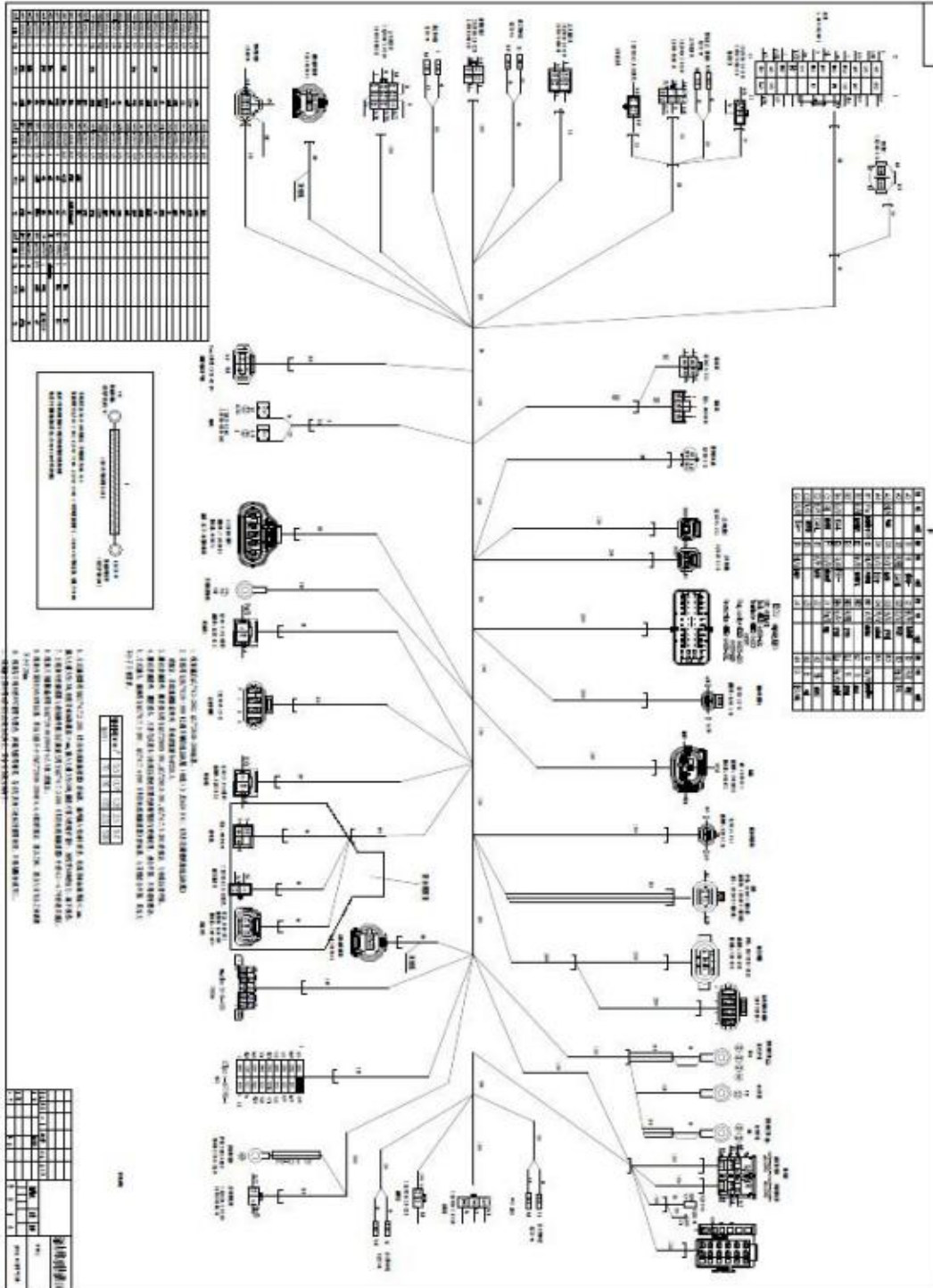
When the pole plate turns white, the state of loss of power or the liquid level exceeds the lower limit of the battery, after a long period of time after charging can not restore the performance, indicating that its life expectancy has come to an end.

Procedures for resuming service

- 1、 Clean the whole motorcycle.
- 2、 Reinstall the battery. Be careful to connect the positive terminal first and then the negative terminal.
3. "Check before riding" according to this manual, such as adjusting the tire pressure and lubricating the lubricated parts.

Chapter 12 Wiring Schematics

JD750GS:



Chapter 13 Parameter tables

| Vehicle Model | JD750GS |
|--|--------------------------------|
| Dimension | |
| Overall dimensions (L×W×H) mm | 2090×775×1090 |
| Wheelbase mm | 1470 |
| Minimum Ground Clearance mm | 153 |
| Turning circle diameter mm | 6000 |
| Front reach angle (°) | 25 |
| Steering handle return angle (°) (left/right) | 30/30 |
| Mass Volume | |
| Total mass kg | 216 |
| Maximum factory-set gross mass kg | 366 |
| Base mass (front/rear) | 136/155 |
| Fuel tank volume L | 14 |
| Engine | |
| Model | JD283MV |
| Type | Twin-cylinder, four-stroke |
| Bore×stroke mm | 83×67.5 |
| Total displacement ml | 730.4 |
| Compression ratio | 12.2:1 |
| Maximum power and corresponding speed kW/(r/min) | 60/8500 |
| Maximum torque and corresponding speed N.m/ (r/min) | 70/7000 |
| Minimum fuel consumption rate g/kW-h | 354 |
| Minimum no-load speed r/min | 1500±50 |
| Ignition mode | ECU controlled ignition |
| Starting mode | Electric Starter |
| Lubrication mode | Pressure and splash |
| Lubricant grade | SAE 10W-30SN grade |
| Fuel grade | 92 and above unleaded gasoline |
| Injector type | F01R00MG48 |
| Air filter type | Paper Dry |
| Air Distribution | DOHC double overhead camshafts |
| Transmission | |
| Clutch type | Wet Multi-Piece |
| Transmission Type | Foot-operated six-speed |

| | |
|--|--|
| Primary reduction ratio | 2.095 |
| Final reduction ratio | 2.438 |
| Gear ratio 1st gear | 1.714 |
| Second gear | 1.333 |
| Third gear | 1.111 |
| Fourth gear | 0.966 |
| Fifth gear | 0.852 |
| Vehicle type | |
| Rim type (front/rear) | Light Alloy Integral/Light Alloy Integral |
| Tire Specification Front | 120/70 ZR17 MC |
| Tire Specification Rear | 180/55 ZR17 M/C@160/60-17 M/C@180/55 ZR17 M/C |
| Tire Air Pressure kPa (Front/Rear) | 290@250@250/290@250@25 |
| Brake Type Front | Plate type |
| Brake Type Rear | Plate type |
| Brake Maneuvering Method (front/rear) | Manual/pedal operation |
| Shock absorber type front | Hydraulic Damping Type |
| Shock absorber type rear | Hydraulic Damping Type |
| Electrical System | |
| Spark plug type | CR8EGP |
| Headlight specifications | LED/21.5W (high beam)/13W |
| Turn signals | Front: LED/12V 0.5W Rear: 12V /0.5W |
| Brake light/rear position light | LED 12V 2.1W/0.55W |
| Fuse specification | 25A/15A/10A |
| Battery | 12V 14Ah |
| Horn Model | Electric Horn DL129 |
| Vehicle Performance | |
| Brake force N Front wheel | ≥ 816 |
| Rear wheel | ≥ 853 |
| Acceleration noise dB(A) Type approval test | ≤ 80 |
| Consistency check test | ≤ 81 |
| Stationary noise dB (A) | ≤ 92 |
| Exhaust pollutant Condition method durability (g/km) | CO ≤ 1140 HC ≤ 170 NOX ≤ 90 |
| Idle speed method (idle, high idle) | CO $\leq 0.8\%$ HC $\leq 150 \times 10^{-6}$ |
| Maximum speed km/h | ≥ 205.0 |
| Starting performance /s | ≤ 15.0 |
| Climbing ability (°) | ≥ 20.0 |
| Fuel consumption l/100km | ≤ 5.6 |
| Minimum stabilized speed km/h | ≤ 25.0 |
| Skidding distance /m | ≥ 200.0 |
| Starting acceleration time /s | ≤ 13.0 |
| Overtaking acceleration time/s | ≤ 13.5 |

Chapter 14 Commitment on recycling of used batteries

In order to better protect the environment, maintain sustainable development, and reduce the possibility of environmental pollution caused by used storage batteries, Jinan Jedi Motor Technology Co., Ltd. promises :

- 1、 Recycle the used batteries generated after the end of service life.
2. The used batteries will be collected and disposed in accordance with strict standards.

Chapter 15 Methods and standards for recycling and disposal of used batteries

According to the "Notice on Organizing the Pilot Work of Power Battery Recycling and Utilization for New Energy Vehicles" (Ministry of Industry and Information Technology Joint Section Letter [2018] No. 68), waste storage batteries are collected, stored and disposed of in accordance with the actual situation of the industry and enterprises.

To ensure the effect, the company's after-sales service department will sign used battery recycling agreements with channel merchants and adopt incentives and measures such as trade-in and policy subsidies to promote the work.

Chapter 16 Three packages management regulations of vehicles and parts supply commitment

1. According to the "national motorcycle commodity repair and replacement of the responsibility for the implementation of the Rules for the return of goods," the relevant provisions of the implementation.

Details of main parts of the three packages and three packages period:

| Warranty Period | Classification | Accessories |
|---|-----------------------|--|
| 1 year or 10,000 kilometers | body of motorcycle | Frame, front and rear shock absorbers, front and rear rims, front and rear drum brake assemblies, flat forks, silencers, hydraulic brakes, brake discs, fuel tank (welded quality), hangers. |
| | Engine | Case, cylinder, cylinder head assembly, crankshaft, piston, air distribution system, gear mechanism, clutch, magneto, oil pump, carburetor, starter motor, EFI system. |
| 6 months or 5,000km | body of motorcycle | Handlebar, center support, fuel tank switch, large sprocket, speedometer, starter lever, shift lever, pedal lever. |
| | engine and electrical | Engine side cover, timing chain, handlebar switch, instrument assembly, locks, battery, main wiring harness, relay, voltage regulator, high voltage pack, ignition. |
| 3 months or 3,000 kilometers | body of motorcycle | Handlebar mounts, mirrors, seat, side supports, front and rear footrests, metal connectors, small sprockets. Rear hanger, outer tires, tie wires, bearings. |
| | electrical | Horn, flasher, buzzer, sensors, front and rear lights |
| Remarks: The period of three packages shown in the above columns, exceeding one of them, the "three packages" will be invalidated. | | |
| Remarks: Consumables and fluids are not covered; air filter, plastic parts, clutch friction plates, sprockets, chains, spark plugs, drive belts, light bulbs, fuses, all kinds of cable, brake shoes, inner tubes, oil, brake fluid. | | |

2、Maintenance service after the expiration of the three packages:

Our company will sell vehicles to establish a perfect vehicle maintenance point inspection file, to provide users with vehicle management data support. Convenient to improve the user's tracking and management of the vehicle situation. Monthly after-sales service commissioner for telephone service, timely understanding of the use of vehicles, maintenance outlets and user demand, timely resolution of vehicle and service problems.

Provide lifelong service for vehicles beyond the warranty period. Reasonable maintenance service fee will be charged according to the standard, and the spare parts required for maintenance will be supplied with original parts at favorable price.

3、Parts supply commitment

The spare parts warehouse of our company is full of spare parts, and we promise to

guarantee the supply of spare parts for the motorcycles we sell within 8 years.

The copyright and final interpretation of this manual belongs to Jinan Jedi Motor Technology Co., Ltd.

No part of this manual may be copied, quoted or reprinted without the prior permission of Jinan Jedi Motor Technology Co., Ltd.

All information, explanations, pictures and specifications in this manual are based on the latest products at the time of publication. Due to improvements or other changes, the descriptions in this manual may be slightly different from the actual situation, and Jinan Jedi Motor Technology Co., Ltd. Product specifications are subject to change without notice!

Product configuration and parts supply are differentiated by different countries or regions, please consult your local distributor for details!

Issue: Jinan Jedi Motor Technology Co., Ltd.

Editor: Jinan Jedi Motor Technology Co., Ltd.

**All rights reserved ● Duplication is Strictly
Forbidden**

2019 First Edition