

SIMA, exclusive distributor of MASH products, thanks you for purchasing your City scooter. Your new vehicle will not fail to provide you with all the fun and comfort you expect.

This manual contains information on the general structure, functions, operation and maintenance of the City scooter. To prolong the life of your scooter and get the best performance from it, please read this manual carefully, paying particular attention to the break-in section. In addition, be sure to carefully follow all instructions for driving. It's important to make your driving safer and more comfortable. At your dealership, the experienced workshop staff will offer you a range of impeccable services.

• Please leave your vehicle in the designated maintenance shop for a first inspection after traveling the first 500 km.

• All instructions, illustrations, and specifications in this manual are based on the latest product information. Please note that they may differ from your vehicle version, and specifications may change without notice.

• The design and manufacture of this scooter comply with European Union safety standards (CE mark). The maximum speed of the scooter is 80 km / h. DO NOT make any modifications without the advice of a professional and DO NOT use parts that are not original to avoid any danger for the driver and to comply with the requirements of the Highway Code.

READ THIS MANUAL CAREFULLY

Please pay special attention to the following symbols and notices:

WARNING

Caution to avoid damaging the scooter. Failure to observe the instructions may void the warranty.

NOTE:

Special information about driving and inspecting your scooter, as well as maintenance and adjustment procedures.

PAYLOAD :

Never exceed the maximum capacity specified in the TABLE OF MAJOR OPERATING SPECIFICATIONS.

USE ONLY ON THE ROAD

This scooter is designed to be used exclusively on the road

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Precautions

Please read this User's Manual carefully before operating this product!

Driving safety

This manual contains some important information and instructions for safe driving. Please read them carefully before driving your scooter for the first time.

If this is the first time you drive this type of scooter, we recommend that you exercise first to maneuver in an isolated and open area until you are familiar with all its functions.

It is dangerous to drive with one hand. Always keep both hands on the handlebars and leave your feet on the pedals.

Reduce speed before taking a turn; respect speed limits and other rules of the highway code.

Wet or uneven surfaces will affect tire grip, braking performance and, in general, steering your scooter. You must reduce your speed accordingly.

Annoying turbulence can occur when entering or exiting a tunnel, when you cross a mountain pass or when a vehicle passes you.

In such circumstances, you should reduce your speed and remain particularly vigilant.

Always wear a helmet, gloves and glasses. On a scooter, safety starts with a good quality helmet. Head trauma can be fatal. Eye protection is also very important. Do not wear loose clothing or clothing that could compromise your safety while driving.

Engine exhaust contains carbon monoxide, which is toxic to humans.

Only run the engine in well-ventilated areas.

Do not let the engine run for a long time while the scooter is stationary.

This may cause overheating and damage to the motor.

The muffler is very hot, even a good time after turning off the engine.

Avoid touching or parking the scooter in dry grass or near highly flammable materials.

Any object placed on or suspended from the handlebar will affect the maneuverability and stability of the scooter.

Avoid fixing anything on the handlebars.

The luggage must be securely attached to the part of the scooter provided for this purpose (if any).

Shut off the engine and scooter power to refuel.

Refrain from smoking or using a mobile phone while refueling.

Any unauthorized modification of the scooter is dangerous.

Motorcycle Vehicle Identification Number (VIN) and Engine Number

Motorcycle Vehicle Identification Number (VIN), Engine Number and Quality Certificate, used for obtaining the motorcycle driving license and motorcycle registry



① The motorcycle Vehicle Identification Number (VIN) is printed on the vertical tube of the frame.



③The Engine Number is printed on the left lower part of the crankcase.

Please fill in appropriate numbers for future reference:

Motorcycle VIN: Engine Number:

Please fill in appropriate numbers for future reference:

Brief Introduction to the Whole Motorcycle

- 1. Head Light
- 2. Left front turn light
- 3. Front storage box
- 4. Seat cushion
- 5. Rear carrier (maxi 5 kg)
- 6. Disc brake
- 7. Side support
- 8. Main support



Brief Introduction to the Whole Motorcycle



- 1. Tail light
- 2. Rear box
- 3. Right front turn light
- 4. Rear wheel
- 5. Silencer
- 6. Front braking handgrip
- 7. Front wheel

Brief Introduction to the Whole Motorcycle

- 1. Rearview mirror
- 2. Left handgrip
- 3. Left combination switch
- 4. Instrument combination
- 5. Ignition lock switch
- 6. Right combination switch
- 7. Accelerator handgrip



Technical Specifications and Performance Parameters

Item		Specification		
Displacement		50cc	125cc	
Overall dimensions(L*W*H)		1825m×680mm×1145mm	1825mm×680mm×1145mm	
Wheelbase		1280mm	1300mm	
Minimum gro	und clearance	115mm	130mm	
	hicle shipping mass	92kg	105kg	
Maximum pa	yload	75kg	150kg	
Engine mode	<u>)</u>	159QMA	152QMI	
Engine form		Single-cylinder, fo	our-stroke, air-cooled	
	Bore×Stoke	39mm×41mm	52.4mm×57.8mm	
	Working volume of cylinder	49.6mL	124.6mL	
	Compression ratio	10.2:1	9.0:1	
	Model of carburetter	PD18J	PD24J	
	Air filter Engine Method of lubrication	Sponge f	Sponge filter element	
Engine		Force-feed and splash		
	Startup way	Foot-stepped /electric start-up		
	Maximum power/corresponding speed	2.10kW/7500r/min	5.5kW/7000r/min	
	Maximum torque/corresponding speed	2.80N.m/7000r/min	8.0N.m/6000r/min	
	Minimum idling stabilized speed	(1500±100)r/min	(1600±100)r/min	
	Economic fuel consumption	2.0L/100km	2.8L/100km	
Trovalling	Model of shock absorber	Hydraulic spring combined type		
Travelling	Drive mode	Bel	t drive	
system	Specification/air pressure of tire	Front wheel 120/70-12 225kpa	Rear wheel 120/70-12 225kpa	

Technical Specifications and Performance Parameters

Item Displacement		Specification				
		50cc 125cc				
	Clutch type	Dry-type automatic centrifugal				
	Transmission type	Autom	atic			
Drive system	Front wheel type	Aluminum alloy wheel				
	Continuous transmission ratio	1.5-0.6	2.66 0.866			
	Fixed transmission ratio	13.33	8.615			
Braking	Front brake	Disc brake				
system	Rear brake	Disc brake				
	Ignition way	CDI				
	Model of spark plug	CR7HSA				
	Spark plug gap	0.6mm~0.7mm				
	Specification of accumulator cell	12V9Ah				
Electric	Fuse	15A				
system	Head Light	12V 35V	V/35W			
System	Tail light/Braking light	12V 5W/21W				
	Turning signal light	12V10W×4				
	Turn signal indication lamp	12V1.7W×2				
	Instrument light	12V1.7W×2				
	Front Position Lamp	12V5W				
Fuel & oil	Fuel tank	6.2L				
	Engine oil	800r	nL			

Driving :

Using a single brake can cause the scooter to skid. In a bend, too much braking can cause a loss of grip and cause a fall. Always make sure to slow down gradually while respecting the safety distances.

Driving in rainy weather

You must be particularly careful when driving in bad weather. When the road is wet, reduce speed and brake earlier. Do not forget that under these conditions, the braking distance is doubled.

Stop and parking

- 1. Return the throttle grip to the OFF position.
- 2. Simultaneously operate the front and rear brakes. Shut off the engine.
- 3. Lower the side stand or main stand to park the scooter.
- 4. Lock the handlebars to prevent theft of your scooter.

WARNING

Park the scooter on hard, flat ground to prevent it from overturning.

If it is necessary to park the scooter on sloping ground, aim the front of the scooter in the upward direction to reduce the risk of the scooter "stumbling" on its side stand and going to bed.

Prior inspection

For safety reasons and to avoid a breakdown or accident, make a habit of inspecting the vehicle before use. The most complicated problems should be examined by an authorized dealer or garage. The user can however perform some simple checks.

1. Oil level

- . Check (before any use) that the oil level is above the minimum level: in case of extra work, do not exceed the maximum level.
- 2. Direction
- . Check that the handlebar turns evenly in both directions.
- . Check that the rotation of the handlebar is not limited.
- . Check the absence of play
- 3. Throttle grip
- . Check the amplitude of the rotation
- . Check that rotation is smooth.
- 4. Brakes
- . Check the brake lever clearance.

. Check the brake pad wear and the absence of leaks in the circuit.

. Check that the brakes are not too soft.

5. Shock

. Check the uniformity of the movement.

6. Tires

- . Check that the tire pressure is correct.
- . Check the tread condition of the tires.
- . Check the tires for wear.

7. Battery

. Check the fluid level in the battery (except sealed batteries).

8. Fuel

. Check the fuel level.

. After starting the scooter, check the fuel level indicator.

9. warning

. Check the function of the alarm.

10. Lights

• Check that all lights are working properly.

11. Sidestand and mainstand

. Check that both crutches are working properly.

WARNING

By neglecting the inspection prior to any use of your scooter, you expose yourself to a risk of serious injury or material damage.

Operating Instructions

USER'S MANUAL

Instrument combination



1. Left turning indicator lamp:

When the turning indicator lamp " $\langle \Box$ " flashes, it indicates that "Turning signal light" is open.

2. Speedometer and Tachometer pointer:

It indicates the current engine speed and speed of the motorcycle.

3. Fuel gauge:

It indicates how much fuel is left in the fuel tank of the motorcycle

4. High beam indicator lamp:

When the high beam indicator lamp " $\equiv \bigcirc$ " is on, it indicates that the "High beam lamp" is on.

5. EFI indicator :

When the EFI light is on, please contact your Mash Authorized Service Dealer for an injection system check.

Left combination switch



1. High beam lamp switch:

When the motorcycle needs to use the "High beam lamp", turn the lighting switch to the status " $\exists \bigcirc$ ".

Low beam lamp switch:

When the motorcycle needs to use the "Low beam lamp", turn the lighting switch to the position " $\exists \triangleright$ ".

2. Turning signal light switch:

When the motorcycle needs to change its travelling direction, switch to " $\langle \neg$ " or " \neg " to turn left r right. When the motorcycle needs to stop turning, simply switch the turning button to the middle.

3. Horn button:

When the motorcycle needs to horn, press the button ">>> ".

Right combination switch



1. Circuit-breaker switch:.
Engine is on " \bigcirc "
Engine is off "🔯 "
2. Warning light switch:
When you want use warning light, tum the warning switch

3. Electric start button:

When the motorcycle needs electric start, press the button "P".

Front and rear brake levers

To operate the front or rear brake, pull the left or right brake lever. The stop light will come on at the same time.





Side stand

To place the scooter on its side stand, lower the stand with the right foot. On models equipped with the sidestand switch, lowering the sidestand switch will shut off the engine.

Main stand

To place the scooter on its main stand, lower the kickstand using the right foot by firmly holding the crossbar with your right hand, then pull the scooter up and back ensuring that balancing the machine with the left hand on the handlebars.



Operating Instructions

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Box under seat: Insert the ignition key and turn

It in the opposite direction clockwise to open the lock. To lock the saddle, lower it until it clicks. Make sure the saddle is locked before driving the scooter.



Rear carrier : The rear package carrier is designed to support loads up to 5 kilogram.



USB charger

Your scooter is equipped with a USB port. The location of this charger turns this Behind the hatch in front of the knees of the driver.



Ignition lock switch

Caution

When the motorcycle is parked, please turn the Ignition lock switch to " * stolen.



①Ignition lock On:

Turn the ignition lock key to the position " $\langle \rangle$ " to switch on the electrical system of the motorcycle. Don't remove the motorcycle key.

Turn the ignition lock key to the position " \bigotimes " switch off the electrical system of the motorcycle. The motorcycle key can be removed.

③Direction lock:

to

Turn the steering gear left to the flameout position. Turn the ignition lock key to the position " \square " to lock the direction lock. Remove the ignition lock key.

Seat cushion lock

Fuel Level





Seat cushion: Insert the ignition lock key into the seat cushion lock and turn it 90° clockwise to open the seat cushion. Fuel level control and filling When the fuel level indicator reaches the minimum, the fuel remaining in the tank is limited. It is recommended to refuel as soon as possible. Open the trapdoor behind the location of the heels of the Driver, remove the tank cap. To reshape, align the locking tab of the tank with the notch of the fuel tank. Push in the tank cap and turn in the direction of the clockwise to lock it.

WARNING

The engine must always be shut off during filling. Gasoline is extremely flammable and even explosive under certain conditions. Do not smoke and remove any source of flame or sparks from the area where the fuel is stored or transferred to the tank of the scooter.

Do not overfill the tank. After filling, make sure that the tank cap is properly closed. Be careful not to spill fuel while filling. Splashes or fuel vapors are likely to catch fire. If splashing fuel, make sure the area has dried before starting the engine. Avoid repeated or prolonged contact with the skin; also avoid inhaling the vapors. KEEP OUT OF REACH OF CHILDREN. Use unleaded gasoline SP 98 NEVER USE SP 95 E10

Operating Instructions

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Operation of foot-stepped startup

The foot-stepped startup of the motorcycle is done in the following steps:



Start the ignition lock to check whether indicator lamps of instruments of the motorcycle work properly.



Hold the front braking handgrip to prevent the slipping of the motorcycle.



Step down the starting arm to its limit, and then reset the starting arm in time. The starting arm must be reset in time after the startup of the motorcycle.



Turn the acceleration handgrip slightly with your right hand to add an appropriate amount of fuel to start up the motorcycle. The motorcycle can be run only after it is pre-heated.

Operation of Electric Startup

The duration of each electric startup should not exceed 5s, and each interval between two electric startups should not be shorter than 10s. If 3 startup attempts fail consecutively, the motorcycle must be checked.



First, insert the key into the ignition switch lock, and turn it to the position "



Or hold the rear braking handgrip, turn on the electric startup switch and perform electric startup.



Hold the front braking handgrip, turn on the electric startup switch and perform electric startup.



Push the electric startup button with your right thumb, and meanwhile turn the acceleration handgrip slightly with your right hand to add an appropriate amount of fuel.

Operating Instructions

Parking of the Motorcycle

When the motorcycle needs to be parked temporarily, it should be parked in a relatively safe place. Please pay attention to the following points in parking the motorcycle:



Turn on the right turning light to warn surrounding vehicles and pedestrians.



At the same time, hold the front braking handgrip to reduce the speed of the front wheel.



Hold the rear braking handgrip to reduce the speed of the rear wheel.



Turn the ignition lock key to the position " \bigotimes " to shut off the ignition system and stop the motorcycle.

After parking the motorcycle, put up the side support as shown in the figure. The front wheel of the motorcycle must be towards an uphill direction so as to prevent the slipping of the motorcycle.



Then put up the main support. At the same time, the front wheel of the motorcycle must be towards an uphill direction so as to prevent the slipping of the motorcycle.



Turn the ignition lock switch to the position $\widehat{\square}$ " to prevent the motorcycle from being stolen.

Caution

After parking the motorcycle, the direction lock should be locked and the ignition lock key should be removed, so as to prevent the motorcycle from being stolen.

Regular Service and Maintenance

During the operation of the motorcycle, different levels of loosening and mechanical wear will occur to each part. Without regular service and maintenance, the dynamic property, economy, reliability and security of the motorcycle will be reduced, and the service life of the motorcycle will also be shortened. Therefore, motorcycle drivers must conduct proper regular service and maintenance for the motorcycle, so as to ensure best performance of the motorcycle. Proper regular service and maintenance can remove faults in time, prolong the service life of the motorcycle, reduce the maintenance costs and realize the goal of safe driving of the motorcycle.

Requirements on Service and Maintenance

There are following requirements on the service and maintenance of the Motorcycle:

- 1. Keep the engine clean, and make sure there is no gas/oil leakage and the engine is easy to start up and has good acceleration property and dynamic property and has no abnormal noise.
- 2. Ensure that the automatic clutch separates thoroughly and meshes smoothly, and shows no slipping or abnormal noise, and the accelerator handgrip operates flexibly.
- 3. Ensure handy and flexible operation of the braking handgrip, and ensure that the braking results meet relevant requirements. After the brake is released, the brake should be able to be reset automatically, and show no friction sound. Ensure good lubricating performance of the motorcycle.

- 4. The front and rear shock absorbers should work properly and reliably. The air pressure of the tire should be normal, and the electrical components at each part should be able to work properly.
- 5. There is no loose connection on the overall motorcycle. The appearance of the overall motorcycle should be clean and tidy.
- 6. It is well lubricated and there is no oil leakage at each lubricated part.
- 7. The connection of the accumulator cell should not be loose. It should be secure and reliable.
- 8. Tools delivered together with the motorcycle, as well as spare parts should be complete, free from wear or corrosion.

Service and Maintenance in the Run-in Period

The run-in of a new Motorcycle directly affects the service life of the motorcycle. The overspeed should be avoided. Run-in must be carefully performed, and service and maintenance should be conducted after the run-in, with a view of compensating the initial light wear. In this way, we can prolong the service life of the engine, and ensure best conditions and good performance of the motorcycle.

De 0 km à 500 km :	50cc speed ≤ 35 km/h	125cc speed ≤ 65 km/h
De 500 km à 2000 km	: 50cc speed ≤ 75 km/h	125cc speed ≤ 75 km/h

Precautions for the run-in period of a new Motorcycle

- 1. Within the run-in period, replace the oil every 500km, and clean the oil filter screen.
- 2. Regularly check whether each connection is loose, and tighten it timely if any loosening is found.
- 3. Regularly check whether the engine, drive system and braking system is overheated, and whether there is enough lubricating oil on each lubricated part. If any overheat occurs, the cause should be found in time and be removed timely.
- 4. Regularly check the tightness of the belt, and the free travel of the front and rear brakes, accelerator handgrip and each maneuvering position. Adjust them if necessary.
- 5. Within the run-in period, run the motorcycle after the engine is well pre-heated. First run it at low speed for 1km~2km, and then run it at high speed.
- 6. In order to reduce vibration and impact loads, the motorcycle should run on a level road with good road conditions whenever possible.
- 7. Within the run-in period, overload run should be strictly forbidden. Otherwise, the drive system will wear more faster. Heavy load should be avoided.
- 8. Avoid emergent and long-time braking.
- 9. Strictlycontrol the running speed of the motorcycle.
- 10. Within the run-in period, the load should not exceed 80% of the payload.

Check and Replacement of Lubricating Oil



First, twist off the oil gauge and check whether the lubricating oil becomes black or deteriorated.



If the lubricating oil becomes black or deteriorated, remove the drain plug of the engine to drain the lubricating oil and replace it.



Level the motorcycle and fill in oil until the oil level is between the upper and lower markings.

Lower oil level marking

Caution

- * Replace the lubricating oil when the engine is in the hot state.
- * When the lubricating oil is basically drained off, turn the engine for several times to completely discharge residual lubricating oil.
- * Before filling in new lubricating oil, remove the residual dirt from the crankcase with 0.5L gasoline, and then drain the gasoline.
- * New lubricating oil must be filtered in the replacement of oil.
- * The specification and grade of lubricating oil may be selected from the figure below based on actual local temperature. SF15W/40 gasoline engine oil is recommended.
- * Check whether the filter screen, sealing gasket, spring, O-ring and oil drain plug are in good conditions. If not, replace them.
- * After replacing the lubricating oil, tighten the oil drain plug and oil fill plug, and check whether there is any oil leakage.
- * After replacing the lubricating oil, the idle speed of the engine must be re-adjusted to be within the range of standard values.



Service and Maintenance of the Spark Plug

Type of spark plug: Connecting screw, flat seating, with nut

Service of the spark plug:

Take off the spark plug. When the color of the insulator skirt of the spark plug is offwhite, it indicates overheat of the engine. Generally, the engine overheat may be caused by the following reasons:

- * The heat value of the spark plug is too small, and it should be replaced with a spark plug with appropriate heat value.
- * The spark plug screws in so much that the insulator excessively extrudes into the combustion chamber. It is necessary to adjust the screwing thickness of the spark plug.
- * The overheat of the engine is caused by the friction of transmission parts of the engine.

Take off the spark plug. If it is found that the color of the insulator of the spark plug is dark black, or there is serious oil stain or dark black carbon deposit on the surface, the main reason for it is that the gaseous inflammable alkene mixture of the injector is overrich



Take off the spark plug. If it is found that the color of the insulator skirt of the spark plug is brown, it indicates that the engine works properly, and there is nothing wrong with the spark plug.

Cleaning the Spark Plug

Caution

In cleaning the spark plug, make sure not to damage the insulator. It is forbidden to remove the carbon deposit or filth by burning with fire or scrubbing with metal wires.



First, soak it with spark plug detergent or gasoline for about half an hour and then use a non-metal blade to remove the carbon deposit surrounding the spark plug, and finally clean the spark plug with gasoline.



First, mount the sealing washer onto the spark plug, and then tighten the spark plug to place with hands, and finally tighten the spark plug with a socket spanner.

Service and Maintenance for the Air Filter

When the filter element of the air filter is blocked by dust, it may result in increased resistance of the air intake system, overrich gas mixture, reduced power and greater fuel consumption. Therefore, the filter element of the air filter should be cleaned on a regular basis.



Take off the fastening screws of the air filter cover, and remove the air filter cover. Check whether there is too much dust on the sponge foam of the filter element. Take off the sponge foam.

Wipe off the dust inside the air filter with clean and dry cloth. Clean the foam filter element: Take off the foam filter element. First, soak the foam filter element of the air filter in the detergent, and then pinch and wash it. After the foam filter element is cleaned and dried, soak the foam filter element in SAE lubricating oil until it is saturated. Extrude excessive lubricating oil and mount it.



Caution

* It is forbidden to use the following cleaning agents to clean paper filter elements, such as gasoline, low ignition-point solvent, acid, alkaline or organic volatile oil.

Adjustment of the accelerator handgrip

Check whether the free travel of the accelerator handgrip is within the specified range, and then adjust it. Please follow the following steps in adjusting the free travel of the accelerator handgrip:

- 1. First, loosen the locking nut.
- 2. Then adjust the regulating solenoid.
- 3. After adjustment, tighten the locking nut.



The accelerator handgrip should work smoothly. The idling clearance of the handgrip should range from 2mm to 6mm.

Regulating solenoid

Locking nut

Service and Maintenance for the Front Brake

This model uses the front disc brake, which is featured by secure and reliable braking, labour-saving and good heat dissipation.

Adjustment of the front disc brake

- 1. First, use the main support to prop up the Motorcycle, and then it is possible to adjust the free travel of the front brake.
- 2. Adjust the regulating nut of the front brake to adjust the free travel of the front braking handgrip to 10mm~20mm.

Adjust the free travel of the front braking handgrip to 10mm-20mm.





- * Check the wear of the front brake. If the travel of the front braking handgrip is too large, it indicates that the wear of the front brake shoe is already beyond the limit.
- * Check the wear of the front disc brake. If the surface of friction is abnormal or deformed, please replace it with a new disc brake.

Service and Maintenance for the Rear Brake

Adjustment of the rear disc brake

- * First, use the support to prop up the rear wheel of the motorcycle and then adjust the free travel fo the rear brake.
- * Grip the rear braking handgrip for several times, and then loosen it. Rotate the rear wheel assembly to check whether the rear wheel rotates freely.

Use the support to prop up the motorcycle, and adjust the free travel of the rear braking handgrip to 10mm-20mm.



Braking

Your City innovates in this area with a brake distribution system to bring even more efficiency. For this, when you apply the rear brake, the front wheel will also be braked simultaneously. This system is not an ABS system.

First check the wear of the rear brake shoes. If the travel of the rear braking pedal is too large to be adjusted, it indicates that the wear of the rear brake shoe is already beyond the limit.



Adjustment of the rear braking light

- * Since the braking light of the Motorcycle directly relates to the driving safety of the motorcycle, the conditions of the braking light should be checked from time to time.
- * The switch of the braking light is set on the front and rear braking * handgrips. When the braking light can not work properly, the braking light switch and the braking light bulb should be checked and * replaced.

In checking the front and rear braking lights, the turn signal light housing must be removed before checking and replacing the front and rear braking light switches.

Adjustment of the idle speed

When the motorcycle flames out during operation or the idle speed is not stable, the idle speed of the motorcycle should be adjusted in the following steps:

- * Start the motorcycle first, and the idle speed must be adjusted when the engine of the motorcycle is preheated.
- Adjust the idle speed to the specified value. Rotate the accelerator handgrip to check whether the speed of the engine is stable or whether flameout occurs.



Service and Maintenance for Front and Rear Tires

Only when the proper air pressure is used for the tire can we ensure the comfort and stability of the driving of the motorcycle and prolong the service life of the tires and tire casings of the motorcycle.

Tire specification/air	Front wheel	120/70-12 225 kPa
pressure	Rear wheel	120/70-12 225 kPa



Check the air pressure of the tire and check whether the rim deforms. If any abnormality is found, it should be handled properly.

Removal and Replacement of Front Wheel

- * Use the main support to prop up the motorcycle.
- * Remove the nut of the front wheel shaft, and take off the front wheel shaft. Take off the front wheel.

Caution:

- * After taking off the front wheel, make sure not to grip the front braking handgrip.
- * In remounting, the tightening torque of the nut of the wheel shaft: 50N.m~70N.m.
- * Adjust the front brake, and make several braking tests. After loosening it, check whether the front wheel rotate flexibly.



Removal and Replacement of the Rear Wheel

- * Turn off the ignition lock switch.
- * Use the main support to prop up the motorcycle, and take off the silencer.
- * Take off the nut of the rear wheel shaft, and remove the rear wheel.

Assembly Precautions

- * In reassembly, the torque of the rear wheel shaft nut: 70N.m~90N.m.
- * Re-adjust the free travel of the rear braking handgrip to 10mm~20mm.



If the tread wear depth in the middle of the tire casing of the motorcycle reaches the following limit, the tire case should be replaced immediately.

Minimum limit of tread	Front wheel	2.0mm
depth	Rear wheel	2.0mm



Caution

- Too low tire pressure will increase the rolling resistance of the tire of the motorcycle and increase fuel consumption. In worse cases, it may cause local delaminating of the tire body and cause tire burst.
- * Too high tire pressure will reduce the comfort of riding and fasten the wear of each part.

Service and Maintenance for the Accumulator Cell

In this model, the accumulator cell is mounted below the seat cushion. DC power supply is used for the electric system of the model. For the first 1000km~3000km of the motorcycle, the accumulator cell should be serviced and maintained as follows:

- 1. Check whether the accumulator cell can work properly.
- 2. Check whether the positive and negative electrode connection is loose.
- 3. When the accumulator cell is not used for a long time, the accumulator cell must be charged once a month.
- 4. Check whether the electrolyte level of the accumulator cell is between the upper and lower markings. When the level is below the lower marking, add some distilled water.



Check whether the voltage of the accumulator cell is within the range of "12V". When the voltage of the accumulator cell is not enough, charge the accumulator cell.



Check whether the connection of the accumulator cell is loose. It it is loose, tighten it.



Service and Maintenance for the Fuse

The fuse is connected in series in the charging and discharging of the accumulator cell. When the charging current or the discharging current exceeds the specified value, the fuse will automatically break to protect the accumulator cell and electrical components. For this model, the fusing current of the fuse is 15A.



When the electric system of the motorcycle outputs no current, first we should check whether the fuse is broken. If yes, replace the fuse.

Caution

* After the fuse burns out, we should first find out the reason causing too large current, and at the same time, replace it with a fuse with appropriate specification.

Service and Maintenance for the Horn

After the motorcycle has run for a certain period of time, the fixing of the horn may be loose, and its housing may collide with other parts, thus affecting the sound of the horn. In this case, the sound volume of the horn should be re-adjusted.



If the horn gives a weaker or no sound, remove the front panel. Use a multi-meter to measure the output voltage of the horn circuit. If the input voltage is normal, use the horn regulating screw to adjust the sound volume of the horn to the normal level.

Storage of the Motorcycle

Long-time storage:

If the motorcycle needs to be parked for a long-time (more than one month), it should be done in the following steps:

- * Drain off all the residual fuel in the fuel tank. Spray the fuel tank with spray-type antirust oil. Mount the fuel tank cover.
- * Take off the spark plug. Pour 5mL clean lubricating oil into the cylinder. Tread the starting arm for several times to enable the poured-in lubricating oil to be evenly distributed in the combustion chamber. Install the spark plug.
- * Take off the accumulator cell, and store it in a dry, dark and indoor * environment. Perform slow charging for the accumulator cell once a month.
- * Wash the motorcycle clean, and wipe if dry with soft cloth. Wax the painted surfaces, and apply a film of anti-rust oil to the chromium-plated surface.

- Increase the tire pressure to the specified standard value. Place tie plugs below the tires of the motorcycle to lift the wheels above the ground.
- Well cover the Motorcycle, and park it in a well-ventilated, dry, clean, rainproof and sunproof place, far away from any hazardous substance such as inflammable material or chemical corrosive.

Re-use after Storage

*

- Clean the Motorcycle. Replace the engine oil if the motorcycle has been stored for more than 4 months.
- Check the accumulator cell. If necessary, use it after it is charged.
- Clean up the antirust oil in the fuel tank, and fill in new fuel /
- Perform overall checkup necessary to be done before driving.

Cleaning

Frequent and regular cleaning is an essential part for the maintenance of your bike. The exposure to natural elements (sea breeze, sea water, salt road, sludge, dust ...) and anti-slip additives spread over the roads in winter, can be a source of \triangle vulnerability for the components of your motorcycle. Corrosion and rust can occur even on good quality parts. The proper maintenance and regular cleaning of your vehicle will extend the original appearance of the vehicle but also, are essential in order to maintain the guarantee.

Precautions Before Cleaning:

Engine cold, protect the exhaust outlet with a suitable protection (example: plastic bag) to prevent water from getting inside.

The exposed electrical elements must be covered with a plastic bag. Check that the covers and caps are correctly positioned.

With a degreaser and a soft brush, remove any stubborn stains from the crankcase, making sure that they are never applied to the sprockets, drive chain, seals and wheel axles. . Rinsing residues and degreaser have to be done with clean water.

<u>Cleaning :</u>

Cleaners that are too acidic or aggressive are not recommended for washing the motorcycle. Especially for the axes, bearings, levers, pivots, wheels and spokes. If however it is necessary to use for stubborn stains, respect the instructions and time of application of the product. We recommend spraying an anti-corrosion and lubrication product on these items after rinsing thoroughly with water.

Plastic parts and windshields (for equipped vehicles) should be cleaned preferably with water using a soft sponge or soft cloth. Only a mild detergent may be used if some plastic parts cannot be cleaned properly. Rinse thoroughly the product used:

badly rinsed it could damage the plastic parts. The use of other products on plastic parts is not recommended (thinner, solvent, gasoline, antifreeze, abrasive cleaner ...).

<u>Caution, Special precautions:</u> Do not use pressure washer or steam jet: Avoid directing the jet of water close to the following items: instrumentation, cylinders and brake calipers, under the fuel tank, chain of transmission, steering column bearings, gaskets, air box, wheel or swing arm bearings, all electrical elements and also the air vents. Water infiltration could damage these elements.

<u>After use under normal conditions:</u> clean with lukewarm water mixed with mild detergent using a soft sponge and rinse thoroughly. A damp cloth placed a few minutes on the parts having more stubborn stains and insects, will allow the dirt to take off smoothly.

<u>After use in the rain, near the sea or on salt roads:</u> Clean the motorcycle with cold water and mild detergent: do not use hot water, it will increase the corrosive action of salt. Protect the vehicle from corrosion by spraying an anti-corrosion and lubrication product on all metal surfaces, chrome-plated or nickel-plated.

After cleaning:

Dry the body parts with a soft absorbent paper. After being dried with disposable cloth, the drive chain should be lubricated with a specific lubricant to prevent it from rusting. It is recommended to rub the chrome or stainless steel elements (including the exhaust system) with a chrome care product.

An anticorrosion product will spray on all metal surfaces, chrome or nickel plated.

Lubricate all axes, pivots, bolts and nuts.

Apply wax on all painted parts.

<u>A</u> Caution, Special precautions:

Never use lubricating or greasy products on the braking elements. This will decrease braking efficiency and could cause an accident.

Always use a specific degreaser for braking systems.

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Inspection and maintenance

The following table shows the interval of regular maintenance in travel distance or number of months. At the end of an interval, be sure to carry out the specified inspection, lubrication and maintenance. If your motorcycle is used with heavy loads, such as high power driving in a dusty environment, the maintenance shall be carried out more frequently. Your distributor can give your further guide. The parts of steering gear, shock absorber, bearings and wheels are critical components, and require professional skills to repair. In the light of safety, it is advisable to the inspection and maintenance done by your distributor or qualified maintenance staff.

Precaution

In regular maintenance, it may be necessary to replace one or more parts. For part replacement, it is advisable to use genuine parts or equivalent products. No matter if you are experienced in vehicle maintenance or not, the items with * mark shall be handled by your distributor or qualified maintenance staff. For the items without such mark, you can do it by yourself according to the instructions.

Warning

After correct running-in of 1000 km, maintenance is mandatory to ensure the safety of your motorcycle and give it a full play of its performance.

Be sure to make regular maintenance thoroughly according to the instructions in the manual

Note that the maintenance interval is 3000 km.

Do not forget to certify them in the manual provided by your MASH dealer

Interval: based on	КМ	1000	4000	7000	10 000	
odometer reading or number of months	Number of months	6	12	24	36	
Battery			I			
* Butterfly throttle, t	hrottle cable	Ι	1		Ι	
* Spark plug		Ι	R	R	R	
* Clutch		1	1		I	
* Air Filter		С	R	R	R	
* Fuel filter		1	1	I	I	
* Fuel hears						
* Fuel hoses			Replace	every 4 years		
* Engine oil and oil fil	ter	R	R	R	R	
* Oil filter strainer		С	С	С	С	
* Valve clearance		Ι	I	I	Ι	
* Timing chain		Ι	I	I	Ι	
* Chassis bolt and nut		Т	т	Т	Т	
* Brake pads front and rear, linings		Ι	I	Ι	Ι	
*		Ι	I	I	Ι	
* Brake fluid		Replace every 2 years				
* Front fork		-	I	Ι	Ι	
* Rear shock absorbe	rs	-	I	Ι	Ι	
* Wheesl and tyres		Ι	1		I	
Driving chain or CVT		Ι	I	I	I	
			Clean and lubricate every 1 000 kms			
* Steering		I	I	I	I	
* Cylinder head nut a	nd exhaust	Т	Т	Т	Т	
Caption : Inspection	: I Tighte	ning : T	Cleaning: :	C Repla	ce : R	

TABLE OF MAINTENANCE INTERVAL

Lubrication Table

Interval Item	Every 6000 km or 6 months	Every 12000 km or 12 months	
Accelerator wire	Engine oil or (1)	Engine oil or (1)	
Clutch wire	Engine oil or (1)	Engine oil or (1)	
Speedometer wire	-	Grease (2)	
Driving chain	Lubricate every 1 000 km (3)		
Brake cam shaft	-	Grease (2)	
Accelerator grip	-	Grease (2)	
Brake wire	Engine oil or (1)	Engine oil or (1)	
Speedometer gear case and wheel bearing	-	Grease (2)	
Brake pedal	Grease or Engine oil (1)(2)	Grease or Engine oil (1) (2)	
Steering gear Lubricate every two years or every 7 000 k			

Reference IPONE : (1) Spray Cables / (2) Multifonction grease / (3) Spray chain