

GG Wild HP 300

SERVICE MANUAL



GAS GAS

PRESENTATION

GAS GAS thanks you for your trust

By choosing the new WILD H.P. 300 you have just joined the great GAS GAS family and, as a user of the number one off-road manufacturer, you deserve the distinguished treatment that we want to offer to you, both in our after-sales relationship and with the explanations that we will give you in this manual.

Our WILD H.P. is a sports four-wheel vehicle conceived in and for competition. It will help you appreciate a high degree of technical perfection and reliability, apart from a meticulous design and high performance.

The present manual will offer you a good basic knowledge of the vehicle's characteristics and handling. It contains important instructions about your safety and information on the necessary skills and techniques required to handle it, as well as the basic maintenance and inspection proceedings.

Thanks for your confidence and welcome to GAS GAS Motos.

April 2003



COMMON ADVICE

Read this manual thoroughly. It contains all the aspects that must contribute to your and other people's safety, and it also guarantees the correct conservation and maintenance of the GAS GAS vehicle that you have just purchased.

READ THIS MANUAL THOROUGHLY BEFORE USING THE VEHICLE.

Important information on this manual

Not following the advice contained in the manual can lead to grave or even fatal injuries. Specially relevant information is highlighted in the manual with the notations below:

WARNING

Ignoring the WARNING instructions can lead to grave or even fatal injuries for the user, the people nearby or the technicians in charge of its inspection or repairs.

CAUTION

This symbol identifies instructions or procedures which, if not strictly observed, may damage or destroy your vehicle.

NOTE

This symbol indicates points of particular interest for higher efficiency and a more convenient operation of the vehicle.

Inadequate driving may lead to environmental problems and conflict with other people. Riding your vehicle responsibly will ensure that

you don't have to face these problems and conflicts.

PROTECTING THE FUTURE OF YOUR SPORT ENSURES THE LEGAL USE OF YOUR VEHICLE, WITH CLEAN CONSCIENCE OF THE ENVIRONMENT AND RESPECTING THE RIGHTS OF THE OTHERS.

QUAD driving is a great sport, and we hope that you can fully enjoy it.

This manual has been designed with the data and specifications available in the moment of its composition. Any difference that may be appreciated with your vehicle will be due to improvements in riding and the product's quality. GAS GAS Motos SA is constantly improving their vehicles so that you can enjoy higher performance.

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SPECIFICATIONS

ENGINE

Cylinder size:	294,7
Type:	Two-stroke, single cylinder engine with direct reed intake into lower crankcase and exhaust valve.
Cooling system:	Liquid
Bore x stroke:	72 x 72 mm.
Carburettor:	Keihin PWK 38 mm.
Ignition:	Kokusan digital CDI Multispark
Clutch:	Hydraulically operated multidisc
Gearbox:	6 speeds
Transmission:	Primary gearing, secondary chain
Power:	50,6 CV. A 7.340 rpm. / 5,02 mkg a 6.890 rpm.

FRAME

Chassis:	Multi-tube twin-spar frame, Cr-Mo steel made.
Front suspension:	Wishbone arms with two ÖHLINS multi-adjustable shock absorbers.
Rear suspension:	Aluminium allow swing arm with no welding. Progressive system with multi-adjustment ÖHLINS shock absorber.
Front brake:	Two self-ventilated 180mm discs with floating two-piston BREMBO caliper.
Rear brake:	220mm self-ventilated disc with floating twin-piston BREMBO caliper.
Rim:	Aluminium
Front tyre:	21 x 7,00 – 10"
Rear tyre:	20 x 11,00 – 9"
Kick starter:	Forged aluminium
Engine, disc and chain ring shield:	Forged aluminium

DIMENSIONS

Wheelbase:	1.280 mm.
Total width:	1.300 mm.
Void weight:	165 Kg.
Fuel capacity:	18 litres.



SAFETY INFORMATION

The QUAD is not a toy: driving it may be dangerous.

The QUAD is driven differently from other vehicles such as cars and motorbikes. Even during routine manoeuvres like turns, driving on hills or over obstacles, collisions or tumbles can be quickly produced, if precautions are not taken.

WARNING

Not following these instructions may lead to grave injuries or even death.

- Do not drive the QUAD before reading the sections: "Safety information", "Use of the QUAD", and "Main parts of the vehicle". Even if you are an experienced QUAD driver, not all makes and models are equal and it is necessary to know the machine in depth before starting on your first outing.

- You are not allowed to carry a passenger, and the vehicle is not equipped for that purpose.

- Sit correctly with both hands on the handlebars, your feet on the footrests and your back straight up.

- Always control your speed according to your skills, the weather conditions and the ground characteristics. Pay attention to changes in the ground surface and control your speed when you are not familiar with them.

- Always perform the routine checks described in this manual before using the vehicle, to make sure it is in perfect operating conditions.

- Riding a QUAD is not like driving any other vehicle, and you will notice it specially when cornering. Practise on flat ground with free of obstacles and with no other vehicles around first. Read the recommendations in the section "Use of the QUAD" of this manual.

- The same applies to steep climbs or descends. Start testing your skills with minimum slopes and raise the difficulty level little by little. Advice on this point is also included in the section mentioned above.

- In case you stall the engine, follow the procedure described in the manual. If the engine stalls and the vehicle starts going backwards, follow the special braking procedure described in the manual. Climb off the vehicle to the higher side of the slope.

- Remember that your safety comes before the machine's, and it is important to keep this priority in mind.

-When going across a slope, move your weight to the higher side, read the manual's advice on that. Avoid very slippery slopes or with loose surface.

- Never try to overcome big obstacles, like rocks or trunks. This vehicle has not been designed for that; it could be damaged and/or you might be injured.

- Do not try to make the vehicle slide sideways if you don't dominate the technique in depth, because it may be dangerous. Like in the cases described above, do some testing on flat, wide and obstacle-free ground beforehand and follow the advice described in this manual. You must never lose control of the vehicle.

- This vehicle has been designed to go through a maximum depth of 35 cm of water. Do not use the vehicle in fast moving water, read the instructions for this type of terrain carefully. Take into account that brake efficiency is diminished when wet. When coming out of the water, brake several times so that they dry more quickly through friction.

- Always use the tyre size and type described in this manual.

WARNING

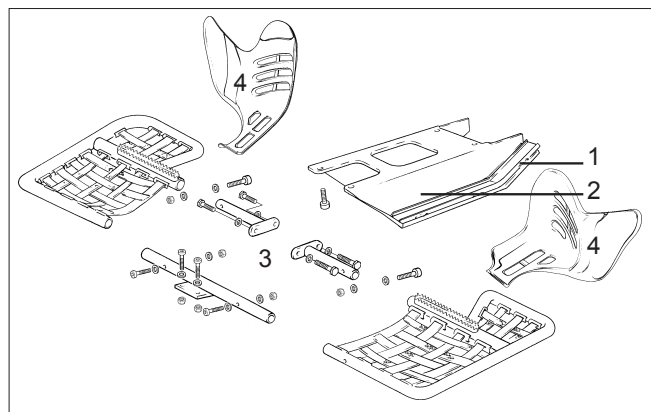
- Always stop the engine before refuelling.
- While refuelling, do not smoke, fuel is highly flammable and may explode under certain conditions. Keep the engine off at all times. Make sure the area has good ventilation and free of sparks of flammable sources; this includes lamps. The fuel might catch fire and cause serious burns. Avoid spilling fuel over the engine, exhaust or muffler.
- When transporting the quad using a trailer, make sure it is upright and that the fuel tap is in the OFF position (closed). Fuel leaks might take place in the carburettor or in the fuel tank otherwise.
- Fuel is poisonous. In case of accidental ingestion, abundant vapour inhalation or contact with your eyes, go to the doctor at once. If fuel gets in contact with your skin, wash it with water and soap. Should you clothes get wet with fuel, change them.
- Always ride your quad in well-ventilated areas. Do not start the engine or keep it running in closed facilities. The exhaust vapours are poisonous and may lead to loss of consciousness or even death in a short time.

IMPORTANT INFORMATION

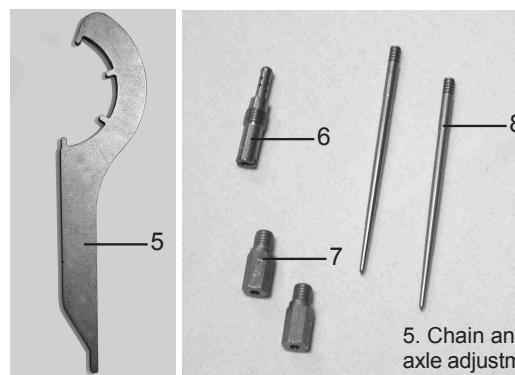
The vehicle leaves the factory with some unassembled elements, to make transportation easier. The dealer will make sure each element is correctly fitted and you will receive the quad ready to use. This paragraph is purely for your information.

You will find enclosed a carburettor-adjustment kit. The adjustments must be performed by an expert and only when it is necessary. The carburettor is already tuned, so changes to its settings are initially not required.

A spanner for chain tensioning is also enclosed to adjust the chain tension and centre the swing arm axle. Do not lose it; you will make good use of it.



- 1. Chain guard.
- 2. Swing arm guard.
- 3. Footrests.
- 4. Foot protectors.



- 5. Chain and swing arm axle adjustment spanner.
- 6. Idle jet.
- 7. Main jet.
- 8. Carburettor needle.

IDENTIFICATION NUMBERS

Write down your vehicle's identification number (serial number), the information in the model label and the key identification number in the gaps, to make paperwork easier should any spares be required or as a reference in case of robbery of the vehicle.

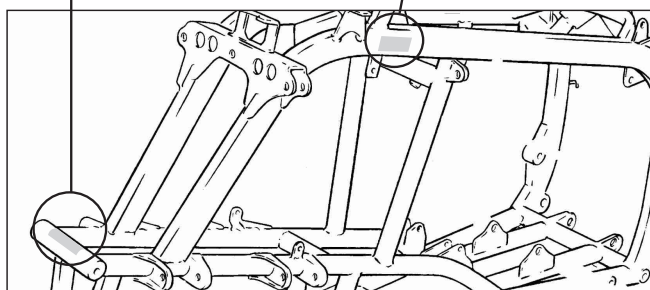
Serial numbers

It is located at the front (A). It indicates the frame number the vehicle is registered with.

SERIAL NUM.

NOTE

The vehicle's serial number is used for your machine's identification.



Homologation badge

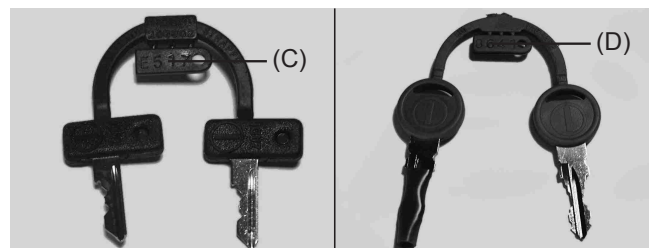
Your quad has its corresponding homologation badge (B), where its serial number is printed. It is also printed at the front, and it must coincide with the documents. You are recommended to write down the data in the chart below.

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HOMOLOGATION B.

Key identification number

The quad has two pairs of keys. The first and most important (C) is the contact key, and the second (D) is used for the fuel tank and seat locks. The identification number is located right where the two keys are linked, as shown in the picture. This number must be mentioned to order a new set of keys in case you lose them.

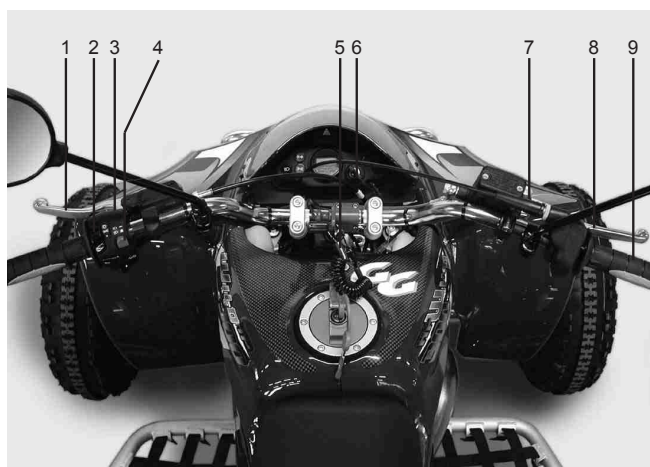


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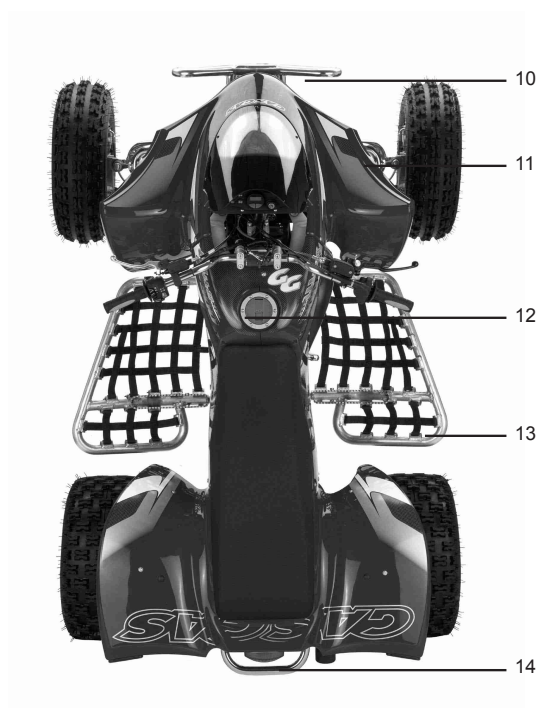
KEY ID. N.

LOCATION OF COMPONENTS

GAS GAS WILD HP 300

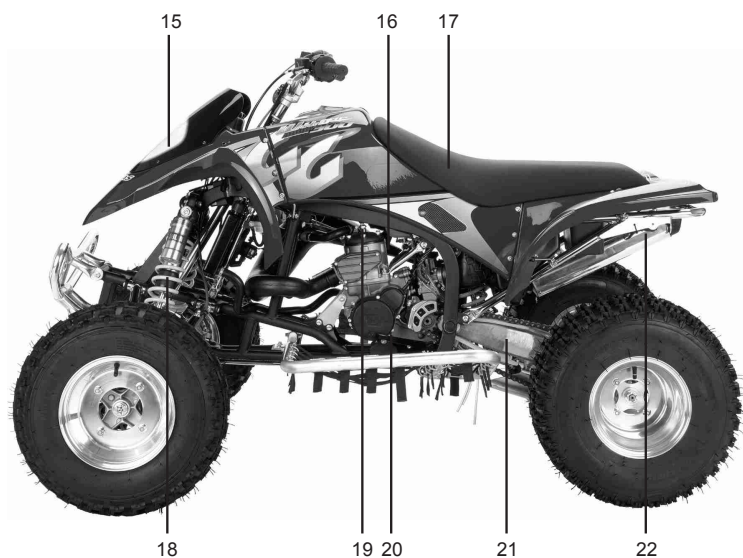


- 1- Clutch lever
- 2- Light switch
- 3- Flash beam
- 4- High beam
- 5- Emergency stop
- 6- Contact key
- 7- Parking brake



- 8- Front brake lever
- 9- Throttle grip
- 10- Front guard
- 11- Brake pads
- 12- Fuel tank cap
- 13- Footrest grids
- 14- Rear protection

WILD HP -79-



- 15-Headlight fairing
- 16-Fuel tap
- 17-Seat
- 18-Front shock absorber
- 19-Spark plug
- 20-Change pedal

- 21-Swing arm
- 22-Exhaust pipe
- 23-Front brake fluid
- 24-Kick starter
- 25-Brake pedal
- 26-Exhaust

WILD HP -80-

MAIN PARTS OF THE QUAD

CONTACT KEY

The key (A) is located on the front part of the handlebars. To turn the contact on, turn the key clockwise to the "ON" position.

To turn contact off, turn the key anti-clockwise to the "OFF" position.



KICK STARTER

The pedal (B) is located on the right of the vehicle, you will find it in folded position, pull it out until it is in operating position.

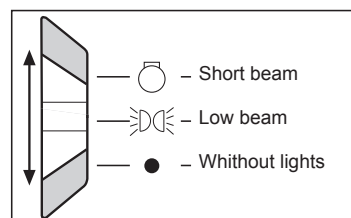
Use the kick starter to start the motorbike.



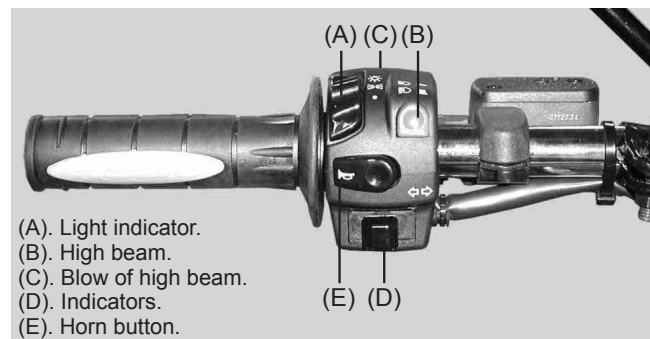
LIGHTS


NOTE

The headlight and the rear light can only be switched on when the engine is on.



Switch (A) slides into three positions, we will find it in the "OFF" position.



Press the red button (B), located to the right of the switch above, to switch to high beam (Position: ). The high beam can only be turned on when the short beam is on.

Slide switch (A) down to the OFF position to turn off the headlight and the rear light.

Indicators (D) are located in the lower part of the left grip. Sliding the switch to the right turns on the right indicator, and the same action to the left applies to the left indicator.

In the same group we will find the horn button (E).

EMERGENCY INDICATORS

It is a button on the front part of the vehicle (F), before the handlebars. It also works with the contact off. When on, a light inside the button will flash.

NOTE

Regarding the use of this lights, follow the legal conditions of each country.



THROTTLE GRIP

Before starting the engine, check that your throttle works smoothly (G). Make sure it slides back to idle when the grip is released.

The grip has a spring to return the engine to idle and slow down the vehicle when the hand is taken off the grip.



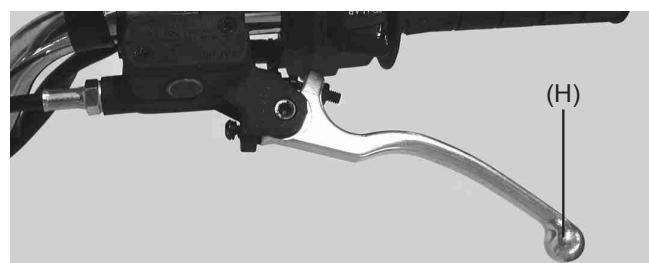
WARNING

If the throttle is not working properly, it may be difficult to accelerate or slow down as you wish. This may cause accidents. Check the correct operation of the throttle before starting the engine. If the throttle does not work smoothly, check for the cause. Solve the problem before using the machine, or go to a specialised workshop.

CLUTCH LEVER

The clutch lever is located on the left side of the handlebar. Activate it to engage or disengage the clutch (H).

To make the clutch work smoothly, the lever must be pulled quickly and released slowly.



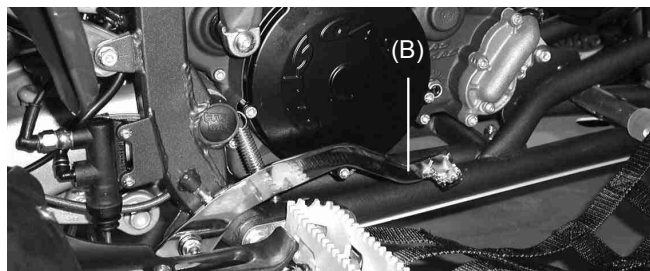
FRONT BRAKE LEVER

The front brake lever (A) is located on the right side of the handlebars. Activate it to apply the front-wheel brakes.



REAR BRAKE PEDAL

The rear brake pedal (B) is located on the right side of the lower chassis. Activate it to apply the brake to the rear wheels.



EMERGENCY STOP

The vehicle features an emergency stop system. This mechanism prevents the vehicle from running on in case the rider should fall.



One end (C) is attached to the vehicle and the other end (D) is attached to the rider.

The cable is elastic, and the two ends are joined to the rider and the vehicle, with the part joined to the vehicle sensitive to sudden movements and easily released in such cases. When released, it automatically stops the engine.

NOTE

Make sure you release the parking brake before operating the throttle.

You are recommended to attach the cable to a strong point, as it is important that the cable is not accidentally released in any case. (For example, the cable may be attached to your trousers, jacket, to your wrist... but always to a part where it will not come off easily).

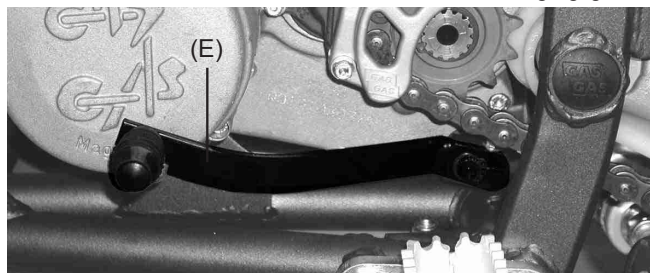
WARNING

The vehicle must not be used without attaching the emergency stop system. Ignoring this order may cause serious consequences.

CHANGE PEDAL

The vehicle features a 6-speed gearbox.

The change pedal (E) is located on the left side of the engine and is used in combination with the clutch when changing gears.



STARTER

The starter (F) is a mechanism that opens the throttle to a certain degree, without having to move the throttle grip, so as to favour the engine when cold. The engine will reach the optimal operating temperature in a short time and with no need to force it.



To activate it, pull the button and, without turning the throttle, start the engine. You will notice that the engine starts at higher revs than in normal operating conditions.

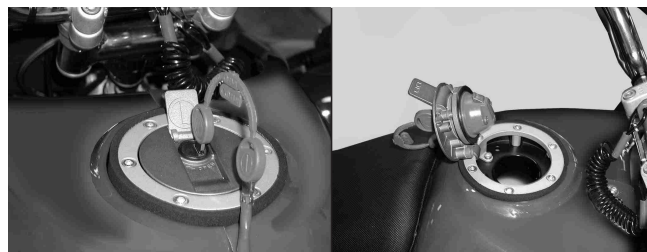
After some seconds, the engine will be in the optimal operating temperature and you can close the starter. To disengage it, push the button back to the bottom.

NOTE

- If the engine is choked, start with the throttle fully open.
- You can use the clutch to start the motorbike with a gear in.

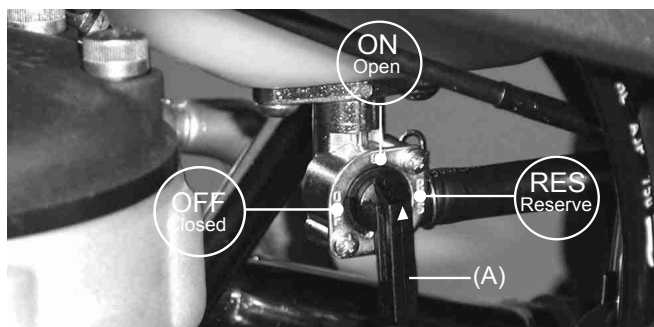
FUEL TANK CAP

To open the fuel tank, turn the key anti-clockwise.



FUEL TAP

The tap provides the carburettor with fuel and is located on the left side, below the seat. The tap has three positions.



OFF: (closed) With the lever in this position, the fuel is closed. Always leave the lever in this position when the engine is off.
 ON: (open) With this position, fuel flows to the carburettor. This is the position in normal conditions.
 RES: This indicates the fuel tank reserve. If you run out of fuel, turn the lever to this position.

CAUTION

Refill the fuel tank soon after using the RES position!

After refuelling, turn the lever (A) back to the ON position (open).

SEAT

Para extraer el asiento, utilice la misma llave que ha utilizado para abrir el tapón de la gasolina (B).

Introduzca la llave en el cerrojo que está situado en el lateral derecho del QUAD.

Turn the key clockwise and move your hand to the gap between the seat and the base from behind.
 The seat will open easily.

NOTE

When putting the seat back in the normal position, make sure it holds well back in place.



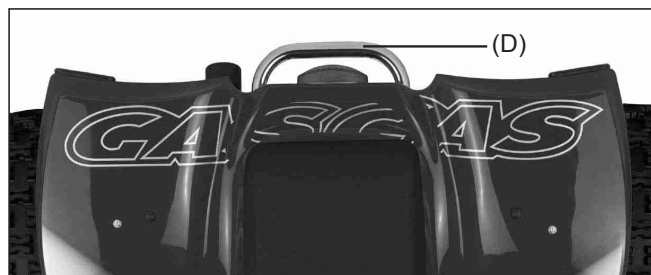
FRONT GUARD

The front guard projects from the quad. In case of a front crash, the protection, attached directly to the frame, will absorb the crash and prevent the steering and the rest of the vehicle from suffering significant damage.



REAR GUARD

Likewise, the rear guard (D) also projects from the vehicle. It will prevent the quad from falling backwards, which might result in serious injuries.



NOTE

In case of steep climbs, the rear guard will not prevent a backward tumble, so be prudent in climbs and examine the ground carefully.

FOOTRESTS

WARNING

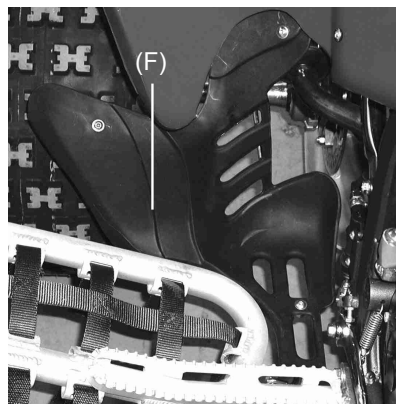
The footrests and protectors are an essential protection system for the quad's safe riding. The quad has very wide wheels and it would easily drag your leg under the wheels, causing serious injuries.

The QUAD features two footrests (E), one on each side. Both footrests have a grid. The package will protect our feet and legs in

case of losing balance and taking your feet off the rests. Their width allows for great freedom of movement.



FOOT PROTECTIONS



The foot protections (F) are located between the footrests and the wheels, and they are an additional protection system to the footrests. By filling the gap, we have eliminated the possibility to damage our lower limbs with the wheels.

CHECKINGS TO BE MADE BEFORE RIDING THE VEHICLE

WARNING

Always inspect the quad before every use, to make sure it is in safe riding conditions.
Always follow the inspection proceedings and programmes described in this manual. Failure to inspect the machine increases the risk of accident or breakdown.

FRONT AND REAR BRAKES

WARNING

Always check the brakes before riding. Do not drive the QUAD if you find a problem in the brakes or if braking capacity may be reduced, because it might lead to an accident. Should you discover any problem that cannot be solved using the proceedings described in this manual, go to a specialised workshop to have the QUAD inspected.

Disc wear-out is automatically compensated and does not have any effect on the brake lever or pedal. The only adjustments required are the brake lever free play, the pedal position and its free play.

Brake lever and pedal

Check the free play in the front brake lever (1). Should it be noticeable, check the state of the brake pads and look in the "Adjustments and Maintenance" section of this manual
Make sure the free play of the brake pedal is not excessive (2).



Check the brake pedal position. If you do not find it correct, have it adjusted at a specialised workshop.
Check the operation of the lever and pedal. They must move smoothly and when applying the brakes the sensation must be of firm grip in both of them. Otherwise, have a specialised workshop inspect your vehicle.

Brake liquid level

Check the brake liquid level. Add liquid if necessary. (See "Maintenance" section of the manual)

Recommended liquid D.O.T. 3 o D.O.T. 4

NOTE

The vehicle is fitted with D.O.T.4. as standard.

Brake liquid leaks

Check for brake fluid leaks in the pipe joints or fluid reservoirs. Brake firmly for a minute. In case of a leaking, have a specialised workshop inspect your vehicle.



(A) and (B). Front and rear brake fluid reservoirs.

Brake operation

Test the brakes while riding slowly after starting, to make sure they work to perfection. If the brakes do not work correctly, inspect the brake pad wear-out.

FUEL

The GAS GAS WILD 300 c.c. has a 2-stroke engine that requires a gasoline-oil mixture.



Make sure the fuel tank has enough fuel.

Recommended fuel:	Regular unleaded gasoline and with oil only with a research octane number of 95 - 98
Gas tank capacity	18 Litre
Reserve:	1,5 Litre

NOTE

You are recommended not to let the fuel level run too low. In case of dirt at the bottom of the fuel tank, it would enter the engine and might damage it.

Be careful not to spill fuel, specially on the engine or the exhaust, as it may start a fire with risk of serious burns. Dry the spilt fuel at once with a cloth.

Make sure the fuel tank cap is tightly closed.

Recommended fuel

CAUTION

Use only unleaded fuel. The use of leaded fuel would seriously damage the inner parts of the engine.

OCTANE RATING METHOD	MINIUM RATING
Antiknock Index (RON + MON) 2	90
Research Octane No. (RON)	90

WARNING

Gasoline is extremely flammable and can be explosive under certain conditions. Always stop the engine and do not smoke. Make sure the area is well ventilated and free from any source of flame or sparks; this includes any appliance with a pilot light.

Engine Oil Mixing

Oil must be mixed with the gasoline to lubricate the piston, cylinder, crankshaft, bearings, and connecting rod bearings.

Recommended Oil:
2T SYNTHETIC

NOTE

If recommended oil is not available, use only synthetic oil designed for use in recing 2 cycle engines.

Proporción of gasoline and oil mixture (premix ratio) (50 parts gasoline to 1 part oil).

CAUTION

Do not mix vegetable and mineral based oils.
Too much oil will cause excessive smoking and spark plug fouling.
Too little oil will cause engine damage or premature wear.

To make and gasoline-oil mixture, pour oil and half of the gasoline into a container first and stir the mixture thoroughly. Then add the rest of the gasoline and stir the mixture well.

NOTE

At low temperature, oil will not easily mix with gasoline. Take time to ensure a well-blended mixture.

COOLING SYSTEM

Radiator pipe

Check that the radiator pipes do not have cuts or are damaged, and that none of the joints have leaks.

Radiator

Check the radiator fins for obstructions with, for example, insects or mud. Clean them with water at low pressure.

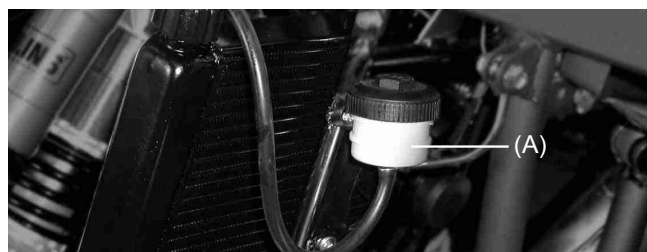
CAUTION

The use of high pressure water when washing the quad may damage the radiator fins and decrease its efficiency. Do not obstruct or deflect the air intake to the radiator by fitting unauthorised accessories. Interfering with the air intake may overheat and damage the engine.

Cooling liquid

It absorbs the excess heat from the engine and transfers it to the air through the radiator. If the liquid level falls, the engine overheats and may be seriously damaged.

Check the cooling liquid level in its reservoir (A) with the cold engine



(the liquid level will vary with engine temperature). The level is correct when between the two marks. If it falls below the lower mark, add anti-freezing liquid. Change the liquid every two years.

NOTE

The liquid must be right between the two marks, not above the top mark or below the bottom one.

CHAIN

Check the overall state of the chain and its tension before each outing. Lubricate and adjust the chain if required (See section 12 of Maintenance).

THROTTLE GRIP

Check the throttle grip for correct operation, It must accelerate smoothly and return to the idle position when released. If required, revise the grip and grease the moving parts so that it works correctly.

LIGHTS

Check the headlight and the brake lights to make sure they are in perfect conditions. Make any necessary repairs to make them work to perfection if required.

TYRES

Always use the recommended tyres.

WARNING

The use of inadequate tyres or riding the vehicle with incorrect or unequal tyre pressures may lead to loss of control, with the subsequent risk of accident.

	Manufactures	Size	Type
Front	MAXIS	21 x 7,00 - 10"	RAZR
Rear	MAXIS	20 x 11,00 - 9"	RAZR

The tyres must be inflated to the recommended pressures. Measure the tyre pressure with a low pressure gauge.

CAUTION

Check and adjust the pressures with cold tyres. Pressures must be the same on both sides.

	Recommended	Minimum	Maximum
Front	0,400 bar/ 40 Kpa	0,370 bar/ 37 Kpa	0,430 bar/ 43 Kpa
Rear	0,450 - 0,500 bar/ 45 - 50 Kpa	0,420 - 0,470 bar/ 42 - 47 Kpa	0,480 - 0,530 bar/ 48 - 53 Kpa

Tyre wear-out limit:

Observe how the tyre wears out. If the tyre is worn out at the centre, it means that the pressure is too high.

If the tyre wears out at the edges, the tyre pressure is too low. The tyre must be worn out equally on its surface. Replace the tyre when the groove depth is below 3mm.



Minimum
stud depth
(1): 3 mm.

USE OF THE QUAD

WARNING

Read the User's Manual carefully so as to become familiar with all the commands. Loss of control may cause an accident or injuries.

ENGINE START

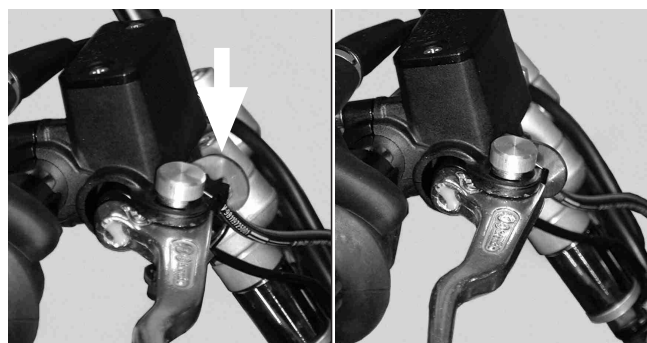
CAUTION

Before starting the engine for the first time, consult the section "Engine running-in".

WARNING

In cold weather, make sure that all the cables work smoothly before you go out on your quad. If the cables are frozen or do not operate smoothly you could lose control of your QUAD and have an accident.

1.- To activate the parking brake, pull the brake lever while using the lock lever.



WARNING

- Always use the parking brake before you start the engine. The QUAD might start unexpectedly if the brake is not on. This could lead to a loss of control or to a crash.

- Remember to release the parking brake before starting. The brake could overheat if the quad is used without releasing it. It could lose efficiency and cause an accident. It would also wear out prematurely.

2.- Turn the fuel tap to the "ON" position.

3.- Put the gearbox into neutral.



4.- Turn the contact key (A) clockwise (position "ON").

5.- Attach the lose end of your emergency stop system to yourself (see recommendations in the section "Main parts of the motorbike/ Emergency stop").



6.- If the engine is cold, pull the start button (B).

7.- Without turning the throttle, start the engine.

NOTE

If the engine does not start, turn the key to the "OFF" position and wait some seconds before trying again. You should try to start the engine for few seconds each time, so as to save battery charge.

GEARBOX

This vehicle features a 6-speed gearbox.

It is a return-type change, which means that we must go through second gear to change from first into third, that is, one gear at a time.

To insert the first gear from neutral, we must first pull the clutch lever, step on the change pedal and slowly release the clutch. (In the next section the process of starting the vehicle is described in more detail).

CAUTION

When changing gear, push firmly the change lever to ensure positive changes. If the change is not completed, it may cause the transmission to change into another gear and damage the engine.

CAUTION

Do not run with the engine off for a long time, or tow the machine during long routes. Even in the neutral position, the gearbox lubrication is only activated when the engine is on. Inadequate lubrication may lead to breakdown.

STARTING THE VEHICLE

- 1.- Activate the throttle.

CAUTION

Release the throttle to change gear, otherwise the engine and transmission may be damaged.

- 2.- As we have already explained, the clutch must be activated to insert the first gear from neutral, then the change pedal must be pressed and the clutch must be released slowly as the throttle is gradually increased.
- 3.- Once the desired speed has been achieved, release the throttle and, at the same time, activate the clutch lever quickly.
- 4.- Change into second gear (be careful not to insert neutral).
- 5.- Activate the throttle partially and release the clutch lever gradually.
- 6.- Follow the same procedure to change into higher gears.

WARNING

Too brisk acceleration or releasing the clutch lever too quickly may result in an accident and may cause the vehicle to slide and tumble. The throttle must be gradually turned and the clutch must be smoothly released.

To slow down

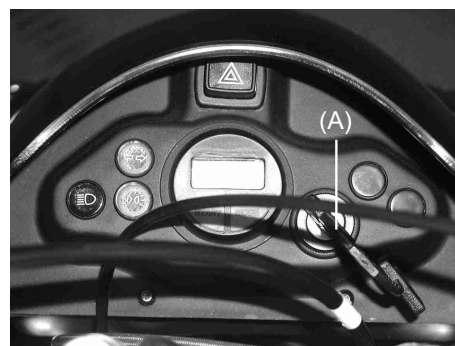
To slow down or stop, release the throttle and apply the brakes smoothly and uniformly. As the vehicle slows down, change into a shorter gear. Before changing into a shorter gear, wait for the engine revs to fall to the adequate level. An incorrect use of the brakes or the change may cause the tyres to lose traction, with the subsequent loss of control and risk of accident.

WARNING

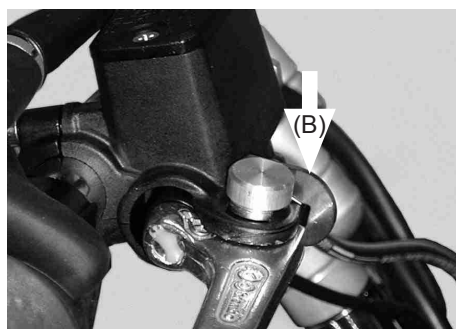
Make sure the engine's revs are low enough to change into a lower gear. If the revs are too high when changing into a shorter gear, the wheels might stop turning. This might lead to loss of control, with risk of accident and injuries. It can also damage the engine and transmission.

STOPPING THE ENGINE

- 1.- Change into neutral.



- 2.- Turn the contact key anti-clockwise (position "OFF"); the engine will stop automatically.



3.- Use the parking brake to park the vehicle.

4.- You can take the key off the lock now.

ENGINE RUNNING-IN

The running-in process is a very important part in the life of your quad, and we recommend you to follow the instructions below carefully.

NOTE

The running-in period is a time (usually the first 20 hours of use) in which we must take into account several points for the engine tuning.

During the first 10 hours you are recommended not to use more than half-throttle for long periods or in any situation that may cause engine overheating. On the other hand, short accelerations - for 3-4 seconds - are beneficial for the engine and will not be a problem for it. Each acceleration sequence must be followed by a resting period, so that the engine can release all the heat it has generated. During this 10-hour period, try not to run at constant speed, vary your speed now and then. Durante las siguientes 10 horas (10-20), se recomienda no rodar a más de $\frac{3}{4}$ de gas durante un largo período.

Over the next 10 hours (from 10 to 20) try not to use more than $\frac{3}{4}$ throttle for long periods of time.

PARKING IN INCLINED SURFACES

WARNING

Avoid parking on inclined ground, as the quad may start moving without control, with risk of accident. If it is necessary, insert the first gear, apply the parking brake and block the front and rear wheels with rocks or other objects.

1. Use the brakes to stop the vehicle; once it has stopped, insert the first gear.
2. Without releasing the clutch lever, stop the engine. Now you can release the clutch lever.
3. With both the front and rear brakes pressed, activate the parking brake and take your foot slowly off the brake pedal.

DRIVING THE QUAD. Practical recommendations.**BECOME FAMILIAR WITH YOUR QUAD**

This quad is destined to expert riders, to be used in recreational activities.

Even if you are an expert with other types of off-road vehicles and motorbikes, riding the quad requires special skills which can only be achieved through practice.

We recommend you to start becoming familiar with your vehicle on flat land with no obstacles, and without the presence of other drivers. Do not try difficult manoeuvres until you are totally familiarised with you QUAD.

A QUAD is not designed to jump over obstacles, refrain from doing it as the vehicle could be seriously damaged.

WARNING

Do not drive the quad without reading this manual before. Make sure you understand how to use the commands and pay special attention to the section "Information on your safety"

DRIVE WITH CARE AND COMMON SENSE

As we have already commented, driving your quad requires special skills which can only be achieved through continuous practice over a certain period of time.

Take your time to learn the basic techniques before attempting more difficult challenges.

WARNING

Never carry a passenger. The long seat is designed to provide the driver with the necessary room to slide to the correct riding position. It is not designed for carrying passengers. Carrying a passenger in this quad reduces the possibility to balance and control the machine significantly. This may lead to an accident with the subsequent injury risk for rider and/or passenger. The quad has an emergency stop system conceived for the rider, but it is not prepared for the fall of a second passenger.

Equipment

- You must wear an approved helmet of your size at all times.
- You must also wear: eye protection, gloves, boots, long-sleeve shirt or jacket and long trousers.

WARNING

It is essential to wear the full equipment mentioned above, otherwise the risk of serious injuries or even death is increased.

Checkings before riding

For the correct safety and care of the quad, always do the checkings before riding. They are explained in detail in the section "Checkings to be made before starting the vehicle."

While riding

Always ride with the footrests and protections fitted, they will protect you from serious injuries in the legs and feet. Keep your feet on the

footrests at all times while moving and keep the two hands on the handlebars.

WARNING

As we have explained in this manual, the use of the footrests and the protections is essential for your physical integrity.

Modifications

Do not modify this QUAD by fitting or using inadequate accessories. The parts and accessories added to this vehicle must be original GAS GAS parts or equivalent parts designed for their use in this quad, and must be fitted and used according to the instructions. Fitting inadequate accessories or modifying the vehicle may provoke changes in the machine's handling, which, in certain conditions, might lead to an accident. In case of doubt, consult an authorised dealer.

Exhaust system

The QUAD's exhaust system's temperature rises with the use. To prevent burns, do not touch it. Park the quad in an adequate place or somewhere far from the reach of pedestrians or children.

HOW TO TURN WITH YOUR QUAD

At low speeds you will have no problem to turn the handlebars. On the other hand, if speed increases the difficulty to turn will increase. The back wheels are rigidly mounted on the same axle and turn at the same speed, so the quad will resist turning into corners unless

the inside wheel loses some traction. A special skill is required to turn, and it is important to learn the skill on flat land, with no obstacles and at moderate speed.

When approaching the corner, slow down and start to turn the handlebars towards the desired direction. Lean your body to the inside of the corner to compensate the inertia produced by speed. Use the throttle to keep a uniform speed all through the corner. This will allow you to take the corner correctly. This picture shows you how to do it.



- 1.- Turn right.
- 2.- Turn left.



If the technique used is not correct, the quad will probably continue straight. If it does not turn, stop and practise the proceeding again.

If the vehicle starts to incline to the outside of the corner, reduce your speed, turn the handlebars or lean even more to the inside. It may also be necessary to reduce your speed gradually and to turn the steering to the outside of the corner to avoid tumbling over.

UPHILL CLIMBING

You are recommended to start gradually in slopes with little inclination and increase the inclination as your practice improves. Avoid loose or slippery surfaces or obstacles at any time. As we have already commented, the quad has not been designed to jump over obstacles, so please refrain from doing that.



3

It is important to transfer your weight to the front part of the quad in climbs. You can do that by leaning forward and, if the slope is very steep, standing on the footrests and leaning over the handlebars. The picture shows you how to do it.

WARNING

Do not accelerate or change gear briskly. The QUAD might lose balance and tumble backwards. In this case the rear protection would not help you, as your inertia speed would be considerable. Never go over the top of a climb at full speed. There might be an obstacle, a steep descent, another vehicle or a person after it.

If you are climbing a slope and you discover that you have not guessed correctly your ability to reach the top, turn the quad round while you still have some traction and if there is enough room for the turn and go down.

If the vehicle starts going backwards, do not use the rear brake or try to insert a gear, the quad might easily tumble backwards. Get off the vehicle immediately over the high side of the climb. Always keep your safety in mind as a priority..

GOING DOWN SLOPES

When descending a slope with the QUAD, transfer your weight to the back, to the high side of the climb. Move back in the seat and sit there with your arms well extended.



4

Select a short gear that allows the engine compression to act as the main brake. Braking incorrectly may lead to losing traction. The picture shows you the correct position.

GOING ACROSS SLOPES

To cross a slope with your quad you must place your weight to help you keep the balance. Before attempting to go across the slope, make sure you have learnt the basic skills on flat ground. Avoid slippery sections and rough terrain that may cause you to lose

balance. While you are crossing the slope, keep your body inclined towards the top of the climb.

It might be necessary to correct direction by turning the steering slightly uphill. When crossing slopes, do not perform tight turns up or downhill.

If the quad starts to lose balance, turn gradually downhill if there is not an obstacle in your way. When you have regained balance, turn the steering back to the correct direction you are heading for.

GOING ACROSS SHALLOW WATER

With the QUAD you can, at slow speed, cross shallow water with a maximum depth of 35 cm. Before entering the water, choose carefully where you are going to cross.

Choose a place with no steep descends and avoid rocks and other obstacles that may make you slip or lose stability with the QUAD. Drive carefully and slowly.

WARNING

Do not cross fast waters or waters deeper than specified in this manual. Remember that the brakes will get wet and lose efficiency to stop the machine. Check the brakes after leaving the water. Use them several times to make them dry if necessary.

NOTE

After crossing water with the quad, eliminate the water that might have entered the system by unplugging the retention tube at the bottom of the filter box. Wash it in fresh water if you have driven across salt water or mud.

RIDING IN ROUGH TERRAIN

Riding in rough terrain must be performed very carefully. Be always alert to any obstacle that may damage the QUAD, make you lose balance or cause an accident. Keep your feet firmly placed on the footrests at all times. Avoid jumping over obstacles with the vehicle. It might cause you to lose control and damage the machine.

SLIDING

When riding over slippery or loose surface, do it carefully as the QUAD could slide. An unexpected slide not corrected in time could result in a serious accident.

To reduce the tendency of the front wheels to slide on slippery surfaces, sometimes it is useful to put your weight on them.

If the rear wheels start to slide sideways, you can usually regain control by turning the handlebars towards the slide, if there is enough room to do that. You are not recommended to accelerate or brake until you have corrected the slide.

With practice, after some time you can dominate the controlled-sliding technique. Before attempting to do so you must choose the adequate ground carefully, as both stability and control are reduced when doing them.

Take into account that you must avoid sliding in extremely slippery surfaces, like for example ice, as you could lose control completely.

NOTE

Learn to control your slides safely by practising at slow speed on flat ground with no inclination.

TUNING

TUNING THE FRONT SUSPENSION

The front suspension is formed by two wishbone arms with 2 multiple-adjustment ÖHLINS shock absorbers.

To adapt to the different types of riding conditions, the shock absorber springs can be adjusted or replaced by another optional unit. The tension can be easily adjusted, so it is not necessary to change the oil density.



Rebound adjustment

WARNING

Suspension parts will be hot during operation.

Never touch the compression shock absorber, the rebound adjustment or the oil reservoir with naked hands or unprotected skin until they have cooled down.



To adjust the rebound, turn the knob (B) in the lower part of the shock absorber with your hand.

There are 22 available positions, each one of them reached by turning the knob until you feel a "click". The shock absorber comes regulated to 7 clicks as standard.

Turn the knob clockwise until the end, now it is totally closed. Turn the knob anti-clockwise 7 clicks, and it is in the standard setting. Leaving it in the 0-click position makes it very hard, while position 22 makes it very soft.

WARNING

Always adjust the right and left absorbers with the same measure. Unequal adjustments will cause handling problems and loss of stability, with the subsequent risk of accident.

Compression adjustment

For the compression adjustment, turn the knob (A) at the top of the shock absorber with your hand (in 2002 models a flat tip screwdriver is required for this operation). Turn the knob clockwise to the end and you will close it totally.

The total number of available positions is 38 clicks. The standard setting comes with 20 clicks.

Hard compression setting is 0 clicks.

Totally soft compression is 38 clicks.

TUNING REAR SUSPENSION

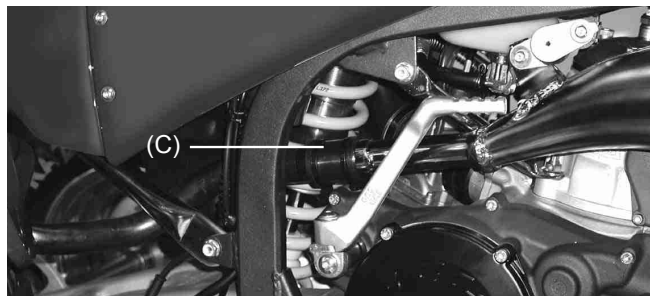
It is an unwelded aluminium alloy swing arm. The progressive strut system features an ÖHLINS multi-adjustment shock absorber. Like the front suspension, it can be adapted to different riding styles.

Adjusting rebound

To adjust the rebound, turn the knob located in the lower part of the shock absorber (C) manually.

There are a total of 28 possible adjustments.
The standard setting is 13 "clicks".

Turn the knob clockwise to its end, now it is totally closed. Turn 13 "clicks" anti-clockwise and now the setting is the standard one. With 0 clicks, the rebound would be very hard, and with 28 clicks would be very soft.



Adjusting compression

To adjust the compression settings, turn the knob on the top end of the shock absorber with a flat tip screwdriver. Turn it anti-clockwise to the end, which will totally close it.

There are 56 positions available in total.

The standard setting is 28 "clicks".
Totally hard compression is 0 "clicks".
Totally soft compression is 38 "clicks".

CARBURATION TUNING

Mixture

Some basic part identification or operation of the parts must be known beforehand. Changes to be made according to the temperature:

Condition	mixture	changes set
Cold air	poor	rich
Warm air	rich	poor
Dry air	poor	rich
Low altitude	standard	standard
High altitude	rich	poor

NOTE

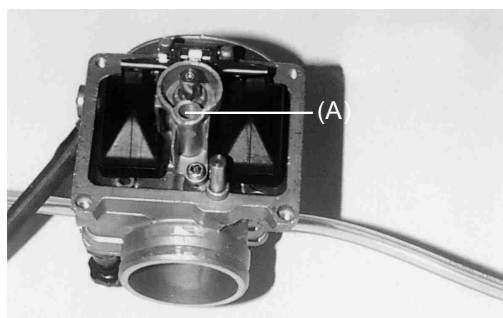
The main jet must be increased or decreased 1-5 points until you find the maximum power.

Main jet

It is the one that has the biggest effect. The stamped number on the lower part of the jet indicates the measure of the hole that calibrates the petrol flow. A bigger number corresponds to a bigger hole and more petrol flow.

WARNING

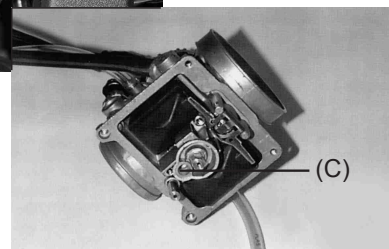
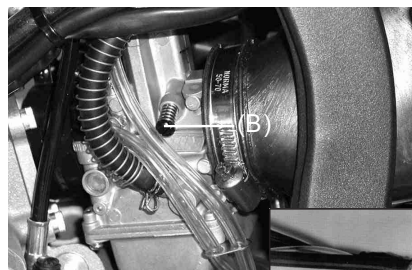
Petrol is highly flammable and can explode under certain conditions. Always stop the engine and do not smoke. Make sure the area is well ventilated and there are no spark or flame sources nearby (including a lamp).



(A). Main jet.

Idle jet

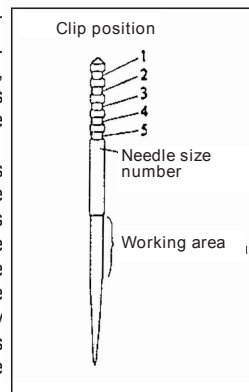
This jet controls the mixture from the closed position to 1/8 of the throttle opening, but it has little effect on a fully-opened throttle condition. To adjust the idle mixture, the air screw can be turned to change the air flow or the idle jet replaced so as to allow for more or less fuel to enter the carburettor. Try to turn the air screw first. Tightening it makes the mixture richer. We must always turn the screw from a predetermined position. Change in 1/2 a turn increments. If you turn the screw from 1-2.5 turns and the desired result is not obtained, change the idle jet (C) and fine-tune using the air screw (B).



Carburettor needle

The needle and the needle jet together must have an effect from 1/4 to 3/4 throttle. The needle moves in and out of the jet, and the tapered end of the pin determines the amount of fuel that is let into the carburettor.

The top end of the needle has five slots where the clip is fixed. The clip places the needle in the throttle valve and determines the relative position of the jet, and so the mixture is enriched. Moving the clip to the top of the needle makes the mixture poorer. Change the clip position step by step. The straight part of the needle affects the throttle valve response to small throttle movements.



Test with your vehicle

- Warm the engine up with the carburettor in the standard settings, and examine the spark plug condition.
- Test the quad keeping the carburettor valve open.

Symptoms of inadequate changes

If your quad has one of the symptoms below you must adjust the carburettor. Before performing any changes make sure the rest of the engine works correctly.

Check the state of the spark plug, make sure the tuning is correct, clean the air filter, brush out the cinders in the exhaust.

Spark plug condition		
Correct	Dry and clear insulation	
Poor	White insulation	Change carburation one step higher
Rich	Damp and black insulation	Change carburation one step lower.

- Adjust the carburation so that the engine responds correctly with the carburettor valve open.
- If the mixture is too poor, the engine tends to overheat and may seize. On the other hand, if the mixture is too rich, the plug gets damp and provokes misfiring. The adequate mixture varies according to the weather conditions, you must take them into account and adjust the carburettor settings afterwards.

NOTE

Make sure the carburettor parts that regulate the flow of fuel and the screw that controls the air flow are well adjusted.

Standard measurements

PETROL	UNLEADED
Accelerator valve	7
Idle jet	38
Needle	N1EC
Main jet	185

Correcting factors

(For height or temperature changes).

1. Find the correcting factor to adjust the carburettor.
Example: 1,000 m high and 35°C, correction 0.94.

2. Using the correcting factor, select the idle jet and the correct carburation.

Example: factor 0.94, you must multiply the measured carburation by this number.

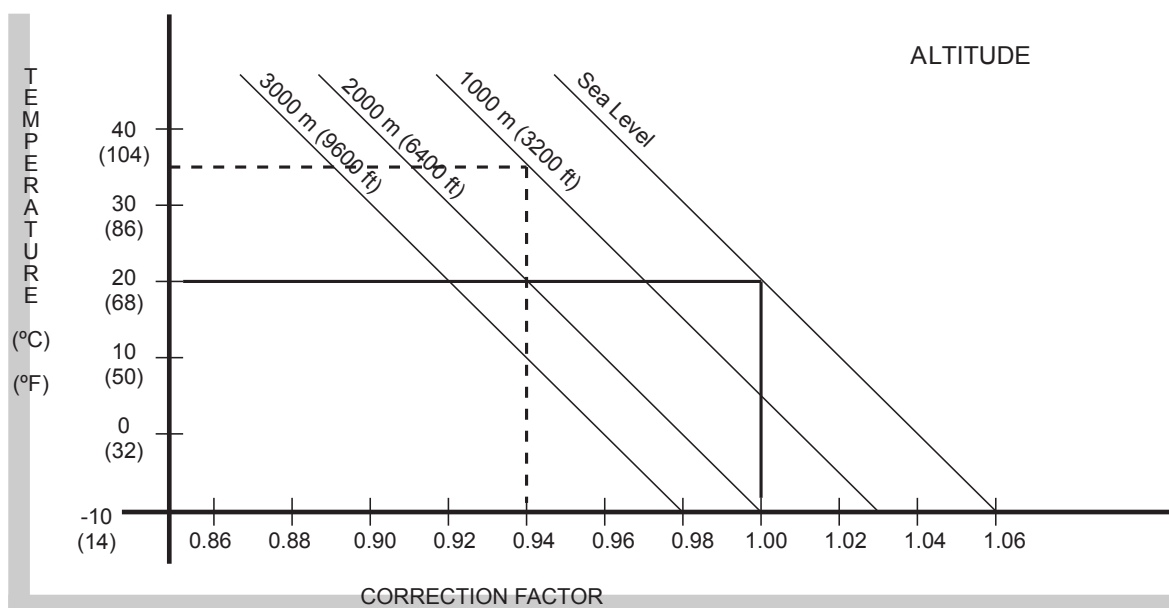
Idle jet # 50 x 0.94 = # 47.

Main jet # 162 x 0.94 = 158.

3. Find your correcting factor for the needle and the air screw in the chart and change the clip position and the air screw opening.

- Adjusting the needle clip: move from the present position 3 to position 2

- Opening the air screw: 1 ½ + 1 turn = 2 ½ turns out.



JET NEEDLE / AIR SCREW CHART					
CORRECTION FACTORS	1,06 or ABOVE	1,06 - 1,02	1,02 - 0,98	0,98 - 0,94	0,94 or BELOW
JET NEEDLE SETTING	LOWER CLIP ONE POSITION	SAME	SAME	SAME	RAISE CLIP ONE POSITION
AIR SCREW OPENING	ONE TURN IN	1/2 TURN IN	SAME	1/2 TURN OUT	ONE TURN OUT POSITION

PERIODIC MAINTENANCE AND ADJUSTMENT
MAINTENANCE CHART

The first revision must be performed by a specialised workshop at 500km or after two fuel tanks.
The following revisions must be passed every 2,000 km or three months.

		Prove	Fill	Change	Lubricate	Clean	Adjust	Tighten	If it is necessary
BEFORE EVERY OUTING WITH THE QUAD	Fuel tank level	●	●						●
	Brake fluid level (front and rear)	●	●						●
	Brake lever and pedal Free play	●					●		●
	Brake pads	●		●					●
	Cooling liquid level	●	●						●
	Tyre wear-out	●		●					●
	State of the chain	●			●				●
	Throttle grip	●			●				●
	Clutch lever freeplay	●					●		●
	Lights	●		●					●
	Switches	●							
AFTER EVERY OUTING	Quad					●			●
	Change pedal				●				●
	Brake lever and pedal				●				●
	Clutch lever				●				
	Air filter				●	●			
	Air box					●			
	Chain guide	●			●	●	●		●
	Cables				●				
	Radiator pipes and connections	●							
	Exhaust	●			●	●			
EACH...	Wheel bearings (10 outings)	●							
	Check all screws Tightening force chart (check chart)							●	
	Brake piston and cover dust guard (2 years)			●					
	Brake pump piston and cover dust guard (2 years)			●					
	Brake pipe (2 years)			●					

Regular inspections, adjustments and regular lubrication keep the machine in the best possible safety and efficiency conditions. Safety is an obligation for the machine's owner. The most important points related to inspections, adjustments and lubrication are described in the pages below.

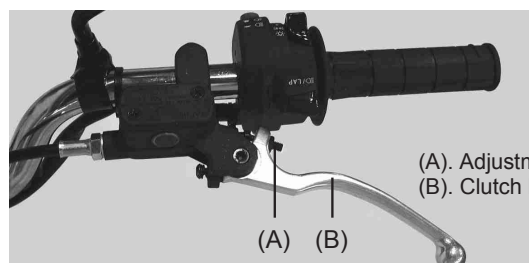
WARNING

Do not perform any maintenance operation with the engine on. The moving elements might catch in your clothes or in a part of your body and cause injuries. The electric parts might release sparks, provoke electric shocks or fire. Before performing any maintenance operation, stop the engine, unless we indicate otherwise. If you are not familiar with the maintenance of the vehicle it is better to go to a specialised workshop.

CLUTCH LEVER ADJUSTMENT

The clutch lever free play must be 2-3mm. The free play will increase as the clutch plate wears out, and will require further adjustment.

When the free play is excessive, try to adjust the level of the clutch lever first.



(A). Adjustment screw.
(B). Clutch lever.

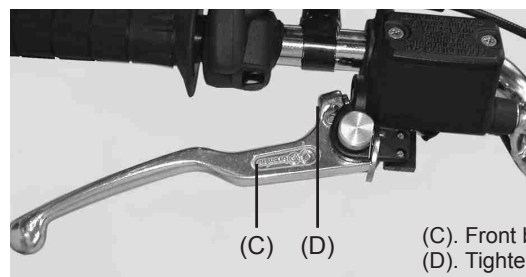
Tighten the adjustment screw to obtain the optimal free play. If the clutch lever adjustment is at its limit, it must be adjusted by using the clutch pump piston push rod.

ADJUSTMENT OF THE BRAKE LEVER AND PEDAL

The disc wear out is automatically compensated and has not effects on the brake lever or pedal. The only adjustment required is therefore the free play of the front brake lever and the position and free play of the rear brake pedal.

Front brake lever

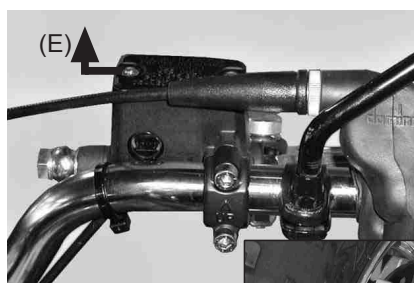
The lever free play will initially be directly related to the brake pad wear-out, that is, if you notice that the lever has some free play it would be a good idea to check the brake pads to see if the pads need replacing before proceeding to readjust the lever.



(C). Front brake lever.
(D). Tighten screw.

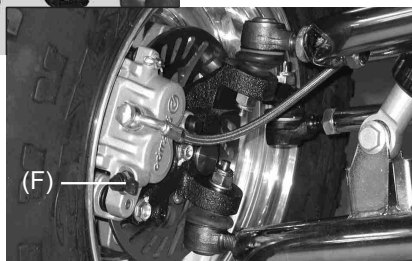
Once this observation has been performed you may adjust the lever until you feel it falls naturally to your hand. Tighten the screw (D) depicted in the picture; it is covered by a silicone tube, you must remove it to show the slot where you must insert the screwdriver for adjustment. If you tighten the screw the free play will be smaller and if you unscrew it the lever will have more free play.

Air might also have entered the brake system. The process to bleed the system is as follows:



- Remove the brake fluid reservoir lid (E) to control the level.

- Remove the brake pad cap (F) (in the inside of the wheels) and attach a transparent tube to its end.

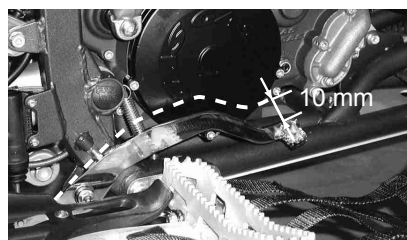


- Activate the brake several times. You will see that fluid starts exiting the system through the tube. The transparent tube will help us see if there is air, i.e. bubbles, in the system.

- Once the system has been bled, refill the reservoir to the top.

Rear brake pedal

Check the brake operation and make sure it does not rub against any other part of the QUAD. To adjust the pedal free play, unscrew the locking nut, turn the screw, place the lever in the desired position and re-tighten the locking nut.



When the brake pedal is in resting position it must have 10-mm free play. Otherwise it will be necessary to adjust it.

WARNING

If the brake pedal has a spongy feeling when activated, it may be due to air in the pump or to a defect. Both conditions are dangerous for riding, check the brakes immediately.

CHECKING THE BRAKE FLUID LEVEL

NOTE

Inspect the brake fluid and change it regularly. You may also change it if it appears to be contaminated with water or dirt.

Inspection of the brake fluid

Front: The small brake fluid reservoir is located to the left of the throttle grip. If we look at the reservoir carefully we will see one of the sides with a small bubble which will allow us to control what happens inside the reservoir. If you have just purchased your quad, you will see nothing through the bubble because the reservoir is full. You will when the fluid level descends, then you will be able to control the level decrease.

When the fluid level is too low, add more:

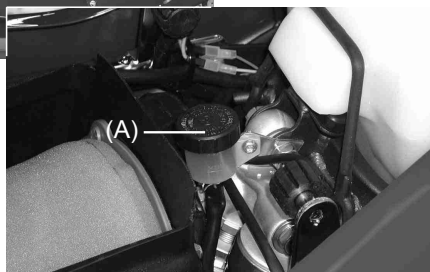
- With a cross-tip screwdriver, unscrew the two screws on the reservoir.
- Next, add the necessary fluid.
- Put the screws back in place and make sure the reservoir is tightly held in place.

Rear: Below the seat of the vehicle we will find the rear brake fluid reservoir.

- Insert the fuel tank key into the lock on the right side of the QUAD right below the seat.



- Turn the key.
- Put your hand between the seat and the plastic behind the seat and remove the seat.



- You will find a small easy-access reservoir (A). It has two marks, "MIN" and "MAX". The fluid level should preferably be closer to the "MAX" mark. If it is much below it, add fluid.

- Make sure that the fluid container is well closed, put the seat back in place and turn the key back to remove it. Ensure also that the seat holds well in place.

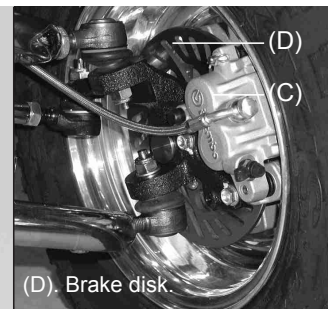
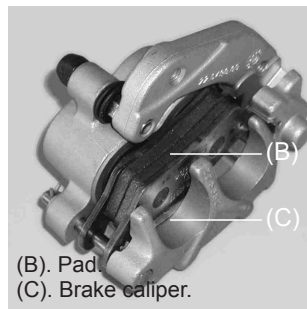
Recommended fluid

Use D.O.T.3 o D.O.T.4

CHECKING THE BRAKE PADS AT THE FRONT AND REAR

There are 3 brake calipers: 2 in the front wheels, with one for each wheel; and 1 in the drive chain which brakes the rear wheels at the same time. All of them have the same operating system and we must revise and control them in the same way.

As we can see in the picture, the brake caliper is formed by different parts, but we are only interested in the pad here. The pad is the part that rubs on the disc and, as a consequence, is the part that suffers more wear-out and requires more control of its thickness.



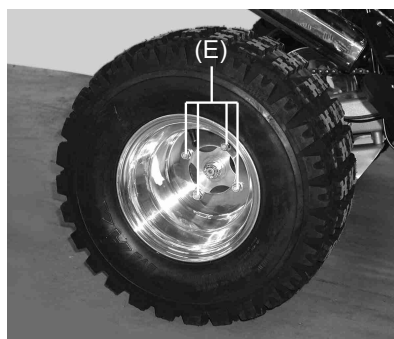
NOTE

Do not wait until the pads are too worn out. If they are not controlled they may seriously damage the brake caliper.

When the pad thickness has decreased considerably, go to a specialised parts shop and proceed to replacing it.

WHEEL CHANGE

We must change the wheels when they are worn out or after a puncture. The process is as follows:

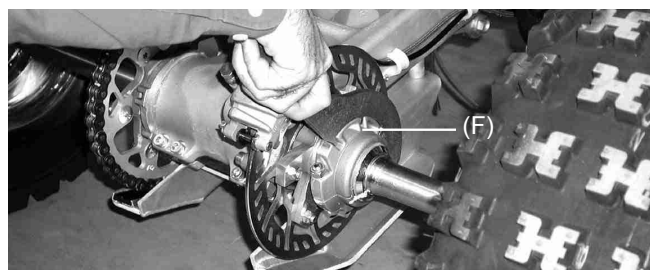


- Each wheel has four nuts (E) which we will remove with a no.15 wrench.
- Unscrew the nuts and remove the wheel from the axle.
- To put them back in place, follow the same procedure in inverse order.

SWING ARM AXLE

It is very important to have the rear wheel axle well centred, otherwise, if it had some free play, the bearing could be damaged.

- To adjust the axle nut, we will go to the rear end of the quad.
- The nut is located at the right of the swing arm.
- Use the (F) spanner, which comes with your GAS GAS Quad, to tighten the axle.



ADJUSTMENT AND LUBRICATION OF THE CHAIN GUIDE

It must be checked, adjusted and lubricated according to the regular maintenance to prevent excessive wear out. If the chain is too worn out or badly adjusted (too tight or with too much slack) it might go free or even break.

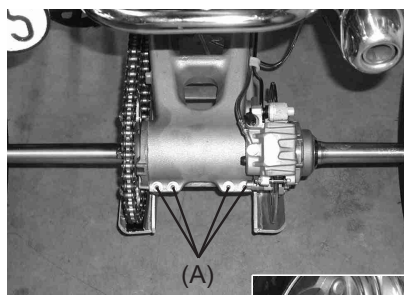
WARNING

A freed or broken chain might catch in the engine or the rear wheel and damage the QUAD, causing a loss of control.

Tension inspection

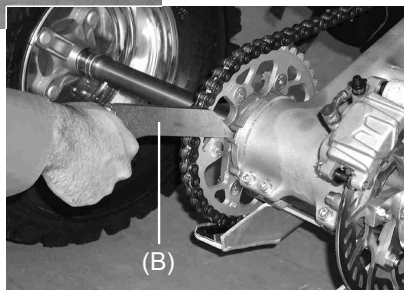


The gap between the chain and the swing arm at the chain guide must be around a finger width, if it were more or less, adjust to the correct measure. Follow the proceedings explained below:



- Go behind the quad. You will see four screws on the swing arm (A).
- Unscrew the 4 screws

- With the spanner (B), which comes with your QUAD, adjust the chain correctly. Screw the 4 bolts back in place.



NOTE

Make sure that the bolts are tightened and that the chain tension is correct.

Inspection of the chain state

Inspect the chain for damaged links, lost pins, unequal sprocket teeth or damaged teeth.

If the drive chain is damaged, go to a specialised workshop and have it replaced.

Chain lubrication

Good chain maintenance is essential to ensure the correct operation

of the vehicle. Chain lubrication is one of the actions that you will perform very often.

¿When must you lubricate the chain?

- After riding on damp ground.
- When it has a dry appearance.
- After washing the quad.
- If the QUAD has not been used for a long time.

The lubrication oil will preferably be dense, as it will stay on the chain longer and lubricate it better.

Lubricate on the pin side of the chain so that it filters into them; dry out the oil excess.

CHECKING THE COOLING LIQUID LEVEL

The cooling liquid absorbs the engine's excess heat and transfers it to the air through the radiator. If the liquid level decreases, the engine overheats and may be severely damaged. Check the liquid level everyday before riding the QUAD.

NOTE

The level should not go down in normal conditions. If you must add liquid very often, revise the circuit for leaks and take the quad to a specialised workshop.

WARNING

To prevent burns, do not remove the radiator cap or try to change the liquid with a hot engine. Wait for it to cool down.

Information on anti-freezing liquid

To protect the aluminium parts of the cooling system (engine and radiator) from oxidation and corrosion, use chemical inhibitors in the essence of the cooling liquid. Without an anti-corrosion liquid, in time, the radiator would oxidise. This would block the cooling ducts inside it.

CAUTION

The use of inadequate liquids may damage the engine and the cooling system. Use cooling liquid with specific anti-corrosion agents for aluminium engines and radiators according to the manufacturer's instructions.

WARNING

Chemicals are toxic for the human body. Follow the manufacturer's instructions.

Distilled water must be used with the anti-corrosion and anti-freezing liquid in the cooling system.

If ambient temperature goes down to freezing point, protect the system with anti-freezing liquid.

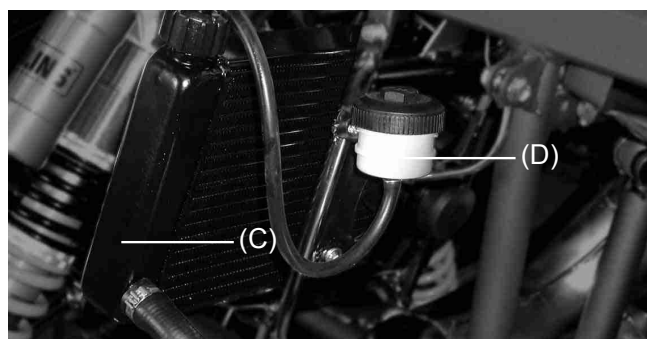
Use a permanent-type anti-freezing liquid (distilled water and anti-corrosion glycol ethylene for aluminium engines and radiators) in the cooling system.

For the cooling liquid mixture under extreme weather conditions, choose a proportion for low temperature.

Cooling liquid level

In case of losing much liquid we must check the level in two containers.

They are located together on the left side of the quad.



Normally, if the level in the reservoir (C) is below the mark we must also check the radiator (D).

WARNING

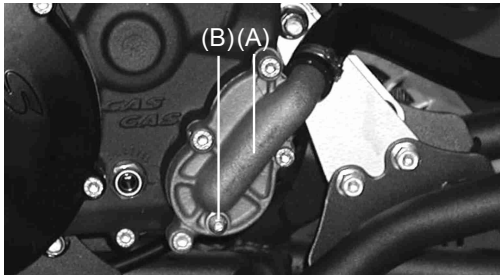
Always perform these operations only with a cold engine, the liquids may be hot, and exit the system under pressure, causing serious burns.

- Remove the radiator cap and fill it to the top.
- Remove the reservoir cap and fill it until the level is between the two marks.
- Start the engine and leave it at idle for 15-20 seconds.
- Stop the engine and check the levels in the two containers, it will probably have descended because the engine has run out of liquid.
- Refill the containers if necessary.

Coolant Change

The coolant should be changed periodically to ensure long engine life.

- Wait for the engine to cool completely.
- Situate the QUAD so that it is perpendicular to the ground.
- Remove the radiator cap.
- Place a container under the coolant drain plug, and drain the coolant from the radiator and engine by removing the drain plug at the of the water pump cover. Immediately wipe or wash off any coolant that spills on the frame, engine, or wheels.



(A). Water pump cover.
(B). Coolant drain plug.

WARNING

Coolant on tires will make them slippery and can cause an accident and injury.

- Visually inspect the old coolant. If whitish cotton-like wafts are observed, aluminum parts in the cooling system are corroded. If the coolant is brown, iron or steel parts are rusting. In either case, flush the cooling system.
- Check the cooling system for damage, loose joints, or leaks.
- Install the water pump cover drain plug and cylinder drain plug with

the specified torques shown in the table. Always replace the gasket with a new one, if it damaged.

<p>Drain plug tightening torque (look maintenance table) Water pump cover plug: 9 Nm.</p>

- Fill the radiator up to the bottom of the radiator filler neck with coolant, and install the radiator cap.
- Check the cooling system for leaks.
- Start the engine, warm up the engine thoroughly, then stop the engine.
- Check the coolant level after the engine cools down. Add coolant up to the bottom of the radiator filler neck.

AIR FILTER

CAUTION

The air filter must ALWAYS be cleaned after an outing. It would otherwise let dirt into the engine and damage it seriously.

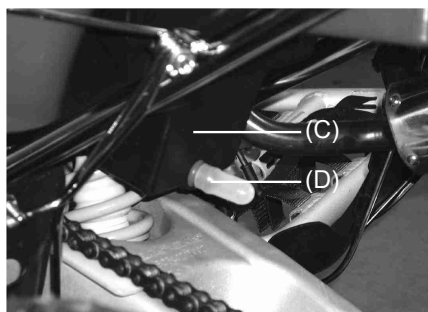
WARNING

An obstructed air filter will allow dirt to enter the carburettor and leaves the throttle open. This may cause an accident.

A blocked air filter restricts the airflow into the engine, increases the fuel consumption and reduces the engine power, causing spark plug failures.

NOTE

There is a check hose on the lower part of the air filter box. If dust or water have reached this hose, empty it and clean the air filter element and the air filter box.



(C). Checking hose.
(D). Air filter box.

Cleaning process

WARNING

Clean the filter in a well ventilated area and make sure there are no sparks or naked flames near the working area (that includes a lamp). Do not use petrol to clean the filter, as it might cause an explosion.



3.- Remove the screw and filter. Remove the filter package from the air filter box.

1.- Remove the seat and you will see a blue foam right in the centre.

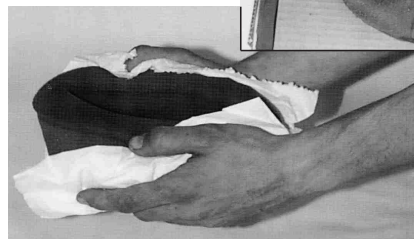
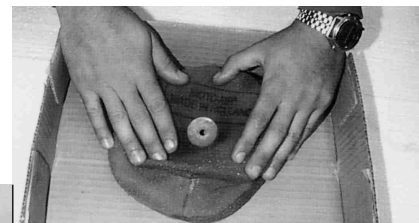
2.- Hold the foam and you will see a screw (E) that can be turned with your fingers.

NOTE
Do not twist the element when you dry it.



4.- Remove the filter cage.

5.- Put the filter in a container with some de-greasing liquid. The liquid will clean the filter without damaging it.



6.- Remove the filter from the bath and let it to dry for some minutes.

- Inspect the filter for damage, such as scratches, hardened parts, contracted parts... In case of damage, replace it or you will allow dirt to enter the throttle valve.

NOTE

The element must be damp but not dripping.

- When the element does not drip anymore we must put it in a lubricant and greasing bath. We can also wet the filter completely and not dip it in a liquid bath, the effect will be the same. Apply special air filter oil to the element foam. If you have no air filter oil, use engine oil.
- Also clean the filter cage and the filter box with a damp cloth.
- Make sure all the corners are clean before putting all the parts back in place.
- Grease all the connections, screws and inlets to the air filter.
- Place the filter cage back in position and cover the filter lip with a thick layer of grease to ensure the correct sealing of the system and prevent dirt from entering the carburettor.
- Re-install the air filter in the quad and make sure it is correctly fitted.

CAUTION

Never allow the engine to run without the filter element installed. If you did, non-filtered air would enter the engine and it may result in breakdowns or premature wear-out. On the other hand, using the quad without the filter element may block the carburettor jets and decrease the engine performance and probably cause engine overheating.

SPARK PLUG MAINTENANCE

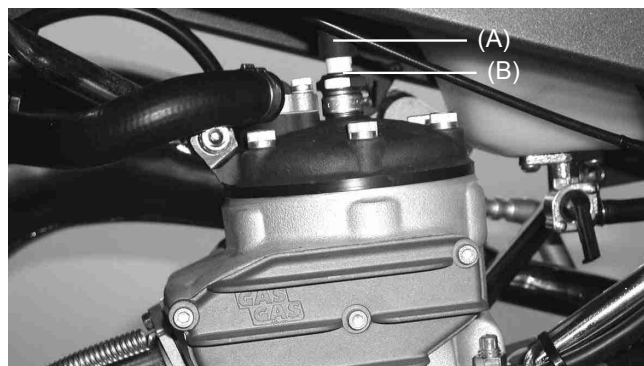
The spark plug is an important part of the engine and it is easy to inspect. The state of the plug may indicate the state of the engine.

Standard plug: NGKBR8EG QN86 0.7 – 0.8 mm.



The plug must be regularly revised to check the gap and the ceramic insulation.

- The spark plug is located at the top of the cylinder head. Remove the plug (A) and untighten the plug a little (B) turning it anti-clockwise.



- When we feel that the plug is loose, take it out with the hands.
- Remove it and check for cinders or dirt on it.

- Brush out the cinder with a metal brush and finish the cleaning with a little petrol.

If the spark plug electrodes are oxidised or damaged, or the insulation is broken, replace the plug.

To find the correct operating temperature of the spark plug, take it out and examine the insulation around the electrode. If the ceramic insulation is white, the plug must be replaced with a colder one. If it is black, replace it with a higher temperature plug.

NOTE

These diagnoses should be carried out by a specialised workshop.

CAUTION

One thing we can do is a regular revision of the spark plug, because the heat and the cinder sediment will little by little erode and break down the plug. If the electrode wear-out is excessive or the cinder or other dirt sediments are excessive, you must replace the plug by another one of the specified type.

- Once the plug has been revised, place it back in the cylinder head with your fingers and start to turn it into place with your hands until the bottom.

CAUTION

Always start inserting the plug with your hands, which will help you know if we are doing it correctly. Otherwise the thread might be damaged, and the plug tightening will not be correct, which might lead to severe engine damage.

- Finish tightening the plug with the spark plug spanner, but do not use excessive force.

NOTE

The spark plug is not a screw, we must not use excessive force because it might affect its performance.

- Finally, place the spark plug boot back on the spark plug.

IDLE ADJUSTMENT

The idle adjustment can be carried out by using the air screw and the idle adjustment screw (C).

- Turn the air screw (D) until it is totally loose and re-tighten it 1½ turns.



- If you notice that the engine is about to stop when idling, turn the idle adjustment screw clockwise. Otherwise, if the engine is too accelerated, turn anti-clockwise.

- Accelerate several times to make sure that the idle is steady. Readjust if necessary.

INSPECTION AND LUBRICATION OF THE CABLES

WARNING

Inspect the cables periodically and replace them if damaged. When the outside hose is damaged, corrosion may enter the cable. The cables may also be worn out or damaged. The control operation could be restricted, which may result in accidents and injuries.

Lubricate the inside of the cable hoses and the cable ends. If the cables do not slide smoothly, have a specialised workshop replace them.

Recommended lubricant: Engine oil

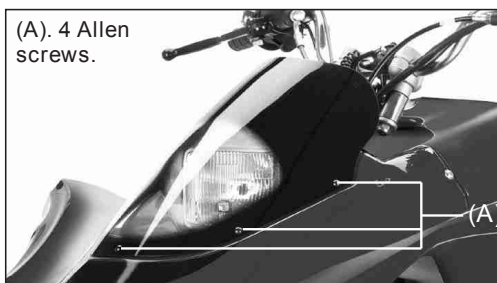
REPLACING THE LIGHTS

Front headlight

1.- Remove the headlight fairing, removing the 4 Allen screws.

WARNING

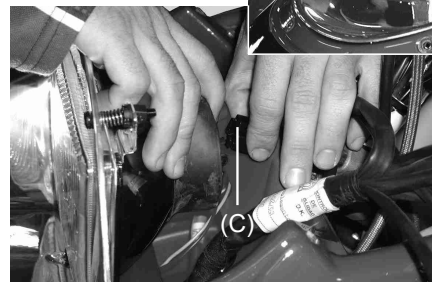
The bulb is hot when lit and immediately after turning off the lights. Wait for it to cool down before removing it. You could get burnt, or something could catch fire if the hot bulb touched it.



(A). 4 Allen screws.

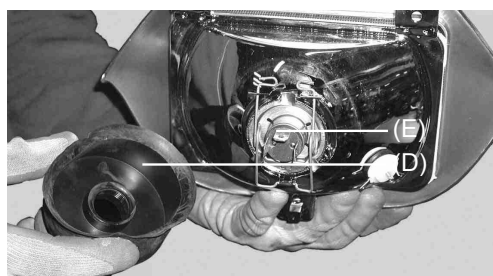
NOTE

Do not touch the shining surface (B) with your fingers, not even with a cloth, as it will easily be scratched. If any dust has settled on it, we recommend you to clean it with a duster.



2.- Next, disconnect the speedometer.

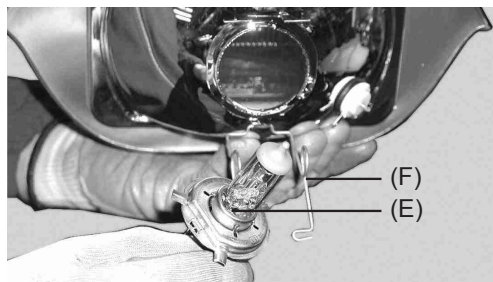
3.- Unscrew the 3 screws that hold the light from below.



(D). Cover.
(E). Bulb.

4.- Unplug the bulb cable and remove the cover over the rear part of the light.

5.- A piece of wire spring holds the bulb in place (E).



(F). Wire spring holds.
(E).

6.- After freeing the bulb (E) from the wire part we can remove it from the rear.

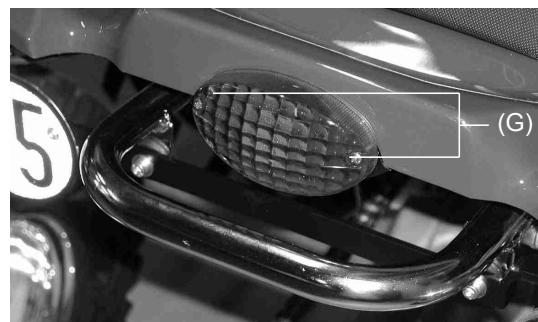
7.- Replace the bulb by a new one. To put it in place we will follow the inverse process.

Rear lights

WARNING

The bulb is hot when lit or immediately after turning it off. Wait for it to cool down before touching or removing it. You may get burnt, or fire may catch if the hot bulb touched something.

- With a cross-tip screwdriver unscrew the two screws (G) and remove the lens.



- To remove the bulb, press it against the spring, turn it ¼ anti-clockwise and replace it with a new one.

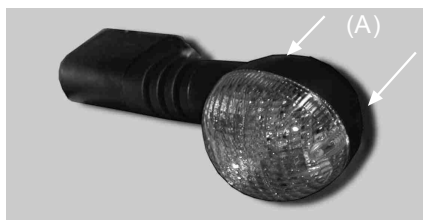
- Put the lens back in place.

NOTE

Make sure the lens is well tightened.

Indicators

- With a cross-tip screwdriver remove the screws, located at the rear, and remove the small lens.
- To remove the bulb, press it against the spring (A), turn it ¼ anti-clockwise and replace it with a new one.



- Put the lens back in place and make sure it holds well in place.

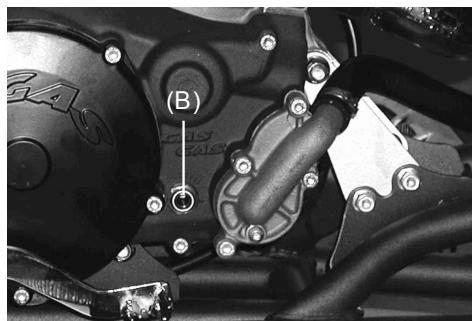
TRANSMISSION

For the transmission and clutch to function properly, maintain the oil level at the proper level. Change the oil periodically. Oil at an insufficient level deteriorates and contaminates rapidly. This accelerates wear and promotes premature failures.

Oil level

Asegurarnos que el cuadrículo está en una zona llana sin pendientes.

- Stand the motorcycle upright and level allow a few minutes for the oil to settle.
- Observe the oil level at the window (A) on the lower right side of the engine case.
- The maximum and minimum level of oil is this window.



(B). Oil level.

- By another way, if the oil level is smaller, fill up opening the fill plug (C). Use the same oil type than you had.

Transmission oil type

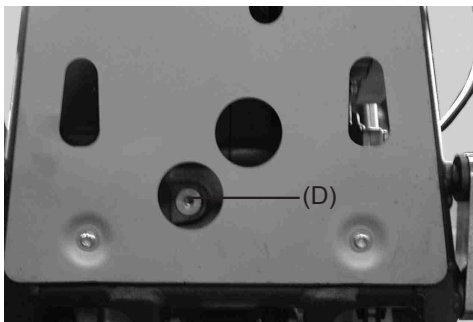
Viscosity:	SAE 10W30
Capacity:	1000 c.c.



- Remove the oil filler opening plug of fresh transmission oil (C) remove with 900 cc.

Oil Change

- The transmission oil should be changed periodically to assure long engine life.
- Warm the engine (over 5 minutes) to suspend the sediment, liquify the impurities, and facilitate removal.
- Stop the engine, and place an oil pan beneath the engine.
- Remove the drain plug and position the vehicle so that it is perpendicular to the ground to allow all the oil to drain out.
- Install the drain plug with its gasket, tightening it to 20-Nm.
- Check the oil level, after kicking the kick pedal 3 or 4 times.
- Install the oil filler opening plug.



- If the lever is higher, you have to empty the leftover oil by the oil drain plug (D).

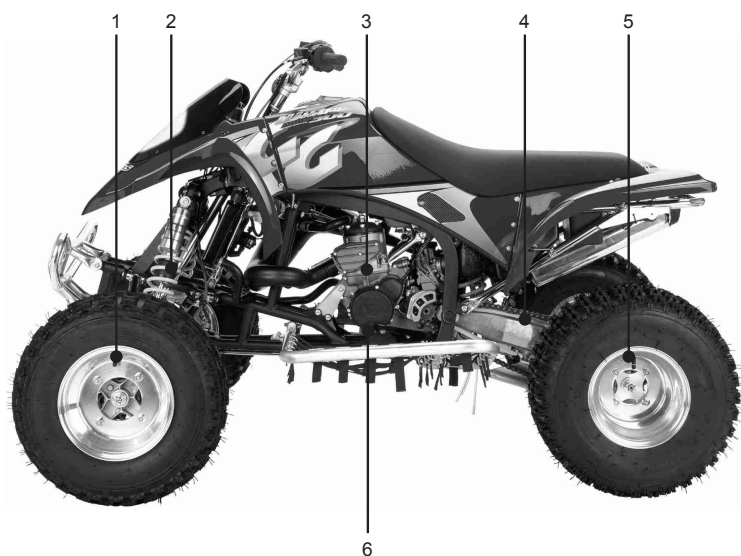
TIGHTENING FORCE CHART

Tighten all the screws and nuts using the adequate spanners. If the tightening force is not correct, you may damage the quad or even provoke an accident.

	Part name	N-m	Kg-m	Nº Set
E N G I N E	Cylinder head bolts	25/ 18	2.5	3
	Cylinder bolt	34/ 25	3.5	3
	Engine drain plug	20/ 15	2.0	3
	Kickstarter bolt	20/ 15	2.0	8
	Kickstarter nut	25/ 18	2.5	8
	Change pedal bolt	10/ 7	1.0	6
	Spark plug	27/ 20	2.8	3
	Water pump lid drainage screw	9/ 6.6	0.9	3
	Engine mount bolt	35/ 24,5	3.6	3
	Cylinder head struts	35/ 24,5	3.6	3
	Brake caliper bolt	25/ 18	2.5	1
C H A S S I S	Disc base bolt	10/ 7	1.0	1
	Rear brake pedal bolt	36/ 26,5	3.7	10
	Subframe mount bolt	26/ 19	2.7	9
	Rear shock absorber bolt	39/ 28	4.0	7
	Drive-chain ring nut	29/ 21	3.0	4
	Rocker arm bolt	81/ 60	8.3	7
	Suspension struts bolt (bieletas)	81/ 60	8.3	7
	Steering pipe	80/ 56	8.0	2
	Front wishbones	25/ 18	2.6	2
	Front hub	120/ 84	12.0	2
	Rim bolts	15/ 10,5	1.5	1
	Rear axle	160/ 112	16.0	7
	Rear hubs	165/ 115,5	16.6	7

BOLT AND NUT TIGHTENING

Every day before riding, check without fail the tightness of the bolts and nuts described here. Also, check to see whether or not each cotter pin is in place and in good condition.



1. Set rear wheel
2. Set front shock absorber
3. Set engine
4. Set transmission
5. Set rear wheel



6. Set shift pedal
7. Set rear shock absorber
8. Set kick
9. Set chassis
10. Set rear break pedal

WILD HP -120-



CLEANING, LUBRICATION AND STORAGE

CLEANING

Frequently cleaning your vehicle will not serve only to improve its aspect, but also to improve its overall performance and to make the life of most of its parts longer.

Before washing the quad some precautions need to be taken to prevent water from entering some parts:

Silencer.	- Cover with a plastic bag secured with rubber bands.
Clutch and brake levers, hand grips, engine stop button.	- Cover with a plastic bag.
Air cleaner intake.	- Close up the opening with tape or stuff in rags.
Spark plug cap and all filler opening cover.	- Avoid spraying water with any great force near the following places.

- If the outside of the engine has too much grease on it, apply a degreaser with a brush. Do not apply this product to the chain, sprockets or wheel axles.

- Eliminate all dirt and the degreaser by washing them off with a garden hose. Reduce the water pressure to the minimum required for this job.

CAUTION

Excessive water pressure may make it infiltrate in the wheel bearings, brakes, transmission bushings and electric components, with the subsequent damage.

Where you must be most careful: Avoid applying high-pressure water near:

Brake caliper and brake pump piston below the fuel tank (if water enters the electric coil or in the spark plug boot, the quad will not start and the wet parts must be dried out), Front and rear hubs; suspension system; swing arm bearings.

- Wash all surfaces with hot water and neutral soap.

- Rinse the machine with clean water and dry all the surfaces with a soft and absorbing cloth.

- Clean the seat with a vinyl-lining cleaner so as to keep it soft and shiny.

- You can apply automotive wax to all chromed and painted surfaces. Avoid using wax combined with cleaning products. Most of these products contain abrasive elements that might make the paint matt and destroy the paint finish. When you have finished, start the engine and leave it idling for some minutes.

WARNING

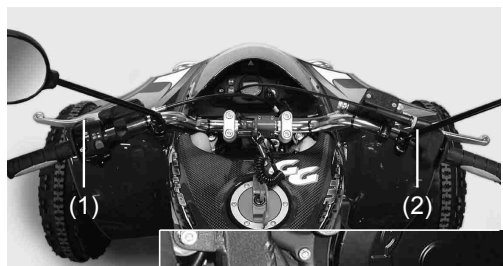
Wet brakes may lose efficiency, and lead to risk of accident. Test the brakes after washing the quad and apply them several times at low speed, so that friction dries them out.

After washing the quad

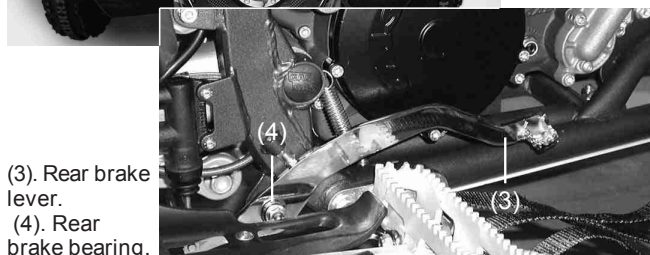
- Remove the plastic bags and clean the air filter inlet.
- Lubricate the points listed in the lubrication section.
- Start the engine and warm it up for 5 minutes.

LUBRICATION

Lubricate these parts with engine oil or grease; do it periodically or after riding in rainy conditions, and specially after using high-pressure water to wash the vehicle. Before lubricating each part, clean the oxidised parts with anti-oxidiser and remove any trace of grease, oil or dirt.



(1). Clutch lever.
(2). Front brake lever.

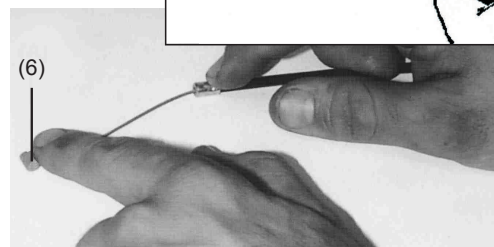
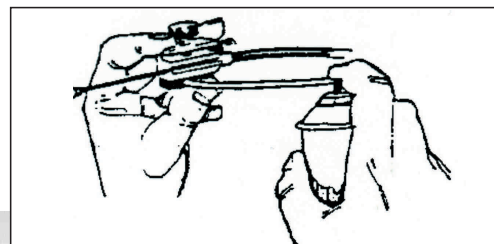


(3). Rear brake lever.
(4). Rear brake bearing.

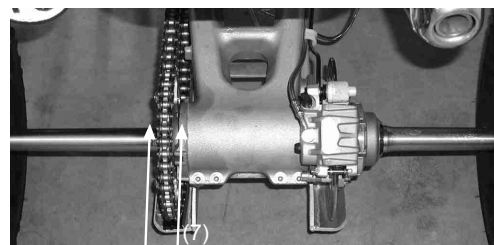


(5). Change lever.

Use a spray with a tube attached to lubricate with pressure:



(6). Throttle cable.



(7). Chain.

Chain lubrication is necessary after circulating over wet ground or when the chain looks dry. It is preferable to use dense oil, as it will stay on the chain longer and will provide better lubrication.

Apply the oil on the pin sides so that it filters into them; remove the oil excess.



STORAGE

If you need to keep the QUAD for a long period of time (we consider that long is 60+ days) you must:

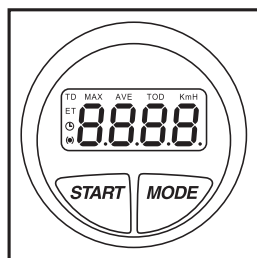
- Wash the quad thoroughly.
- Start the engine for about 5 minutes to warm the transmission oil and then drain it (see transmission section).
- Put in new transmission oil.
- Empty the fuel tank (Fuel deteriorates if left quiet for a long time).
- Lubricate the chain and all the cables.
- Apply oil on all unpainted metal surfaces to prevent dust, avoiding oil on brakes and rubber parts.
- Wrap the exhaust pipe in a plastic bag on the outside to prevent rust.
- Leave the quad so that the wheels are not in contact with the ground (if that is not possible put some cardboard under the wheels).
- Cover the quad to keep the dust and dirt away from it.

To start it after storage:

- Take the plastic bag off the exhaust.
- Tighten the spark plug.
- Fill the fuel tank.
- Check the points in section "Daily inspection before riding".
- Overall lubrication.

MULTIFUNCIÓN

Funciones



- Work mode. This can be activated (ON) and deactivated (OFF).
- Clock. Indicates hour and minutes.
- Chronometer. Indicates the time passed since the last activation of the work mode.
- Partial distance. Indicates the distance covered since the last activation of the work mode.
- Maximum speed obtained since the last activation of the work mode.
- Average speed during the last activation of the work mode.
- Total distance covered since the equipment was turned on.
- Instantaneous speed.

NOTE

In order to select any of the functions, the motor must remain stopped for ten seconds. A minute after selecting a function, the screen will turn off automatically. It is activated again by pressing the MODE key or putting on the motor.

Work mode

This option is selected by means of the MODE key. By pressing START it goes from the deactivated state (OFF) to the activated state (ON) and viceversa.

When it is in the activated mode, the symbol ● is visualised permanently on the screen. The gathering of data then begins and the calculations are carried out to obtain the information which is visualised in the function Chronometer, partial Distance, maximum Speed and average Speed.

When OFF is pressed, the adquisition of data and the calculations are detained, but the calculated values are not lost, and can be visualised by selecting the corresponding function. By activating once more the work mode (ON), the values previously stored are wiped out.

Chronometer

The chronometer visualises the time passed since the last activation of the work mode. Initially, minutes and seconds are visualised. After an hour has passed, hours and minutes are visualised.

Maximum speed

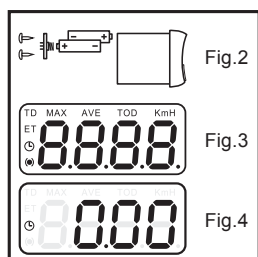
This shows the maximum speed reached during the activated work mode.

Average speed

This shows the average speed reached during the activated work mode.

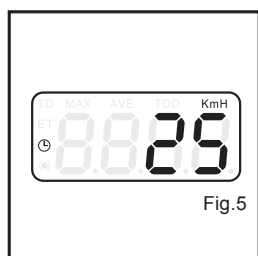
Total distance

This visualises the total distance covered since the moment when the equipment was turned on for the first time. The value accumulated is maintained permanently, even without batteries, and is independent of the condition of the work mode.



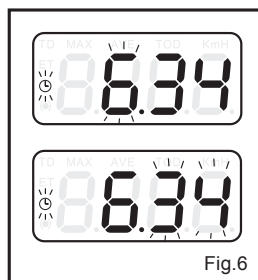
Installation of batteries

- To replace the batteries, remove the cover of the battery space by unscrewing the two screws at the back of the multi-function.
- Substitute the old batteries with the new ones, maintaining the same polarity which is indicated on the diagram.
- Finally, screw on the cover again. (Fig. 2)
- If the previous process has been carried out correctly, all the segments and legends of the screen will appear momentarily. (Fig. 3). After a few seconds, the clock symbol will appear with a reading of zeros (Fig. 4), disappearing after 10 seconds.



Instantaneous speed

On turning on the motor, the reading of Km/h. will appear automatically. While the motor is in operation, the instantaneous speed reading will remain on the screen (Fig. 5). On detaining the motor, the screen will remain lit up for about ten seconds with the indication of zero Km/h. After this time, if the motor is not turned on again, the last function previously selected will appear on the screen. The screen will turn off completely after one minute, if during this time the power has not been turned on again or if a function has been selected. While this function is visualised, it is not possible to select any other one.



Setting the time

Press the MODE key until the clock symbol appears. By pressing the START key, the minute digits and the clock symbol will flash, indicating that it is in time set mode (Fig. 6).

By pressing lightly on the START key, the minutes indicator will be advanced. On keeping the same key pressed, the advance will be automatic, being detained on letting go of the key. On pressing the MODE key, the hour digits will flash, proceeding in the same way as above. Once the correct values have been selected, press the MODE key to give said values. The digits will stop flashing.

TROUBLESHOOTING

NOTE:

This is not an exhaustive list, giving every possible cause for each problem listed. It is meant simply as a rough guide to assist the troubleshooting for some of the more common difficulties.

	TROUBLE	CAUSE	REMEDY
1	Engine doesn't crank	<ul style="list-style-type: none"> - Crankshaft seizure. - Cylinder-piston, connecting rod big end seizure. - Transmission set seizure. - The vehicle has been out of operation for a longer period of time. Therefore old fuel has accumulated in the float chamber. - Scooty or wet spark plug. - Flooded engine. - Fuel/ air mixture incorrect. - Open exhaust valve. 	<ul style="list-style-type: none"> - Go to specialized garage. - Go to specialized garage. - Go to specialized garage. - Is recommended to drain the old fuel from the float chamber. Then fill it up with new fuel. - Clean and dry the spark plug or exchange it, respectively. - In order to "pump the engine free", pull de starter pedal 5 or 10 times. If the engine fails to start, unscrew the spark plug and dry it. - Clean tank cap air vent. Check by-pass throttle body. Check the air filter. - Go to specialized garage.
2	Engine cranks but doesn't start	<ul style="list-style-type: none"> - Incorrect air supply. - There isn't fuel. 	<ul style="list-style-type: none"> - Close the starter. Clean fuel tank air vent. Check the air filter. - Fill fuel tank up.
3	Engine start but stops few seconds ago	<ul style="list-style-type: none"> - Insufficient cooling liquid. - Radiators very dirty. 	<ul style="list-style-type: none"> - Full cooling liquid up, check system refrigeration. - Clean radiators.

	TROUBLE	CAUSE	REMEDY
4	Engine operate unevenly	<ul style="list-style-type: none"> - Spark plug dirty, or maladjusted. - Spark plug cap or high tension wiring trouble. - Wiring shorted or open. - Water in fuel. 	<ul style="list-style-type: none"> - Check spark plug, clean, adjust or replace. - Check spark plug cap, if it's damaged, change it. - Go to specialized garage. - Empty fuel tank and fill it up with new one.
5	Engine does not rev high, will not reach full power	<ul style="list-style-type: none"> - Fuel supply partially interrupted or carburettor dirty. - Dirty air filter. - Hose of engine ventilation is bent. - Main jet clogged. - Crankshaft bearing worn or damaged. - Clutch slipping. 	<ul style="list-style-type: none"> - Clean and check fuel system as well as carburettor. Go to specialized garage. - Clean and lubricate it. If it's necessary change the air filter. - Check it, if it's damaged, you will replace non-buckling ventilation hose. - Go to specialized garage. - Go to specialized garage. - Check it. Go to specialized garage.
6	Abnormal engine noise	<ul style="list-style-type: none"> - Starter problem. - Overheating. 	<ul style="list-style-type: none"> - Go to specialized garage. - Look number 3.
7	Spark Knock	<ul style="list-style-type: none"> - Carbon in combustion chamber. - Incorrect or poor fuel. - Incorrect or damaged spark plug. - Connecting rod exhaust system damage. 	<ul style="list-style-type: none"> - Go to specialized garage. - Empty, and fill up with good fuel. - Change spark plug with new good one. - Check if the exhaust system is damaged. Connecting rods have to be perfect, if they aren't, change them.
8	Exhaust pipe get out white smoke	<ul style="list-style-type: none"> - Cylinder head gasket leaking. - Gas valve passage maladjusted. 	<ul style="list-style-type: none"> - Change cylinder head gasket leaking. Go to specialized garage. - Adjust gas valve passage. Go to specialized garage.
9	Exhaust pipe get out brown smoke	<ul style="list-style-type: none"> - Air filter is blocked. - Main jet higher. 	<ul style="list-style-type: none"> - Clean or change the air filter. Go to specialized garage. - Check main jet and verify.
10	Clutch not disengaging properly	<ul style="list-style-type: none"> - No clutch lever play maladjusted. 	<ul style="list-style-type: none"> - Go to specialized garage.

	TROUBLE	CAUSE	REMEDY
10	Clutch not disengaging properly	<ul style="list-style-type: none"> - No clutch lever play maladjusted. - Friction plate worn or warped. - Steel plate worn or warped. - Gear lever damaged. - Clutch spring broken or weak. - Clutch release mechanism trouble. - Clutch hub or housing unevenly worn. 	<ul style="list-style-type: none"> - Go to specialized garage. - Go to specialized garage. - Go to specialized garage. - Go to specialized garage. - Go to specialized garage. - Go to specialized garage. - Go to specialized garage.
11	Jumps out of gear	<ul style="list-style-type: none"> - Shift fork worn, gear worn. - Gear dogs and/ or dog holes worn. - Shift drum groove worn. - Gear positioning. - Lever spring weak or broken. 	<ul style="list-style-type: none"> - Go to specialized garage. - Go to specialized garage. - Go to specialized garage. - Go to specialized garage. - Go to specialized garage.
12	Clutch slipping	<ul style="list-style-type: none"> - No clutch lever play, maladjusted. - Friction plate worn or warped. - Steel plate worn or warped. - Clutch spring broken or weak. - Clutch disc unevenly worn. 	<ul style="list-style-type: none"> - Go to specialized garage. - Change friction plate and go to specialized garage. - Change steel plate and go to specialized garage. - Go to specialized garage. - Change clutch disc. Go to specialized garage.
13	Stability Unsatisfactory	<ul style="list-style-type: none"> - Control cable routing incorrect. - Wiring routing incorrect. - Steering stem locknut too tight. - Steering stem bent. 	<ul style="list-style-type: none"> - Move control cable or unscrew. - Unscrew wiring routing. - Change steering stem locknut. - Change and go to specialized garage.
14	Shock absorption too hard	<ul style="list-style-type: none"> - Compression damping adjustment incorrect. - Tire air pressure too high. 	<ul style="list-style-type: none"> - Turn left the adjuster screw on the gas reservoir. Front suspension must to be balanced. Look "Suspension tuning", for more details. - Check tire air pressure.
15	Shock absorption too soft	<ul style="list-style-type: none"> - Rebound damping adjustment incorrect. 	<ul style="list-style-type: none"> - Turn right the rebound dampening adjuster on the shock absorber lower end. Front suspension must to be balanced. Look "Suspension tuning", for more details.

	TROUBLE	CAUSE	REMEDY
15	Shock absorbtion too soft	- Tire air pressure too high.	- Check tire air pressure.
16	Abnormal train noise	<ul style="list-style-type: none"> - Drive chain adjusted improperly. - Chain worn. - Rear and/ or engine sprocket worn. - Chain lubrication insufficient. - Rear wheels misaligned. - Disc brake worn. - Pad installed incorrectly or surface glazed. - Cylinder damaged. - Bracket, nut, bolt, etc. not properly mounted or tightened. 	<ul style="list-style-type: none"> - Adjust drive chain. - Change chain and rear engine sprocket. Go to specialized garage. - Change it. Go to specialized garage. - Lubricate with apropiate chain oil. - Align rear wheels. - Change disc brake. - Replace pad or change. - Change cylinder damaged. Go to specialized garage. - Look "Torque table", and tighten all bolts and nuts.
17	Handlebar shakes or excessivry vibrates	<ul style="list-style-type: none"> - Tire, swing arm sleeve or needle bearing damaged. - Rim warped. - Wheel with dissimilar pressure. - Wheel warped and difforme. - Wheel misalignment, for bad fall. - Detached handlebar support, detached steering axle nut. 	<ul style="list-style-type: none"> - Replace. - Deflate wheels, place correctly and adjust to correct pressure. - Check wheel rim pressure. Adjust if it is necessary. - Check minutely wheels and change them if it is necessary. - Check front wheels alignment. Centre swing arm axle. - Tighten handlebar support and axle steering nut to the proper torque.
18	Pull to one side	<ul style="list-style-type: none"> - Frame bent. - Steering maladjusted. - Steering stem bent. - Wheel misalignment.. - Possible knock to one of steering kneecap. 	<ul style="list-style-type: none"> - Go to specialized garage. - Adjust direction. Go to specialized garage. - Change direction axis. Go to specialized garage. - Check front wheels convergence and divergence. Centre swing arm axle. - Go to specialized garage.

	TROUBLE	CAUSE	REMEDY
19	Brakes don't hold	<ul style="list-style-type: none"> - Pad or disc worn. - Brake fluid leak. - Brake fluid deteriorated. - Piston pump damaged. - Brake maladjusted. 	<ul style="list-style-type: none"> - Check pad and replace if it is necessary. - Check and repalce if it is necessary. - Empty brake fluid and replace with new recomended one. (Look how purge the fluid brake in "Maintenance and ajustment"). - Replace piston pump. Go to specialized garage. - Adjust brake.
20	Lamps are blown	<ul style="list-style-type: none"> - Tension regulator is damaged. 	<ul style="list-style-type: none"> - Extract seat and fuel tank and check connections, and verify tension regulator and box fuses fuse.
21	Ilumination system don't operate	<ul style="list-style-type: none"> - Ilumination fuse is blown. 	<ul style="list-style-type: none"> - Extract seat, box fuse cover and change fuse.



WARRANTY REGULATIONS

Manufacturer's warranty

The Company GAS GAS Motos S.A. hereby warrants to the final purchaser of a vehicle manufactured by GG that both materials and workmanship are free from defects according to the corresponding state of the art. Accordingly, GG hereby warrants to the final purchaser (hereinafter referred to as the «purchaser»), subject to the conditions stated below, to remove any defects in material or production detected in a new motorcycle free of charge within the agreed period of warranty without any limitation whatsoever in terms of the number of kilometres travelled or the number of operating hours.

Period of warranty

The period of warranty shall commence on the day of delivery of the vehicle by a licensed GG dealer to the purchaser, or in the case of demonstration models, on the date on which the vehicle is put into operation for the first time.

The length of the warranty period depends on the type of vehicle and is stated in the document of delivery.

Any defects detected in the product shall be brought to the attention of a licensed GG dealer within the warranty period. If the last day of the warranty period is a Sunday or public holiday, the warranty period shall be extended in such a way that the last day of the warranty period is the next working day following the respective Sunday or public holiday. Warranty claims shall be excluded for any defects not brought to the attention of a licensed GG dealer by the end of the warranty period.

Obligation of the purchaser

GG shall be entitled to refuse to accept warranty claims if and to the extent that:

a) The purchaser has failed to subject the vehicle to any of the inspections and/or maintenance work prescribed in the operating manual or has exceeded the date stated for such inspections or maintenance work, also excluding from the warranty defects that appeared before the prescribed date of such inspection or maintenance work performed not at all or performed only after the prescribed date.

b) Inspection, maintenance work and repair work on the vehicle has been performed by a party neither recognized nor licensed by GG;

c) Any maintenance or repair work has been performed on the vehicle in violation of the technical requirements, specifications and instructions indicated by the manufacturer.

d) Spare parts not released for use by GG have been used to perform maintenance or repair work on the vehicle, or if and to the extent that the vehicle has been operated using other fuels, lubricants or operating fluids (including but not limited to cleaning agents) than those expressly stated in the specifications in the operating manual;

e) The vehicle has been altered or modified in any way or equipped with other components than those expressly released by GG as admissible vehicle components.

f) The vehicle has been stored or transported in a way that does not meet the corresponding technical requirements.

g) The vehicle has been used for competitions, races or attempts at any record whatsoever.

Exclusion from warranty

The following items shall be excluded from warranty:

a) wear and tear parts including, without limitation, sparks plugs, batteries, fuel filters, oil filter elements, driving chains, engine sprockets, rear sprockets, air filters, brake discs, brake pads, clutch discs, lamps, fuses, carbon brushes, footrest rubbers, tires, tubes, cables and other rubber components.

b) Lubricants (e.g. oil, grease, etc.) and operating fluids (e.g. battery fluid, cooling liquid, etc.).

c) Inspection, adjusting and other periodical maintenance work as well as all kinds of cleaning work.

d) Damage to paint work and corrosion thereof due to external influences such as stones, salt, industrial exhaust gases and other environmental impacts or inadequate cleaning with inadequate products.

e) Any consequential harms caused by defects as well as incidental expenses directly or indirectly related to defects (e.g. telecommunication charges, cost of board and lodging, cost of rental cars, public transport charges, cost of salvage and towing, overnight expenses, etc.) as well as other financial disadvantages (e.g. caused by loss of use of a motor vehicle, loss of earnings, loss of time, etc.).

f) Any aesthetic or acoustic phenomena that does not significantly affect the serviceable condition of the motorcycle (e.g. hidden or minor blemishes, normal operating noise or vibrations).

g) Phenomena due to the aging of the vehicle (e.g. fading of painted or metal-coated surfaces).

Miscellaneous

1.- GG shall be entitled to decide in its sole discretion whether to repair or to replace defective parts. The ownership of parts replaced, if any, shall pass to GG, free of any consideration whatsoever. The licensed GG dealer entrusted with the removal of defects shall not be authorized to issue binding declarations on behalf of.

2.- In cases of doubt regarding the existence of a defect or if a visual inspection or material testing is required, GG shall be entitled to demand submission of the parts for which warranty claims are put forward or to order an examination of the defect by a GG expert. Any additional warranty obligations for parts replaced free of charge or for any service performed free of charge under the present warranty shall be excluded. The warranty components replaced within the warranty period shall end at the date of expiry of the warranty period agreed for the respective product.

3.- If it turns out that any defect cannot be removed, the warranty shall be entitled to demand termination of the contract (payment of a compensation) or partial reimbursement for the purchasing price (discount) instead of repair of the motorcycle.

The warranty shall in no case be entitled to receive a new motorcycle as a substitute for the defective product.

4.- The warranty claims of the purchaser under the contract of purchase and sale concluded with the respective licensed dealer shall not be affected by the present warranty. Neither shall the present warranty affect any additional contractual rights of the purchaser under the General Business Conditions of the licensed dealer. However, such additional rights can only be claimed against the licensed dealer.

5.- If the purchaser resells the product within the warranty period, the terms and conditions of the present warranty shall continue to exist in their present scope, the right to put forward claims under the present warranty according to the terms and conditions hereof will be passed on to the new owner of the motorcycle.

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GAS GAS

MARCH 2003

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