USER MANUAL

POCKET MOTORCYCLE

SAFE FOR USE (CAUTION!!)

⚠ This mark notifies a very important item for safety. Be sure to observe the notice.

PROHIBITED ITEMS

⚠ * Do not allow anyone who does not understand this instruction manual to operate the motorcycle.

⚠ * Racing should use mixture of the unleaded gasoline and the two cycle engine oil. The volume ratio is 25-30:1. Do not use any degraded fuel (which smells sour) or fuel of wrong mixture ratio. It will cause a poor start, insufficient output or damage the engine.

⚠ * Do not use 4 cycle engine oil. (Otherwise, it causes the plug to be degraded, the piston ring to seize or the muffler to be clogged.)

⚠ * Do not run the engine in a room or poody ventilated area. (the exhaust gas includes odorless but hazardous carbon monoxide.)

⚠ * Do not put your hand or foot near any moving or rotating part of engine.

⚠ * Do not store, spill or use any gasoline near a fire, stove, oven, boiler or other instruments which uses a pilot light or spark. (Otherwise, it may cause an esposion.)

⚠ * Smoking is strictly prohibited while refilling the fuel.

⚠ * While the engine is running or while it remains hot soon after stopping, do not remove the lid of the fuel tank or refill the fuel. (Before or refilling the fuel, stop the engine and cool it down 2 minutes or more.)

⚠ * If any gasoline spilt or smelled or any danger of explosion is felt, do not run the engine.

⚠ * Do not stop the engine while choke lever is in the closed position.

⚠ * Do not aimlessly adjust the revolution speed setting of the engine.

⚠ * Do not check any spark while keeping the spark plug removed.

⚠ * Do not run the engine with the muffler or air cleaner cover removed.

⚠ * Do not touch any hot muffler or engine part. (Otherwise, it may cause a burn.)

⚠ * When the engine runs, do not touch any spark plug cap or high tension cord. (Otherwise, it may cause an electric shock and harm your body.)

⚠ * Do not run any engine as a single unit. (Be sure to run with the racing

⚠ ○ ALWAYS WEAR HELMET & SAFETY GEARS.

⚠ ○ ALWARYS CHECK THE BRAKE INSTRUMENTS BEFORE RIDING.

⚠ ○ DO NOT RIDE IN RAINNING, SNOWING DAY, SLIPPERY SURFACE, OR UNSTABLE DUE TO GRAVEL, SAND etc.

⚠ ○ PREGNANT PERSONS SHOULD NOT USE THIS PRODUCT.

⚠ ○ NEVER USE ALCOHOL OR DRUGS BEFORE OR WHILE OPERATING.

⚠ ○ DO NOT STOP THE SCOOER SUDDENLY. (Run slowly 3-5 minutes after start-up or before stopping.)

⚠ ○ DO NOT RIDE IF YOU WEIGHT OVER 250lbs

⚠ ○ ALWAYS USE NEW GASOLINE. (If any oil, gasoline is used, some sticky material may stick to inside the carburetor, causing the engine to run poorly.)

⚠ ○ BEFORE STARTING THE ENGINE, MAKE SURE THAT NO PERSON OR FUELFILLED TANK IS PRESENT WITHIN A RADIUS OF 15m.

⚠ ○ This raeing is not intended for operation on pedestrian, street, highway and freeway.

Please check with your local DepL of Motor Vehicles for regulation in your country.

TECHNICAL SPECIFICATION

1.ENGINE TYPE:47CC/SINGLE-CYLINDER/AIR-COOLED/2-STROKE OEM TO MITSUBISHI CHINA

2. FUEL: UNLEADED GASOLINE+ 2 CYCLE ENGINE OIL (JASO FC Class)

Volume of Ratio: 25---30:1

3.FIRE MODE: CDI

4.START-UP: MANUAL (With Recoil Starter Grip)

5.BRAKE: FRONT & REAR DISK BRAKE

6.TIRE: 10 inch air tire (ctubeless)

7.MAX SPEED: 70km/h

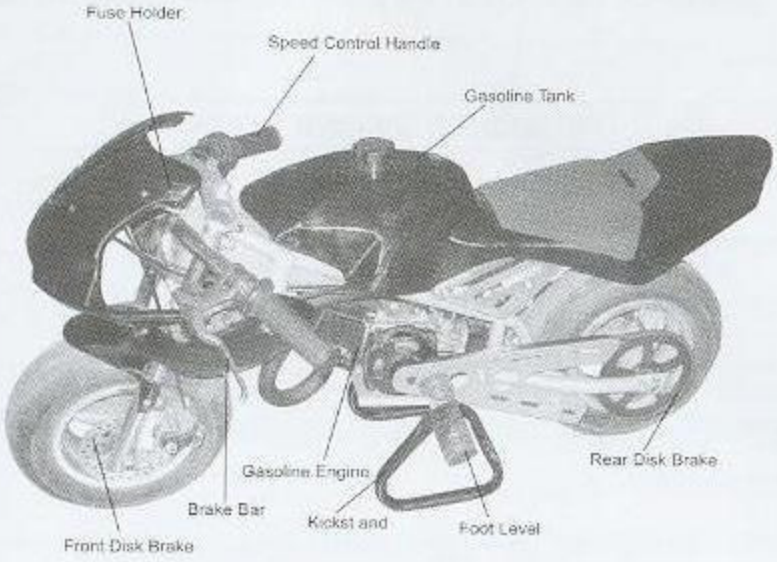
8.MAXIMUM LOAD: 250lbs

9. NET WEIGHT: 42lbs

10.FUEL CAPACITY: 1.2L

Main parts description

(see graph 1)



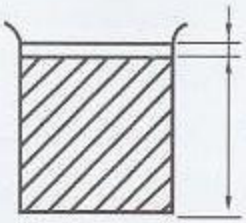
Preparation before start-up

1. Inspect equipment.

Check key switch, all bolts & nuts, brakes, engine etc.

2. Refuel

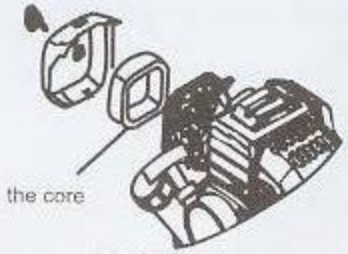
Use the mixture of the gasoline and the two-stroke engine oil. The volume ratio is 25-30:1.(see graph 2) Use a clean and special fuel glass and grasp cap to shake in more than 30 seconds. Don't use mixture oil in more than 1 month.



(graph 2)

3. Check and clean the air filter

The air filter must be often cleaned, or the polluted air filter will lower the output power of the engine. If the air filter is blocked by dust, use gasoline to clean the air filter, then dip in the oil, wring oil out and put the air filter back. (see graph 3)



(graph 3)

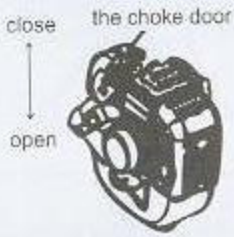
Start-up

Manual start

(1). Turn out the gasoline switch until the gasoline flows out of the clear plastic pipe. (see graph 4)

(graph 4)

(2). Close the chock totally (see graph 5). If the engine is heated, the chock must be totally opened

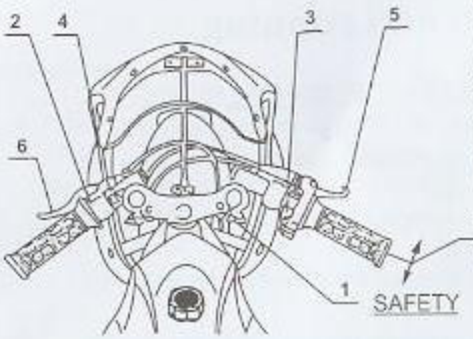


(graph 5)

Operation and running

1. UNPACKING AND SETTING UP BEFORE RIDING

The minibike is delivered in a cardboard carton and packed with folded handlebars and brake levers. After unpacking, set up the handlebars into the position, that suits the best for driving. The maximum pulled brake lever position should not touch on the handlebar grip. After setting up, tighten the handlebar nuts 1, brake lever bolts 2, and the throttle assy. Bolts..The level of foot rest's can be regulated by loosening the bott M5 on the handle of the foot rest . The foot rest can be moved to the front or back position. It is recommended to try and check the position of handlebars and foot rest's individually. While tightening the bolts and nuts, do not use an excessive force as to not damage the threads, or distort the tubes and other parts. Verfy the smooth and perfect function of the Bowden cable throttle and both brakes. Fill the fuel tank with fuel. (Gas-oil mix) Failure to use the proper oil mix ratio will result in Engine damage for which you will be responsible.



Operating controls:
1. Handlebar nut
2. Brake lever bolts
3. Throttle Assy. bolts
4. Stop switch
5. Front brake lever
6. Rear brake lever

Range of adjusting handlebars function position

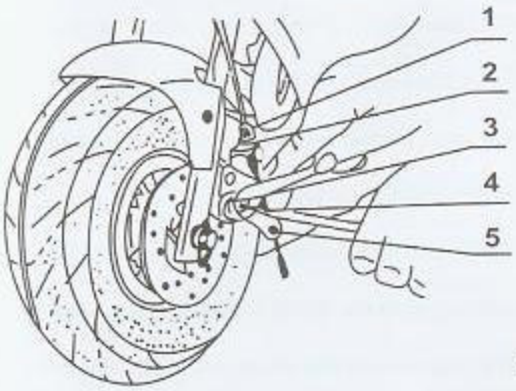
The minibike is unsuitable for public road use. It does not comply with valid Safety Standards. Unsafe and careless use of a minibike can result in serious injuries. The driver can mipimize the potential risks by wearing the Safety Equipment. The driver must wear safety helmet, goggles, gloves, elbow pads, kneepads, and firm foobwear. The minibike cannot be used on wet, icy or oily surfaces. Avoid uneven surfaces and obstacles. Drive with two hands on the handlebars

2. CENTRIFUGAL CLUTCH PARTS, REPLACEMENT

Remove the chain guard by loosing two bolts M6 Loosen the chain and remove it from the sprocket. Next, loosen three bolts holding the aluminum clutch housing. Remove it together with steel clutch basket, and dismantle it. Loosen the bolt from the carrier and remove the clutch from the engine. Loosen and remove the adjustable bolts and springs. Then dismantle the safety rings from pins. When

all this is done, replace with new clutch slipper shoes and springs (if required), at this time. During the reassembly process follow these steps: 1.put the plate with the springs on the slipper shoes. 2 Put the plate against the carrier and mount it on the fixed pins. Fit is with the safety rings and install the adjustable bolts.

3. ADJUSTING THE BRAKES



Fine brake adjusting:
Fine brake adjustment can be carived out on both ends of brake bowden wire by means of the screw 1 and nut 2.

Basic brake adjusting:
It is carried out in such a way, at first, the nut 2 will be loosened and the screw 1 of fine tuning screwed-in. Loosen the locking nut 3 and tighten the adjusting screw 4 so that the wheel can be free turned. Tighten the locking nut 3.

Don't release the wire catcher 5!

4. REMOVE AND REPLACE THE FRONT WHEEL

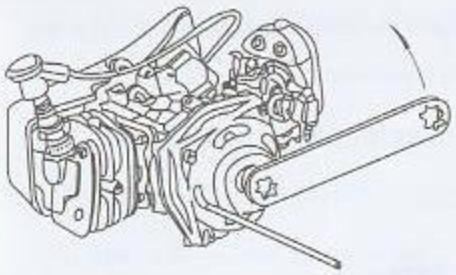
Before dismantling the front wheel it is necessary to remove the front brake pads from the front brake, so it is possible to move the brake caliper from the wheel and be able to draw out the wheel and tire. Remove the front axel nut. M10 Draw out the axel from the fork and wheel. Remove the wheel by an easy pull downwards from the forks. Caution, while removing the wheel the left side spacer washer will fall out! During the assembly process put the spacer washer

between the brake rotor and brake caliper mount plate and the right side distance spacer between the wheel and right fork Return the brake pads with the spring and tighten up the axe nut. Perform the basic brake adjusting.Double check your work. This is important!

REMOVE AND REPLACE THE REAR WHEEL

Remove the rear wheel axel nut. Loosen the nut on the rear caliper anchor plate. Remove the two wheel adjustor plate nuts. (M6) Move the wheel forward and remove the chain. Safely {hold) keep the rear wheel from failing out while pulling out the axel. Caution, note the location of both spacer tubes and one spacer washer (between caliper mount plate and rotor) while removing wheel. When refitting the wheel, make sure to silde the brake rotor into the caliper between the pads. Hold the wheel in place and fit the wheel spacers in proper order. Insert the spacer washer between the caliper plate and the brake rotor and on the both sides place the axel spacers at the appropiate time during assembly. Adjust chain tension and tighten axel nut. Tighten the caliper holder plate nut and set and tighte both chain adjustor plate M6 nuts. At this time check the brake operation. Recheck all your work. This is important!

5. PINION EXCHANGE:



First dismantle the front lining and chain guard. Loosen the nut of rear wheel axle and the nut of chain tightener, remove chain. Insert carefully a larger screwdriver or steel rod into the hole of clutch drum, to avoid a turning over the clutch drum releasing the pinion. Using the socket wrench size 14 mm, release the new pinion to carried out bv reverse way.

Stopping

Stop throttle handle or pull down the switch in emergency. But in normal Status, please operate as follows:

1. Reduce the gasoline engine to a lowest speed and run 3-5 minutes.

2. Pull down the stop switch and stop the engine.

Maintenance

1. Daily check

   (1). Check all screws and nuts and see if they are loosened.

   (2). Check fuel leakage or air leakage.

2. Check after running 20 hours

   (1). Clean the air filter.

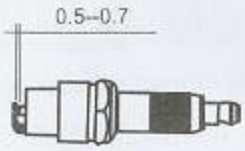
   (2). Clean the fuel strainer.

3. Check after running 50 hours

(1). Refasten the nuts of the cylinder.

(2). Clean the accumulated carbon both in the combustion chamber and in the exhaust of the cylinder.

(3). Clean the accumulated carbon in spark plug; adjust the clearance to 0.5-0 7mm. (see graph6)



(graph 6)

Storage

If the racing isn't used for a long time, it must be maintained as follows:

1. Remove the fuel in the tank and in the carburetor, close the chock totally, draw the starter 3-5 times.

2. Take down the spark plug, add certain engine oil from the spark plug hole into the cylinder, and draw the starter 2-3 times to move the piston to the top dead center, then install the spark plug.

3. Use the soft cloth with engine oil to clean the surface of the engine, smear wax on the frame and put the engine to the dry and windy place for the next use.

Trouble shooting

1. Fail to start

   (1). Gasoline mixed with water. Please replace it.

   (2). The spark plug has accumulated carbon or has been broken through.

   (3). Poor contact of the high-voltage wire with the spark plug.

2. The engine can start, but can't run speedily.

   (1). The choke is open totally or not.

   (2). The ratio of the engine oil and the gasoline is normal or not.

   (3). Maybe there is water in the gasoline.

3. The gasoline engine can run, but has not enough power.

   (1). Maybe the air filter is blocked by dust.

   (2). Maybe the cylinder exhaust and the muffler are blocked by the accumulated carbon.

   (3). The piston, the piston rings and cylinder have been badly worn out.

   (4). Maybe the fuel strainer is blocked by dust.

   (5). The body or the top of the shaft has oil leakage and air leakage.

4. The gasoline engine stops suddenly when running.

   (1). Run out of the gasoline.

   (2). The high-voltage wire drops.

   (3). The spark plug has accumulated carbon or has been broken through.

(4). The fuel strainer is blocked by dust.

(5). Maybe there is water in the gasoline.

(6). The air hole of the tank lid is blocked by dust.

5. Can't stop engine.

(1). The stopping wire of switch is open circuit.

(2). The start switch is short circuit; the electro motor is in the electrifying state all long.