AJP

OWNER´S MANUAL

PR5 250

TRAIL - SUPERMOTO - ENDURO - EXTREME

AJP PR5 250
TRAIL / ENDURO / SUPERMOTO / EXTREME

OWNER'S MANUAL

This manual should be considered a permanent part of the motorcycle and should remain with the motorcycle when resold or otherwise transferred to a new owner or operator. The manual contains important safety information and instructions that should be read carefully before start operating the motorcycle

English version
AJP MOTOS, SA
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! VERY IMPORTANT !

WE STRONGLY RECOMMEND YOU READ THIS MANUAL CAREFULLY AND COMPLETELY BEFORE GOING ON YOUR FIRST RIDE. IT COINTAINS A GREAT DEAL OF INFORMATION AND ADVICE, WHICH WILL HELP YOU USE AND HANDLE YOUR BIKE PROPERLY. IN YOUR OWN INTEREST, PLEASE PAY ATTENTION TO NOTICES THAT ARE MARKED AS FOLLOWS:

! WARNING !

IGNORING THESE INSTRUCTIONS CAN ENDANGER YOUR BODY AND YOUR LIFE, AS WELL AS OTHER PEOPLE`S LIFES.

! CAUTION !

IGNORING THESE INSTRUCTIONS COULD CAUSE DAMAGE TO PARTS OF YOUR MOTORCYCLE OR THAT THE MOTORCYCLE IS NO LONGER SAFE TO RIDE ANYMORE.

TAKE SPECIAL CARE TO FOLLOW THE RECOMMENDED RUN IN, INSPECTION AND MAINTENANCE INTERVALS. FOLLOWING THESE GUIDELINES WILL SIGNIFICANTLY INCREASE THE LIFE OF YOUR MOTORCYCLE. BE SURE TO HAVE ANY MAINTENANCE JOBS PERFORMED BY AN AUTHORIZED AJP DEALER.
PLEASE DON`T FORGET TO WEAR A HELMET, EYE PROTECTION AND PROTECTIVE CLOTHING WHEN GOING FOR A RIDE.
WE WISH YOU A LOT OF FUN RIDING YOUR AJP!

AJP MOTOS, SA RESERVES THE RIGHT TO MODIFY ANY EQUIPMENT, TECHNICAL SPECIFICATIONS, COLOURS AND MATERIALS USED WITHOUT PREVIOUS ANNOUNCEMENT AND WITHOUT GIVING REASONS, OR TO CANCEL ANY OF THE ABOVE ITEMS WITHOUT SUBSTITUTING THEM WITH OTHERS. IT SHALL BE ACCEPTABLE TO STOP MANUFACTURING A CERTAIN MODEL WITHOUT PREVIOUS ANNOUNCEMENT. IN THE EVENT OF SUCH MODIFICATIONS, PLEASE CONTACT YOUR LOCAL AJP DEALER FOR INFORMATION. WE SHALL NOT BE HELD LIABLE FOR ANY PRINTING ERRORS.

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CONSUMER INFORMATION

ACCESSORY INSTALLATION AND PRECAUTION SAFETY TIPS

There is some variety of accessories for AJP motorcycles. AJP cannot have direct control over the quality or suitability of accessories you may want to purchase. The addition of unsuitable accessories can lead to unsafe operating conditions. Please contact your AJP dealer for assist you in selecting accessories and install them correctly.

! WARNING !

Improper accessories or modifications can make your motorcycle unsafe and can lead to an accident. Never modify the motorcycle with improper or poorly installed accessories. Follow all instructions in this owner's manual regarding accessories and modifications. Consult your AJP dealer if you have any questions.

Certain accessories displace the rider from his normal position. This limits the freedom of movement and may limit his control ability.

Additional electric accessories may overload the electric system. Severe overloads may damage the wiring harness or create a dangerous situation due to the loss of electric power during the operation of the motorcycle.

When carrying a load on the motorcycle, mount it as low as possible to the machine. An improperly mounted load can create a high center of gravity that is very dangerous and makes the motorcycle difficult to handle. The size of the load can also affect the aerodynamics and handling of the motorcycle. Balance the load between the left and right sides of the motorcycle and fasten it securely.

SAFE RIDING RECOMMENDATIONS FOR MOTORCYCLE RIDERS:

WEAR A HELMET

Motorcycle safety equipments starts with a quality helmet. One of the most serious injuries that can happen is a head injury. ALWAYS wear a properly approved helmet.
You should also wear suitable eye protection.

RIDING APPAREL

Loose, fancy clothing can be uncomfortable and unsafe for motorcycle riding. Choose good quality motorcycle riding apparel when riding your motorcycle. Wear gloves, strong boots that fit over the ankle, long pants and long sleeve shirt or jacket.

INSPECTION BEFORE RIDING

Review all the instructions in the "INSPECTION BEFORE RIDING" section in this manual. Do not forget to perform an entire safety inspection to ensure safety of the rider.

FAMILIARIZE YOURSELF WITH THE MOTORCYCLE

Your riding skill and your mechanical knowledge form the basis for safe riding. We recommend you to practice riding your motorcycle in an open area without obstacles until you are familiar with your motorcycle and its controls.

KNOW YOUR OWN LIMITS

Always ride within the limits of your skills. Knowing your limits and keep within are the foundation to avoid accidents and injuries.

BE EXTRA SAFETY CONSCIOUS ON BAD WEATHER DAYS OR BAD ROAD CONDITIONS

Riding on bad weather days requires extra attention. Braking distances double in a rainy day. If you are not sure about road conditions ride slower and with double care!

MODIFICATION

Modification of the motorcycle or removal of original equipment may render the vehicle unsafe or illegal.

SERIAL NUMBER LOCATION

The frame and/or engine serial number are used to register the motorcycle. They are also used to assist your dealer when ordering parts or referring to special service information.

Frame number

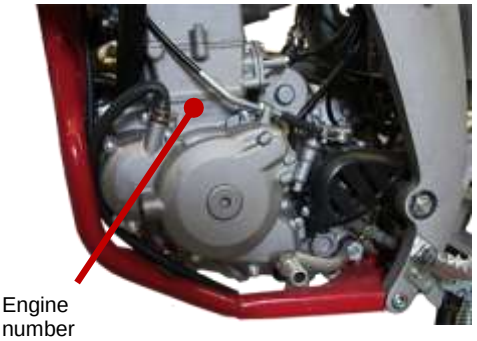
Frame number is marked on the right side of the steering head tube.

HOMOLOGATION PLATE

Homologation plate is placed on the left side of the frame, between steering stem and left frontal cover.

Engine number

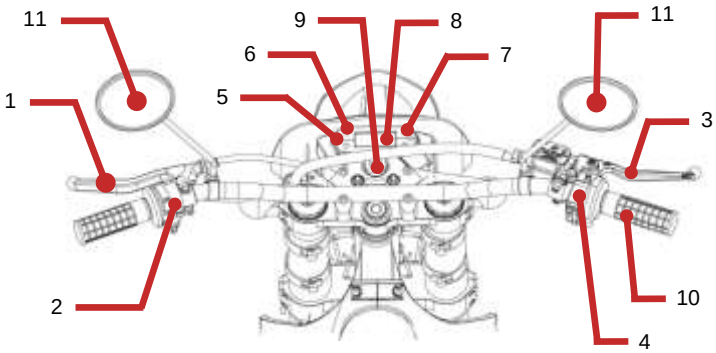
The engine number is stamped into the left side of the engine below the engine cylinder.



COMPONENTS LOCATION

1 Rear brake fluid reservoir
2 Air filter
3 Fuse
4 Spark plug
5 Oil cap
6 Rear brake pedal
7 Oil level glass
8 Battery
9 Fuel tank
10 Fuel tank cap
11 Gear lever
12 Footpeg
13 Side rest

CONTROLS LOCATION



1	Clutch lever
2	Blinker, lights, horn switch
3	Front brake lever
4	Starter button and On-Off switch
5	Neutral sign
6	Headlight sign
7	Turn light sign
8	Digital speedometer
9	Ignition switch
10	Throttle grip
11	Rear view mirrors

CONTROLS

KEYS

This motorcycle comes with a pair of keys. Be aware to keep one of the keys in a safe place, at home for instance, in order to let you access this key in case of need.

IGNITION SWITCH / STEERING LOCK

LOCK position – all electrical circuits are cut off and the engine will not start. The steering lock is actuated and the handlebar cannot turn. The key can be removed. To pass to lock position, the switch must be in OFF position and the pushed down and turned to the left. The handlebar must be turned all the way to the left.

OFF position - all electrical circuits are cut off and the engine will not start. The key can be removed.

ON position – the ignition circuit is on and the engine can now be started. The key cannot be removed from the ignition switch.

! CAUTION !

To activate LOCK position, the switch must be in OFF position, then pushed down and turned to the left. Handlebar should be turned all the way to the left. If not, the switch will not pass to LOCK position.

! CAUTION !

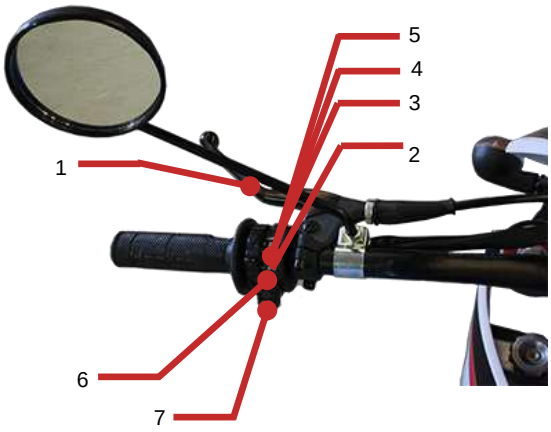
Don't try to ride with the switch on LOCK position. The steering is locked and control of the motorcycle is impossible.
Don't turn the ignition key to LOCK position while driving!

Note: Start engine as soon as you turn key to ON position. Otherwise battery will loose power due to the consumption of the digital speedometer and headlight and taillight, if turned on.
Don't start engine with lights on to avoid download motorcycles battery.

DIGITAL SPEEDOMETER

Digital speedometer gives information about instantaneous speed and total or trip distance travelled. Depending on the selling market, speed and distance are indicated in Kilometres or miles. If you want to switch between these units, please contact your AJP dealer.
To switch from total to trip distance push button 1. To reset trip distance the trip distance must be selected; then push button 1 until the distance is reset to zero.

LEFT HANDLEBAR



1 – Clutch lever
The clutch lever is used for disengaging the drive to the rear wheel when starting the engine or shifting the transmission gear. Squeezing the lever disengages the clutch.

2 – Parking light on
With the light knob in this position, parking lights in the headlight and taillight will be switched on.

3 – Lights off
In this position, no lights will be switched on.

4 – Low beam on
In this position, low beam light will be on in the headlight and presence light will be on in the taillight.

5 – High beam on
In this position, high beam light will be on in the headlight and presence light will be on in the taillight.

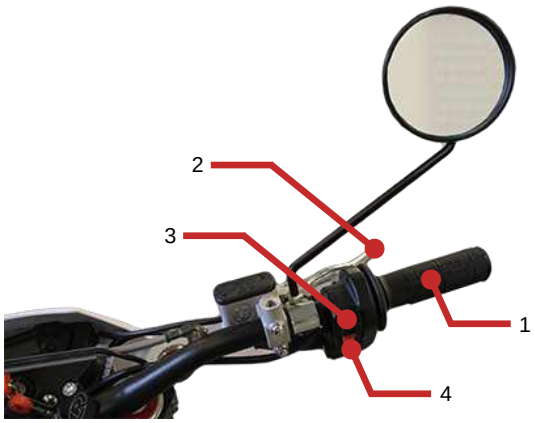
6 – Turn sign on
Turning this button left, left turn lights will be on. Turning right, right turn lights will be on. To switch turn lights off, place the button in middle position.

7 – Horn
To actuate horn, press this button.

! CAUTION !
In several countries, motorcycle riding is only allowed with low beam on! Respect your national legislation!

! CAUTION !
Turn lights are not switched off automatically! Be aware to switch turn lights off after turning or overtaking! Otherwise you will give wrong information about your riding to other drivers!

RIGHT HANDLEBAR



1 – Throttle grip
Engine speed is controlled by the position of the throttle grip. Rotate it toward you to increase engine speed; turn it away to decrease engine speed.

2 – Front brake lever
Front brake is applied by squeezing brake lever gently toward the throttle grip.

3 – Electric start button
This button is used for turning the starter motor. With the ignition switch in the ON position, the transmission in neutral, starter switch on, pull the clutch lever and push the electric start button to engage the starter motor and start the engine.

4 – Emergency switch
This switch has two positions: to the left enables engine running, to the right stops engine running. Be aware that this switch is switched ON for engine starting.

! CAUTION !
If EMERGENCY SWITCH is not ON, engine will not start! Start motor will not be actuated!

FUEL

The PR5 250 LC engine needs unleaded premium gasoline with an octane number of 95 or higher. Never use leaded fuel to avoid destroying catalytic converter and the exhaust system.

! WARNING !
Using not recommend fuel can cause severe damages on engine! Be sure to use only unleaded gasoline with an octane index equal or higher than 95!

FUEL TANK CAP

Turn the fuel tank cap (1) counter-clockwise to open it. Turn clockwise to close and tighten it securely.

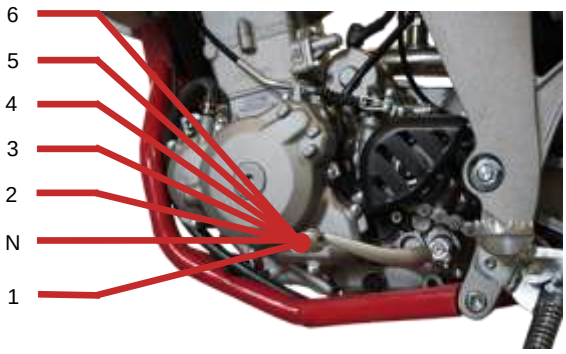
Note: check that fuel cap is clear of dirt or water in order to let cap breather to work properly, avoiding injection malfunction or engine to stop.

! WARNING !
Gasoline is highly flammable and poisonous. Extreme caution should be used when handling gasoline. Do not refuel motorcycle near open flames or burning cigarettes. Always switch off engine before refuelling Be careful not to spill gasoline on the engine or exhaust pipe while the engine is hot Wipe up spills promptly. If gasoline is swallowed or splashed in the eyes, seek a doctor's advice immediately. Keep children and pets away. Do not fill fuel tank completely due to increase of gasoline volume when exposed to heat.

! CAUTION !
Once fuel tank is transparent, there is not fuel indicator or light warning! Control visually fuel level when you start the motorcycle and when you are riding for some time!

GEARSHIFT LEVER

PR5 250 has a 6-speed transmission. Shift lever is mounted on the left side of the engine. The position of the gears is shown in the illustration. Neutral is located between first and second gear.



To shift properly, pull the clutch lever and close the throttle at the same time you operate gearshift lever. Lift the lever to up-shift and depress to downshift.

REAR BRAKE PEDAL

The foot brake pedal is placed in front of the right footrest. Depressing the rear brake pedal will apply the rear brake.

! WARNING !

If opposition of hand brake lever or rear brake pedal fells “spongy” (too much give), this is an indication that the brake system is not functioning well. Don’t ride anymore your motorcycle without first having the brake system checked by an AJP dealer!

SIDE STAND

Push the side stand to the ground with your foot and load it with the motorcycle. Make sure that you put the motorcycle on solid ground and in a secure position.

! WARNING !

Always check if you have folded back the side stand before each ride. If the side stand touches the ground while you drive, you may loose control of your motorcycle!

! CAUTION !

The side stand was designed only for the weight of the motorcycle. If you get on the motorcycle and thus put additional weight, the side stand or frame can be damaged and the motorcycle may fall on the side!

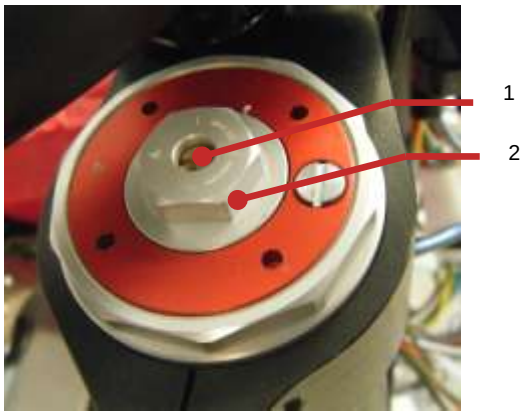
! CAUTION !

Park the motorcycle on solid level ground to help prevent it from falling over.
If you must park on a climb, aim the front of the motorcycle uphill and put the transmission into 1st gear to reduce the chance of rolling off the side stand.

SUSPENSION SET-UP

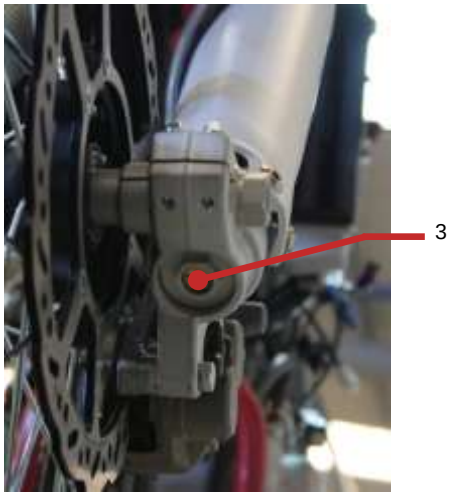
Front Fork Enduro and Supermoto Set-up (Sachs 48mm)

To adjust rebound turn the inner screw (1) clockwise to have a harder response. Turn counter clockwise to have a softer response.



To adjust spring load, turn adjusting nut (2).

To adjust compression, turn the lower screw clockwise (3) for more compression; turn counter clockwise for less compression.

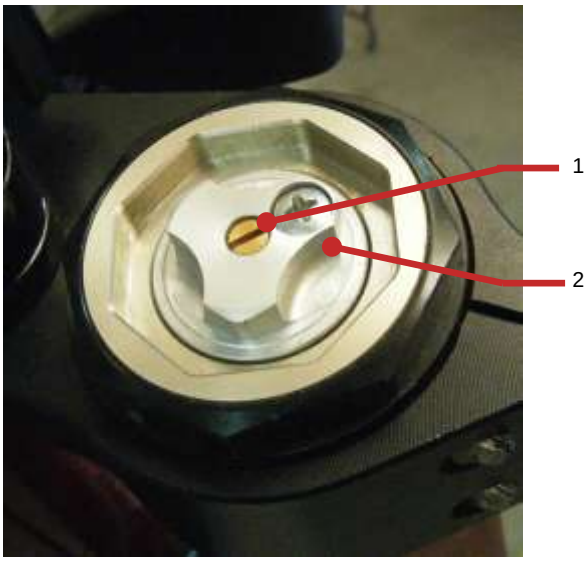


! WARNING !

Unequal suspension adjustment can cause poor handling and loss of stability.
Adjust the right and left front legs to the same settings.

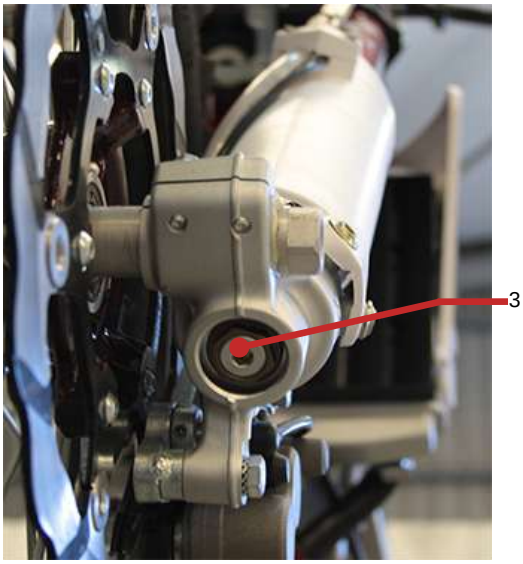
Front Fork Extreme Set-up (Marzocchi 48mm)

To adjust compression turn the inner screw (1) clockwise to have a harder response. Turn counter clockwise to have a softer response.



To adjust middle speed, turn adjusting nut (2).

To adjust rebound, turn the lower screw clockwise (3) for more rebound; turn counter clockwise for less rebound.

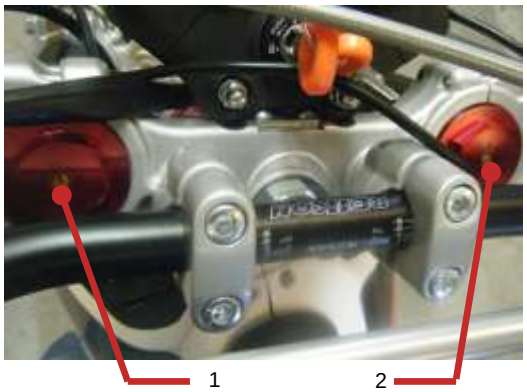


Front Fork Trail set-up

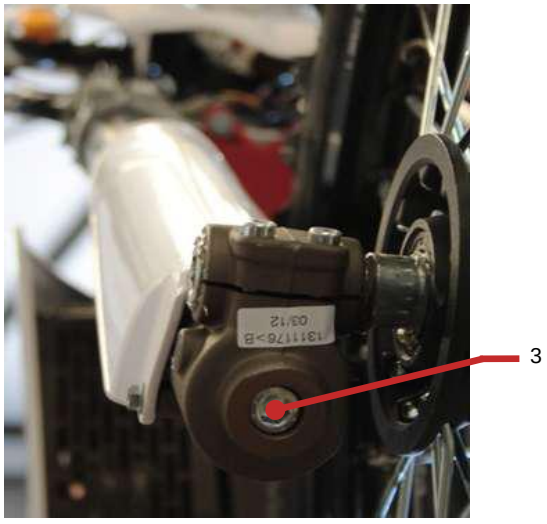
To adjust compression turn the inner screw (1) on the left leg clockwise to

have a harder response. Turn counter clockwise to have a softer response.

To adjust rebound turn the screw (2) on the right leg clockwise to have a harder response. Turn counter clockwise to have a softer response.



Screw (3) placed on the lower end of the legs of 40mm Marzocchi has no adjusting function; it should only be removed for front fork disassembly.



Rear suspension adjustment

PR5 is equipped with a fully adjustable shock absorber, except Trail version.

To adjust pre-charge loose first the upper nut (1), then turn adjusting nut (2) clockwise for more pre-charge or counter clockwise for less pre-charge.

To adjust rebound, turn the screw placed on the bottom of the shock absorber (3) clockwise for more rebound or counter clockwise for less rebound.

To adjust fast compression damping, turn the knob (4) clockwise for more rebound speed. To reduce rebound speed turn counter clockwise.

To adjust low compression damping, turn the screw (5) clockwise for more rebound speed. To reduce rebound speed turn counter clockwise.

Standard set-up:

- Spring length: Enduro 205mm; Supermoto 210mm
- Fast compression: turn all to close position (+) and then turn 12 clicks to open (-)

- Low compression: turn all to close position (+) and then turn 8 clicks to open (-)
- Rebound: turn all to close position (H) and then turn 12 clicks to open (S)

! WARNING !

Improper servicing of the rear shock absorber assembly is dangerous.
The rear shock absorber contains high-pressured gas and can explode if improperly serviced.

Trail Version

PR5 Trail shock absorber only allows spring pre-load.

To adjust spring pre-load, untighten fixation bolt (1) of adjusting nut and turn nut (2) left or right until obtain desired spring load.

ENGINE OIL RECOMMENDATION

Engine oil quality

Use a premium quality 4-stroke motor oil to ensure longer service life of your motorcycle. Use only oils that meet or surpass quality requirements of API classes SF or SG:

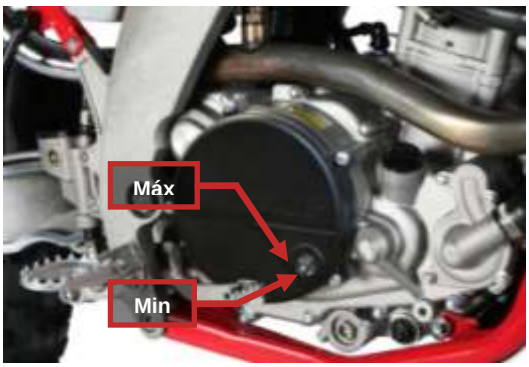
Recommended oil type

Brand: ENI – Agip
Type: i-Ride Moto SAE 10W 50
Specifications: API SG JASO MA, MA2

Engine oil capacity: 1,7 litres

Oil level

Engine oil level can be checked in the glass in front of rear brake pedal. Oil level should be between the two lines in the cover. If oil level is below the lower line, refill immediately. If your engine is losing oil, contact an AJP dealer immediately.



! WARNING !

Insufficient oil or poor quality oil results in premature wear of the engine and may cause severe damages!

LIQUID COOLING

RADIATORS

AJP PR5 is equipped with two radiators, placed in front, as shown in picture.

COOLANT LEVEL

Check frequently coolant level of engine liquid cooling system.

Always perform coolant level control with a cold engine.

To check coolant quantity, level the motorcycle horizontally and vertically. Take out the radiator cap (1), placed on the left radiator and check if coolant level is 5mm below the top (2).

If liquid level is below, fill with coolant liquid until the mentioned level.

Quantity: 1 litre

Recommended liquid:
Agip - SPEZIAL PERMANET – 40^{O}C

Note: Antifreeze Coolant temperature depends on the lower temperature that motorcycle will operate. Choose an anti-freezing coolant which resists to a range of temperatures 5/10 ºC below the minimum expected temperature in Winter.

To check coolant level, never perform it with a hot engine. Liquid in radiator is under 1.1 bar of pressure and when the cap is opened, liquid may spill off and cause injuries and burns.

! WARNING !

Never perform coolant level check when engine is hot.
Coolant liquid may spill off and cause injuries and burns.

To drain cooling liquid untighten the screw (1) and collect coolant liquid to an appropriate vessel.

After draining, fill radiators with recommended coolant liquid.

! WARNING !

Never run engine without coolant liquid or low level. Engine may overheat and damage.

Radiator fan

AJP PR5 has a fan placed on the right radiator. It is actuated once coolant liquid temperature reaches 95ºC and

shuts off when temperature goes down to 80ºC.

! WARNING !

Never cover front and/or rear sides of radiators. This will impede heat exchanging and cause overheating of engine.

Note: Clean radiator fins to ensure a perfect efficiency of radiators**.** If they are dirty, heat exchange may not occur and engine may overheat.

BREAK-IN (RUNNING-IN)

The following explains why is so important proper break-in to achieve maximum life and performance from your new AJP.

Even very precisely machined sections of engine components have rougher surfaces than components that have been sliding across one another for quite some time; therefore, every engine needs to be broken in during the first 1,000Kms.

For this reason, do not load engine more than 50% of its capacity during the first 500 kilometres, avoiding full-throttle. In the following 500 kilometres, you may load the engine up to 75% of its capacity, using the gearbox frequently.

Allow sufficient idling time, about 1-2 minutes, after warm or cold engine start up before applying load or revving the engine. This allows time for the lubricating oil to reach all critical engine components.

Observe your first and most critical service. The 1000 Kms service is the most important service your AJP will receive. Your motorcycle will be checked carefully, injection system controlled and updated, all adjustments will be restored, all fasteners and spokes will be tightened, dirty oil will be replaced and oil filters cleaned.

! WARNING !

Incorrect break-in may cause severe damage to your motorcycle or significantly reduce your motorcycle lifetime!

INSPECTIONS BEFORE RIDING

Check the following before each start

When you start off, the motorcycle must be in perfect mechanical condition. For safety reasons, you should make a habit of performing an overall check before each start.
The following checks should be performed:

1 – **Oil level**. Insufficient oil quantity results in premature wear in engine components and damages in engine itself.
2 - **Fuel.** Check there is enough fuel in the tank;
3 - **Drive chain**. A loose chain can fall from the chain wheels; an extremely worn chain can tear and insufficient lubrication can result in excessive wear to the chain and chain wheels. Excessive tensioning of the chain will put additional load on the components of the secondary drive train (chain, bearings of transmission and rear wheel). Aside from resulting premature wear, the chain may even rupture or the transmission axle may break.
4 - **Tires**. Check for cuts or dents and replace tyres if necessary. The tread

must also comply with legal regulations. Check air pressure; insufficient tread and incorrect air pressure deteriorate driving performance.
5 - **Brakes**. Check correct functioning of the braking system and brake fluid level in both reservoirs. The reservoirs have been designed in such a way that brake fluid does not need to be refilled even when brake pads are worn. If the level of brake fluid falls below the minimum value, this indicates a possible leak or completely worn pads. Manage for the brake system to be checked by an AJP dealer, as complete failure of the system can be avoided.
Also check status of the brake hoses and the thickness of brake linings, as well as free travel of hand brake lever and foot brake pedal.
6 - **Electric system**. Check correct functioning of headlamps, taillights, brake lights, indicators, control lamps and horn while the engine is running.
7 - **Luggage**. If you are taking any luggage with you, check that it is securely fastened.
8 – **Steering –** Check for smoothness, no restriction on movement and no play or looseness.
9 – **Throttle –** Check for correct play, smooth operation and positive return to the closed position.
10 – **Clutch** – Check for correct play, smoothness and progressive action.
11 – **Suspensions –** Check suspensions for smooth movement.
12 – **Engine stop switch** – Check for correct function.

! WARNING !

Using worn, improperly inflated or incorrect tires will reduce stability and can cause an accident.
Follow all instructions in the TIRES section.

! WARNING !

Wear suitable clothing when driving a motorcycle. Never forget to wear a helmet, gloves and boots, even in short trips. Protective clothing should be brightly coloured to make you more visible to other drivers.
Always turn on the lights to make sure that other drivers become aware of you as early as possible.
Do not drive after having consumed alcohol or drugs.
Use only original spare parts and accessories.
Front and rear tires are allowed to be fitted only with tires having the same original profile type.

! WARNING !

Failure to run these inspections and maintain your motorcycle properly increases the chance of an accident or equipment damage
Always perform a pre-ride inspection before each ride. Refer to the list behind for check items. For further details, refer to the INSPECTION AND MAINTENANCE section.

! WARNING !

Never ride your motorcycle with full load or rev the engine when cold. Because the piston is warming up faster than the cylinder, it can cause engine damage.

! WARNING !

Checking maintenance items when the engine is running can be hazardous. You could be severely injured if your hands or clothing get caught in moving parts!

! WARNING !

Observe traffic regulations and drive defensively, trying to look ahead as far as possible so that any hazards can be recognized as early as possible.
Adjust your driving speed according

to the conditions and your driving skills.
Drive carefully in unknown roads or unfamiliar trials.
When driving off-road, always have a friend on a second motorcycle to make you company, so you can help each other if some problem happens.
Replace helmet visor or goggle lens when scratched or damaged. If bright light shines through a scratched, the driver will be blinded.
In case of a fall, check all functions thoroughly before start operating the motorcycle.
Do not repair twisted handlebar: Replace it immediately.

RIDING TIPS

Instructions for initial operation

- Verify if your AJP dealer performed a previous preparation of the motorcycle.
- Read this manual carefully before you ride.
- Familiarize yourself with all the operating controls.
- Get used to the handling of the motorcycle on an empty parking lot or open space, before going for a longer ride. Try also to drive as slow as possible and in sitting position to improve your feeling of the motorcycle.
- Hold the handlebar with both hands and leave your feet on the footrests while driving.
– Remove your foot from the brake pedal when you are not braking. If the brake pedal is not released the brake pads will rub continuously and the braking system will overheat.
- Do not make any changes to the motorcycle and use always AJP original spare parts for safety reasons.
- Motorcycles are sensitive to changes in the weight distribution. If you are taking any luggage with you, secure it as close as possible to the middle of the motorcycle, in order to distribute the weight for both wheels.

ENGINE START

1- Swing up the side stand and turn the ignition key on.
2- Put the gear in neutral (the neutral pilot lamp will light up).
3- Check if the emergency switch is on running position.
4- Operate the electric start button without throttle opening.

! CAUTION !

Never actuate electric starter for more than 5 seconds and with lights on. Wait at least 10 seconds before trying again.

! WARNING !

Before you start off, check the side stand has been fully swung up. If the side stand drags on the ground, the motorcycle goes out of control.
Always turn on the light to make sure that other drivers become aware of you as early as possible.

What to do when the engine is "flooded"

In some particular conditions, some extra fuel may go to the engine. If engine "floods", open throttle during 3 seconds before start engine; if engine does not start, wait 10 seconds and try again. After five trials, if engine does not start, check spark plug, dry it and try again. If engine does not start replace spark plug for a new one.

! WARNING !

Do not start the engine or allow it to idle in a closed area. Exhaust gases are poisonous and can cause loss of consciousness and even death. Always provide adequate ventilation while the engine is running.
Never leave engine running for a more than 5 minutes while the motorcycle is parked: engine will overheat and severe damage may occur.

STARTING OFF

Pull the clutch lever and put the engine into first gear. Slowly release the clutch lever and open the throttle at the same time.

USING THE GEARBOX

The first gear is referred as the drive or uphill gear. Depending on the conditions (traffic, hill size, etc.), you can shift to a higher gear. Close throttle, at the same time you pull clutch lever and shift to the next higher gear. Let clutch go again and give gas. If you turned on the choke lever, make sure you turn it off again as soon as engine is warm.
When you reach full speed by opening the throttle all the way, turn throttle back to ¾; the speed hardly decreases and the engine will use less fuel.
Only give as much gas as the engine can handle. Through quick and high revving of throttle, the fuel consumption increases.
By shifting down, use the brakes if necessary and close throttle at the same time. Pull clutch lever and shift down to the next gear. Let clutch lever go slowly and open throttle or shift down again.

! CAUTION !

High RPM rates when engine is cold have an adverse effect on the life of your engine. We recommend you to run the engine in a moderate RPM range for 5/10 Kilometers/miles giving it the chance to warm up.
Never have the throttle wide open when shifting down a gear. The engine will over-rev, damaging the valves.
If any abnormal vibrations occur while driving, check that the engine fastening bolts are tight. If it remains contact an authorized AJP dealer.
If you notice any unusual operation-related noise while riding, stop immediately, shut the engine off and contact an authorized AJP dealer.
Never start your motorcycle without air filter in place, otherwise dust and dirt may enter to the engine and cause increased wear or damage.

BRAKING

Apply both brakes at the same time with the throttle closed. When driving on sandy, wet or slippery ground use mainly the rear brake. Avoid blocking the wheels, otherwise you may skid or fall; also you can change down to a lower gear depending on your speed.

Use the braking effect of the engine when driving downhill to assist the brakes; change down one or two gears but do not over-speed the engine. This way, you will not need to use the brakes so much and avoid overheating.

! WARNING !

In case of rain, after washing the motorcycle, after rides through water and wet off-roads tracks, wet or dirty disc brakes can delay the braking effect. Brakes must be then actuated until disc brakes are dry or clean.
Dirty brake discs cause increased wear of brake pads and discs.

! WARNING !

Hard braking on wet, loose, rough or other slippery surfaces can cause wheel skid and loss of control.
Brake lightly and with care on slippery or irregular surfaces.

! WARNING !

Hard braking while turning may cause wheel skid and loss of control.
Brake before you begin to turn.

! WARNING !

Inexperienced riders tend to under use front brake. This can cause excessive stopping distance and lead to a collision. Using only front or rear brake can cause skidding and loss of control.
Apply both brakes evenly and at the same time.

! WARNING !

Each time you brake, brake discs, pads, callipers and brake fluid heat up. The hotter these parts get, the weaker the braking effect; in extreme cases, the entire braking system can fail!

STOPPING AND PARKING

Apply the brakes fully and put the engine into neutral. To turn off the engine, apply the emergency off button or turn the key to OFF position on the ignition switch with the engine at idling speed until the engine stops. Park on an area where the ground is firm and lock the motorcycle.

! WARNING !

Never leave your motorcycle without supervision if the engine is running or with children nearby.
Motorcycle engines produce a great amount of heat when running. Engine, exhaust pipe, muffler, brake callipers and shock absorber can become very hot. Do not touch any of these parts after operating the motorcycle or allow children to come nearby.
Take care to park the motorcycle where pedestrians are not likely to touch it and get burned.
Never park your motorcycle in places where there is fire hazards, such as dry grass or other easily flammable materials.

Note regarding side stand:

Push the side stand to the ground with your foot and load it with the motorcycle. Make sure that you put the motorcycle on solid ground and in a secure position. Just in case, you can shift into first gear.

! CAUTION !

Side stand was designed only for the weight of the motorcycle. If you get on the motorcycle and thus put additional weight, side stand or frame can be damaged and the motorcycle may fall on the side.

INSPECTION AND MAINTENANCE

MAINTENANCE SCHEDULE

The list indicates intervals between periodic services in Kilometres. At the end of each interval, be sure to inspect, check, lubricate and service as instructed. If your motorcycle is used under high stress conditions such as continuous full throttle operation or is operated in a dusty climate, certain services should be performed more often to insure reliability of motorcycle as explained in maintenance section.

Your AJP dealer can provide you with further guidelines.

Steering components, suspension and wheel components are key items and require very special and careful servicing. For maximum safety we suggest that you have these items inspected and serviced by your authorized AJP dealer.

! WARNING !

Do not start the engine or allow it to idle in a closed area. Exhaust gases are poisonous and can cause loss of consciousness and even death.
Always provide adequate ventilation while the engine is running.

! WARNING !

It is owner's responsibility to assure that motorcycle is serviced within this periodic maintenance schedule.
AJP does not assume any damage if maintenance is not performed as schedule.

! WARNING !

Improper maintenance or failure performs of recommended maintenance increases the chance of accident or motorcycle damage.
Always follow inspection and maintenance recommendations and schedules in this owner's manual. Ask your AJP dealer to do the maintenance items marked with an asterisk (*). You may perform the unmarked maintenance items by referring to instructions in this section, if you have mechanical experience. If you are not sure how to do any of the jobs, have your AJP dealer to do them.

! CAUTION !

Using poor quality replacement parts or materials can cause your motorcycle to wear more quickly and may shorten its useful life.
Use only genuine AJP replacement parts.

MAINTENANCE SCHEDULE

AFTER FIRST 1.000 km – BREAK IN

Replace spark plug;
Replace engine oil;
Check 3 oil filters. Clean and wet in oil;
Check engine oil level;
Check air filter. Clean and wet in oil.
Check radiator anti-freeze liquid level;
Check drive chain;
Check valve clearance;
Check correct functioning of: braking system, spoke and wheel shaft tightness; tire condition; clutch and throttle cable; side stand; steering stem bearings; suspensions; exhaust; battery charge system; electrical system components.
Check fuel pump connections and fuel feed hoses.
Check injection system functioning.

EACH 500 km OR MONTH

Check oil level and refill if necessary;
Check anti freezing liquid on the left radiator;
Check, adjust, clean and lubricate drive chain.

EACH 3.000 km OR 6 MONTHS

Check fuel injection system functioning;
Check throttle body and its sensors;
Check valve clearance;
Check timing chain;
Replace spark plug;
Replace engine oil;
Clean engine oil filters;
Check engine oil level;
Check air filter. Clean and wet in oil;
Check radiators and water tubes of engine cooling system;
Check anti freezing liquid on the left radiator;
Check radiator fan functioning;
Check, adjust, clean and lubricate drive chain;
Check fuel pump connections on fuel tank and fuel system hoses;
Check condition and functioning of several component of electrical system;
Check battery. Control voltage with or without charge;
Adjust and lubricate throttle cable;
Adjust and lubricate clutch cable;
Check brake pads,
Check brake fluid level;
Check braking system functioning and stop switches;
Check tires condition;
Check spoke tightness;
Check wheel bearings;
Check side stand functioning;
Check steering functioning;
Check suspensions functioning;
Check exhaust: condition, leaks and noise level;
Check tightness of bolts, nuts, clamps of diverse components.

EACH 6.000 km OR 12 MONTHS

Perform operations indicated for each 3.000 km, plus:
Replace spark plug;
Replace air filter;
Check functioning of fuel cap valve;
Lubricate steering stem bearings;
Lubricate rear suspension links;
Lubricate swing arm bearings.

EACH 12.000 km OR 24 MONTHS

Perform operations indicated for each 3.000 and 6.000 km, plus:
Replace brake fluids;
Replace front fork seals;
Replace front fork oil;
Replace drive chain.

MAINTENANCE WORK

! WARNING !

Improper maintenance or failure performs of recommended maintenance increases the chance of accident or motorcycle damage.
Always follow inspection and maintenance recommendations and schedules in this owner's manual. Ask your AJP dealer to do the maintenance items marked with an asterisk (*). You may perform the unmarked maintenance items by referring to instructions in this section, if you have mechanical experience. If you are not sure how to do any of the jobs, have your AJP dealer to do them.

! CAUTION !

When cleaning your motorcycle, do not use a high-pressure cleaning unit, otherwise water will penetrate bearings, carburettor, electric connectors, etc.
When transporting your AJP, ensure that it is held upright with restraining straps.
Use only special screws with an appropriate thread length supplied by AJP to fix fuel tank. Using other screws or longer ones can cause cracks in the tank through which fuel can flow out.
Let your motorcycle cool down before beginning any maintenance work in order to avoid get burned.
Remove oil, grease matters, filters, fuel, washing detergents, etc, orderly.
Under no circumstances may used oil be disposed off in the sewage system or in the open countryside. Remember: 1 litre of used oil contaminates 1.000.000 litres of water!

LUBRICATION POINTS

Proper lubrication is important for smooth operation and long life of each working part of your motorcycle and also for safe riding. It is a good practice to lubricate the motorcycle after a long rough ride and after getting in snow, wet, mud or after washing it. Major lubrication points are indicated.

CHECKING AND ADJUSTING THE STEERING HEAD BEARINGS (*)

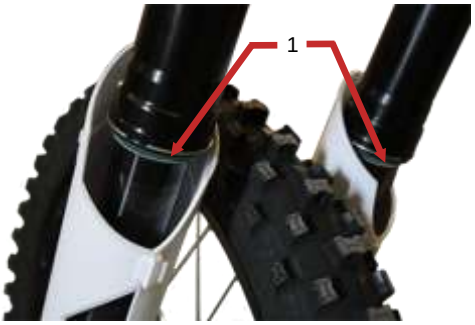
Check steering head bearings for play periodically. For check place motorcycle on a stand so that the front wheel is off the ground. Try to move the fork forward and backward. For readjusting, loosen top nut (2) and the four bolts (1) of the top triple clamp and turn steering stem bolt (3) clockwise until there is no more play. Don't tighten the steering stem bolt (3) all the way; otherwise the bearings will be damaged. With a plastic hammer, lightly rap on the triple clamp to release tension and retighten the bolts. Then tight top nut (2) and the top triple clamp screws (1).
Steering head bearings should be greased at least once a year.

! WARNING !

If steering head bearings are not adjusted to be free of play or too tight, the motorcycle will become unstable and can get out of control.

! CAUTION !
If you drive with play in the steering head bearings for long periods, bearings and subsequently bearing seats in the frame will be destroyed.

Cleaning the dust sleeves of the telescopic fork



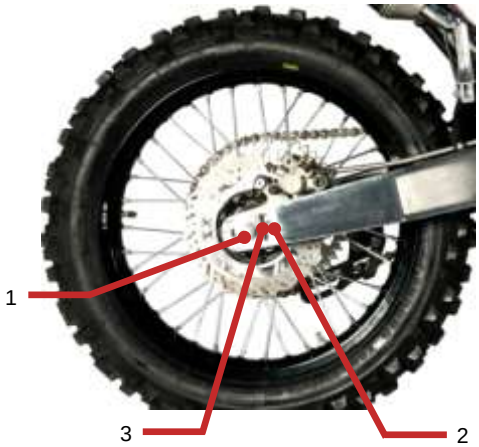
The dust protection gaskets (1) are to remove dust and coarse dirt particles from the fork tube. However, after some time, dirt may also get behind the dust protection gasket. If this dirt is not removed, the oil sealing rings located behind it may start to leak.
Use a screwdriver to lever the dust protection bellows out of the outer tubes and slide them downward.
Clean dust protection gaskets, outer tubes and fork tubes thoroughly, and lubricate them with silicone spray or engine oil; then push dust-protection gaskets into the outer tubes by hand.

DRIVE CHAIN

Drive chain adjustment

The chain slack must be of 15-30mm, at the mid point between the chain buffer and the rear sprocket.

To adjust the drive chain, follow the procedure bellow:



1 - Place the motorcycle on the side stand
2 - Loose axle nut (1)
3 – Loose fixing nuts on both sides (2)
4 – Regulate adjuster screws (3) until the chain has 15-30mm of slack. At the same time that the chain is being adjusted, the rear sprocket must be kept in perfect alignment with the front sprocket. Align both right and left adjusters by the reference marks on swing arm. If they are not visible, measure distance between adjusters and wheel shaft and adjust them on the same position.
5 - Re-tighten the axle nut securely and tighten fixing nuts (2).
6- Recheck the chain slack after tightening, lubricate and adjust if necessary.

! WARNING !

Excessive tensioning of the chain will put additional load on the components of the secondary drive chain (chain, bearings and rear wheel). Aside from resulting premature wear, chain may rupture or transmission countershaft may break.
On the other hand, too much slack in the chain can result in chain jumping off the chain wheels. If this happens, chain could also block rear wheel or damage the engine.
In either case, operator is likely to loose control of the motorcycle.

Drive chain maintenance

A good maintenance is very important for long chain life. Chains without o-rings should be cleaned in fireproof solvent regularly and afterwards treated with hot grease or chain spray. On the other hand, o-ring chains are very simple to clean. The best way is to use lots of water but never use brushes or cleaning liquids. After letting the chain dry completely, use a chain spray to lubricate it.
Also check sprockets and chain guides for wear and replace if necessary.

! WARNING !

No lubrication should be allowed to reach rear tyre or rear brake disc, otherwise road adherence and rear wheel braking effects will be strongly reduced and the motorcycle can easily get out of control.

! CAUTION !

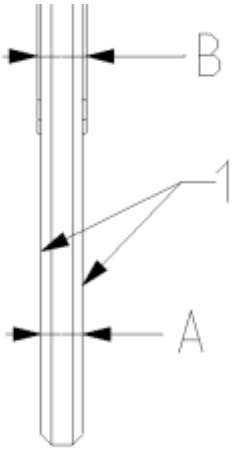
When mounting chain master link clip, the closed side of the master link must point in the running direction.

BRAKES

Brake pads

Brake pads used on front and rear brake provide an optimal combination of power, brake performance and lifecycle.

Brake discs



Due to wear, the thickness of brake discs in the area of the contact face (1) of the brake pads decreases. At their thinnest point (A), the brake discs must not be more than 0.50mm thinner than the pads nominal thickness. Measure the nominal thickness in a location (B) outside the contact face and check for wear in several locations.

! WARNING !

For your own safety, have the brake discs replaced immediately as soon as they reach wear limit (3 mm thickness).
Have any repairs on brake system performed by an AJP authorized dealer.

Brake fluid reservoirs

Brake fluid reservoirs have been designed in such a way that even if the brake pads are worn it is not necessary to refill brake fluid. If brake fluid level drops below the minimum level, either the brake system has a leak or the brake pads are completely worn.

In this case, consult an authorized AJP dealer immediately.

Brake fluid

AJP fills the brake systems with DOT 4 brake fluid.

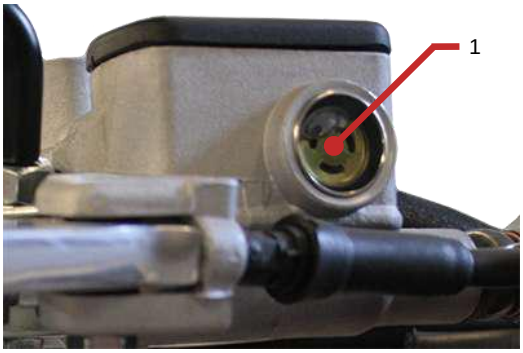
Recommended brake fluid:
AGIP Brake Fluid DOT4

! WARNING !

Change brake fluid at least once each two years. If you wash your motorcycle often, brake fluid should be changed even more often (once a year), as brake fluid tends to absorb water. Therefore, vapour pockets may form on “old” brake fluids even at low temperatures, causing brake system to fail.

Checking the brake fluid level – front brake

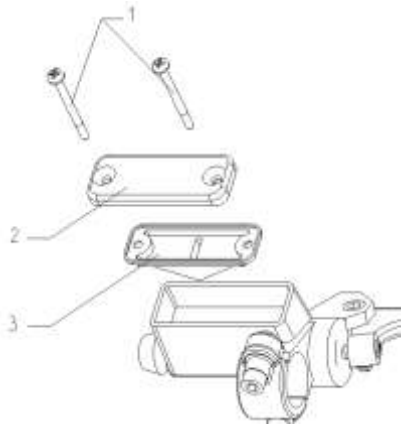
Brake fluid reservoir is linked with the hand brake cylinder at the handlebar and the reservoir is provided with an inspection glass (1). With the reservoir in horizontal position, the brake fluid level should not drop below the middle of the glass.



! WARNING !

If brake fluid level drops below minimum either brake system has a leak or the brake pads are completely worn. In this case, consult an authorized AJP dealer immediately.

Refilling front brake fluid reservoir (*)



Loosen screws (1), remove lid (2) and membrane (3). Place hand brake cylinder in a horizontal position and fill the brake fluid reservoir up to the MAX mark with clean brake fluid DOT 4. Replace membrane, lid and tighten screws if damaged. Clear off spilled or overflowing brake fluid with water.

! WARNING !

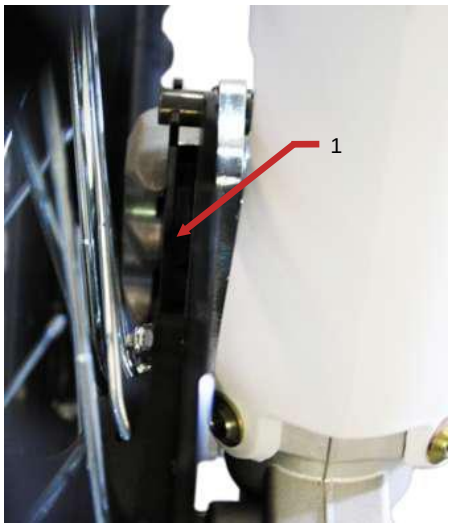
Store brake fluid out of reach of children.
Brake fluid can cause skin irritation. Avoid contact with skin and eyes. If you get brake fluid in your eyes, clear with plenty of water and consult a doctor.

! CAUTION !

Don’t let brake fluid get in contact with paint; it is an effective paint remover.
Use only clean brake fluid from a sealed or hermetic closed container.

Checking front brake pads

The front brake pads can be inspected from below. The linings must have at least 1 mm thickness.



! WARNING !

At their most worn point brake pad linings should not be thinner than 1mm, otherwise can lead to braking failure.

! WARNING !

If brake pads are replaced too late so that the lining is partly or entirely worn, steel components of brake pad will rub against brake disc, thereby reducing braking effect and destroying brake disc.

Replacing front brake pads

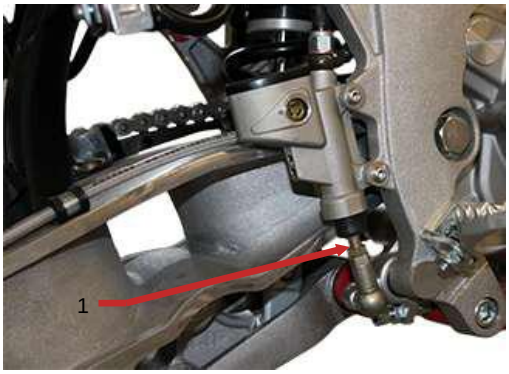
Remove calliper assembly away front fork, unscrewing screws (1). Press the brake calliper away from brake disc to put the brake piston in its basic position. Remove clips and the brake pads from the calliper.

Clean the brake calliper and calliper support with compressed air. Check the sleeves of the guide bolts for damage and grease guide bolts if necessary.
Mount both brake pads and then insert the clips the right way, to allow brake pads to jump off or lose, in order to avoid accidents.
Tight the pegs over the clips at the front calliper (if exist in the model).
Press brake lever several times until brake gets tough and certify that front wheel spins freely.

! WARNING !

Keep brake discs free from oil and fatty materials; otherwise braking effect will be strongly reduced.
Having performed any work on the braking system, one must always actuate hand brake lever or foot brake pedal, to ensure that brake pads will fit against brake disc and pressure is established.

Changing the basic position of the brake pedal



Free play can be changed by turning piston (1).
Measured on the outside, the foot brake pedal must have 3 to 5 mm of free play, before the piston rod can move the piston in the rear brake cylinder.

Checking rear brake fluid level

The reservoir for the rear disc brake is integrated in brake pump, placed in the right side of the engine, near exhaust pipe.

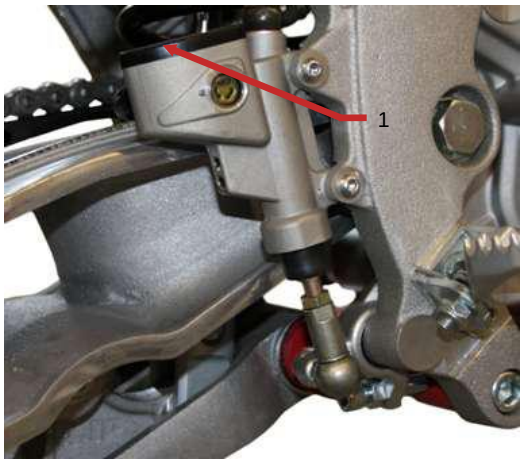
Brake fluid level must not drop below the “MIN” marking when the vehicle is in an upright position.

! CAUTION !

If free play is not present, then pressure can build up in the brake system when driving, causing rear wheel to brake. Brake system can overheat and may even completely fail in extreme cases.
Don’t ride with foot pressing rear brake pedal.

Refilling the rear brake fluid reservoir

Unscrew the cap (1), diaphragm and add brake fluid DOT 4 until it reaches the MAX mark, then place diaphragm and cap back on. Clear off spilled or overflowing brake fluid with water.



Checking the rear brake pads

The brake pads can be inspected from the rear. The thickness of the linings cannot be less than 1mm.

! WARNING !

At their most worn point brake pad linings should not be thinner than 1mm, otherwise can lead to brake failure.

! WARNING !

Store brake fluid out of reach of children.
Brake fluid can cause skin irritation. Avoid contact with skin and eyes. If you get brake fluid in your eyes, clear with plenty of water and consult a doctor.

! WARNING !

If brake fluid level drops below the minimum or brake system has a leak or brake pads are completely worn. In this case, consult an authorized dealer immediately.

! WARNING !

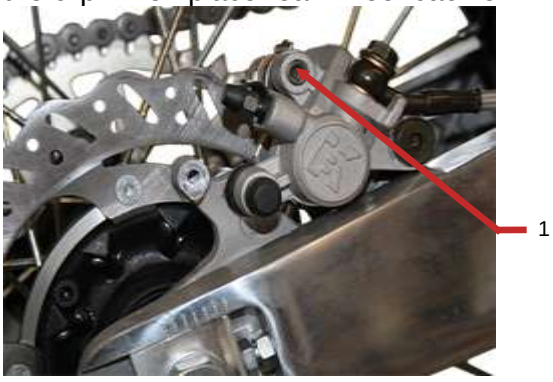
If brake pads are replaced too late so that the lining is partly or entirely worn, steel components of brake pad will rub against brake disc, thereby reducing braking effect and destroying brake disc.

! CAUTION !

Don’t place brake fluid in contact with paint; it is a powerful paint remover
Use only clean break fluid or from a sealed container

Replacing the rear brake pads

Remove the rear wheel – see “REAR WHEEL REMOVAL” and with a screwdriver push the brake pads to move the piston into its basic position. Remove clip (1) and then remove brake pads from the calliper. Clean the brake calliper thoroughly with compressed air, insert brake pads and secure them with the clip. Then place rear wheel back on.



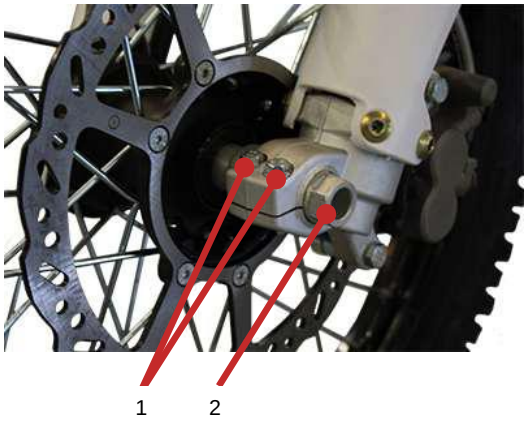
FRONT WHEEL REMOVAL

Front wheel dismounting

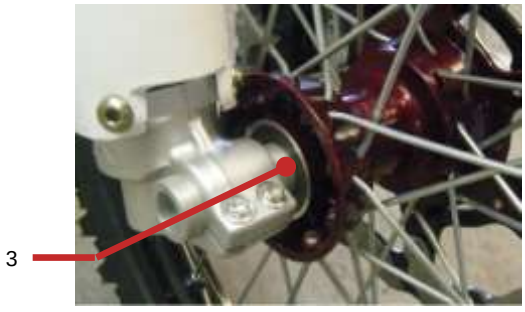
To remove the front wheel, jack the motorcycle up on its frame so that the front wheel no longer touches the ground.

Loosen the two screws (1) on left leg of front fork, unscrew front axle (2), hold the wheel and remove front axle. Remove front wheel carefully from the fork.

If it is necessary to remove it, measure with a caliper the distance out of axle holder, in order to place it correctly later in assembly.



Note: threaded bush (3) of front wheel should not be untighten or removed front right leg, once that is the part that determines the position of front wheel on the front fork.



! CAUTION !

Do not operate hand brake lever when front wheel has been removed.

Front wheel mounting

Place front wheel between front fork sleeves in a way that brake disc is between brake pads.
Tight front axle and tight fixation screws.
Check if front wheel rotates freely without any restrain.

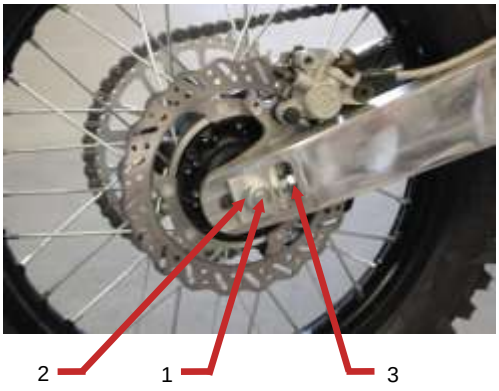
! WARNING !

After mounting front wheel, actuate hand brake lever until pressure point is established.
Keep brake discs free from oil and fatty materials, otherwise braking effect will be strongly reduced.

REAR WHEEL REMOVAL

Dismounting rear wheel

Jack the motorcycle up on its frame so that the rear wheel no longer touches the ground. Loosen the collar nut (1) in the right side, hold the rear wheel and pull out the wheel spindle (2) by the left side until the rear wheel is free but the brake calliper support is still held in the swing arm.
Push the rear wheel as far forward as possible, take out the chain from the rear sprocket and carefully remove the wheel carefuly from the swing arm.



Mounting rear wheel

To mount rear wheel, follow the above procedure in reverse order, being careful to place the brake disc correctly

between the brake pads. Make sure that rear wheel guides are touching rear wheel adjusters (3) and that both have same setting.

! WARNING !

After mounting rear wheel, operate brake pedal until pressure point is established.
Keep brake discs free from oil and fatty materials, otherwise braking effect will be strongly reduced.
Tighten the collar nut with required torque. A loose wheel spindle may lead to unstable behaviour of your motorcycle.

! CAUTION !

Do not operate rear brake pedal when rear wheel has been removed.
Make sure brake disc is always on top when you lay down the wheel, otherwise brake disc can be damaged.
If axle is dismounted, clean the thread of the wheel spindle and apply a new coat of grease to prevent thread from jamming.

TIRES

Tires, air pressure

Tire type, its condition and air pressure, affect the way your motorcycle behaves; therefore, they must be checked whenever you are getting ready to go anywhere on your motorcycle.
- Tire size can be found in the technical specifications and registration documents.
- Before leaving, check tires for punctures and nails or other sharp objects that might have become embedded in them. Refer to specific regulations in your country for minimum tire tread requirements.
- Tire pressure should be checked regularly on a “cold” tyre. Proper pressure ensures optimum driving comfort and extends the life of your tyres.

Model		Tire	Pressure in bar (psi)
MX MX PRO	Only driver	Front	1.5(21)
		Rear	1.5(21)
Enduro Enduro PRO	Only driver	Front	1.5(21)
		Rear	1.75(25)
	Driver + passenger	Front	1.5(21)
		Rear	1.75(25)
Supermoto Supermoto PRO	Only driver	Front	1.75(25)
		Rear	2.0(28)
	Driver + passenger	Front	1.75(25)
		Rear	2.25(32)

These pressure values are indicated for road use. For an off-road use on Enduro or Extreme versions, we recommend a lower pressure, to assure traction. In these conditions, we recommend 1,0 bar (14 psi) in both tires.
Please consider that these are indicative values and that correct pressure depends on the ground where you drive.

! WARNING !

Do not mount tires that are not approved by AJP. Other tires could have adverse effects on the way your motorcycle behaves.
Front and rear wheels may only be fitted with tires having same layout.
Use homologated tires.
For your own safety replace damaged tires immediately.
Worn tires can have a negative effect on how your motorcycle performs, especially on wet surfaces.
If air pressure is too low, abnormal wear and overheating of tire can result.

SPOKE TIGHTNESS

Checking spoke tension

Correct spoke tension is very important for the stability of the wheels and thus for riding safety. A loose spoke causes the wheel to become unbalanced and before long other spokes will have come loose. Check spoke tension, especially on a new motorcycle, in regular intervals. If necessary, have the spokes retightened and the wheel to correct by an AJP dealer.

! WARNING !

Spokes can tear if you continue to ride with them loose. This may lead to an unstable handling of your motorcycle.

BATTERY

Battery has a closed system and therefore requires no maintenance (MF). It is not necessary to check the electrolyte level or to refill water; simply keep the battery poles clean and slightly greased with acid-free grease if necessary.
To access battery, remove the front left plastic cover.
To remove the battery, first disconnect the negative (- pole) and then the positive pole (+ pole) of the battery and then unhitch rubber band.
When replacing, connect first the positive and then the negative pole.
When preparing the motorcycle for a longer period of standstill, remove the battery and recharge it every month in a slow charge. Storage temperature: 0-35ºC. Do not expose it to direct sun radiation.

! CAUTION !

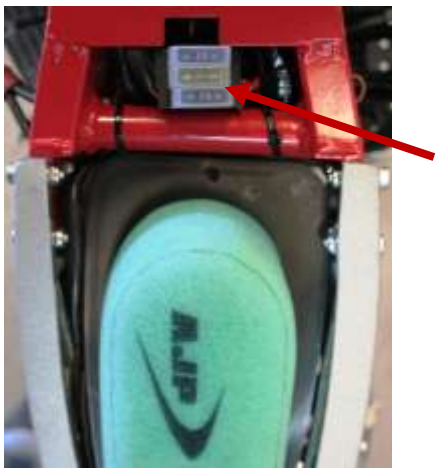
Never reverse polarity, otherwise battery and rectifier-regulator will be destroyed
Never disconnect battery while engine is running. This will destroy the rectifier-regulator.

! WARNING !

If electrolyte (sulphuric acid) leaks from battery, proceed with great care. Electrolyte can cause severe burns.
In case of skin contact, clear thoroughly with water.
In case of contact with eyes, thoroughly apply them water for at least 15 minutes and immediately consult a doctor.
Battery is a closed model (MF) but can nevertheless emit explosive gases. Avoid sparks and open fire near the battery
Defected batteries must be stored out of reach of children. Ensure proper disposal of discarded batteries.

FUSE

The fuse is disposed underneath the seat, close to air filter box. Having removed the seat you will be able to see the fuse.



Fuse capacity is 20A (yellow) for the electric system, 15A (blue) for injection system and 15A (blue) for spare. Keep always a spare fuse on the fuse holder, for any emergency case.
Plastic covers must be kept perfectly fitted at their holder to avoid losing a fuse.

Replace a blown fuse only with an equivalent one. If a new fuse that has just been set in gets blown again, you are strongly advised to have it inspected by an AJP dealer.

! CAUTION !
Under no circumstances is a stronger fuse allowed to be set in or a fuse to be “repaired”. An inexpert treatment could damage the whole electrical installation.

LIGHT BULB REPLACEMENT

Replacing headlight lamp

Loosen both rubber bands (1) and tilt headlight mask to the front.

Remove rubber protection, lose retaining clip and remove gently lamp holder out of headlight glass.
Press lamp inside, rotate it counter clockwise and remove it away from holder.

When placing a new lamp, do not touch the glass body of the lamp so it remains free from fat. Engage retaining clip and mount rubber cap and connector. Reinsert parking light lamp together with holder and fix the mask by means of the rubber bands.
Use only 12V25/35W BA20d lamps.

Replacing parking lamp

Remove lamp holder out of glass, press and rotate counter clockwise to remove lamp.
Install a new lamp on the bush and place it on the mirror of headlight glass.

Taillight

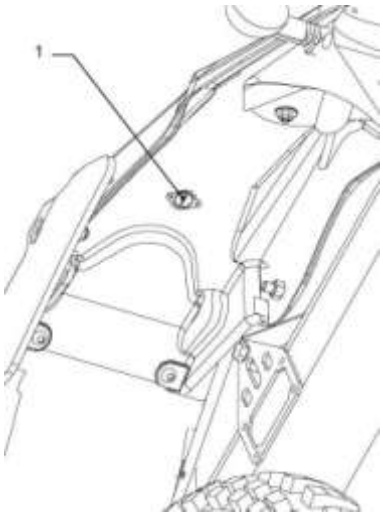
Note: rear light is a set of LEDs and does not allow for replacing, because they are unchangeable. In the event of a presence or stop light failure, it is necessary to replace all the rear spoiler assembly.

AIR FILTER

Cleaning air-filter

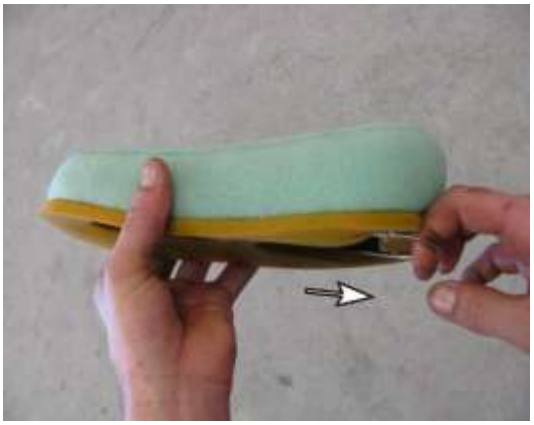
A dirty air filter restricts airflow rate, reduces the engine performance and increases fuel consumption, therefore clean it in regular intervals.

For this purpose, remove drivers seat, by unscrewing to screw (1) inside the rear fender and pull it in to rear direction. Then remove air filter’s cover by unscrewing fixation screw (2).



Thoroughly wash the air-filter in special cleaning fluid and allow it to dry well. Oil the dry air filter with high-grade filter oil and clean the air filter box.

For extra security, apply grease on the back side of the filter, which mates with air filter box.
Mount the filter together with the filter bracket and fix them with the rubber washer and the screw.



! WARNING !

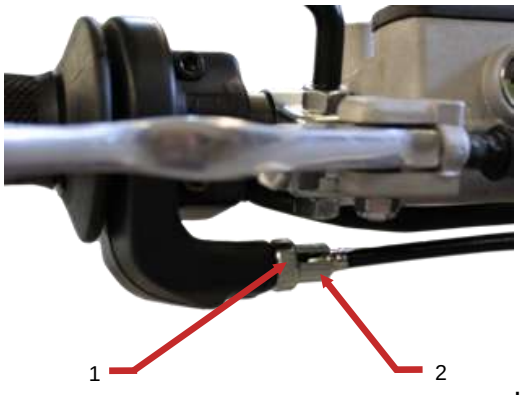
Do not clean air-filter with fuel or petroleum since these will damage the foam.
Keep air filter clean and lubricated (oil wet) to assure a more effective protection to engine cylinder.
Never start your motorcycle without air filter, otherwise dust or dirt may penetrate in the engine and cause damage or severe wear.

THROTTLE CABLE

Throttle grip and cable must be cleaned and lubricated often, if motorcycle is used or ride frequently off road (wet or dusty areas), to keep a smooth functioning.

Adjusting throttle cable

The throttle grip should always provide for a backlash of 2-6mm, measured in the adjusting screw outside the throttle grip. Besides, with the engine running, the idling speed must not change if you turn the handlebar all the way to the left or right.
To adjust throttle cable, draw back dust protection, loosen the counter nut (1) and turn the adjusting screw accordingly (2). Tighten the counter nut and check whether the throttle grip can be actuated smoothly



CLUTCH CABLE

Clutch cable must have 10-20 of free play. Clutch functioning should not be affected if handlebar is turned completely left or right.

Keep clutch cable always clean. Lubricate with grease at the contact area of lever and tuner for a smooth functioning.

ENGINE OIL

! CAUTION !

Engine oil level should be checked daily or before any ride.
If necessary you should add oil to keep always oil level between maximum and lower mark.

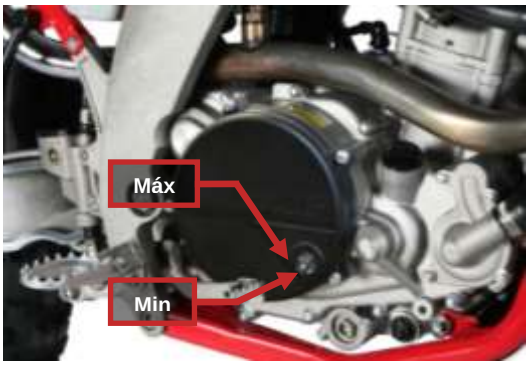
Checking engine oil level

Place the motorcycle in an upright position and on a horizontal surface. The engine oil level can be checked through the oil glass level. If the engine is warm, the oil level should be near the MAX mark.

! CAUTION !

If oil level drops quickly, do not operate your motorcycle. Take your motorcycle to an authorized AJP dealer immediately, to a full check of engine.

Engine oil quality



Use only branded oils for four stroke engines, meeting or surpassing the quality requirements of API classes SG:

Brand: ENI – Agip
Type: i-Ride Moto SAE 10W 50
Specifications: API SG JASO MA, MA2

Engine oil capacity: 1,7 litres

! WARNING !

Insufficient engine oil or poor quality may cause severe damage to the engine.
Never operate your motorcycle with low engine oil level or with non-adequate engine oil quality.

Changing engine oil

Engine oil has to be changed with the engine being at operating temperature.

! CAUTION !

An engine at operating temperature and engine oil it contains are very hot. Please take all cares to avoid burning yourself.

Note: Change engine oil with a warm engine and to assure complete draining, motorcycle should tilt to the left, supported by the side stand;

If engine is not warm, start engine and let it idle for 5 minutes;

Remove oil drain plug (1) placed at the lower part of crankcase and the sealing washer;

Drain oil to an appropriate container in a way to avoid spill to the ground;

OIL DRAINING PLUG

This plug is located below the engine, at left crankcase, near the frame tube.
Place a container to collect used oil below engine; remove plug with a 17mm key, without losing sealing washer;
Wash magnetic plug with a solvent and clean it with compressed air to take out existing burrs.
Check if sealing washer is damaged and replace it if necessary;
Place a new sealing washer on the plug and tight it to the specified torque in order to avoid damaging crankcase thread.

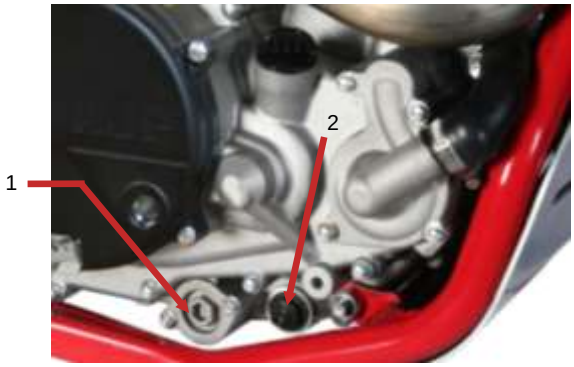
Torque: 25 N.m (2,5 Kgf.m)

Note: if necessary, apply Teflon on magnetic plug threads to assure a perfect tightness.

Place the motorcycle on a horizontal surface, remove the plug and allow the oil to drain into a receptacle. Never drain used oil to the ground, waste, water lines or sewage.

OIL FILTERS

Remove main oil filter cover (1), below right crankcase and remove main oil filter with a plier.



Clean main oil filter and cover and blow with compressed air.

Check sealing O-ring and replace it if necessary.

! WARNING !
To avoid damaging engine due to insufficient lubrication, it is very important to assure that main oil filter is placed in the right position – the end with the hole must face inside engine crankcase.

Install main oil filter in the right position, then install its cover and tight it with two M5x16 bolts.

Remove plugs/covers of both secondary oil draining filters (2), one on the left crankcase, other on the right crankcase and if necessary, remove filters with a plier.

Wash and clean plugs/covers with o-rings and secondary oil filters (plastic tubular) and blow with compressed air to clean them. Check sealing O-rings and replace them if necessary.

Once all oil is out, clean sealing surface, install draining plug con sealing washer below the left crankcase and tight with the specified torque to avoid damaging the thread on the crankcase.

Torque:
Oil draining plug: 25 N.m (2,5 Kgf.m);
Secondary oil filters plugs/covers: 25 N.m (2,5 Kgf.m);
Main oil filter cover bolts: 8 N.m (0,8

Kgf.m)

Note:
Certify yourself that main oil filter is placed in the right position
Oil filter end with the hole must be facing inside the engine.

Tight aluminum plug gently, to avoid damaging the thread on the crankcase.

Remove cover (1) and fill with 1.7 liters of recommended engine oil.

Start the engine, let it idle for about two minutes and check for leaks.

Finally, check the engine oil level and, if necessary, correct it.

EXHAUST SYSTEM

Requires regular maintenance, the more frequent and severe is the riding of your motorcycle. The silencer fibre in is interior should be replaced each 3.000 Km or 50 hours of use. If not, noise level will reach illegal and disturbing levels.

MOTORCYCLE CLEANING

Clean your motorcycle often in order to maintain the beauty of its plastic surfaces and avoid corrosion. The best manner would be to use warm water (30-35º) that has been mixed with a normal brand-name washing detergent and a sponge. The hard dirt can be removed before washing with the help of a soft water jet.

! CAUTION !

When washing your motorcycle never direct a high pressure jet to some sensitive points of motorcycle, such as electronic components (ECU, throttle body sensors), switches, relays, electric connectors, headlight lamps, air filter, control cables, radiators, muffler hole, steering stem bearings, wheel bearings, etc. If water penetrates on those components (or too much dust) oxidation or corrosion might occur, bad electric contact, causing motorcycle malfunctions or even leading to premature destruction of those components.

- Use regular brand-name detergents to clean the motorcycle. Especially dirty parts should be cleaned additionally with the help of a paintbrush.
- Before cleaning with water, plug the exhaust pipe to prevent water going inside.
- After the motorcycle has been cleaned with a soft water jet, it should be dried with air pressure and a cloth. Take a short drive until the engine has reached the working temperature and also use the brakes. By warming these components, the residual water can evaporate from inaccessible parts of engine and brakes.
- Once the motorcycle has cooled down, oil or grease all sliding and bearing points; lubricate chain with chain spray.
- To avoid any malfunction of the electric system, you should treat emergency off button, light switch and socket connectors with a contact spray.

CONSERVATION FOR WINTER OPERATION

In the event that the motorcycle is also used in winter and on roads where one has to expect salt spraying, you will have to take precautions against the aggressive road salt.

- Clean motorcycle thoroughly and let it dry after each riding.
- Treat engine, swing arm and all other bare galvanized parts (except for brake discs) with a wax-based anti-corrosion agent.

STORAGE PROCEDURES

Should you desire to make a pause over a long period of time (more than one month), please observe the following instructions:

- Clean the motorcycle thoroughly (see CLEANING).
- Change engine oil.
- Remove spark plug and fill in approx. 5ccm of engine oil into the cylinder through the opening. Actuate engine start button in order to distribute the oil into the cylinder walls and mount the spark plug.
- Remove the fuel into an appropriate container.
- Correct the tyre pressure.
- Lubricate pivot points of control levers, foot rests, etc. as well as the chain.
- Lubricate shock absorber linkage.
- Disconnect battery (see BATTERY)
- Storage place should be dry and not subject to excessive temperature fluctuations. – Cover the motorcycle with a blanket. Do not use air impermeable materials as a possible humidity might not be able to escape and could cause corrosion.

! CAUTION !
Don't let engine run for a short time period (less than 5 minutes). Engine would not get warmed enough and developed water vapour would condensate when cooling, causing valve and exhaust corrosion

RE-INITIATION AFTER STORAGE:
- Mount the charged battery (check polarity).
- **Fill up the tank with fresh fuel.**
- Check motorcycle as before each start (see DRIVING INSTRUCTIONS)
- Take a short, careful test ride first and check all of your motorcycle systems.

TECHNICAL SPECIFICATIONS

Engine	PR5 250 LC
Type	1 Cylinder, 4 strokes, SOHC, 4 Valves
Displacement	249 cm^3
Bore x stroke	77 x 53,6 mm
Power	20,2KW (27,5 cv) / 8.000 r.p.m.
Torque	23,0 N.m / 7.000 r.p.m.
Carburettor	Delphi Electronic Fuel Injection 34 mm
Start	Electric
Gearbox	6 speeds
Cooling	Liquid cooling (two radiators)
Cooling liquid capacity	1 litre (anti-freeze)
Cooling fan	Panasonic 135mm
Frame	Aluminium double beam + steel double cradle
Seat height	940 mm
Wheel base	1460 mm
Weight	115 Kg – (111Kg Extreme)
Fuel tank	7,5 litres
Engine oil	ENI-Agip i-Ride Moto SAE 10W-50 (API, SG MA, MA2)
Engine oil volume	1,7 litres
Spark plug	Champion RG6YC (NGK CR8E)
Battery	YTZ7S (12V 6Ah)
Fuse	20 A / 15 A / 15 A
Road/high beam light	12V35/35W BA20d
Presence light	12V 5W BA 9S
Rear light	LEDs
Blinkers light	12V10W BA15S
Axle gear	12 teeth (Z12)
Wheel gear	46 / 48 / 50 / 52 teeth (Z46/48/50/52)
Chain	520H / 112L / 114L / 116L
Valve clearance	IN – 0,05mm / EX – 0,08mm
Cylinder head bolt tight	38 N.m (3,9 kg.m)
Triple clamps tightening	Upper triple clamp: 20 N.m (2.0 kgf.m) Lower triple clamp: 12 N.m (1,2kgf.m)

VERSION	TRAIL	SUPERMOTO	ENDURO	EXTREME
Front suspension	UpSideDown Fork MARZOCCHI 40 mm, adjustable. Stroke 280 mm	UpSideDown Fork SACHS 48 mm, multi adjustable. stroke 300 mm		UpSideDown Fork MARZOCCHI 48 mm, multi adjustable. Double cartridge. Stroke 300 mm
Rear suspension	Progressive system. Stroke 280 mm	Progressive system Shock absorber ZF SACHS, multi adjustable. Stroke 300 mm		
Front brake	Double piston calliper, disc 260mm			
Rear brake	Single piston calliper, disc 220mm			
Front tire	MICHELIN T63 90/90 – 21	MICHELIN 100/80 - 17	MICHELIN ENDURO COMPETITION III 90/90 – 21	
Rear tire	MICHELIN T63 120/80 - 18	MICHELIN 130/70 – 17	MICHELIN ENDURO COMPETITION III 120/80 – 18	