

GAS GAS

WILD^{HP} 300_{RV} 05

**MANUAL DEL USUARIO
SERVICE MANUAL
MANUEL D'ENTRETIEN
LIBRETTO D'USO**

WILLO^{HP} 300_{RV} 5

USER MANUAL

GAS GAS

PRESENTATION

GAS GAS thank you for the trust you have placed in us.

By choosing the new WILD H.P. 300. RV. you have just entered the great GAS GAS family and, as a user of the number one off-road motorbike manufacturer, you deserve the distinguished treatment that we wish to offer to you both in our after-sale relationship and in the explanations that we provide in this manual

Our WILD H.P. 300. RV. is a sports quad designed by and for competition. You will appreciate the high level of technical perfection and reliability as well as a meticulous design and high performance.

This manual will provide you with a solid basic knowledge of the characteristics and machine handling. It also contains important safety instructions and provides information about the special skills and techniques required to drive this machine as well as the basic maintenance and inspection processes.
Thank you for your trust in us, and welcome to GAS GAS motorbikes.



GENERAL WARNINGS

Read this Manual carefully. It provides all the necessary information for your safety, and that of others, as guaranteeing the correct storage and maintenance of the GAS GAS quad you have just acquired.

READ THIS MANUAL COMPLETELY BEFORE USING THE MACHINE.

Important information about this manual

The information of special importance is signalled in this manual with the following notation:

WARNING

The WARNING symbol identifies special instructions or procedures that, if not correctly followed, could result in personal injury, or even death for the person using the vehicle, those in the proximity and those technicians responsible for its inspection and maintenance.

CAUTION

This caution symbol identifies special instructions or procedures that, if not strictly observed, could result in damage to or destruction of equipment.

NOTE

This symbol indicates points of particular interest for more efficient and convenient operation.

Inadequate driving skill could cause damage to the environment and conflict with other people. Responsible use of your quad will ensure that these problems and conflicts do not occur.

TO PROTECT THE FUTURE OF YOUR SPORT, MAKE SURE YOU USE YOUR QUADRICYCLE LEGALLY, WITH CONCERN FOR THE ENVIRONMENT, AND RESPECT THE RIGHTS OF OTHER PEOPLE.

Quad riding is a fantastic sport, and we hope you will enjoy it to the fullest.

This manual has been compiled with the data and specifications available at the time of printing. Any differences there may be regarding your vehicle will be due to improvements in production and in quality. GAS GAS Motos S.A. are constantly improving their vehicles so that you may enjoy them more.

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SPECIFICATIONS

ENGINE

Displacement:	294.7 cc
Type:	Single cylinder, two stroke with crankcase and exhaust valve induction by layers.
Cooling system:	Liquid cooled
Bore x stroke:	72 x 72 mm
Carburettor:	Keihin PWK 38 mm
Ignition:	Ducati Energia Reverse System
Clutch:	Hydraulic controlled multi-disc
Gear box:	6 speed
Transmission:	Primary by gears, secondary by chain
Power:	50.6 HP at 7340 rpm / 5.02 mkg at 6890 rpm

CHASSIS

Chassis:	Multi-tube twin-cradle frame, made from Cr-Mo steel (Chromolloy).
Front suspension:	Wishbone arms with two ÖHLINS multi-adjustable shock absorbers.
Rear suspension:	Aluminium alloy swing arm with no welding. Progressive system with single multi-adjustment ÖHLINS shock absorber.
Front brake:	Two self-ventilated 180mm discs with floating two-piston BREMBO calliper.
Rear brake:	Self-ventilated 220 mm disc with floating two-piston BREMBO calliper.
Rims:	Aluminium
Front tyres:	21 x 7.00 – 10"
Rear tyres:	20 x 11.00 -9"
Kick-starter:	Forged aluminium
Engine, disc and chain sprocket shield:	Aluminium alloy, fibre

DIMENSIONS

Wheelbase:	1.280 mm
Overall width:	1.200 mm
Curb weight:	165 Kg
Fuel tank capacity:	18 litres



SAFETY INFORMATION

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

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

WARNING

If these instructions are not followed, serious injury or even death may result.

- Do not drive the QUAD before reading the following 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 adapt your speed according to your skills, the weather and ground conditions.

- Pay attention to surface changes and control your speed when you are not familiar with these conditions.

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

- Riding a QUAD is not like driving any other vehicle, especially when cornering. Practise on flat, open ground free from obstacles and other vehicles. Read the recommendations made by this manual in the section "Use of the QUAD".

- The same applies to steep climbs or descents. Start practicing with minimum slopes and raise the difficulty little by little. Advice about this is also included in the section mentioned above.

- In case the engine stalls, follow the procedure described in this manual. If the engine stalls and the vehicle starts rolling backwards, follow the special braking procedure described in this manual. Get off the vehicle to the higher on the slope than the vehicle. Remember that your safety comes before that of the machine, and it is important to keep this priority in mind.

- When traversing a slope, move your weight to the uphill side; read the manual regarding this. Avoid excessively slippery slopes or loose surfaces.

- Never try to overcome big obstacles, like rocks or trunks. This vehicle has not been designed for this purpose; you may damage the vehicle and/or cause injury to yourself.

- Do not try to make the vehicle slide sideways if you don't master this technique; this is a particularly dangerous manoeuvre. Like in the cases described above, do some testing on flat, wide, obstacle-free ground beforehand and follow the advice given in this manual. You must never lose control of the vehicle.

- This vehicle has been designed to go through water with maximum depth of 35 cm. Do not use the vehicle in fast moving water; carefully read the instructions regarding this type of terrain.

Take into account that braking efficiency is diminished when the brakes are wet. When coming out of the water, brake several times so that they dry more quickly by friction.

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

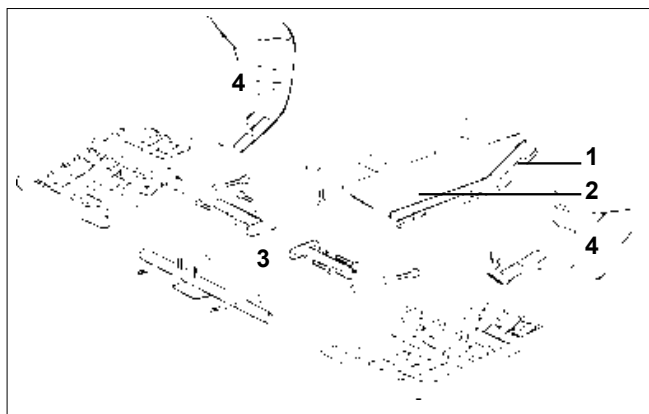
WARNING
<p>-Always stop the engine before and during refuelling.</p> <p>- While refuelling, do not smoke, fuel is highly flammable and may explode under certain conditions. Keep the engine off at all times. Make sure the area is well ventilated and free from any source of flame or sparks; this includes any appliance with a pilot light. The fuel might catch fire causing burns. Avoid spilling fuel over the engine, exhaust or silencer.</p> <p>- 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 occur in the carburettor or in the fuel tank otherwise.</p> <p>- Fuel is poisonous. In case of accidental ingestion, abundant vapour inhalation or contact with eyes, seek medical help immediately. If fuel comes in contact with your skin, wash it with soap and water. If fuel is spilled on clothes then change them.</p> <p>- Always ride your QUAD in well-ventilated areas. Do not start the engine or keep it running in enclosed areas. The exhaust vapour is poisonous and may lead to loss of consciousness or even death in a short time.</p>

IMPORTANT INFORMATION

The vehicle leaves the factory with some elements not fitted, in order to make transportation easier. The dealer will make sure each element is correctly fitted and you will receive the QUAD ready for use. Thus, this paragraph is purely for your information.

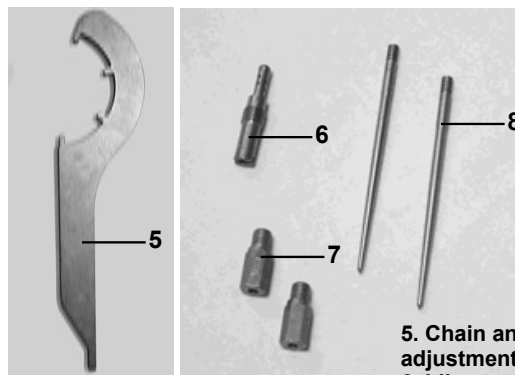
A carburettor-adjustment kit is included; the adjustments must be performed by an expert and only when necessary. The carburettor is already tuned, so setting changes are not initially required.

A tool is also enclosed to adjust the chain and to centre the swing shaft. Do not lose it; it will be extremely useful.



- 1. Chain guard.
- 2. Swing shaft guard.

- 3. Footrest assembly.
- 4. Foot protection.



- 5. Chain and swing arm adjustment tool.
- 6. Idle stop.
- 7. Full stop.
- 8. Carburettor needle.

IDENTIFICATION NUMBER

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

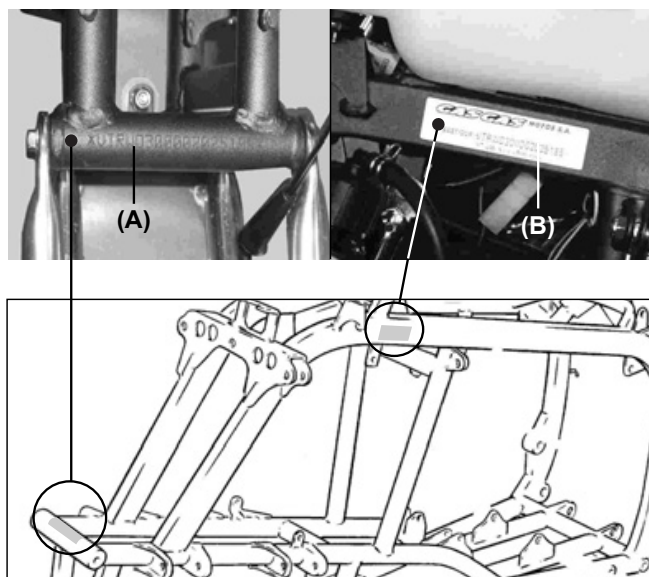
Serial number

It is located on the front (A) of the vehicle. Indicates the frame number with which the vehicle is registered.

SERIAL NUMBER

NOTE

The vehicle's serial number is used to identify your machine.



Quality approval plate

The QUAD is fitted with its own corresponding quality approval plate (B) with the serial number, also printed on the front of the vehicle. The data coincides with that in the documents. We recommend noting the data in the following space provided.

QUALITY APPROVAL PLATE

Key identification number

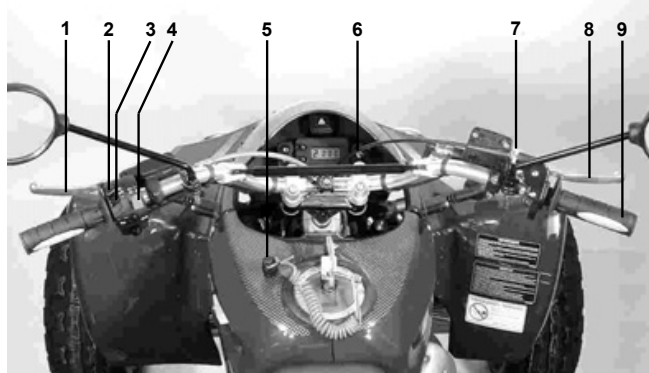
The QUAD has two pairs of keys. The first and most important (C) is the ignition key, and the second (D) is used for the fuel tank and seat. The identification number is located precisely where the two keys join as shown in the image. The identification number is stamped on the ignition key (C). This number is used to order a new set of keys in case of loss.



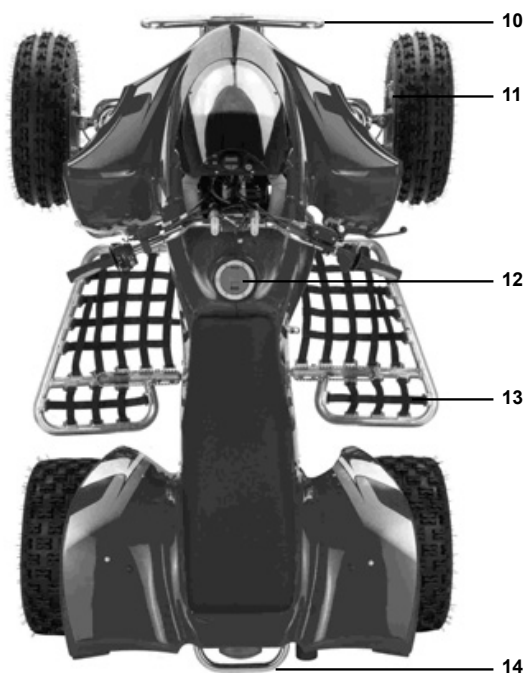
KEY NUMBER

LOCATION OF COMPONENTS

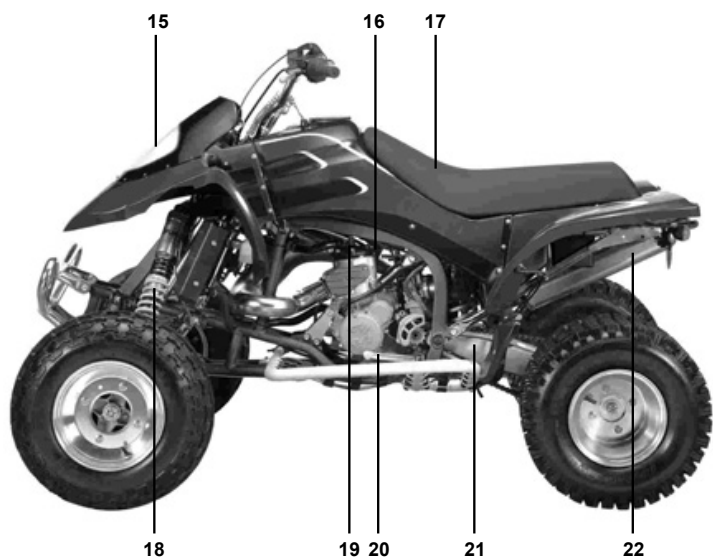
GAS GAS WILD H.P. 300. RV.



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



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



- 15- Headlight casing
- 16- Fuel cut-off
- 17- Seat
- 18- Front shock absorber
- 19- Spark plug
- 20- Shift pedal



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

THE MAIN PARTS OF THE QUAD

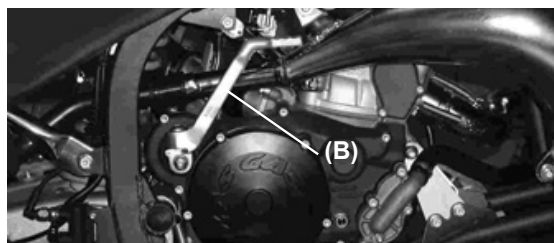
IGNITION KEY

The ignition lock (A) is located on the front part of the handlebars. To turn the ignition ON, turn the key clockwise to the "ON" position. To turn the ignition OFF, turn the key anti-clockwise to the "OFF" position.



KICK STARTER

The kick-start pedal (B) is located on the right hand side of the QUAD in an initial rest position, pull until it is in operation position. Operate the kick in order to start the QUAD.

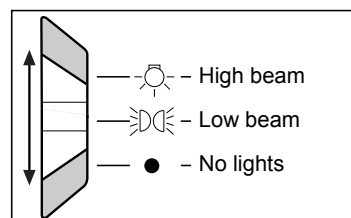


Once the engine is started, fit the starter pedal fastener.

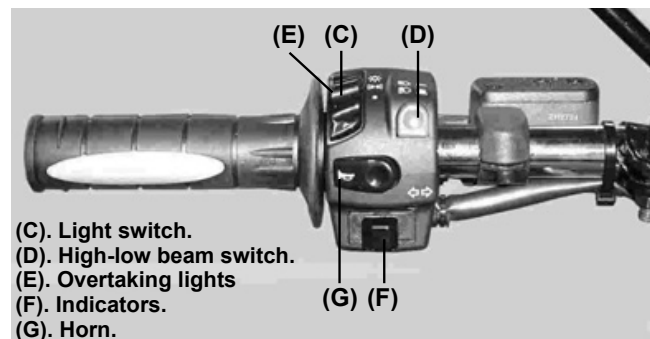
LIGHTS

NOTE

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



Switch (C) has three positions, initially in the "OFF" position.



To turn on the low beam lights (☞) push the switch (C) to the position (☞).

To turn on the high beam (☞) push the red button (D).

The high beam indicator on the instrument panel will be turned on (☞).

To turn off the lights push the switch to the position ●.

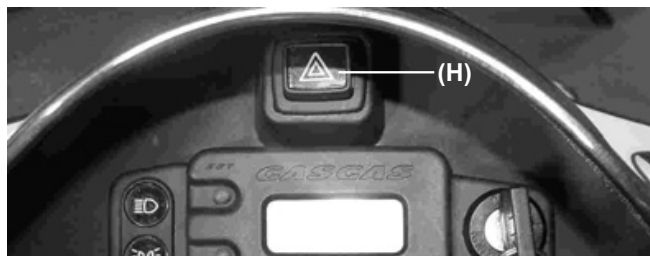
Indicators **(F)** are located in the lower part of the same left hand side grip. Note that pushing the switch to the right turns on the right indicator, and to the left to operate the left indicator. On the same group we will find the horn button **(G)**.

DISTRESS LIGHTS

The button is located on the front part of the vehicle **(H)**, in front of the handlebars. This works even when the ignition is off. When on, a light inside the button will also flash.

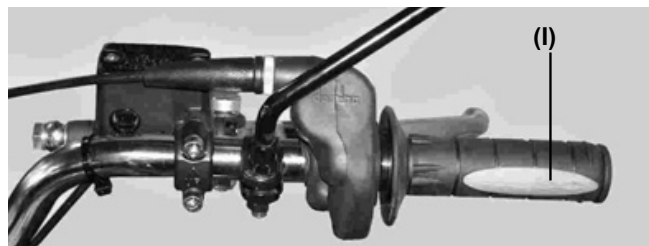
NOTE

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



THROTTLE GRIP

Before starting the engine, check that the throttle works smoothly **(I)**. Make sure it spins smoothly back to idle when the grip is released. The grip has a return spring that puts the engine to idle and slows the QUAD down when the control is released.



WARNING

If the throttle is not working properly, it may be difficult to accelerate or decelerate as desired. This could result in an accident. Check the correct operation of the throttle before starting the engine. If the throttle does not work smoothly then find 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. It is used to engage or disengage the clutch **(J)**.

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



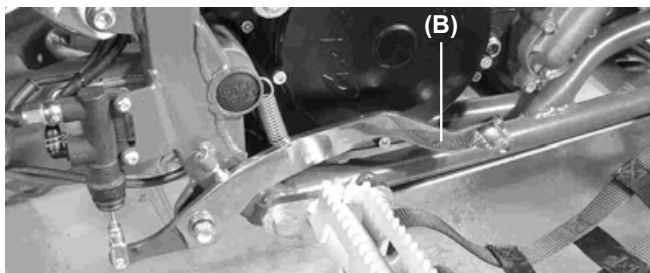
FRONT BRAKE LEVER

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



REAR BRAKE PEDAL

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



EMERGENCY STOP

The vehicle features an emergency stop system. This prevents the vehicle from continuing out of control in case the rider should fall off.



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

The cable is elastic. One end is joined to the rider and the other to the vehicle so that the end of the cable attached to the vehicle is sensitive to sudden movements and will release. When released, the engine stops automatically.

NOTE

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

We recommend that the cable is attached to a strong point, so that it is not accidentally released.
(Ex. The cable may be attached to trousers, jacket, ... to a wrist... but always to a part where it is secure).

WARNING

The use of this vehicle is prohibited without attaching the emergency stop system. Disregard for this may result in serious consequences.

REVERSE GEAR BUTTON

The WILD H.P 300 RV. is fitted with a reverse gear. The reverse gear button (1) is located in the centre of the handlebars.



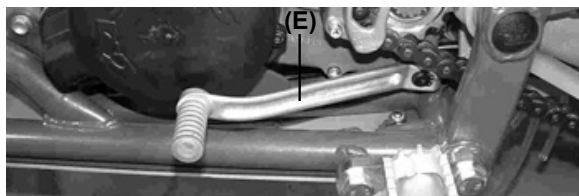
WARNING

- The reverse gear button must NEVER be operated when the QUAD is moving.
- The kick-starter must NEVER be operated when the reverse gear system is engaged.

For more information, see the chapter "Engaging the reverse gear", page 27

GEAR SHIFT PEDAL

This machine is fitted with a 6 - speed gear box. The gear shift 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 aids engine operation in case it is cold. The engine will reach its optimal temperature, in low time and without causing damage.



To operate, pull up the choke knob without turning the throttle grip, start the engine. Note that the engine will start after a certain number of revolutions.

After just a few seconds, the engine will be at a correct operation temperature. To release the choke just press the button in all the way.

NOTE

- *If the engine is flooded then start with the throttle fully open.*
- *The QUAD may be started in gear if the clutch is disengaged.*

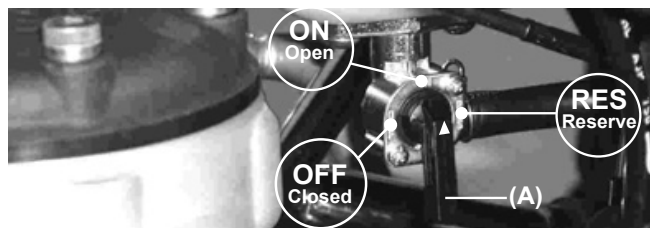
FUEL TANK CAP

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



FUEL CUT-OFF

This tap supplies fuel to the carburettor and is located on the left hand side under the seat. The cut-off has three positions.



OFF: With the lever in this position, there is no fuel flow. Always turn the cut-off to this position when the machine is not in use.
ON: With the lever in this position, fuel flows to the carburettor. The machine is normally used with the cut-off in this position.
RES: This indicates that the fuel reserve is being used. If the machine runs out of fuel in the ON position then turn the cut-off to this position.

CAUTION

If the RESERVE must be used then fill the tank as soon as possible!

Following refuelling put the lever of the cut-off back into the position **(A) ON**.

SEAT

To remove the seat, use the same key for the petrol-tank cap **(B)**. Insert the key into the lock located on the right hand side of the QUAD.

Turn the key clockwise, and then insert your hand between the seat and the chassis at the rear of the seat. The seat will lift easily.

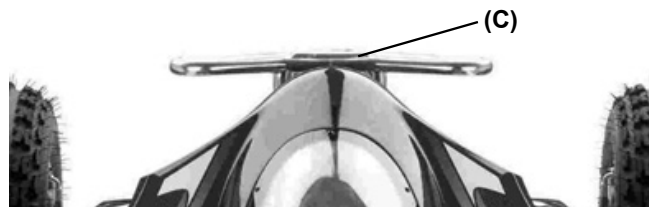
NOTE

When putting the seat back in the normal position, ensure it is secured.



FRONT GUARD

The front guard **(C)** projects from the QUAD. In case of a frontal collision, the protection, attached directly to the frame, will absorb the impact and protect the steering and the rest of the vehicle from significant damage.



REAR GUARD

Likewise, the rear guard **(D)** also protrudes from the vehicle. This guard prevents the QUAD from falling over backwards, which might result in serious injuries.



NOTE

In case of steep climbs, the rear guard will not prevent the machine from rolling over backwards, so be prudent in climbs and examine the terrain carefully.

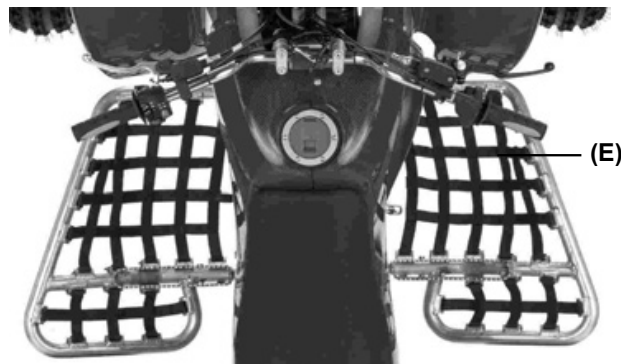
FOOTREST ASSEMBLY

WARNING

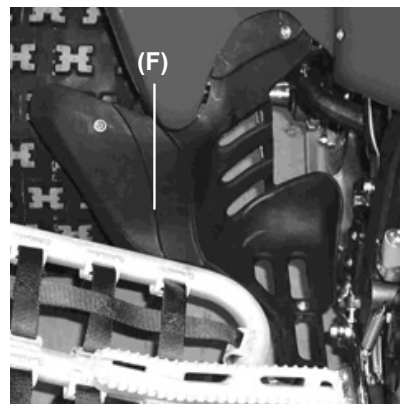
The footrests and foot guards are an essential protection system for safe driving of the QUAD. The quad has large wheels that could easily trap a leg causing serious injuries.

The QUAD has two footrests **(E)**, one on the left and one on the right. Both footrests have a grill.

The whole assembly will protect feet and legs from the wheels in case of a loss of balance or if feet slip from the footrests. Width is provided for freedom of movement.



FOOT GUARDS



The foot guards **(F)** are located between the footrests and the wheels, they are an additional protection system to the footrests. By filling this gap, we eliminate any possibility of injury to lower limbs by the wheels.

VERIFICATIONS TO BE MADE BEFORE STARTING THE VEHICLE

WARNING

Always inspect the QUAD before use, to ensure it is safe to operate without any danger.
Always follow the inspection and maintenance procedures and programs described in this manual. Failure to inspect the machine increases the risk of accident or breakdown.

FRONT AND REAR BRAKES

WARNING

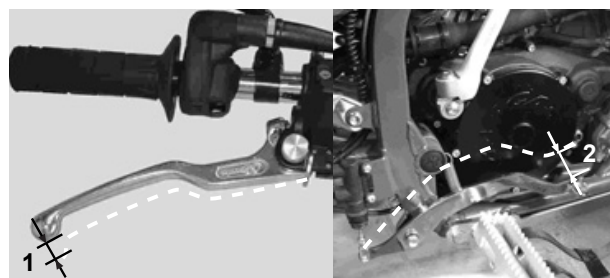
Always check the brakes before riding. Do not drive the QUAD if there is any braking problem or if a loss in braking capacity is possible, or this could result in an accident. If there is any problem that cannot be solved using the procedures described in this manual, go to a specialised workshop to have the QUAD checked.

Disc and disc pad wear is automatically compensated for and has no effect on the brake lever or pedal action. So there are no parts that require adjustment on the brakes except brake lever play and the brake pedal position and play.

Brake lever and pedal

Ensure that there is no play in the front brake lever (1). If so, check the condition of the brake pads and consult the "Adjustments and maintenance" section.

Ensure that there is no play in the rear brake pedal (2).



Check that the brake pedal height is correct. If not, have it adjusted at a specialised workshop.

Check the operation of the lever and pedal. They must move smoothly and must feel firm when the brakes are applied. Otherwise, have a specialised workshop inspect the vehicle.

Brake liquid level

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

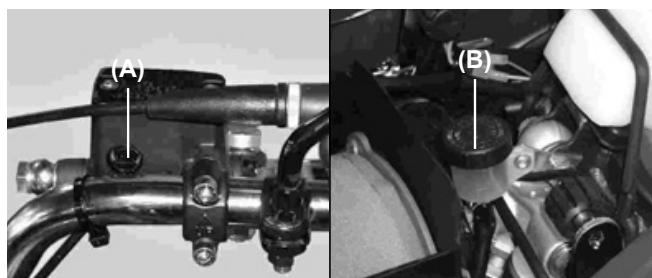
Recommended liquid D.O.T. 3 or D.O.T. 4

NOTE

The vehicle comes with D.O.T.4. as standard.

Brake liquid leaks

Check for brake fluid leaks in the brake line joints or fluid reservoirs. Apply the brakes firmly for about one minute. In case of a leaking, have a specialised workshop inspect the vehicle.



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

Brake operation

Test the brakes by riding slowly, to make sure they work to perfection. If the brakes do not provide adequate braking power, check the brake pads for wear.

FUEL

The GAS GAS WILD 300. RV. has a 2-stroke engine that requires a mix of petrol and oil.



Always make sure there is enough fuel in the fuel tank.

Recommended fuel:	Lead free petrol with an octane rating of 95-98 with oil
Fuel tank capacity:	18 litres
Reserve:	1.5 litres

NOTE

It is recommended not to let the fuel level run too low. If there is dirt at the bottom of the fuel tank, it could enter the engine and damage it.

To open the fuel tank cap, pull upwards on the tab and then insert one of the two red keys. Rotate to the right and pull on the cap with the key still in place, as shown in the above image.

Recommended fuel

CAUTION
Only use lead-free petrol. The use of leaded petrol will seriously damage internal components of the engine.

OCTANE RATING MEASUREMENT METHOD	MINIMUM OCTANE NUMBER
Antiknock Index $\frac{(RON + MON)}{2}$	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.

Mixing oil in the engine

The oil must be mixed with petrol in order to lubricate the piston, cylinder, camshaft, sockets and ball bearings.

Recommended oil:
SYNTHETIC 2T

NOTE

If the recommended oil is not found then only use 2-stroke competition oil.

Mix the petrol and oil to the following ratio (petrol 50 parts, engine oil 1 part).

CAUTION

Do not mix vegetable and mineral oil. O Too much oil will generate excess fumes and clog up the spark plugs. O Too little oil will cause engine damage and premature usage.

To mix the fuel, first put in the oil then half of the petrol into a recipient and mix them, after add the remainder of the petrol and mix it well.

NOTE

At low temperatures the oil does not mix easily with the petrol. Take the time to achieve a correct mixture.

THE COOLING SYSTEM**Radiator hose**

Check the radiator hoses for cracks or deterioration, and connections for leaks.

Radiator

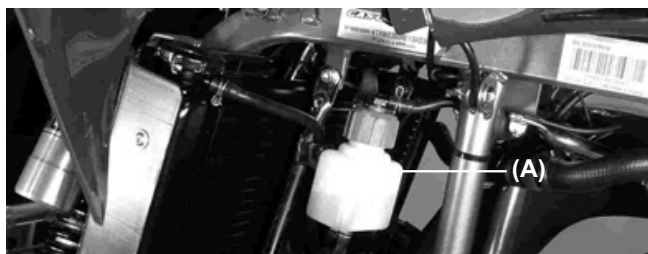
Check the radiator fins for obstruction by insects or mud. Clean off any obstructions with a stream of low-pressure water.

CAUTION

Using a high-pressure water source could damage the radiator fins and render it ineffective. Do not obstruct or deviate the radiator air intake by installing non-approved accessories. Interfering with the radiator could cause overheating and result in engine damage.

Coolant

This absorbs excessive heat from the engine and transfers it to the air at the radiator. If the coolant level becomes low, the engine overheats and may suffer severe damage.



Check the cooling liquid level in the reservoir **(A)** with the cold engine (the liquid level will vary with engine temperature). The level is correct when it is between the two marks. If it falls below the lower mark, add antifreeze. Change the coolant every two years.

NOTE

The liquid must be between the two marks, not above the upper mark or below the lower.

CHAIN

Check the overall condition of the chain and its tension before each run. Lubricate and adjust the chain as necessary (See the section on Maintenance and periodic adjustments).

THROTTLE GRIP

Check the throttle grip for correct operation. It must accelerate smoothly and return to the idle position when released. If necessary, service 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 condition. If necessary, make any reparations 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.

	Manufacturer	Dimensions	Model
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

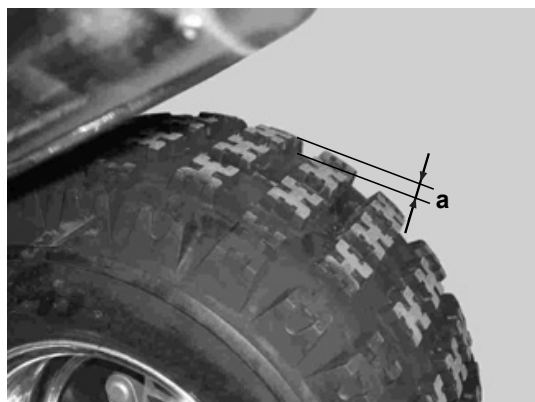
Check and adjust the pressures when the tyres are cold. Pressures must be the same on both sides.

	Recommended	Minimum	Max
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:

Check the manner in which tyre wear occurs. If the tyre is worn out at the centre, this means that the tyre pressure is too high.

If the tyre wears out at the edges, the tyre is a little flat. The tyre must be worn out equally over its surface. Replace the tyre when the groove depth is below 3mm.



**Minimum
stud
difference
(a): 3 mm**

USING THE QUAD

WARNING

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

STARTING THE ENGINE

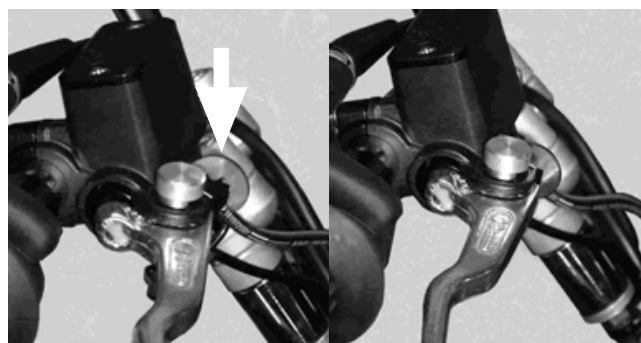
CAUTION

Before starting the engine for the first time, consult the section "Running in the engine".

WARNING

In cold weather, make sure that all the cables work smoothly before using the QUAD. If the cables are frozen or do not work smoothly you may lose control of your QUAD and suffer an accident.

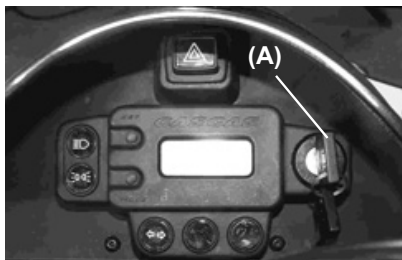
1.- To activate the parking brake, pull the brake lever while using the lock lever.



WARNING

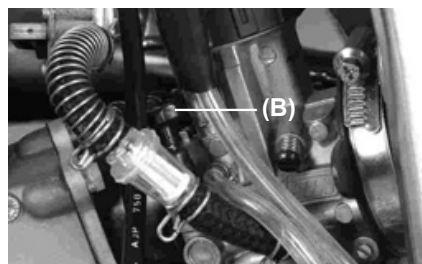
- Always use the parking brake before you start the engine. QUAD might start move off unexpectedly if the brake is not on. This could lead to a loss of control or to a collision.
- Remember to release the parking brake before moving off. The brake will overheat if the QUAD is used without releasing it. The brake will loose efficiency and could cause an accident. It would also wear out prematurely.

- 2.- Turn the fuel cut-off to the "ON" position.
- 3.- Put the machine in neutral.



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

- 5.- Then the rider should be secured to the emergency stop system (see the recommendations in the section "The main parts of the QUAD / emergency stop").



- 6.- If the engine is cold then pull on the choke button (B).

- 7.- Without using the throttle, use the starter pedal.

NOTE

If the engine does not start, turn the key to the "OFF" position and wait some seconds before trying again.

GEARBOX

This vehicle is fitted with a 6-speed gearbox. It is a sequential gearbox, which means that in order to reach third gear from first gear we have to go through second gear, that is, the gears go up or down one by one.

To engage first gear from neutral, pull in the clutch lever and push down on the shift pedal then release the pressure on the shift pedal and gently release the clutch lever. (In the next section the process of starting the vehicle is described in more detail).

CAUTION

When changing gears, press firmly on the shift pedal to ensure complete, positive shifting. Careless, incomplete shifts can cause the transmission to jump out of gear and lead to engine damage.

CAUTION

Do not run with the engine off for a long time, or tow the QUAD for long distances. Even in neutral position the lubrication system for the gearbox is only activated when the engine is on. Insufficient lubrication may lead to faults.

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 engage the first gear from neutral, then press on the shift pedal, release the clutch slowly and accelerate gradually.
- 3.- Once the desired speed has been achieved, release the throttle and, at the same time, activate the clutch lever rapidly.
- 4.- Change to 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

Excessive acceleration or sudden release the clutch lever too quickly may result in an accident and may cause the vehicle to slide and turn over. Operate the throttle gradually and release the clutch gently.

To decelerate

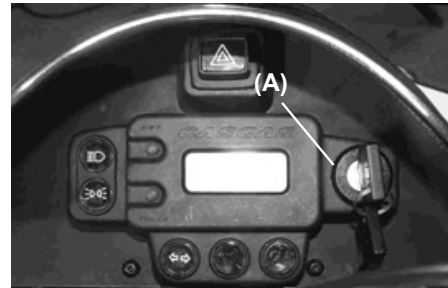
To slow down or stop, release the throttle and apply the brakes evenly and gently. As the vehicle slows down, change into a lower gear. Before reducing a gear, wait for the engine speed to fall to the adequate level. An incorrect use of the brakes gear shift may cause the tyres to lose traction, with the subsequent loss of control and accident risk.

WARNING

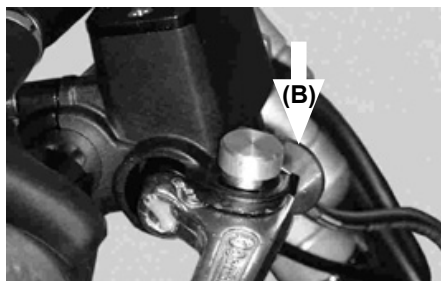
Make sure the engine's revs are low enough to change into a lower gear. If the revs are too high when changing into a lower gear, the wheels may stop spinning rapidly enough. This might lead to loss of control, with an accident or injury risk. It can also damage the engine and transmission.

STOPPING THE ENGINE

- 1.- Change into neutral.



- 2.- Rotate the ignition key anti-clockwise to the "OFF" position and the engine will stop automatically.



3.-Use the parking brake (B) to park the vehicle.

4- The key may be extracted from the ignition.

RUNNING IN THE ENGINE

The running-in process is a very important element 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 preparation.

During the first 10 hours we recommend not using 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. Each acceleration sequence must be followed by a resting period, so that the engine can release the heat it has generated.

During this 10-hour period, try not to run at constant speed, vary the speed from time to time.

During the subsequent 10 hours (10-20), it is advisable not to use the engine above 3/4 throttle during long periods.

ENGAGING THE REVERSE GEAR

The WILD H.P 300 RV. is fitted with a reverse gear. To engage the reverse gear, the following conditions must be fulfilled:

- 1- The QUAD must be stopped and the engine running.
- 2- The gears must be in neutral.



Simultaneously press the right hand lever (front brake) and the push button located on the centre of the handlebars (1).

WARNING

- The reverse gear button must NEVER be operated when the QUAD is moving.
- The kick-starter must NEVER be operated when the reverse gear system is engaged.

DISENGAGING THE REVERSE GEAR

To disengage the reverse gear follow the same process in reverse order.

PARKING ON SLOPES

WARNING

Avoid parking on hills or inclined terrain, as the QUAD may move out of control, with a corresponding accident risk. If it is necessary to park on a hill, engage 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, engage the first gear.
2. Without releasing the clutch lever, stop the engine. Now the clutch lever can be released.
3. With both the front and rear brakes pressed, activate the parking brake and slowly release the brake pedal.

DRIVING THE QUAD. Practical considerations

BECOME FAMILIAR WITH YOUR QUAD

This QUAD is destined for experienced 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 that you to familiarize yourself with your vehicle on flat ground 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 this as the vehicle could be seriously damaged.

WARNING

Do not drive the QUAD without first reading this manual. Ensure that you understand how to use the controls and pay special attention to the section "safety information".

DRIVE WITH CARE AND COMMON SENSE

As we have already noted, driving your QUAD requires special skills which can only be achieved through continuous practice over time. Take your time to learn the basic techniques before attempting more difficult manoeuvres.

WARNING

Never carry a passenger. The large seat is designed so that the rider may alter their position as required while driving. This is not designed to carry passengers. Transporting a passenger on this QUAD considerably reduces the possibilities to balance and control the machine. This could lead to an accident with the consequent injury risk for the driver and/or passenger. The quad is fitted with an emergency-stop system in case the rider falls off, but it has not been designed to cope with passenger falls.

Equipment

- Always wear an approved helmet of the correct size.
- 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 increases.

Verifications before riding

For the due safety and care of the QUAD, always do the verifications before riding. They are explained in detail in the section "Verifications to be made before starting the vehicle."

While riding

Always ride with the footrests and protections secured, 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 both hands on the handlebars.

WARNING

As we have explained in this manual, the use of the footrests and guards 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 use on 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, under certain conditions, might lead to an accident. In case of doubt, consult an authorised dealer.

Exhaust system

The temperature of the QUAD's exhaust system increases with use. To prevent burns, do not touch it. Park the QUAD in a specially reserved place or somewhere away from pedestrians or children.

HOW TO TURN WITH YOUR QUAD

At low speeds you will have no problem to turn with the handlebars. On the other hand, if speed increases the difficulty to turn will also 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 technique is required to turn, and it is important to learn the skill on flat terrain, with no obstacles and at a moderate speed. The speed may be increased as your skills increase.

When approaching the corner, slow down and start to turn the handlebars in 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 manoeuvre may be used to take the corner correctly. The picture shows the technique.



**1.- Turning to the right.
2.- Turning to the left.**



If the technique used is not correct, the QUAD will probably continue in a straight line. If it does not turn, stop and practise the procedure again.

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

CLIMBING HILLS

We recommend starting gradually on gradual slopes and increase the inclination as your skill improves. In any case, avoid loose or slippery surfaces or obstacles at any time, as we have already mentioned, the QUAD has not been designed to jump over obstacles so it is advisable to avoid doing this.



3

It is important to transfer your weight to the front part of the QUAD during climbs. This can be done by leaning forward and moving the seating position back and, if slope is very steep, standing on the footrests and leaning forward a little.

WARNING

Do not accelerate or change gear suddenly. The QUAD could tumble over backwards. In this case the rear guard would not help, as the inertia would be considerable. Never go over the top of a climb at full speed. On the other side, there could be an obstacle, a steep descent, another vehicle or even a person.

While climbing a slope if you discover that you have not correctly calculated your ability to reach the top, turn the QUAD while you still have some traction (if there is enough room) and descend.

If the vehicle starts rolling backwards, do not use the rear brake or try to insert a gear, the QUAD might easily tumble over backwards. Get off the vehicle immediately on the ascending side of the slope. Remember that your safety comes first.

DESCENTS

When descending a slope with the QUAD, transfer your weight to the back, to the uphill side of the slope. Move to the back of the seat and remain seated with your arms straight.



4

Select a short gear that allows the engine compression to act as the main brake. Braking incorrectly may lead to a loss of traction. See the example in the image.

TRAVERSING SLOPES

To cross a slope with your QUAD you must place your weight correctly to maintain correct balance. Before attempting to cross a 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. When crossing the slope, keep your body inclined uphill. It might be

necessary to correct direction on loose surfaces by turning the steering slightly uphill. When crossing slopes, do not perform tight turns up or downhill. If the QUAD starts to turn over, gradually turn downhill if there is no obstacle in the way. When stability is regained, turn once more in the required direction.

SHALLOW WATER

With the QUAD you can, at slow speed, cross shallow water up to 35 cm in depth. Before entering the water, choose carefully a path to cross. Choose a place with no sudden descents and avoid rocks and other obstacles that may affect the stability of the QUAD or cause it to slip. 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 braking efficiency. Check the brakes after leaving the water. If necessary, operate the brakes a few times in order to dry them by friction.

NOTE

After crossing water with the QUAD, eliminate trapped water by unplugging the retention tube at the bottom of the air filter housing. Wash this in fresh water if the machine was in salt water or mud.

RIDING ON ROUGH TERRAIN

Take precautions when riding on rough terrain. Beware of any obstacle that may damage or destabilise the QUAD or even cause an accident. Keep your feet firmly placed on the footrests at all times. Avoid jumping over obstacles with the vehicle as this could lead to loss of control and damage to the machine.

SLIDING AND SKIDDING

When riding over slippery or loose surface, use caution. An uncorrected unexpected slide which are not controlled 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 body weight over them.

If the rear wheels start to slide sideways, control can usually be regained by turning the handlebars towards the slide, if there is enough space available. It is not recommended to accelerate or brake until a skid has been corrected.

With practice, after some time you can dominate the controlled-sliding technique. Before attempting to do so you must choose the ground carefully, as both stability and control are reduced. Note that it is best to avoid skidding manoeuvres on extremely slippery surfaces such as ice given that this could result in a total loss of control.

NOTE

Learn to control your slides safely by practising at low 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 suit various riding conditions, the spring preload of the shock absorber can be adjusted or the spring can be replaced with an optional one. The force may be adjusted easily so there is no need to change the hydraulic oil density.



Adjusting the rebound

WARNING

Suspension parts will be hot during operation. Never touch the compression adjustment, the rebound adjustment nor the oil reservoir with bare hands nor with any other part of the body until the compression components have cooled down.



To adjust the rebound, turn the knob **(B)** on the lower part of the shock absorber by hand.

There is a possible 22 "clicks" (adjustments) in total.

The rebound is normally set to 7 "clicks". Turn the knob clockwise to reach the end, then it is completely closed. Turn the knob anti-clockwise 7 "clicks", now it is at the standard setting. At 0 "clicks" the rebound is hard, oppositely, at 22 "clicks" the rebound would be very soft.

WARNING

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

Adjusting the compression

To adjust the compression, turn the knob **(A)** on the upper part of the shock absorber by hand. Turning the knob anti-clockwise to the end closes it completely. 38 "clicks" or adjustments are possible. The compression is normally set to 20 "clicks".

Fully hard compression is at 0 "clicks".

Fully soft compression is at 38 "clicks".

TUNING THE REAR SUSPENSION

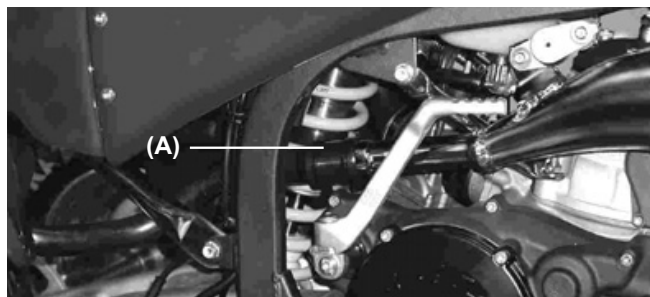
The rear suspension is composed of an aluminium alloy swing arm with no welding. The progressive strut system is fitted with an ÖHLINS multi-adjustment shock absorber. Like the front suspension it can be adapted to different riding styles.

Adjusting the rebound

To adjust, turn the knob on the lower part of the shock absorber by hand.

There is a possible 28 “clicks” (adjustments) in total. The compression is normally set to 13 “clicks”.

Turn the knob clockwise until the end, then it is completely closed. Turn the knob anti-clockwise 13 “clicks”, now it is at the standard setting. At 0 “clicks” the rebound is hard, oppositely, at 28 “clicks” the rebound would be very soft.



Adjusting the compression

To adjust, rotate the knob on the upper part of the shock absorber

using a flat blade screwdriver. Turning anti-clockwise to the limit will close it completely.

There is a possible 56 “Clicks” (adjustments) in total. The compression is normally set to 28 “Clicks”. Fully hard compression is at 0 “clicks”. Fully soft compression is at 38 “clicks”.

FUEL TUNING

Mix

A basic knowledge about the identification and operation of components is required. Changes depend on the atmospheric temperature:

Conditions	mix	setting changes
Cold	lean	rich
Warm air	rich	lean
Dry air	lean	rich
Low altitude	standard	standard
High altitude	rich	lean

NOTE

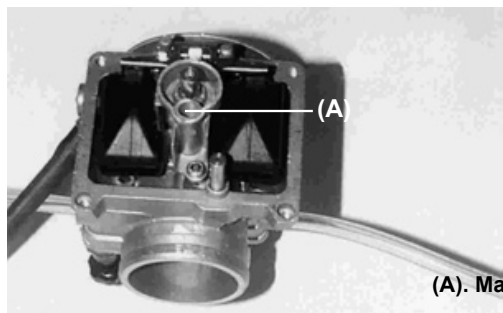
The main jet should be adjusted 1 to 5 steps until the maximum engine power is archived.

Main jet

This has the most effect. The number stamped on the lower part of the jet indicates the petrol calibration opening. A larger number indicates a larger opening and larger flow of petrol.

WARNING

Gasoline is extremely flammable and can be explosive under certain conditions. Always stop the engine and do not smoke. Ensure that the area is ventilated and that there are no sources of sparks or flames nearby (including a spot lamp).

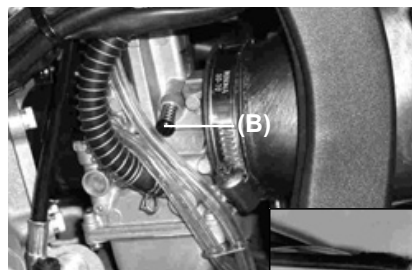


(A). Main jet.

Minimum jet

Controls the mixture from the fully closed position (opening is 1/8) of the petrol valve but has little effect on the total opening of the petrol valve. To adjust the mixture, the air adjustment screw may be turned to change the airflow or the jet may be adjusted for more or less petrol. First turn the air adjustment screw.

Screw inwards to enrich the mixture. The air adjustment screw should be turned from a determined position. Turn it in 1/2 turn steps. If, by turning the screw 1 to 2.5 times, the desired result is not obtained, change the minimum jet by one step (C) and then fine tune the adjustment using the air adjustment (B).

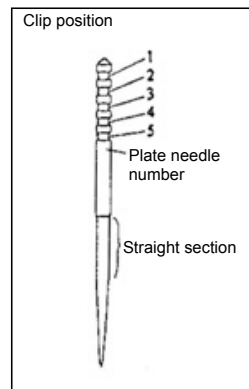


Carburettor needle

The needle and the diffuser of the needle should have an effect from 1/4 to 3/4 throttle. The needle moves in and out of the diffuser; when the needle is thinner, its position determines the quantity of gasoline.

On the upper part of the needle there are six grooves where the clip is fitted. This clip positions the needle in the petrol valve and determines the position relative to the diffuser, this enriches the mixture.

Moving the clip upwards will make the mixture poorer. Change the position of the clip step by step. The straight part of the clip affects the petrol valve response for small openings.



Quad testing

- Heat the engine with the fuel supply in the standard position, then check the spark plug operation conditions.
- Try the QUAD keeping the carburettor valve open.

Symptoms of inadequate adjustments

If the QUAD displays any one of the following symptoms then the adjustments must be changed. Before adjusting, ensure that the rest of the machine functions correctly.

Check the condition of the spark plug, ensure that the tuning is correct, clean the air filter, remove carbon from the exhaust pipe.

Spark plug status		
Correct	Insulation dry and of a light colour	
Lean	Insulation white	Change the mixture to a higher level
Rich	Insulation humid and black	Change the mixture to a lower level

- Adjust the mixture until the engine responds satisfactorily with the carburettor valve open.
- If the mixture is too lean, the engine tends to over heat and could seize. On the other hand, if the mixture is too rich, the spark plug becomes humid and may cause faults. The correct mixture will vary according to atmospheric conditions, note the conditions first then adjust the fuel mixture.

NOTE

Note the components of the carburettor that control the fuel flow and air flow adjustment screw, ensure they are correctly adjusted.

Standard settings

Component	Specification
Accelerator valve	7
Idle jet	38
Needle	N1EC
Full jet	185

Correction factors

(for altitude and temperature changes).

1. Find your correction factor to adjust the carburettor.
For example: 1000 meters (3200 ft) altitude with an air temperature of 35°C, correction factor 0.94.

2. Using the corresponding correction factor, select the correct minimum jet and mixture.

For example: For a correction factor of 0.94, multiply the jet size by this number.

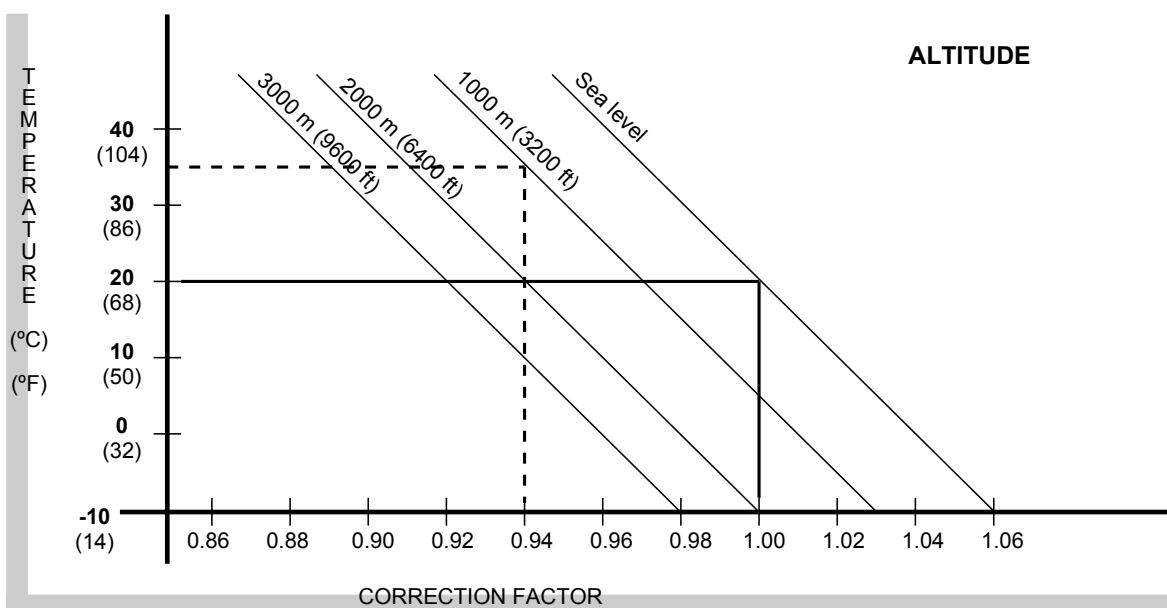
Minimum jet: # 50 x 0.94 = 47.

Main jet: # 162 x 0.94 = 158.

3. Find your correction factor for the jet needle and air adjustment screw chart and change the jet needle clip position and airscrew opening as indicated.

- Adjusting the needle clip: if already on the 3rd groove to the 2nd.

- Opening the air adjustment screw: 1 1/2 + 1 turn = 2 1/2 turns outwards.



NEEDLE POSITION / AIR ADJUSTMENT SCREW					
CORRECTION FACTOR	1.06 or More	1.06 - 1.02	1.02 - 0.98	0.98 - 0.94	0.94 or Lower
NEEDLE POSITION	LOWER THE CLIP 1 POSITION	EQUAL	EQUAL	EQUAL	LIFT THE CLIP 1 POSITION
AIR SCREW OPENING	TIGHTEN 1 TURN	TIGHTEN 1/2 TURN	EQUAL	LOOSEN 1/2 TURN	LOOSEN 1 TURN

PERIODIC MAINTENANCE AND ADJUSTMENTS
MAINTENANCE CHART

The first revision must be performed by a specialised workshop at 500 km or after two fuel tanks.
The following revisions must be made every 2000 km or three months.

		Check	Fill	Change	Lubricate	Clean	Adjust	Tighten	If necessary
BEFORE USING THE QUAD	Fuel tank level	●	●						●
	Front and rear brake fluid levels	●	●						●
	Brake lever and pedal play	●					●		●
	Brake pads	●		●					●
	Coolant Level	●	●						●
	Tyre wear	●		●					●
	Chain status	●			●				●
	Throttle grip	●			●				●
	Clutch lever play	●					●		●
	Lights	●		●					●
	Switches	●							
AFTER USE QUAD	QUAD					●			●
	Shift pedal				●				●
	Brake lever and pedal				●				●
	Clutch lever				●				
	Air filter				●	●			
	Air filter housing					●			
	Chain guide	●			●	●	●		●
	Cables				●				
	Radiator and tube connections	●							
	Exhaust	●			●	●			
EVERY...	Wheel bearings (10 outings)	●							
	Check all screws Tightening torque chart (check table)							●	
	Brake piston and dust guard (2 years)			●					
	Brake cylinder piston and dust guard (2 years)			●					
	Brake pipe (2 years)			●					

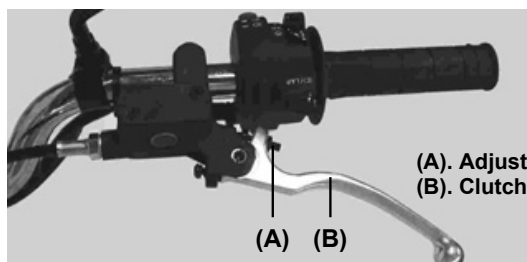
Regular inspections, adjustments and regular lubrication keep the machine in the best possible conditions of safety and efficiency. Safety is an obligation for the owner of the machine. The most important points related to inspections, adjustments and lubrication are described in the following pages.

WARNING

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

CLUTH LEVER ADJUSTMENT

Correct clutch lever play is 2-3 mm. Play increases with the clutch wear and thus requires adjustment. When there is too much play, first try to adjust the level of the clutch lever.



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

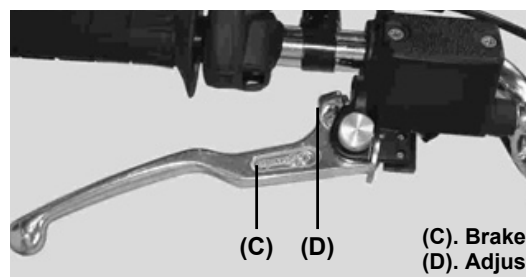
Tighten the adjustment bolt to obtain the optimal play. If the clutch lever adjustment is at its limit, play must be adjusted by using the clutch cylinder piston push rod.

ADJUSTMENT OF THE BRAKE LEVER AND PEDAL

Disc and disc pad wear is automatically compensated for and has no effect on the brake lever or pedal action. So there are no parts that require adjustment on the brakes except brake lever play and the brake pedal position and play.

Brake lever

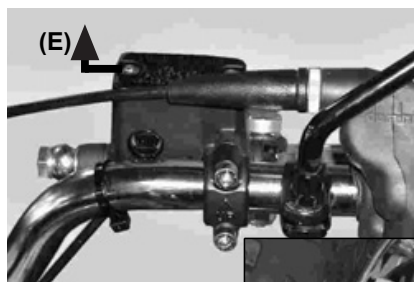
The lever free play will initially be directly related to the brake pad wear, that is, if some play is noticed before the adjustment, it would be a good idea to check the brake pads to see if they must be replaced.



(C). Brake lever.
(D). Adjustment bolt.

Once this observation has been performed adjust the lever to suit comfort. Tighten the screw (D) shown in the picture; it is covered by silicone protection, pull this off to uncover the groove by which a screwdriver may be inserted. Tightening the screw reduces play and loosening increases play.

It is possible that air has entered the brake system. Purge the system in the following way:



- Remove the brake fluid reservoir cap (E) to check the level.

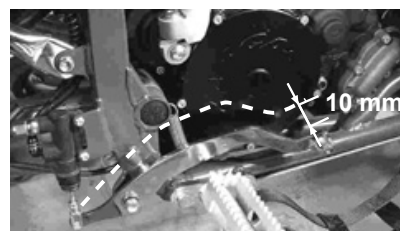
- Remove the brake calliper cap (F) (wheel interior) and attach a transparent tube to the end.



- Operate the brake lever several times. Fluid starts coming out of the system through the tube. The transparent tube can be used to 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 part of the QUAD. To adjust the pedal play, loosen the locknut, rotate the bolt, fit the lever in the required position and retighten the locknut.



When the brake pedal is in rest position, there should be a play of 10mm. If not, then adjust this.

WARNING

If the brake pedal has a spongy feel when activated, it may be due to air in the pump or to a fault. It is dangerous to ride under these conditions, check the brakes immediately.

CHECKING THE BRAKE FLUID LEVEL

NOTE

Regularly check the brake fluid and periodically change it. It should also be changed if it is contaminated by water or dirt.

Fluid level inspection

Front: A small brake fluid reservoir is located to the left of the throttle grip. If we look at the reservoir carefully, a small transparent bubble is located on one of the flat sides that will allow us to check what is happening inside the brake fluid reservoir. If you have just purchased your quad, nothing can be seen through the bubble because the reservoir is full, the level will be seen when it is going down.

When the fluid level is too low, fill up:

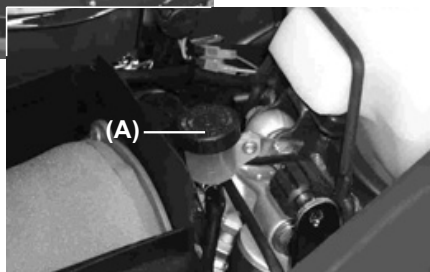
- With a cross-tip screwdriver, unscrew the two screws on the recipient.
- Next, add liquid as required.
- Put the screws back in place and make sure the reservoir is tightly secured.

Rear: The rear brake fluid reservoir is located underneath the seat.

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



- Turn the key.
- Put your hand between the rear of the seat and the chassis and pull the seat up.



- The easy-to-access reservoir is located here (A). There are two marks: "MIN" and "MAX". The fluid level should 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 and lock it in place using the key. Ensure that the seat is secured correctly.

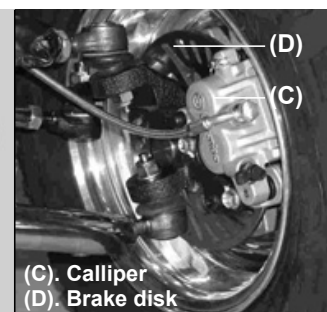
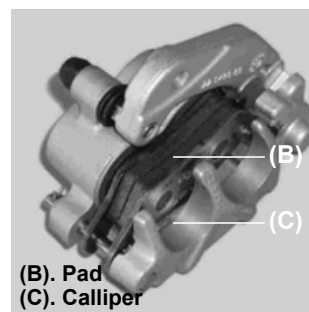
Recommended liquid

Use D.O.T 3 or D.O.T 4

CHECKING THE FRONT AND REAR BRAKE PADS

There are 3 brake callipers: One on the each of the front wheels (2); and 1 on the drive chain which brakes the rear wheels together. All operate in the same way and are checked in the same way.

As we can see in the picture, the brake calliper is formed by different parts. The pad is the part that rubs on the disk, thus, it is this element that wears down and must be checked.



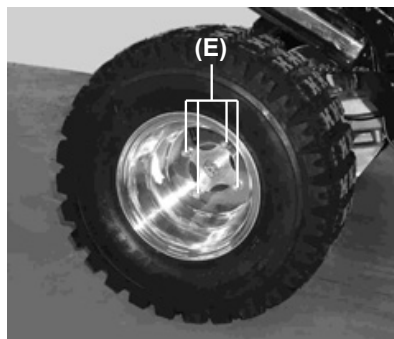
NOTE

Never overuse the brake pads, if the thickness is not checked they could cause damage to the brake calliper.

When the thickness of the pads is considerably reduced, visit a specialized shop and have the pads changed.

WHEEL CHANGES

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 reverse order.

SWING ARM SHAFT

It is very important that the rear wheel axle is well centred, otherwise, or if there is 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, provided when purchasing the vehicle, to adjust the axle.



ADJUSTMENT AND LUBRICATION OF THE CHAIN GUIDE

The drive chain must be checked, adjusted, and lubricated in accordance with the Periodic Maintenance table in order to prevent excessive wear. If the chain is worn or badly adjusted (too tight or loose) then it may jump off the sprockets or break.

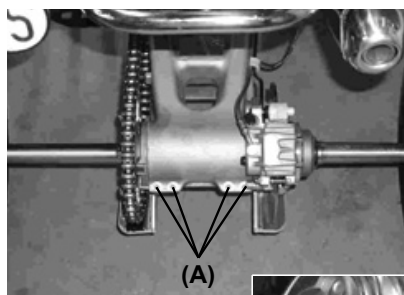
WARNING

A chain that breaks or jumps off the sprockets could snag on the engine or the rear wheel, severely damaging the QUAD and causing it to go out of control.

Checking tension

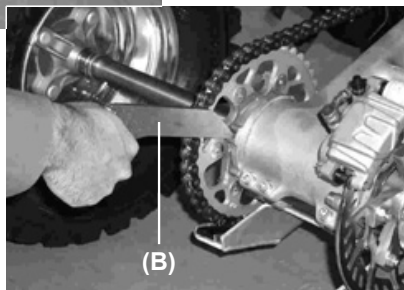


The gap between the chain and the swing arm at the chain guide must be about a finger width, if it is more or less, adjust to the correct measurement. Follow the procedure as explained below:



- Go to the rear of the QUAD. There are four bolts (A) on the swing arm.
- Unscrew the 4 screws.

- With the spanner (B), that comes with your QUAD, adjust the chain correctly and then retighten the four bolts.



NOTE

Ensure that the bolts are tightened and that the chain tension is correct.

Inspection of the chain

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.

Chain lubrication is one of the operations that must be performed frequently.

How often do you need to lubricate the chain?

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

A high viscosity oil rather than low viscosity oil is better because it will stay on the chain longer providing lubrication.

Put oil on the sides of the chain pins so that it penetrates into these; remove excess oil.

CHECKING THE COOLANT LEVEL

The coolant absorbs excessive heat from the engine and transfers it to the air by the radiator. If the coolant level is low, the engine overheats and may suffer severe damage. Check the coolant level each day before riding the QUAD.

NOTE

The level should not go down in normal conditions. If liquid must be added often, revise the circuit for leaks and take the QUAD to a specialist.

WARNING

To avoid burns, do not remove the radiator cap or try to change the coolant when the engine is still hot. Wait for it to cool down.

Anti-freeze liquid information

To protect the cooling system aluminium parts (engine and radiator) from rust and corrosion, the use of corrosion and rust inhibitor chemicals in the coolant is essential. If coolant containing corrosion and rust inhibitor chemicals is not used, over a period of time, the radiator will rust.

This will block the cooling hoses.

CAUTION

Use of incorrect coolant solutions will cause severe engine and cooling system damage. Use coolant containing corrosion inhibitors made specifically for aluminium engines and radiators in accordance with the instructions of the manufacturer.

WARNING

Coolant chemicals are harmful to the human body. Follow coolant manufacturer warnings and coolant handling instructions.

Soft or distilled water must be used with the inhibitor chemicals and the antifreeze in the cooling system.

If the lowest ambient temperature encountered falls below the freezing point of water, protect the cooling system against freezing.

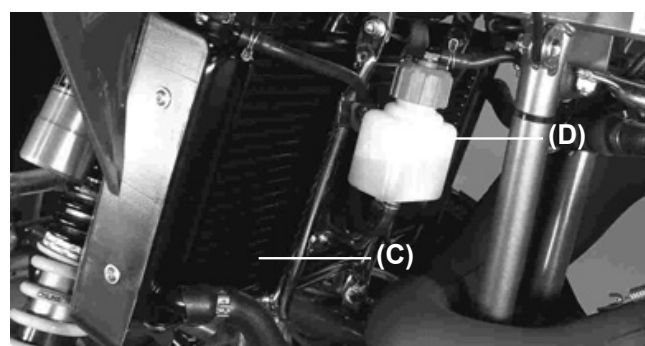
Use a permanent type of anti-freeze (soft water and ethylene glycol plus corrosion and rust inhibitor chemicals for aluminium engines and radiators) in the cooling system.

For the coolant mixture ratio under extreme conditions, choose the mixture ratio listed on the container for the lowest ambient temperature.

Coolant Level

In case of a liquid loss 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 (D) is below the mark then the radiator must be checked (C).

WARNING

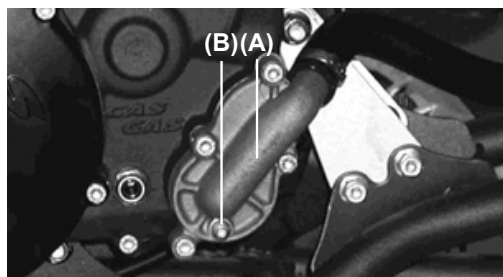
Always perform these operations when the engine is cold, the liquids may be hot, and be ejected from the system under pressure, causing serious burns.

- Remove the cap and fill the radiator 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, most likely it will have gone down because the engine has run out of liquid.
- Refill the containers if necessary.

Changing the coolant

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

- Wait for the engine to cool down completely.
- Place the QUAD in a horizontal position.
- 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 bottom of the water pump cover. Immediately wipe or wash off any coolant that spills on the frame, engine, or wheels.



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

WARNING

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

-Inspection of the coolant. If white cotton-like patches appear in the liquid then this means that the aluminium elements of the cooling system are corroded. If the liquid is brown then this means that the steel or iron parts of the system are oxidized. In either case clean out the 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 torque shown in the table. Always replace seals with new ones.

Bolt torque (see tightening torque table)
Water pump plug: 9 Nm.

- Fill the radiator up to the edge and install the radiator cap.
- Check the cooling system for leaks.
- Start the engine, warm up the engine, and then stop it.
- Check the coolant level after the engine cools down.

AIR FILTER

CAUTION

The air filter must ALWAYS be cleaned after using the QUAD. Otherwise, dirt may penetrate the engine and damage it seriously.

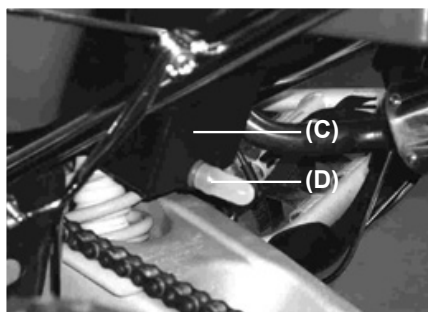
WARNING

An obstructed air filter will allow dirt to enter the carburettor and block the throttle open. This could lead to an accident.

An obstructed air filter restricts the air intake of the engine, increasing the petrol consumption and reducing the engine power as well as causing the destruction of the spark plug.

NOTE

There is an examination hose on the lower part of the air filter box. If dust or water have accumulated in this hose, empty it and clean the air filter element and the air filter housing.

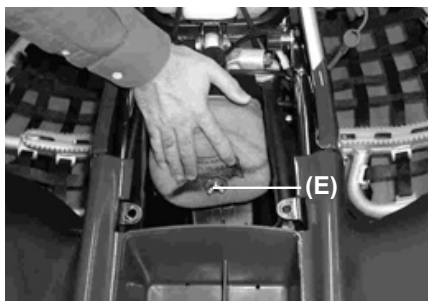


(C). Air filter housing.
(D). Inspection hose.

Cleaning process

WARNING

Clean the filter in a well-ventilated zone and ensure that there are no sources of naked flame or sparks near the work area (including the focus of a powerful light).
Do not use petrol to clean the filter as this could result in an explosion.



1.- Remove the seat to expose a blue foam in the centre.

2.- Lift the foam will expose a bolt (E) that we may loosen by hand.

3.- Remove the bolt and filter. Remove the filter assembly from the housing.

NOTE

Do not twist the element when drying.



4.- Extract the filter cage.

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



6.- Wring the filter gently and allow it to dry for some time.



- Check the air filter for damage such as scraping, hardening, shrinkage... If it is damaged then replace it, otherwise dirt will enter the carburettor.

NOTE

The element must be damp but not dripping.

- When the element does not drip anymore, put it in a bath of lubricant and grease. We may avoid the use of a bath and soak the filter in the same liquid, the result is the same. Apply special air filter oil to the element foam.

If there is no air filter oil available then use engine oil.

- Also clean the cage with a humid cloth as well as the filter housing.

- Make sure all the corners are clean before putting all the parts back in the filter housing.

- Grease all of the connections and bolts of the air filter and inlets.

- Place the filter into the cage and cover the filter lip with a thick layer of grease to ensure the correct seal and to prevent dirt from entering the carburettor.

- Re-install the air filter in the QUAD and make sure it is correctly secured.

CAUTION

Never allow the engine to run without the filter element installed. Otherwise non-filtered air would enter the engine and it may result in wear and possibly breakdown. On the other hand, using the engine without the filter element may cause blockage in the carburettor conduits decreasing the engine performance and probably causing the engine to overheat.

SPARK PLUG MAINTENANCE

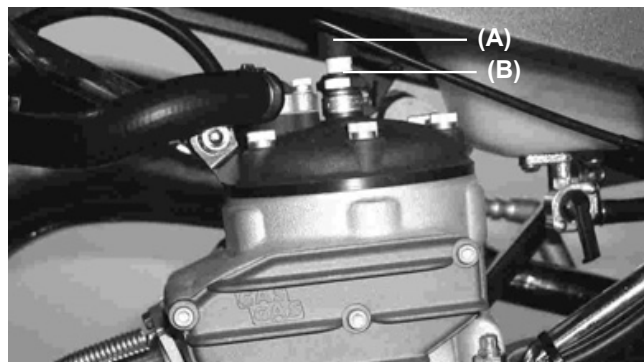
The spark plug is an important part of the engine and it is easy to inspect. The state of the plug may indicate the condition of the engine.

Standard spark plug: NGKBR8EG or QN86 (0.7 – 0.8 mm)



The plug must be periodically removed to check the gap and the ceramic insulation.

- It is located on the cylinder head. Extract the spark plug hood (A) and loosen the plug (B) a little anti-clockwise.



- Once the spark plug is loosened then finish removing it by hand.

- Remove the spark plug to see if it is full of carbon and dirt.
- Use a wire brush to clean off the carbon then use a little petrol to finish cleaning.

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

To find out the working temperature for the spark plug, take it out and examine the insulation around the electrode. If the ceramic is light brown, the spark plug is correctly matched to engine temperature. If the ceramic is white, the plug should be replaced with the next colder plug. If the ceramic insulation is black then replace the spark plug with one of a higher heat grade.

NOTE

These kind of diagnostics should ideally be done by a specialized workshop.

CAUTION

The spark plug should be examined regularly, because the heat and carbon accumulation gradually erode and eventually rupture the plug. If the spark plug wear is excessive or if there is excess build up of carbon or other accumulations, replace the spark plug by one of different specifications.

- Once the spark plug has been verified, put it back in place by hand as far as possible.

CAUTION

Always screw the spark plug by hand, thus it is possible to ensure it is correctly inserted, otherwise, the screw thread could be damaged causing the spark to be incorrectly adjusted and eventually leading to engine damage.

- Finish the adjustment of the spark plug using the spark plug wrench but without tightening excessively.

NOTE

The spark plug is not a bolt, it should not be tightened excessively otherwise its operation will be affected.

- Finally, fit the spark plug tube on to the end.

ADJUSTING THE ENGINE IDLE

This is done using the air adjustment screw and the idle adjustment screw (C).

- Rotate the air adjustment screw (D) until it is loose and then tighten 1 and half turns.



- If the engine seems like it is about to stall, rotate the idle adjustment screw clockwise. Otherwise, if the motor speed seems high, rotate the screw anti-clockwise.

- Accelerate and decelerate a couple of times to ensure that the idle doesn't change. Re-adjust if necessary.

INSPECTION AND LUBRICATION OF THE CABLES

WARNING

Inspect the cables regularly and replace them if damaged. When the outside protection is damaged, corrosion may occur. The cables may also be worn out or damaged. Control operation could be restricted, which may result in accidents and injuries.

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

Recommended lubricant: Engine oil

REPLACING THE LIGHTS

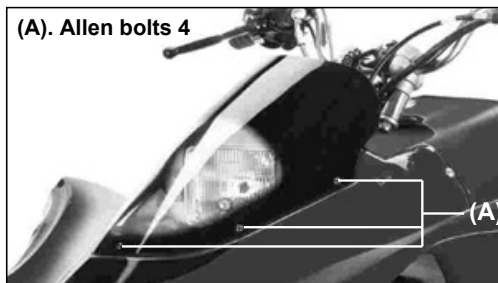
Front headlight

1.- Remove the headlight casing, by removing the 4 Allen screws.

WARNING

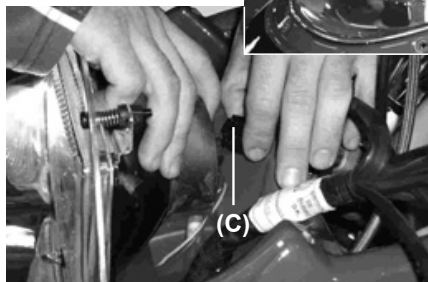
The bulb is hot when lit and immediately after turning off the lights. Wait for it to cool down before touching or removing it. It can burn or could cause a fire if it comes in contact with flammable material.

(A). Allen bolts 4



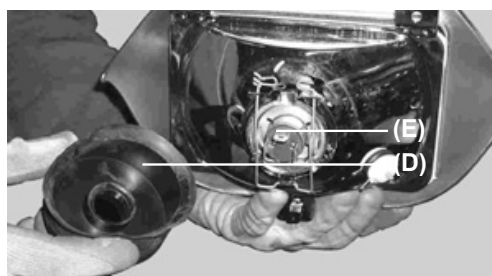
NOTE

Do not touch the reflective surface (B) with your fingers, not even with a cloth, as it will easily be scratched. If there is dust on it, clean it with a duster.



2.- Next, disconnect the speedometer from the cable (C).

3.- Unscrew the 3 bolts that hold the light from below, they must be engaged to operate them.



(D). Cap.
(E). Bulb.

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

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



(F). Wire spring
bulb
attachment.

6.- Free the bulb (E) from the wire part and remove it from the rear.

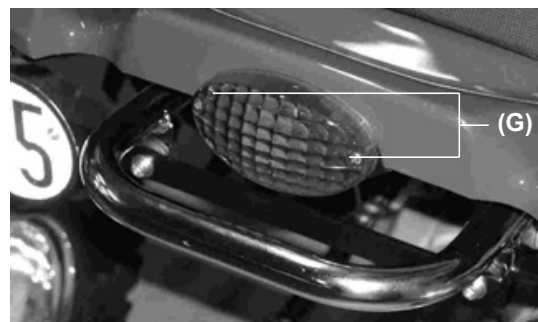
7.- Replace the bulb by a new one. To insert it, follow the above operations in reverse order.

Rear lights

WARNING

The bulb is hot when lit and immediately after turning off the lights. Wait for it to cool down before touching or removing it. It can burn or could cause a fire if it comes in contact with flammable material.

- 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 1/4 anti-clockwise, extract and replace it with a new one.

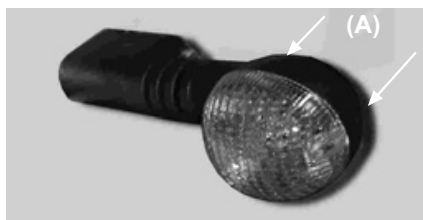
- Put the lens back in place.

NOTE

Make sure the lens is well secured.

Indicators

- To remove the bulb, press it against the spring, turn it 1/4 anti-clockwise, extract and replace it with a new one.
- Put the lens back in place and make sure the assembly is well secured.



- Using a cross-tipped screwdriver, unscrew the screws (A), located on the rear, then extract the small lens.

TRANSMISSION

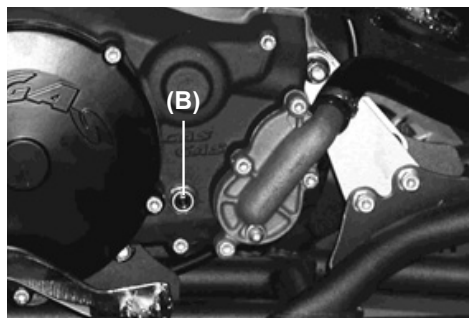
So that the transmission and clutch operate properly, maintain the proper oil level and change it periodically. A QUAD with an insufficient, deteriorated or contaminated oil level will suffer premature wear and transmission damage.

Oil level

Put the QUAD on a flat slope-free surface.

Checking the oil level

- If the QUAD has been used, then wait some minutes.
- Check the oil level by the oil level indicator on the lower right hand side of the engine.
- The oil level should be between the maximum and the minimum.

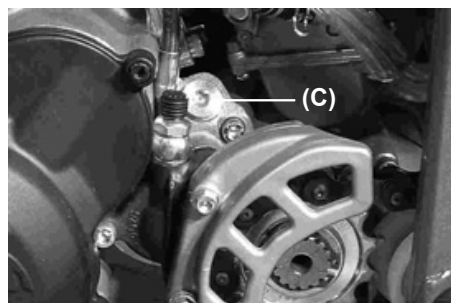


(B). Oil level cap.

- If the oil level is low, add the required quantity of oil by opening the cap (C). Use the same type and brand of oil already in the engine.

Transmission oil

Viscosity: SAE 10W30
Capacity: 1000 cc



- Remove the fill cap (C) and empty 900 cc of new oil into the transmission.

Oil changes

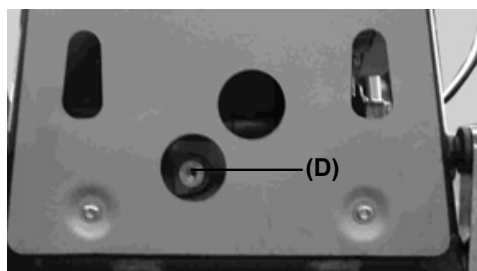
The transmission oil should be changed regularly to ensure a long engine life.

Heat the engine for 5 minutes so that the oil picks up any sediment in the engine.

NOTE

In order to reach the correct engine oil temperature for measurement of the level, the engine must be allowed to completely cool, then heat it once more during some minutes to the normal operation temperature.

- Stop the engine and place a recipient under the engine.
- Remove the oil drain plug (see the photograph below) and put the QUAD in a horizontal position to allow the oil to drain out.
- Clean the drain plug magnet of any metal.
- Screw in the oil drain plug along with its seal ring to 20 Nm.
- Check the oil level, after using the kick-starter 3 to 4 times.
- Screw the oil filler cap.



- If there is too much oil, remove excess by the oil drain plug (D).

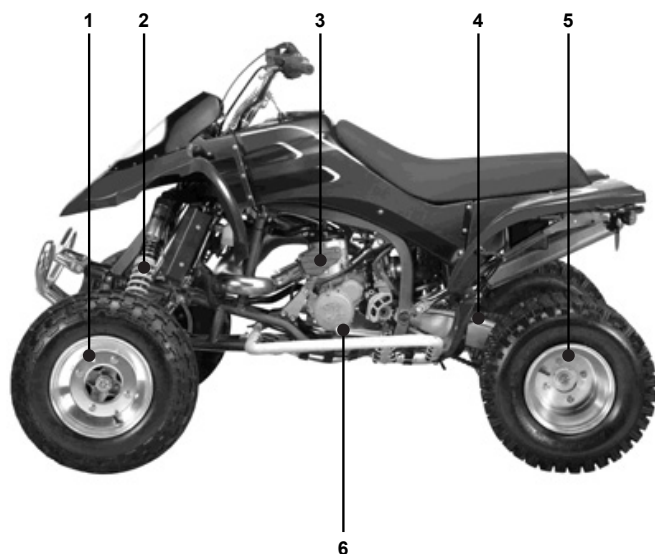
TIGHTENING TORQUE TABLE

Tighten all of the bolts and nuts using the correct spanners. If not correctly tightened then this could result in machine damage or even an accident.

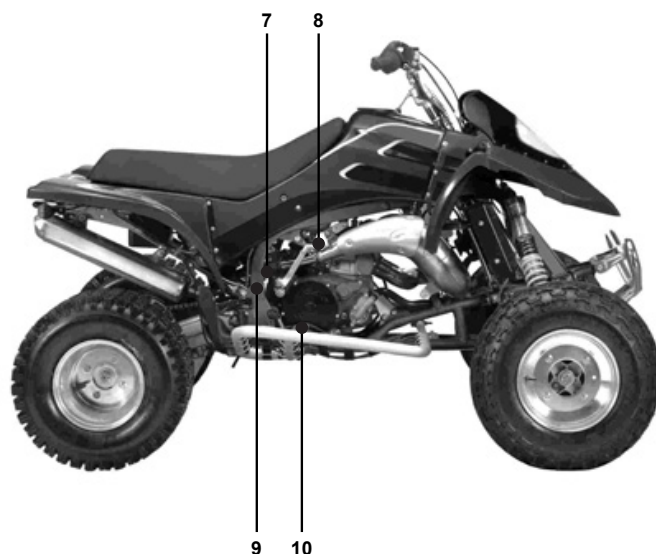
	Part name	N-m	Kg-m	Assembly number
E N G I N E	Crankshaft bolts	25	2,5	3
	Cylinder nut	34	3,5	3
	Engine drain plug	20	2,0	3
	Kick pedal bolt	20	2,0	8
	Kick pedal nut	25	2,5	8
	Shift pedal bolt	10	1,0	6
	Spark plug	27	2,8	3
	Water pump cover drain plug	9	0,9	3
	Engine bracket bolt	35	3,6	3
	Cylinder head brace	35	3,6	3
	Calliper mounting bolts	25	2,6	1
C H A S S I S	Disc plate mounting screws	10	2,5	1
	Rear brake pedal bolt	36	1,0	10
	Subframe support bolt	26	2,7	9
	Rear shock absorber bolt	39	4,0	7
	Rear disc wheel drive bolt	29	3,0	4
	Rocker arm bolt	81	8,3	7
	Piston bolt	81	8,3	7
	Steering stem	80	8,0	2
	Front trapezium	25	2,6	2
	Front socket	120	12,0	1
	Wheel bolts	15	1,6	1
	Rear axle	160	16,0	5
	Rear sockets	165	16,6	5

ITIGHTENING TORQUE SCHEMA

The following is a diagram of the locations of the bolts numbered on the previous page. They are grouped by assembly.



- 1. Ass. Front wheel
- 2. Ass. Front suspension
- 3. Ass. Engine
- 4. Ass. Transmission
- 5. Ass. Rear wheel



- 6. Ass. Shift pedal
- 7. Ass. Rear suspension
- 8. Ass. Kick-starter
- 9. Ass. Chassis
- 10. Ass. Rear brake pedal

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 preserve the duration of components.

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

Exhaust	- Cover with a plastic bag secured with rubber bands.
Clutch and brake levers, handgrips, engine stop button.	- Cover with a plastic bag.
Air filter intake.	- Close up the opening with tape or stuff a cloth in it.
Spark plug cap and all filler caps.	- Ensure they are correctly secured.

- 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 the job.

CAUTION

Excessive water pressure may penetrate the wheel bearings, brakes, transmission bushings and electric components, with resulting in damage.

Where to be most careful. Avoid applying high-pressure water to:

Brake calliper and brake pump piston below the fuel tank (if water enters the electric coil or in the spark plug hood, 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.
- 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 or destroy the finish. When finished, start the engine and leave it idling for some minutes.

WARNING

Wet brakes may lose efficiency, and represent an accident risk. Check the brakes after washing the quad and apply them several times at low speed, so that friction dries them out.

After washing the QUAD

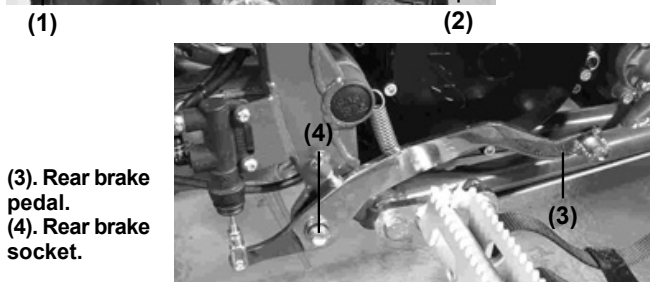
- Remove the plastic bags and clean the air filter intake.
- Lubricate the locations listed in the lubrication section.
- Start the engine and let it heat up for 5 minutes.

LUBRICATION

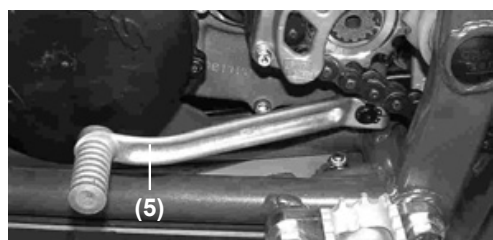
Lubricate the points shown here, with either motor oil or regular grease, periodically or whenever the vehicle has been exposed to wet conditions, and especially after using a high-pressure spray washer. Before lubricating each part, clean off any rusty spots with rust remover and wipe off any grease, oil, dirt, or grime.



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

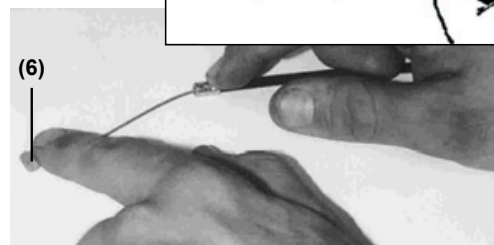
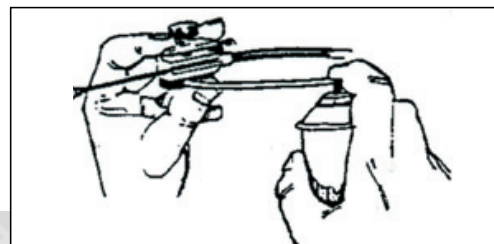


(3). Rear brake pedal.
(4). Rear brake socket.

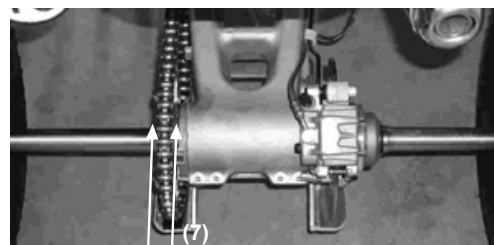


(5). Shift pedal.

Use a spray with a tube to lubricate under pressure:



(6). Throttle cable.



(7). Chain.

Lubricate the chain after driving on terrain or when the chain looks dry. A high viscosity oil rather than low viscosity oil is better because it will stay on the chain longer providing lubrication.

Put oil on the sides of the chain pins so that it penetrates into these; remove excess oil.



STORAGE

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

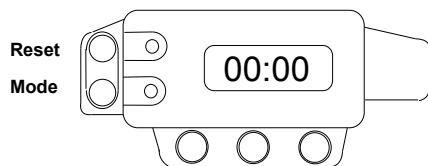
- Clean the entire vehicle thoroughly.
- Run the engine for about five minutes to warm the oil, shut it off and drain the transmission oil (See the section on transmission).
- Put in fresh transmission oil.
- Empty the fuel from the fuel tank, and empty the carburettor float bowl. (If left in for a long time, the fuel will deteriorate).
- Lubricate the drive chain and all the cables.
- Spray oil on all unpainted metal surfaces to prevent rusting. Avoid getting oil on rubber parts or in the brakes.
- Tie a plastic bag over the exhaust pipe to prevent moisture from entering.
- Set the QUAD on a box or stand so that both wheels are raised off the ground. (If this cannot be done, put boards under the front and rear wheels to keep dampness away from the tire rubber).
- Put a cover over the QUAD to keep dust and dirt from collecting on it.

To put the QUAD back into use after storage:

- Remove plastic bag from exhaust.
- Make sure the spark plug is tight.
- Fill the fuel tank with fuel.
- Check all the points listed in the "Daily Pre-ride Inspection Section".
- General lubrication.

THE MULTIFUNCTION INSTRUMENT PANEL

The multi-function display has two buttons, a mode button to change display and a reset button for certain functions.

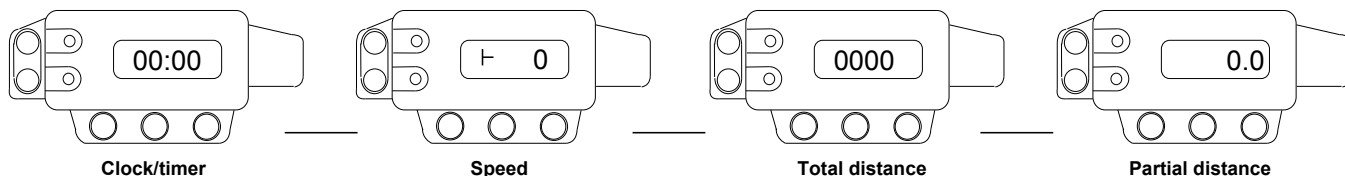


The initial display is the clock (time) screen; if you press mode the display changes in the following order:

1. Clock/timer.
2. Speed (Km/h or Miles/hour according to the program).
3. Total distance in km or miles. This has a memory even if battery disconnected.
4. Trip distance (can be reset).

Setting the time

To set the time go to the clock screen and hold in the Mode button until the time set screen appears, **Reset** can be used to change the hours, pressing **Mode** once more will allow the minutes to be set also using the **Reset** button. Once the time is set then the button **Mode** will begin the clock at zero seconds of the minute chosen, this can be useful to coordinate times (ex: in competition).



(The Mode button is used to change screens.)

Chronometer

To use the chronometer, press **Reset** to put it to zero. Counting begins immediately.

The **partial distance in Km or Miles** can be reset by pressing the **Reset** button.

Trip distance in Km

To program the trip distance in Km or Miles. Once the battery is connected the display indicates that the program is active (metric or imperial). To make the change connect the battery while holding in one of the buttons, the change will appear on the screen. This function remains completely in memory even though the battery may not be connected.

Clock precision: The clock precision can be adjusted if it is fast or slow.

Wheel design

The design of the wheel may change (10"). This affects the precision of the speed and distance measurements.

Backlight

The internal display back light has an independent circuit that can accept 8 to 18 volts AC (Two stroke engines) or DC (4 stroke engines). The circuit is protected.

TROUBLE SHOOTING
NOTE:

This is not an exhaustive list, it is meant simply as a rough guide to assist troubleshooting for some of the more common difficulties.

	FAULT	CAUSE	SOLUTION
1	The engine does not rotate	<ul style="list-style-type: none"> - Crankshaft locked. - Cylinder/ piston/ crankpin journal seizure. - Transmission assembly seizure. - The QUAD has been out of operation for a longer period of time. - Spark plug soiled or humid. - Engine flooded. - Petrol / gas mixture incorrect. - Exhaust valve open. 	<ul style="list-style-type: none"> - Go to a specialist workshop. - Go to a specialist workshop. - Go to a specialist workshop. - It is advisable to drain the old fuel from the tank. When the fuel tank is full of fresh fuel, the engine should start immediately - Take the spark plug out and replace it. - To "unflood" the engine, put the throttle to maximum and operate the start pedal 5 to 10 times. If the engine fails to start, unscrew the spark plug and dry it. - Clean the petrol tank ventilation. Adjust the air filter conduit. - Go to a specialist workshop.
2	The engine starts but does not stop	<ul style="list-style-type: none"> - Air supply incorrect. - Fuel insufficient. 	<ul style="list-style-type: none"> - Close the starter. Clean the petrol tank ventilation. Adjust the air filter conduit. - Fill the fuel tank with fuel.
3	The engine overheats	<ul style="list-style-type: none"> - Insufficient coolant in the circuit. - The radiator is soiled or partially obstructed. 	<ul style="list-style-type: none"> - Add coolant, verify the cooling system seal. - Clean the radiator fins or change it.

	FAULT	CAUSE	SOLUTION
4	The engine does not run smoothly	<ul style="list-style-type: none"> - Dirty, broken or wet spark plug. - Spark plug hood or cable problem. - Ignition rotor damaged. - Water in the fuel. 	<ul style="list-style-type: none"> - Check the condition of the spark plug and clean, adjust or replace it. - Check the condition of the spark plug hood, if it is deteriorated, change it. - Go to a specialist workshop. - Empty the fuel tank and refill it.
5	The engine is under powerful or accelerates badly.	<ul style="list-style-type: none"> - Fuel supply faulty. - Air filter obstruction. - Exhaust deteriorated with leaks. - Carburettor jets dirty. - Crankshaft bearings damaged or worn. - Clutch slipping. 	<ul style="list-style-type: none"> - Clean and check fuel system. Go to a specialist workshop. - Clean and grease, or change if necessary. - Check if the exhaust system is damaged, change the glass fibre in the silencer if necessary. - Go to a specialist workshop. - Go to a specialist workshop. - Go to a specialist workshop.
6	Abnormal engine noise	<ul style="list-style-type: none"> - Ignition problems. - Over heating. 	<ul style="list-style-type: none"> - Go to a specialist workshop. - See chapter 3.
7	Detonations in the exhaust	<ul style="list-style-type: none"> - Carbon in combustion chamber. - Incorrect or poor gasoline or wrong octane rating. - Incorrect or non-specified spark plug. - Exhaust system joints deteriorated. 	<ul style="list-style-type: none"> - Go to a specialist workshop. - Drain the petrol and fill with fresh or higher-octane petrol. - Change spark plug for a new one or recommended one. - Check if the exhaust system is deteriorated. The seals must be in perfect condition, if not then they must be changed for new ones. - Go to a specialist workshop.
8	White fumes from the exhaust	<ul style="list-style-type: none"> - Cylinder head gasket leak (water leaking into cylinder). 	<ul style="list-style-type: none"> - Go to a specialist workshop.

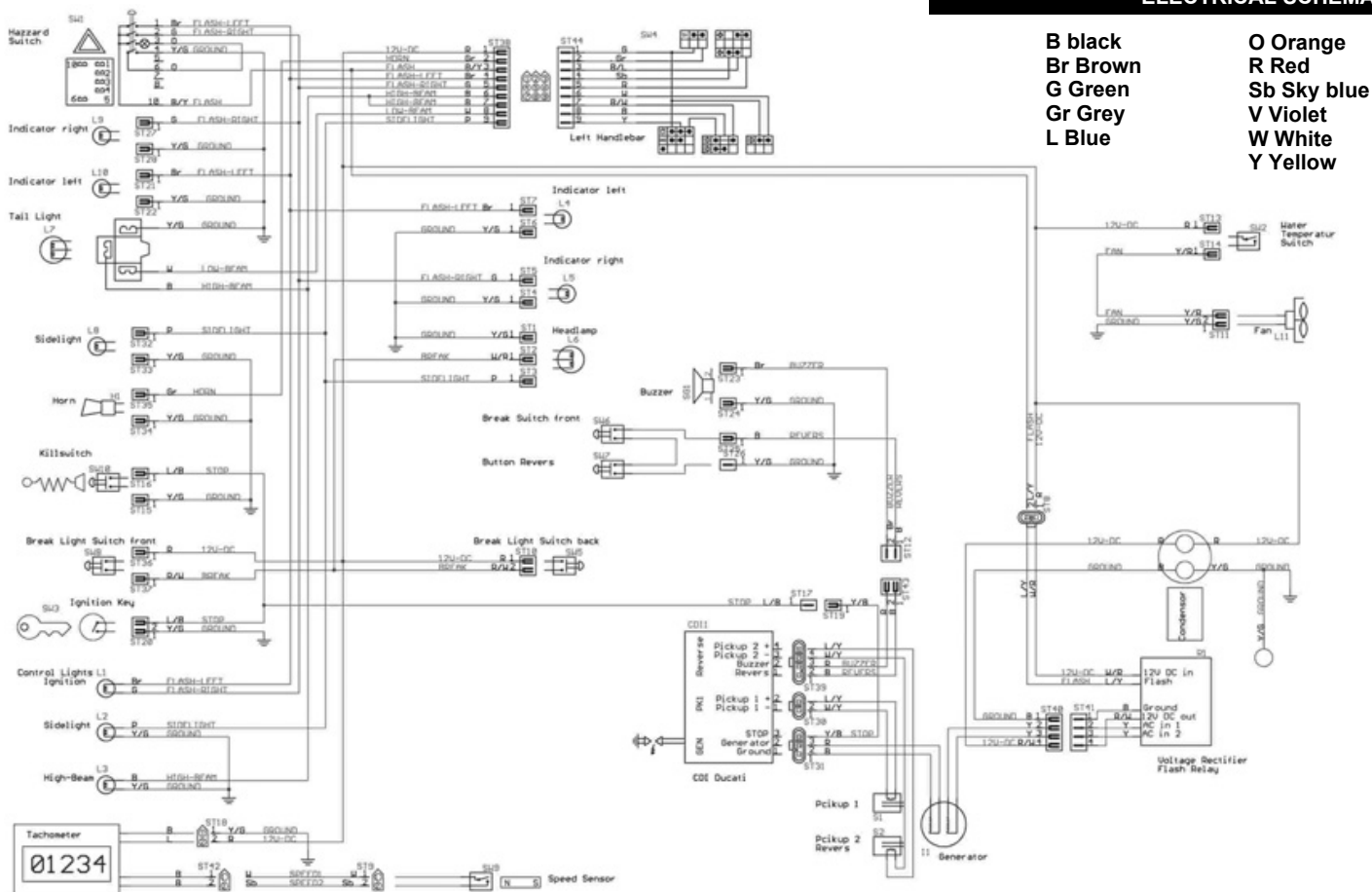
	FAULT	CAUSE	SOLUTION
8	White fumes from the exhaust	- Petrol valve cable maladjusted.	- Go to a specialist workshop.
9	Brown fumes from the exhaust	- Air filter obstruction. - Main jet too high.	- Clean or change the air filter. Go to a specialist workshop. - Change the main jet and verify.
10	Gears don't engage	- Clutch does not release. - Shift fork worn or locked. - Gear locked in transmission. - Shift lever damaged. - Selector position spring loose or broken. - Down shift selector mechanism spring broken. - The spring of the retro-selector is broken. - Cylinder change if broken. - Gear ratchet spring broken.	- Go to a specialist workshop. - Change the gear fork. - Go to a specialist workshop. - Change the gear lever. - Go to a specialist workshop. - Go to a specialist workshop. - Go to a specialist workshop. - Go to a specialist workshop. - Go to a specialist workshop. - Go to a specialist workshop.
11	Gears jump	- Gear change fork damaged in the gears. - Gear teeth worn. - Gear nipple damaged. - Groove gear drum worn. - Gear change fork pivot worn. - Selector drum position spring broken. - Broken gears.	- Change gear fork. Go to a specialist workshop. - Change. Go to a specialist workshop. - Change. Go to a specialist workshop. - Change. Go to a specialist workshop. - Change shaft. Go to a specialist workshop. - Change the spring. Go to a specialist workshop. - Go to a specialist workshop.
12	Clutch slipping	- No play in the clutch handle. - Clutch plate worn. - Clutch housing worn. - Clutch spring broken or weak.	- Go to a specialist workshop. - Replace the clutch plate. Go to a specialist workshop. - Replace the clutch hub. Go to a specialist workshop. - Go to a specialist workshop.

	FAULT	CAUSE	SOLUTION
12	Clutch slipping	- Clutch plates worn.	- Change the clutch disks. Go to a specialist workshop.
13	The QUAD is unstable.	- Steering stem nut loose. - Steering bearings damaged or worn. - Steering stem bent.	- Adjust the steering stem, ensure that there is a pin underneath the bolt preventing it from loosening in any case. - Replace the steering bearing. - Change the steering stem. Go to a specialist workshop.
14	Shock absorption too hard	- Compression maladjusted. - Excessive tyre pressure.	- Rotate the control on the upper part of the front and rear shock absorbers to the left. Ensure that the balance of the front shock absorbers is done correctly. For more details, see "suspension tuning". - Verify tyre pressure.
15	Shock absorption too soft	- Rebound maladjusted. - Low tyre pressure.	- We must hold the hydraulics when rotating the control on the lower part of the shock absorbers to the right. Ensure that the compression of the front shock absorbers are adjusted equally. See "Suspension tuning". - Verify tyre pressure.
16	The QUAD makes unusual noises	- Drive chain incorrectly adjusted. - Chain worn. - Rear sprocket worn. - Chain lubrication insufficient. - Rear wheels misaligned. - Brake disk worn. - Brake pads incorrect position or crystallised.	- Adjust the chain. - Change the chain, rear sprocket and secondary transmission pinion. - Change the rear sprocket. - Lubricate using a correct chain lubricant. - Align the rear wheels. - Replace the brake disk. - Refit the pads or change them

	FAULT	CAUSE	SOLUTION
16	The QUAD makes unusual noises	<ul style="list-style-type: none"> - Cylinder damage. - Brackets, nuts, bolts not properly tightened. 	<ul style="list-style-type: none"> - Replace the damaged cylinder. - Verify and adjust to the correct tightening torques.
17	The handlebars vibrate	<ul style="list-style-type: none"> - Tyre deformation, swing arm or needle bearing worn. - Rim off-centre. - Different tyre pressures. - Wheel off-centre or deformed. - Wheels not aligned, due perhaps to a fall. - Handlebar bracket loose, steering shaft bolt loose. 	<ul style="list-style-type: none"> - Refill. - Release air from the wheels, fit the rims correctly, and inflate the tyres to the correct pressure. - Check tyre pressures and correct if necessary. - Check the wheels thoroughly and replace if necessary. - Check front wheel convergence and divergence. Centre the swing arm shaft. - Tighten the handlebar bracket and the steering shaft bolt to the correct tightening torques.
18	The QUAD pulls to one side	<ul style="list-style-type: none"> - Chassis twisted. - Steering incorrectly aligned. - Steering stem bent. - Rear wheel misaligned. - Possible violent shock to one of the steering joints. 	<ul style="list-style-type: none"> - Go to a specialist workshop. - Adjust the steering. Go to a specialist workshop. - Change steering stem. Go to a specialist workshop. - Check front wheel convergence and divergence. Centre the swing arm shaft. - Go to a specialist workshop.
19	The brakes do not function correctly	<ul style="list-style-type: none"> - Brake pads worn. - Loss of brake fluid. - Brake fluid deteriorated. - Piston cylinder broken. - Brakes incorrectly adjusted. 	<ul style="list-style-type: none"> - Check the condition of the pads and change them if necessary. - Check the brake circuits. Change those that are damaged or broken. - Drain the brake fluid and put a new product, recommended by the maker. (See "Maintenance and periodic adjustments" for information on bleeding the brake fluid circuit). - Replace the piston cylinder. - Adjust the brakes.

	FAULT	CAUSE	SOLUTION
20	The lights blow	- Voltage regulator faulty.	- Remove the seat and the fuel tank then check connections, verify the voltage regulator and the fuses in the fuse box.
21	The lighting system does not work	- Bulbs melted or short-circuit in the electric installation.	- Check the condition of the bulbs and the electrical installation.

ELECTRICAL SCHEMAS



WARRANTY TERMS AND CONDITIONS

(According to Law decree 23/2003 on the 10th of July, covering Warranties on Consumer Item Sales)

Warranty terms of the manufacturer GASGAS Motos, S.A.

The company GAS GAS MOTOS, S.A. (hereafter referred to as "GG"), with this present document guarantees the consumer, the purchaser of a vehicle manufactured by GG, that both the materials and the manufacturing are free of defects in accordance with the highest standards of quality. Consequently, GG with this document guarantees the consumer (hereafter referred to as the "purchaser"), in accordance with the conditions set out below, the repair, free of charge, of any defect in materials or that might result from faulty manufacture that is detected in a new motorcycle within the period covered by this Warranty and with no limit on the number of kilometres covered or hours of use.

Warranty Period

The period covered by this Warranty will begin on the day of delivery of the vehicle to the purchaser by a GG authorised dealer, or in the case of demonstration models, on the date in which the vehicle is used for the first time. The seller will be responsible for any unwarranted faults that become apparent within the period established in the Law decree 23/2003 on the 10th of July covering Warranties on Consumer Goods Sold from the time of delivery and in accordance with the Directive 1999/44/EC for other members of the European Community. For countries outside the European Community, the Warranty Period will be determined by the existing regulations in those countries. Nevertheless, should the fault appear during the first six months after the delivery of the motorcycle, it will be presumed that the said fault existed at the time of delivery; from the end of the sixth month onwards, the purchaser must demonstrate that the unwarranted fault existed at the moment of delivery. During the first six months subsequent to the delivery of the repaired vehicle, the seller will be responsible for any unwarranted faults arising out of the repair.

Any defects detected in the product must be brought to the attention of a GG authorised dealer within the Warranty Period. If the last day of this period is a Sunday or an official holiday, the Warranty period will be extended such that the last day of the period covered will be the first working day after the Sunday or official holiday.

Those claims under Warranty for defects not brought to the attention of a GG authorised dealer before the end of the Warranty Period will be excluded.



Obligation of the purchaser

GG will have the right to reject any claims under Warranty in the event that:

- a) The purchaser has failed to submit the vehicle to any of the inspections and/or maintenance work required in the Users' Manual, or has exceeded the date set for such inspections or maintenance work. Also excluded from guarantee are those faults that appeared prior to the dates established for an inspection or maintenance work where the latter was not carried out, or was carried out later than the date established.
- b) An inspection, maintenance or repair has been performed on the vehicle by third parties not recognised or authorised by GG.
- c) Any maintenance or repair has been carried out on the vehicle that violates the technical requirements, specifications and/or instructions indicated by the manufacturer.
- d) Spare parts whose use has not been authorised by GG have been used during the course of maintenance work or repairs to the vehicle, or in the event that the vehicle has been used with fuels, lubricants or other liquids (including, amongst others, cleaning products) that have not been expressly mentioned in the specifications set out in the User's Manual.
- e) The vehicle has been altered or modified in any way or fitted with components other than those expressly authorised by GG as accepted components of the vehicle.
- f) The vehicle has been stored or transported in a way that is not in accordance to the corresponding technical requirements.
- g) The vehicle has been used for special purposes other than ordinary use, such as competition, races or record breaking attempts.
- h) The vehicle has been directly or indirectly damaged as a result of a fall or an accident.

Warranty exclusions

The following items are not covered by this Warranty:

- a) Worn parts, including, without any limitation, spark plugs, batteries, petrol filters, oil filter elements, (secondary) chains, engine output pinions, rear sprockets, air filters, brake discs, brake pads, clutch plates and discs, bulbs, fuses, carbon brushes, footrest rubbers, tyres, inner tubes, cables and other rubber components
- b) Lubricants (for example, oil, grease, etc.) and working fluids (for example, battery liquid, coolant, etc.)
- c) Inspection, adjustments and other maintenance tasks, as well as all kinds of cleaning work
- d) Damage to the paint-work and consequent corrosion due to external causes, such as stones, salt, industrial fumes and

other environmental impact, or inadequate cleaning with inappropriate products

e) Any damages caused as a result of the defects, as well as any expenses incurred either directly or indirectly as a consequence of the defects (for example, communication costs, accommodation expenses, car hire costs, public transport costs, breakdown truck fees,, courier costs, etc.), as well as other financial losses (for example, those caused by the loss of the use of the vehicle, loss of income, time lost, etc.)

f) Any acoustic or aesthetic phenomenon that does not significantly affect the condition or use of the motorcycle (for example, small or hidden imperfections, noise or vibrations that are normal in use, etc.)

g) Phenomena that are the result of the ageing of the vehicle (for example, discolouring of painted or metallic coated surfaces).

Various

1.- GG shall have the prerogative to decide, at its own discretion, whether to repair or replace defective parts. Where parts are replaced, ownership of the parts removed shall pass to GG without any other consideration. The GG authorised dealer, to whom the making good of the defects has been entrusted, is not authorised to make any declarations that are binding on GG.

2.- In case of doubt regarding the existence of a defect, or a visual or material inspection is required, GG reserves the right to demand the return of the parts which are the object of a claim under Warranty, or to arrange an inspection of the defect by an expert from GG. Any additional obligations arising out of guarantees on parts replaced free of charge, or any other service rendered free of charge, are excluded from the effects of this present warranty. The Warranty on parts replaced within the Warranty Period will end at the expiry date for the Warranty Period of the product concerned.

3.- Should it prove to be the case that a defect can not be repaired, the purchaser guaranteed shall have the right to the cancellation of the contract (payment of compensation) or a partial refund of the purchase price (discount), instead of repairing the motorcycle.

4.- Any claims against Warranty by the purchaser under the terms of the sale contract with the corresponding authorised dealer shall not be affected by the terms of this present Warranty. Neither will this present Warranty affect those additional contractual rights acquired by the purchaser under the general commercial terms and conditions of the authorised dealer. However, such additional rights may only be exercised through claims against the authorised dealer.

5.- Should the purchaser resell the product within the Warranty Period, the duration and conditions of the present Warranty will remain unaltered, in such a way as that the rights to make claims under the present Warranty in accordance with the terms and conditions set out in this present document shall be transferred to the new owner of the motorcycle.

6.- In the case of used motorcycles sold by Gas Gas the Warranty Period will be one year from date of delivery of the goods. And in no case shall the consumer request replacement of the goods.

GAS GAS

RECOMIENDA EL USO DE ACEITE:
RECOMMENDS THE USE OF OIL:
RECOMMANDE L'USAGE DE L'HUILE:
CONSIGLIA L'USO D'OLIO:



GAS GAS

FEBRERO / FEBRUARY / FEBRER 2005



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