

PIAGGIO WOULD LIKE TO THANK YOU

for having chosen one of its products. We have drawn up this manual to show you all features of this product. Please read it carefully before riding the vehicle for the first time. It includes information, recommendations and warnings regarding your vehicle. You will also be informed of features, details and devices that will prove the excellence of your choice. We believe that if you follow our suggestions, you will soon tune in with your new vehicle and use it for a long time at full satisfaction. This booklet is an integral part of the vehicle, and upon sale, it should be transferred to the new owner.

# NRG Power Purejet



**PIAGGIO®**

The instructions are intended to provide a clear, simple guide to using your scooter; details are also given of routine maintenance procedures and regular checks that should be carried out on the vehicle at an **Authorised PIAGGIO-GILERA Dealer or Service Centre**. The booklet also contains instructions for simple repairs. Any operations not specifically described in this manual require the use of special tools and/or particular technical knowledge: for these operations, please contact an **Authorised PIAGGIO-GILERA Dealer or Service Centre**.



### **Personal safety**

Failure to completely observe these instructions will result in serious risk of personal injury.



### **Safeguarding the environment**

Sections marked with this symbol indicate the correct use of the vehicle to prevent damaging the environment.



### **Vehicle intactness**

The incomplete or non-observance of these regulations leads to the risk of serious damage to the vehicle and sometimes even the invalidity of the guarantee.

*The signs that you see on this page are very important. They are used to highlight those parts of the booklet that should be read with particular care. As it can be seen, each sign consists of a graphic symbol that helps visualise each topic and facilitates reading through the entire manual.*



# NRG Power Purejet



**PIAGGIO®**



**INDEX**

## INDEX

Chap. 01 .....	Vehicle
Chap. 02 .....	Use
Chap. 03 .....	Maintenance
Chap. 04 .....	Technical data
Chap. 05 .....	Programmed maintenance

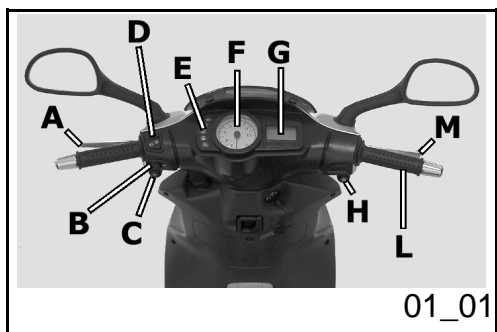
# NRG Power Purejet



**PIAGGIO®**

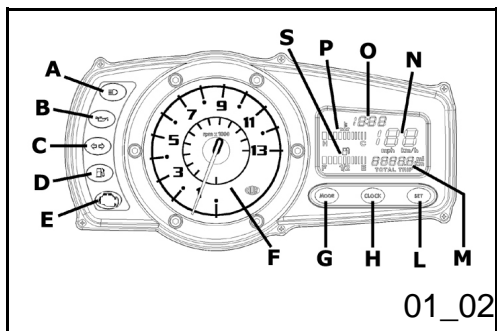


**Chap. 01  
Vehicle**



## Dashboard (01\_01)

- A = Rear brake lever
- B = Turn signal switch
- C = Horn button
- D = Headlight switch
- E = Warning lights assembly
- F = Analogue instrument panel
- G = Digital dashboard
- H = Starter button
- L = Throttle
- M = Front brake lever

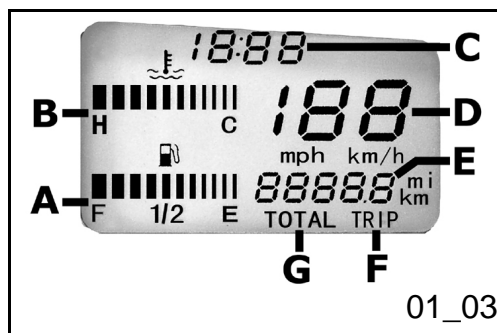


## Instruments (01\_02)

- A = High-beam warning light
- B = Low-oil pressure warning light
- C = Turn signal warning light
- D = Low-fuel warning light
- E = Engine warning light
- F = Tachometer
- G = "Mode" button
- H = "Clock" button
- L = "Set" button



M = Total/Trip  
 N = Speedometer  
 O = Clock  
 P = Coolant temperature gauge  
 S = Fuel level gauge



### Digital lcd display (01\_03)

A: Fuel level gauge  
 B: Coolant temperature gauge (for liquid-cooled vehicles)  
 C: Digital clock  
 D: Speedometer  
 E: Odometer (km/miles)  
 F: Trip odometer (km/miles)  
 G: Total odometer (km/miles)

### Setting the total and trip odometers

Press the "MODE" key for less than a second to successively view the following functions:

1. **TOTAL** - the words "TOTAL" and **Km/h** or **mph** are displayed. The values correspond to the total distance covered by the vehicle and cannot be zeroed.
2. **TRIP** - the words "TRIP" and **Km/h** or **mph** are displayed. Press the «SET» key for more than three seconds to zero these values.

#### N.B.

TURN THE KEY-SWITCH TO «ON» AND THEN PRESS THE "MODE" AND "CLOCK"

**KEYS SIMULTANEOUSLY FOR MORE THAN 3 SECONDS TO SHIFT FROM KILOMETRES (km/h) TO MILES (mph).**

**THE WORD "SET" WILL BE DISPLAYED FOR ONE SECOND"**



**WE STRONGLY ADVISE NO TO USE THE DIGITAL PANEL FUNCTIONS WHILE THE VEHICLE IS MOVING.**

## Setting the hour/minutes function

To set the clock, hold down the «**CLOCK**» button for more than three seconds. The numbers representing the hours will start blinking.

Set the hours using the «**SET**» button.

By pressing the «**CLOCK**» button again the numbers representing the minutes will start blinking.

Set the minutes using the «**SET**» button.

Press the «**CLOCK**» button again to exit the setting mode.

The setting mode is terminated automatically if, during the setting, no button is pressed for a period longer than 8 seconds, and the last set time will be shown on the display.

### **N.B.**

**THE TIME SETTING IS IN «P.M.» MODE, WHICH MAY BE IDENTIFIED BY THE NUMBER "0" FOLLOWING "11". IN «A.M.» MODE, THE NUMBER «12» IS DISPLAYED.**

### **CAUTION**

**THE «CLOCK» KEY IS ENABLED ONLY WHEN THE ENGINE IS NOT RUNNING AND THE KEY IS SET TO «ON».**



### Key switch (01\_04)

**LOCK** = Ignition disabled, extractable key, steering lock activated, saddle cannot be opened.

**OFF** = Ignition disabled, extractable key, steering lock released, saddle can be opened.

**ON** = Ready to start, antitheft device disabled, non-extractable key, saddle can be opened.

The saddle can be opened by pressing the ignition key-switch only when in «**OFF**» or «**ON**».

### Locking the steering wheel

Turn the steering wheel to the left (to the limit switch), turn the key to «**LOCK**» and remove it.



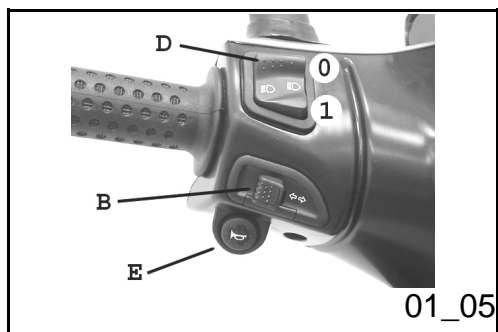
**DO NOT TURN THE KEY TO «LOCK» OR «OFF» WHILE RIDING.**

### Releasing the steering wheel

Reinsert the key and turn it to the «**OFF**» position.

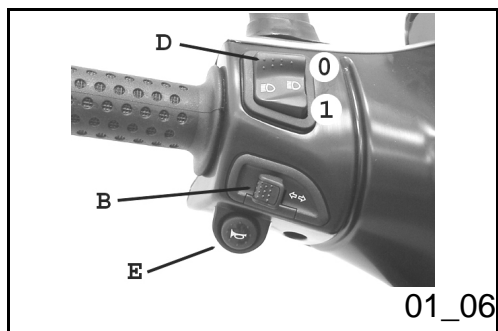


**DO NOT TURN THE KEY TO «LOCK» OR «OFF» WHILE RIDING.**



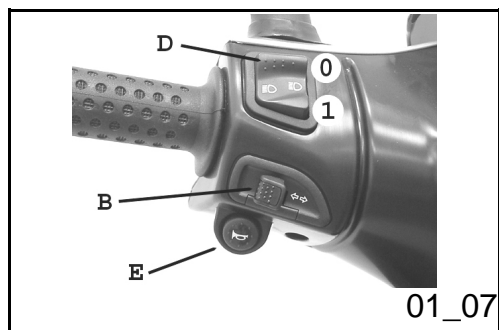
### Switch direction indicators (01\_05)

To start the left indicators, move the lever «B» to the left; to start the right indicators, move the lever rightwards. The lever automatically returns to the central position and the indicators remain on. To turn the indicators off, press the lever towards the switch.



### Horn button (01\_06)

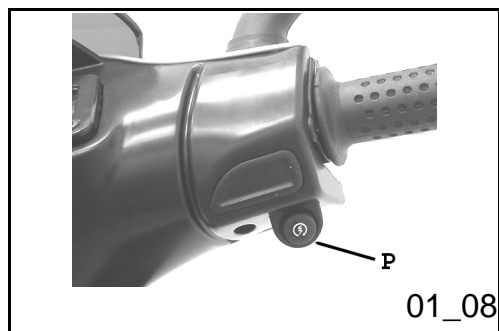
Horn button «E»



### Light switch (01\_07)

0 = Low beam and side light

1 = High beam and side light



### Start-up button (01\_08)

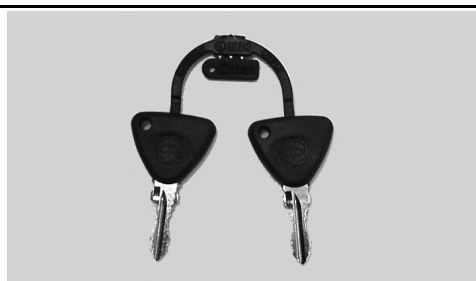
To start the engine, press the starter button, «P», after pulling either one of the two brake levers.



01\_09

### Opening the saddle (01\_09)

Press the key switch when it is set to the or "ON" "OFF" position.



01\_10

### Keys (01\_10)

The scooter is supplied with two keys (one spare) that serve to start the engine and unlock the saddle compartment. The keys are accompanied by a tag marked with the identification code to be quoted when ordering duplicates.

#### WARNING

**WE RECOMMEND KEEPING THE DUPLICATE KEY TOGETHER WITH ITS CODE IN A SAFE PLACE AND NOT ON THE SCOOTER**

### Identification (01\_11, 01\_12)

The identification numbers consist of a prefix stamped on the chassis and on the engine, followed by a number. They should always be given when requesting spare parts. We recommend that you check that the prefix and chassis number stamped on the vehicle correspond with those in the vehicle documents.



**NOTE THAT ALTERING IDENTIFICATION REGISTRATION NUMBERS MAY LEAD TO SERIOUS PENAL SANCTIONS (IMPOUNDING OF THE SCOOTER, ETC.).**



01\_12



01\_13

**Bag clip (01\_13)**

To use the bag hook located on the knee-guard, it is necessary to pull it towards the back of the vehicle.





# NRG Power Purejet



**PIAGGIO®**

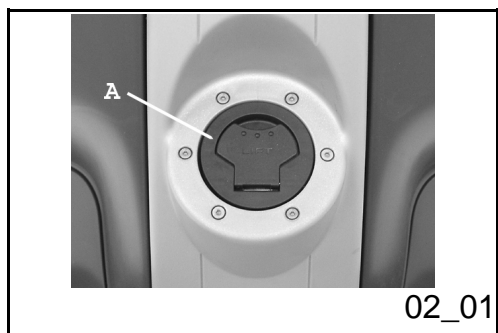


**Chap. 02  
Use**

## Checks

Before riding the vehicle, check:

1. The fuel and oil tanks are full.
2. The rear hub oil level.
3. The tyres are inflated correctly.
4. The headlight, taillight and turn signals are working properly.
5. The front and rear brakes are in riding order.
6. The fluid level in the brake pump reservoir.
7. The coolant level in the expansion tank.



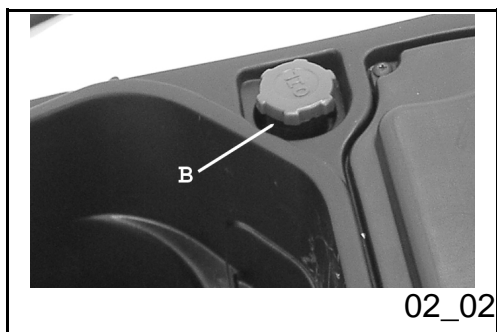
02\_01

## Refuelling (02\_01, 02\_02)

Fill up the fuel tank «**A**» with unleaded petrol with min number of octanes of 95. A low-fuel warning light on the dashboard indicates the vehicle is now running on reserve. Top-up the oil tank «**B**» with recommended oil. The min oil level is flagged by the warning light located on the dashboard. The top-up should be carried out as soon as the warning light goes on or, by all means, before covering 150 km. The vehicle is fitted with an electronic system which performs a check on the low-fuel and oil warning lights. As the key is turned onto "ON" the low-oil warning light goes on for a few seconds, indicating it is working correctly; a similar check is run by the digital display at the same time. A failed check may indicate a fault within the dashboard. If this is the case, please contact an **Authorised Piaggio Service Station**. In the event of running out of oil, even if this has not damaged the engine, it will still be necessary to contact an **Authorised Piaggio Service Station** to bleed the oil pump. If this is the case, fill the fuel tank with at least 3 litres of petrol-oil mixture with 2% oil. Once this has been exhausted, revert to standard, petrol fill-ups.



**SWITCH OFF THE ENGINE BEFORE REFUELLING WITH PETROL. PETROL IS HIGHLY INFLAMMABLE. AVOID DROPPING PETROL DURING THE REFUELLING PROCEDURE.**



DO NOT BRING OPEN FLAMES OR CIGARETTES NEAR THE MOUTH OF THE FUEL TANK: FIRE HAZARD. ALSO AVOID INHALING HARMFUL VAPOURS.



THE USE OF OILS AND SPARK PLUGS DIFFERENT FROM THOSE RECOMMENDED COULD HAVE A NEGATIVE EFFECT ON THE LIFE OF THE MOTOR.



IF ONLY THE FIRST AND LAST SEGMENTS OF THE FUEL LEVEL GAUGE ARE BLINKING, PLEASE CONTACT AN AUTHORISED PIAGGIO SERVICE STATION SO THAT AN INSPECTION OF THE INDICATOR MAY BE CARRIED OUT.

### **Recommended products**

#### **SELENIA HI Scooter 2 Tech**

##### *Mixer Oil*

Synthetic oil that passes API TC ++ specifications

### **Characteristic**

#### **Fuel tank**

Plastic, capacity ~ 6,5 l (approximate value) including ~ 1.5 l reserve

#### **Oil mixer tank**

In plastic, of capacity ~ 1.3 lt. (including reserve ~ 0.500 lt.)

#### **Topping up mixer oil tank**

with at least 0.5 ÷ 1 lit.

### **Tyre pressure**



**TYRE PRESSURE SHOULD BE CHECKED WHEN THE TYRES ARE COLD. INCORRECT TYRE PRESSURE CAUSES ABNORMAL TYRE WEAR AND MAKES DRIVING DANGEROUS. TYRES MUST BE REPLACED WHEN THE TREAD REACHES THE WEAR LIMITS SET FORTH BY LAW.**

### **Characteristic**

#### **Front tyre pressure**

1.2 bar

#### **Rear tyre pressure**

1.7 bar

#### **Rear tyre pressure (with rider and luggage)**

1.9 bar

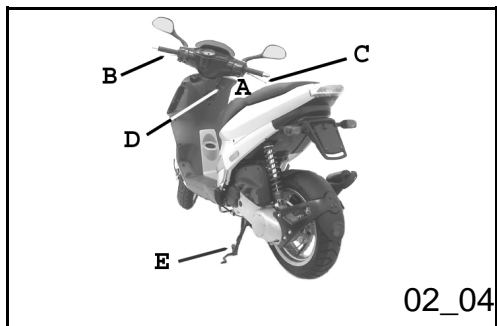


02\_03

### Running in (02\_03)



DURING THE FIRST 1000 KM DO NOT RIDE THE VEHICLE OVER 80% OF ITS MAXIMUM SPEED. AVOID TWISTING THE ACCELERATOR KNOB COMPLETELY OR KEEPING A CONSTANT SPEED ALONG LONG SECTIONS OF ROAD. AFTER THE FIRST 1,000 KM PROGRESSIVELY INCREASE SPEED UNTIL REACHING THE MAXIMUM PERFORMANCE.



02\_04

## Starting up the engine (02\_04)

The scooter is fitted with automatic transmission with a regulator and centrifugal clutch. Therefore always start the engine with the throttle at a minimum; Gradually accelerate to pull away.

This scooter has a fuel line tap and a choke which are automatically controlled when the start button is pressed.

To start the engine, before pressing the starter button «A», the rear brake lever «B» or front brake lever «C» need to be pulled to permit start-up.

- 1: Put the motorscooter on its stand "E"; check that the rear tire is off the ground.
- 2: Keep the throttle closed.
- 3: Put the key in the ignition switch «D» and turn it to the «ON» position.
- 4: Push the starter button «A» after pulling the rear brake lever «B» or the front brake lever «C».



**DO NOT CARRY OUT THESE OPERATIONS IN CLOSED AREAS BECAUSE THE EXHAUST GASES ARE TOXIC.**



**DUE TO THE HIGH TEMPERATURES THE CATALYTIC CONVERTER CAN REACH, ALWAYS TAKE CARE, WHEN PARKING THE SCOOTER, THAT THE EXHAUST DOES NOT COME INTO CONTACT WITH FLAMMABLE MATERIALS, TO AVOID SERIOUS BURNS.**

## Difficult start up

Possible causes for engine starting difficulties and suggested actions:

1. **Carburetor flooded.** Place the vehicle on the center stand and check that the rear tire is not touching the ground. Open the throttle fully and press the starter button for five seconds

and then stop for five seconds. If the engine does not start after a few attempts, let the engine sit for a few minutes and then repeat the above operations. Do not keep the button pressed for more than 20 seconds when attempting to start the engine.

**2. In the event of running out of fuel.** After refuelling the vehicle, proceed with the starting procedure, by acting upon the starter button «A» and maintaining the throttle at idle to provide the tap with the highest vacuum available. If, even after following the above instructions, the vehicle may still not be started, please contact an **Authorised Piaggio Service Station**.

**3. In the event of a weak battery supplemented by an auxiliary source**

If the battery is low, it is possible to start the engine using an alternative battery and suitable cables, approved for high-voltage currents and fitted with standard terminals.

If the auxiliary battery is fitted onto another vehicle, ensure the two vehicles are not in contact and resting on their centre-stands (if the aiding vehicle is fitted with one).

Proceed as follows:

1. Switch all services off, start the vehicle with the auxiliary battery and rev it up slightly above idle to ensure the battery is properly charged, hence switch the engine off.
2. Switch all services off and turn the ignition key-switch onto the "OFF" position on both vehicles.
3. Attach the positive (+) terminal of the weak battery to the negative (-) terminal of the auxiliary battery and the negative (-) terminal of the weak battery to the positive (+) terminal of the auxiliary battery.
4. Attempt starting the vehicle by acting on the starter button at intervals of approx. 5 seconds. If the engine does not start after running the starter motor for approx. 20", the engine may suffer from another fault, not related to the weak battery.
5. Once the engine has been started, maintain it slightly above idle and detach the cables (one at the time and from both terminals on both batteries) in reverse order, i.e. negative (-) terminal first, then positive (+) terminal

Check the electrolyte level (for standard batteries only) as soon as possible, and refill with distilled water if necessary. If the reason which caused the battery lose its charge is unknown, please contact an **Authorised Piaggio Service Station**.

**CAUTION**

**FOLLOW THE INSTRUCTIONS GIVEN BELOW IN ORDER TO PREVENT SEVERE INJURIES AND DAMAGE TO THE VEHICLE; ALSO, FOLLOW THE INSTRUCTIONS PROVIDED BY THE MANUFACTURER OF THE TERMINALS.**

**DO NOT FILL THE BATTERY WITH FROZEN ELECTROLYTE. LET IT DEFROST BEFORE STARTING THE VEHICLE USING THE AUXILIARY BATTERY, AS THE RESULTING GASES MAY CAUSE EXPLOSIONS.**

**DO NOT START THE VEHICLE USING A BATTERY WITH LOW ELECTROLYTE LEVEL.**

**USE AN FULLY CHARGED AUXILIARY BATTERY WITH THE SAME VOLTAGE AS THAT OF THE ORIGINAL ONE; CARRY OUT THE OPERATION IN A WELL VENTILATED ENVIRONMENT.**

**THE CAPACITY (AH) OF THE AUXILIARY BATTERY MUST BE THE SAME OR SLIGHTLY HIGHER THAN THAT OF THE WEAK BATTERY.**

#### **WARNING**

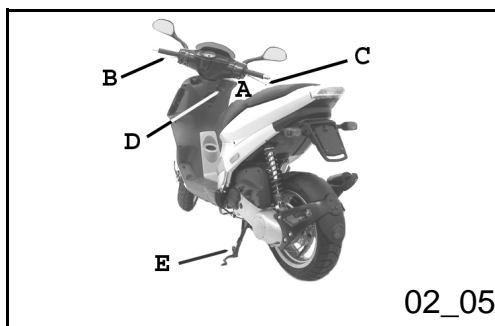
**TO PREVENT SHORT-CIRCUITS:**

**ENSURE THE CABLES' INSULATION IS IN GOOD CONDITIONS AND PAY ATTENTION IN RUNNING THEM AWAY FROM MOVING COMPONENTS. DO NOT ATTACH ANYTHING TO THE TERMINALS, AVOID SHORT-CIRCUITING THEM AND PREVENT THE POSITIVE CABLE (+) FROM TOUCHING THE EARTH WIRE.**



**TAMPERING MAY CAUSE SERIOUS ENGINE MALFUNCTION.**





## Stopping the engine (02\_05)

Stop acceleration, then turn the key in switch «D» to the «OFF» engine off position (key can be extracted).



**DUE TO THE HIGH TEMPERATURES THE CATALYTIC CONVERTER CAN REACH, ALWAYS TAKE CARE, WHEN PARKING THE SCOOTER, THAT THE EXHAUST DOES NOT COME INTO CONTACT WITH FLAMMABLE MATERIALS, TO AVOID SERIOUS BURNS.**

## Catalytic silencer



**TAMPERING WITH THE CATALYTIC MUFFLER MAY CAUSE SEVERE DAMAGE TO THE ENGINE**



**DUE TO THE HIGH TEMPERATURES THE CATALYTIC CONVERTER CAN REACH, ALWAYS TAKE CARE, WHEN PARKING THE SCOOTER, THAT THE EXHAUST DOES NOT COME INTO CONTACT WITH FLAMMABLE MATERIALS, TO AVOID SERIOUS BURNS.**



**DO NOT SWITCH OFF THE ENGINE WHILE THE VEHICLE IS MOVING. THE UNBURNED FUEL COULD ENTER THE CATALYTIC CONVERTER AND BURN, CAUSING IT TO OVERHEAT AND GET DESTROYED.**

## Automatic transmission

To ensure simple, pleasurable riding, the scooter is equipped with automatic transmission with regulator and centrifugal clutch. The system is designed to give the best possible performance in terms of both acceleration and consumption, on level ground and uphill, thanks to the adjustments made to engine speed and transmitted torque. If you have to stop on an uphill slope (traffic lights, traffic jam, etc.) only use the brake to keep the vehicle still, leaving the motor running at idling speed. Using the motor to keep the vehicle still can cause the clutch to overheat. This problem is due to the friction of the clutch parts on the clutch bell. It is therefore recommended to avoid conditions of prolonged clutch slippage leading to clutch overheating (for example, as well as the situation described above, driving uphill fully laden on steep slopes or starting off on slopes greater than 25%, etc.):

1. Do not continue riding in such conditions.
2. Let the clutch cool down with the motor at idling speed for a few minutes.

## Safe driving



**SOME SIMPLE TIPS ARE PROVIDED BELOW THAT WILL ENABLE YOU TO USE YOUR SCOOTER ON A DAILY BASIS IN GREATER SAFETY AND WITH MORE PEACE OF MIND.**

<

Your riding skill and knowledge of your vehicle are essential to guarantee safe riding conditions. We recommend trying out the vehicle in traffic-free zones to get to know your vehicle completely.

**ALWAYS RIDE WITHIN THE LIMITS OF YOUR ABILITY.**

1. Before riding off, remember to put on your helmet and fasten it correctly.
2. Reduce speed and ride cautiously on uneven roads.
3. Remember that after driving on a long stretch of wet road without using the brakes, the

braking effect is initially lower. In these conditions, it is a good idea to apply the brakes from time to time.

4. Do not brake hard on a wet surface, on dirt tracks or on any slippery road surface.
5. Should you really need to brake, apply both brakes in order to distribute the braking effect on both wheels.
6. Avoid riding off by mounting the vehicle when resting on the support. In any case, the rear wheel should not be turning when it comes into contact with the ground, in order to avoid abrupt departures.
7. If the vehicle is used on roads covered with sand, mud, snow mixed with salt, etc., clean the brake disc frequently with mild detergent in order to prevent abrasive substances from building up within the holes, which can result in early wear of the brake pads.
8. Any elaboration that modifies the vehicle's performances, such as tampering with original structural parts is strictly forbidden by law, and renders the vehicle no longer conforming to the approved type and dangerous for driving safety.



**RIDING WHILE DRUNK OR UNDER THE EFFECT OF DRUGS OR CERTAIN MEDICINES IS EXTREMELY DANGEROUS.**



**ANY ELABORATION THAT MODIFIES THE VEHICLE'S PERFORMANCES, SUCH AS TAMPERING WITH ORIGINAL STRUCTURAL PARTS IS STRICTLY FORBIDDEN BY LAW, AND RENDERS THE VEHICLE NO LONGER CONFORMING TO THE APPROVED TYPE AND DANGEROUS FOR DRIVING SAFETY.**



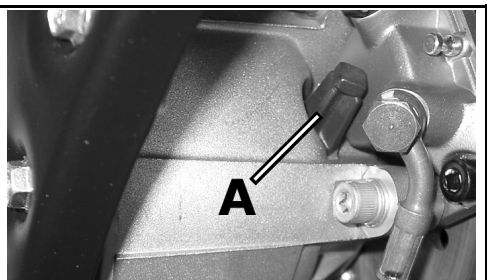
# NRG Power Purejet



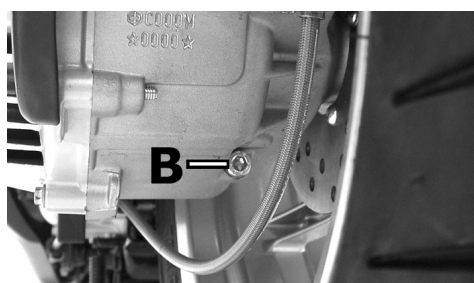
**PIAGGIO®**



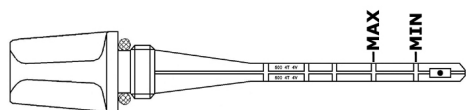
**Chap. 03  
Maintenance**



03\_01



03\_02



03\_03

## Hub oil level (03\_01, 03\_02, 03\_03)

To check the level of oil in the hub, proceed as follows:

1. Bring the vehicle to a flat surface and place it on the stand;
2. Remove the dipstick «A», and dry it with a clean cloth. Reinsert it, **screwing it in all the way**;
3. Remove the dipstick again, checking that the oil level reaches the **second notch from the bottom**;
4. Screw the dipstick back in, checking that it is locked in place.

Screw «B» is the oil hub drainage cap.



**RUNNING THE ENGINE WITH INSUFFICIENT LUBRICATION OR WITH INADEQUATE LUBRICANTS ACCELERATES THE WEAR AND TEAR OF THE MOVING PARTS AND CAN CAUSE IRREVERSIBLE DAMAGE.**



**USED OIL CONTAINS ENVIRONMENTALLY HARMFUL SUBSTANCES. FOR HUB OIL CHANGES CONTACT AN AUTHORISED PIAGGIO SERVICE CENTRE, WHICH CAN CARRY OUT ENVIRONMENTALLY-FRIENDLY DISPOSAL OF USED OIL IN COMPLIANCE WITH STATUTORY REGULATIONS.**

**N.B.**

**THE NOTCHES ON THE HUB OIL LEVEL DIPSTICK, APART FROM THOSE INDICATING THE MAXIMUM AND MINIMUM LEVELS, REFER TO OTHER MODELS BY THE MANUFACTURER, AND FOR THIS MODEL HAVE NO SPECIFIC FUNCTION.**

## Recommended products

**TUTELA MATRYX MOTO RIDER**

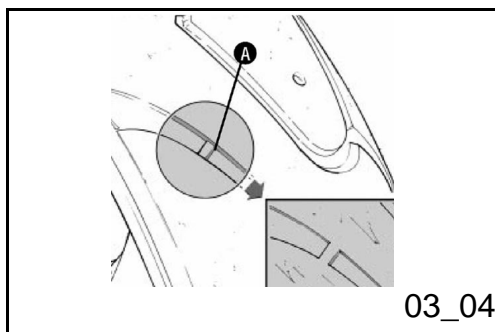
*Rear hub oil*

SAE 75W/85 API GL4 synthetic multigrade oil

## Characteristic

**Oil rear hub**

Quantity: ~85 cc

**Tyres (03\_04)**

Periodically check the inflation pressure of each tyre. The tyres have tread wear indicators and must be replaced as soon as the indicators are visible on the tread. Also check that the tyres do not show signs of splitting at the side or irregular tread wear; tyres must be replaced by an authorised service centre, or by a centre equipped to change tyres.



**TYRE PRESSURE SHOULD BE CHECKED WHEN THE TYRES ARE COLD. INCORRECT TYRE PRESSURE CAUSES ABNORMAL TYRE WEAR AND MAKES DRIVING DANGEROUS. TYRES MUST BE REPLACED WHEN THE TREAD REACHES THE WEAR LIMITS SET FORTH BY LAW.**

**Characteristic****Front tyre pressure**

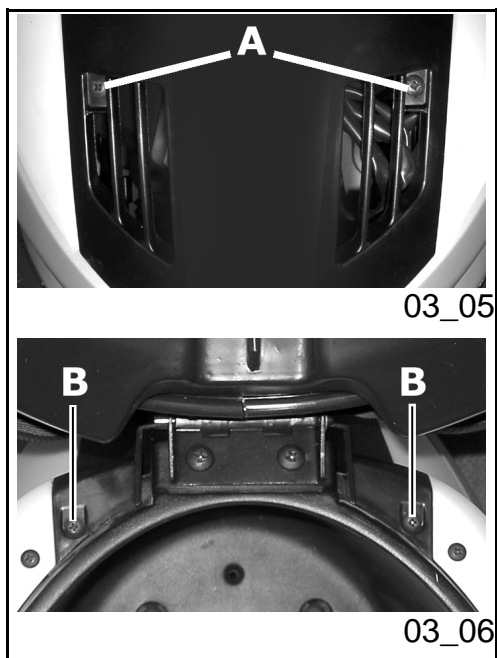
1.2 bar

**Rear tyre pressure**

1.7 bar

**Rear tyre pressure (with rider and luggage)**

1.9 bar



### Spark plug dismantlement (03\_05, 03\_06)

Lift the seat. Remove the access door after loosening the two screws «A» and «B». Detach the cap and, using the box-spanner provided, remove the spark plug. To refit the spark plug, insert it with the correct inclination and engage the thread by hand; use the spanner for tightening only. Carefully attach the cap. To refit the door, follow the removal operations in the reverse order, ensuring the tooth is engaged inside the top central cover.



**FOLLOW THESE PROCEDURES VERY CAREFULLY TO AVOID ANY SEVERE DAMAGE THAT MAY BE CAUSED BY THE VERY POWERFUL IGNITION SYSTEM.**



**THE SPARK PLUG MUST BE REMOVED WHEN THE MOTOR IS COLD.**

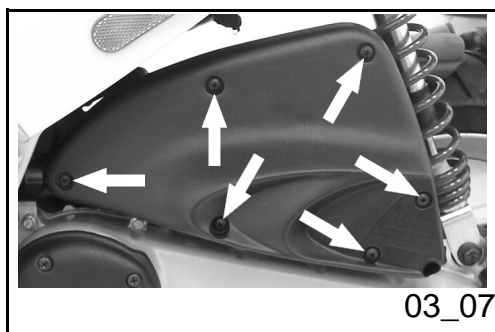
**THE USE OF ECU's, CDI's OR SPARK PLUGS OTHER THAN THOSE INDICATED IN THE MANUFACTURER'S SPECIFICATIONS (SEE "TECHNICAL SPECIFICATIONS" SECTION) MAY SERIOUSLY DAMAGE THE ENGINE.**

### Characteristic

**Spark plug**  
Champion RG6YC

**Electrode gap**  
0.6 ÷ 0.7 mm





### Removing the air filter (03\_07)

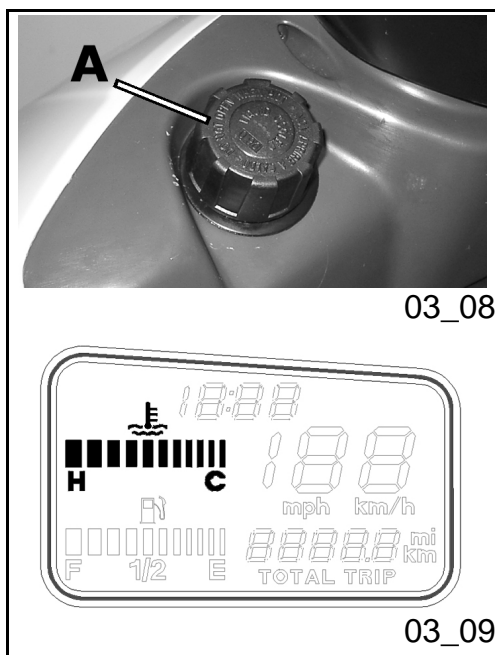
Remove the air-box cover by loosening the 6 fixing screws and extract the filter. Wash with solvent then dry with a clean cloth and small jets of compressed air, hence immerge in a 50% oil-fuel mixture. Squeeze the soaked filter with your hands, let it dry and refit it

### Recommended products

#### SELENIA Air Filter Oil

*Oil for air filter sponge*

Mineral oil with specific additive for increasing its ISO VG 150 adhesive quality



### Cooling fluid level (03\_08, 03\_09)

The engine cooling system is of the forced liquid type; the cooling circuit contains approx. 0.7 litres of coolant, obtained from a mixture of demineralised water (50%) and a glycol-ethylene based solution with corrosion inhibitors (50%). The recommended coolant is sold pre-mixed, ready for use. The system is fitted with a coolant temperature gauge.

For the engine to operate within normal conditions, the temperature gauge must not reach past segments 7 or 8 on the digital scale.

As segment 10 goes on, the icon and the bars start blinking; in such conditions, stop the engine, let it cool down and check the coolant level. If this is correct, please contact an **Authorised Piaggio Service Station** to fix the cause of the fault.

A coolant level check must be carried out with the engine cold after the 1,000 Km and every 5,000 Km thereafter, following the procedure below:

- Rest the vehicle on its centre-stand.
- Remove the expansion tank cap «A» by turning it anti-clockwise.

The coolant level may be checked against a reference line visible inside the tank. If the coolant level is found to be close to the min level, top it up. This operation must be carried out with the engine cold. If frequent top ups are required, or the expansion tank appears completely dry, there may be a leakage in the circuit. It is therefore necessary to have the circuit

checked by an **Authorised Piaggio Service station**.

The coolant must be replaced every 2 years. This operation must be carried out by qualified technicians and it is therefore necessary to contact an **Authorised Piaggio Service station**.



**IN ORDER TO AVOID BURNS, DO NOT UNSCREW THE EXPANSION TANK CAP WHILE THE ENGINE IS STILL HOT.**



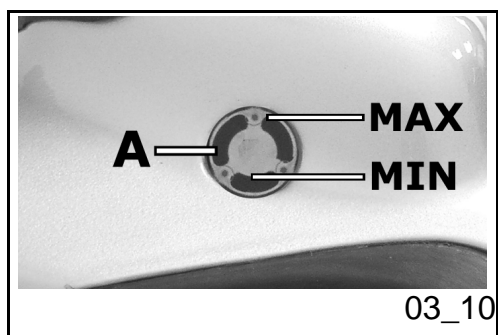
**IN ORDER TO AVOID HARMFUL FLUID LEAKS WHILE DRIVING, IT IS IMPORTANT TO MAKE SURE THAT THE LEVEL NEVER EXCEEDS THE MAXIMUM VALUE.**

### **Recommended products**

**PARAFLU MOTO RIDER (Ready to use)**

*coolant*

Mono-ethylene glycol based antifreeze, CUNA NC 956-16 fluid

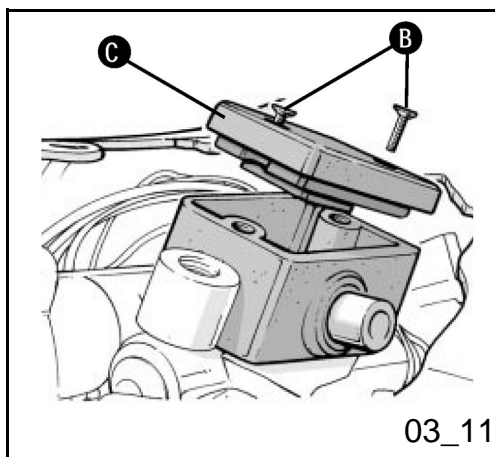


### **Checking the brake oil level (03\_10, 03\_11)**

The brake fluid reservoir is equipped with a sight glass "A". the quantity of liquid contained in the sight glass indicates the level of liquid in the tank.

When sight glass "A" is completely full with fluid, the level is above Min. If the level drops, even slightly, the fluid level is considered Min. If no fluid is visible through the sight glass, the fluid level is below Minimum.

The brake fluid level may fall due to wear on the brake pads. Should the level be below the minimum, the Customer is advised to contact an **Authorised Piaggio Service Centre** for a thorough check of the braking system. If you need to top up the level, follow the steps listed below. Unscrew the 2 screws "B", remove the tank cap "C" and pour in the required quantity of fluid (the brake fluid level must be above minimum). Check the level with the tank in a horizontal position, i.e. with the handlebars straight and the scooter perfectly level.



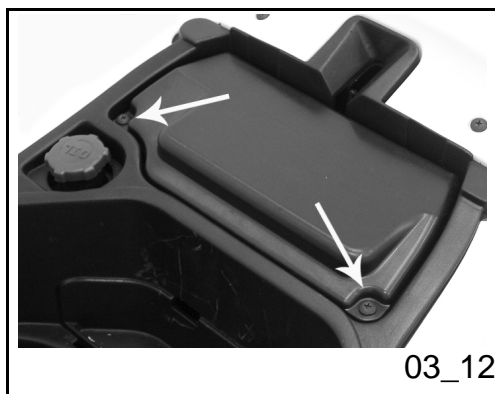
TOP UPS SHOULD ONLY BE CARRIED OUT WITH DOT 4 CLASSIFIED BRAKE FLUID.



IN NORMAL CLIMATIC CONDITIONS IT IS ADVISABLE TO REPLACE THE ABOVE-MENTIONED FLUID EVERY 2 YEAR. NEVER USE BRAKE FLUID CONTAINED IN CONTAINERS THAT ARE ALREADY OPEN OR PARTIALLY USED.



BRAKE FLUID IS HIGHLY CORROSIVE; IT IS THEREFORE VERY IMPORTANT TO AVOID CONTACT WITH PAINTED PARTS DURING TOP-UP PROCEDURES. THE BRAKING CIRCUIT FLUID IS HYGROSCOPIC, IN OTHER WORDS, IT ABSORBS HUMIDITY FROM THE SURROUNDING AIR. IF THE CONTENT OF MOISTURE IN THE BRAKING FLUID EXCEEDS A CERTAIN VALUE, IT WILL LEAD TO INEFFICIENT BRAKING.



### Battery (03\_12)

To access the battery, tip the saddle forwards, then remove the battery compartment cover by unscrewing the Philips screws as shown in the diagram.

The battery is the electrical device requiring the most attention and most thorough maintenance.



SPENT BATTERIES ARE HARMFUL FOR THE ENVIRONMENT. THE COLLECTION AND DISPOSAL SHOULD BE CARRIED OUT IN COMPLIANCE WITH CURRENT STATUTORY REGULATIONS.



ELECTROLYTE CONTAINS SULPHURIC ACID: AVOID CONTACT WITH EYES, SKIN AND CLOTHES. IN THE CASE OF ACCIDENTAL CONTACT, RINSE WITH PLENTY OF

**WATER AND CONSULT A DOCTOR.**



**IN ORDER TO AVOID DAMAGING THE ELECTRIC SYSTEM, NEVER DISCONNECT THE WIRING WHILE THE ENGINE IS RUNNING. DO NOT TIP THE SCOOTER EXCESSIVELY IN ORDER TO AVOID DANGEROUS LEAKAGE OF BATTERY ELECTROLYTE.**

### Checking the electrolyte level

The electrolyte level, which should be checked regularly, must always be at the maximum level. To top it up to this level, use only distilled water. Should it become necessary to top up the battery with water too frequently, check the scooter's electrical system because the battery is being overloaded, causing it to lose power quickly.



**ELECTROLYTE CONTAINS SULPHURIC ACID: AVOID CONTACT WITH EYES, SKIN AND CLOTHES. IN THE CASE OF ACCIDENTAL CONTACT, RINSE WITH PLENTY OF WATER AND CONSULT A DOCTOR.**

### Long periods of inactivity

Battery performance will decrease if the vehicle is not used for a long time. This is the result of the natural phenomenon of battery discharging, and may be due to residual absorption by scooter components with constant power consumption. Poor battery performance may also be due to environmental conditions and the cleanness of the poles. In order to avoid difficult starts and/or irreversible damage to the battery, follow any of these steps:

- Start up the engine **at least once a month** and keep it running slightly above idle for 10 -15 minutes. This allows the battery as well as all the engine components to run efficiently.
- Take your vehicle to a garage (as indicated in the "Vehicle not used for extended periods" section) to have the battery removed. Have the battery cleaned, charged fully and stored in a dry, ventilated place. Recharge **at least once every two months**.

**CAUTION**

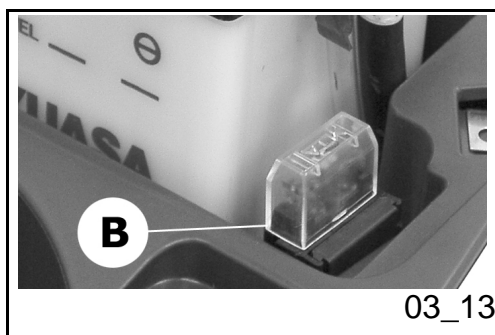
THE BATTERY MUST BE RECHARGED WITH A CURRENT LOAD EQUAL TO 1/10 OF THE BATTERY RATED CAPACITY AND FOR A PERIOD NOT LONGER THAN 10 HOURS. CONTACT AN AUTHORISED PIAGGIO SERVICE CENTRE TO CARRY OUT THIS OPERATION SAFELY. WHEN REFITTING A REMOVED BATTERY, MAKE SURE THAT ALL TERMINALS ARE PROPERLY CONNECTED.



DO NOT DISCONNECT THE BATTERY CABLES WITH THE ENGINE RUNNING, THIS CAN CAUSE IRREPARABLE DAMAGE TO THE SCOOTER'S ELECTRONIC CONTROL UNIT.



SPENT BATTERIES ARE HARMFUL FOR THE ENVIRONMENT. THE COLLECTION AND DISPOSAL SHOULD BE CARRIED OUT IN COMPLIANCE WITH CURRENT STATUTORY REGULATIONS.

**Fuses (03\_13)**

The electrical system is protected by a valve fuse «B» located to the left of the battery compartment. The ignition system, headlight and the rear light are not fuse-protected.

If after replacing a fuse, the new fuse also blows, the scooter needs to be taken to an **Authorised Piaggio Service Centre** to identify the cause of the fault. Do not substitute the fuse with any alternative form of conductor



IN ORDER TO AVOID DAMAGING THE ELECTRIC SYSTEM, NEVER DISCONNECT THE WIRING WHILE THE ENGINE IS RUNNING. DO NOT TIP THE SCOOTER EXCESSIVELY IN ORDER TO AVOID DANGEROUS LEAKAGE OF BATTERY ELECTROLYTE.

**Electric characteristic**

**Fuse**  
Fuse valve: 7.5A

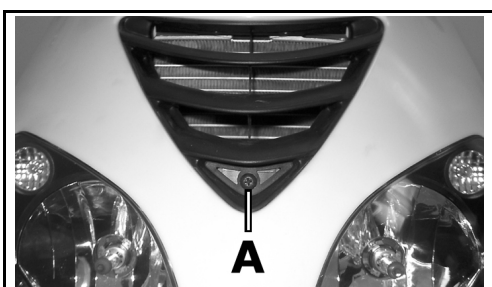
### **LIGHT BULBS TABLE**

<b>Specification</b>	<b>Desc./Quantity</b>
Low beam bulb	<b>Type:</b> H8 <b>Power:</b> 12V - 35W <b>Quantity:</b> 1
High beam bulb	<b>Type:</b> H8 <b>Power:</b> 12V - 35W <b>Quantity:</b> 1
Front parking light	<b>Type:</b> All glass <b>Power:</b> 12V - 3W <b>Quantity:</b> 2
Front turn indicator bulb	<b>Type:</b> Spherical <b>Power:</b> 12V - 10W <b>Quantity:</b> 1 RHS + 1 LHS
Rear turn indicator bulb	<b>Type:</b> Spherical <b>Power:</b> 12V - 10W <b>Quantity:</b> 1 RHS + 1 LHS

Rear sidelight and stop light bulb

Type: LED

Quantity: 8



03\_14

### Front light group (03\_14, 03\_15, 03\_16)

Remove screw «A» fixing the front grid, hence remove the air duct and operate as follows:

#### High/low-beam light bulb:

1. Remove the rear cap, hence rotate the socket anticlockwise turning it for up;
2. Detach the connector and replace the bulb.

#### Sidelight bulb:

1. Remove the rubber socket from its housing and detach the bulb



03\_15

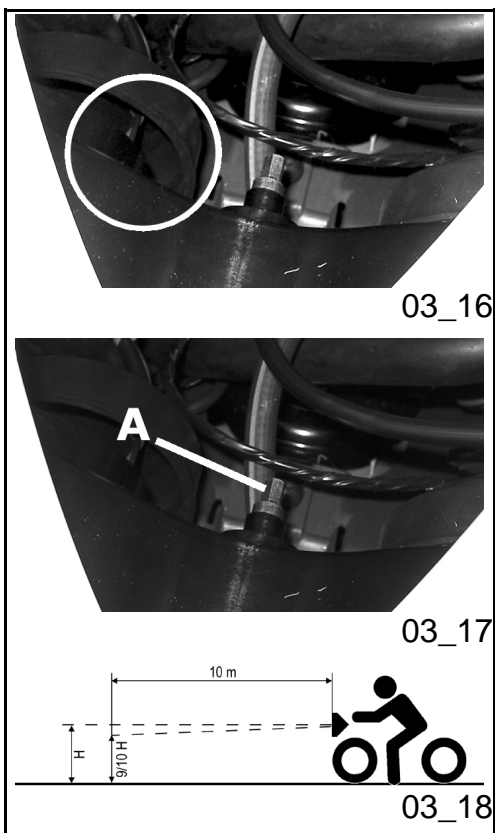
### Headlight adjustment (03\_17, 03\_18)

Proceed as follows:

1. Make sure the vehicle is in operating conditions with tires inflated to the prescribed pressure, on a flat surface 10 m from a white screen located in the shade, making sure that the axle of the vehicle is perpendicular to the screen;
2. Turn on the headlight and check that the edge of the beam of light projected on the screen is not more than 9/10 of the height of the centre of the front light from the ground and is not less than 7/10;
3. Otherwise, adjust the headlight using screw «A», accessible after having removed the front grill.

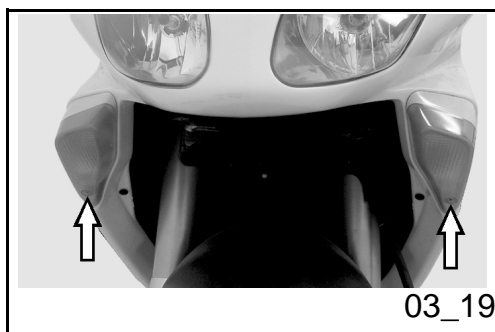
#### WARNING

THE ABOVE PROCEDURE COMPLIES WITH THE EUROPEAN STANDARDS REGARDING MAXIMUM AND MINIMUM HEIGHT OF LIGHT BEAMS. REFER TO THE STATUTORY



REGULATIONS IN FORCE IN EVERY COUNTRY WHERE THE VEHICLE IS USED.





### Front direction indicators (03\_19)

To replace the turn signal light bulbs, remove the lamp with the transparent, by loosening the fixing screw. Carefully push the bulb socket and turn it by 30° to remove it from its housing. Remove the bulb and replace it. For the refitting, follow the above operations in the reverse order.

### Rear optical unit

#### WARNING

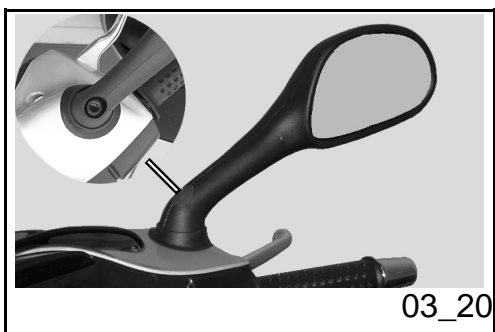
SHOULD MIST BE SEEN TO HAVE FORMED ON THE INSIDE SURFACE OF THE LIGHT, THIS DOES NOT MEAN THERE IS A FAULT, BUT RATHER IS A RESULT OF THE LEVEL OF HUMIDITY AND/OR LOW TEMPERATURE.

THE PHENOMENON SHOULD QUICKLY DISAPPEAR WHEN THE LIGHT IS SWITCHED ON.

THE PRESENCE OF DROPS OF WATER, ON THE OTHER HAND, COULD INDICATE THAT WATER IS INFILTRATING. CONTACT THE PIAGGIO AFTER-SALES SERVICE NETWORK.

#### WARNING

THE MALFUNCTION OF ONLY ONE LED DOES NOT CHANGE THE HOMOLOGATION VALUES OR PERFORMANCE OF THE REAR LIGHT ASSEMBLY. IN THE EVENT OF THE BREAKAGE OR MALFUNCTION OF TWO OR MORE LEDs, THE REAR LIGHT ASSEMBLY SHOULD BE REPLACED.

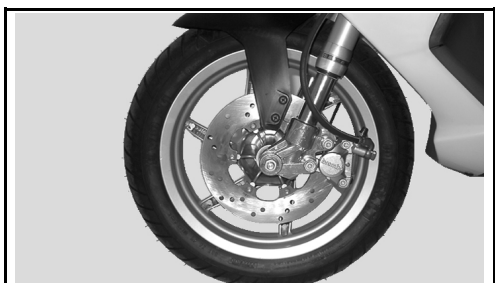


### Rear-view mirrors (03\_20)

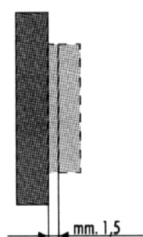
The mirrors can be set to the desired position by adjusting the mirror frame.

The mirrors must be adjusted so that the shafts are perpendicular to the vehicle's direction axis.

To adjust the mirror opening angle loosen the screw fitted at the end of the shaft and fasten it once the desired position is reached.



03\_21



03\_22

### Front and rear disc brake (03\_21, 03\_22)

Wear on the discs and pads is automatically compensated for, so it does not have any effect on brake functions. This means that it is never necessary to adjust the brakes. If there is excessive elasticity when activating the brake lever, this is due, in all probability, to the presence of air in the circuit or to the irregular functioning of the brake itself. In this case, particularly considering the fundamental of the brakes in terms of safety, it is strongly recommended that you take the scooter to an **Authorised Piaggio Service Centre** for the appropriate checks.



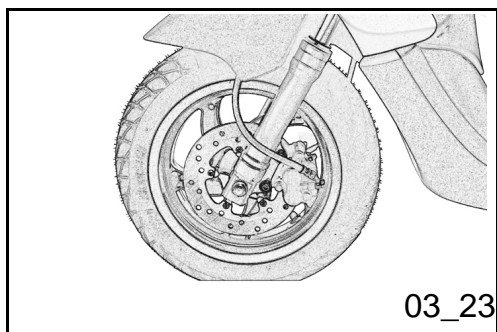
**CHECK THE BRAKE PADS REGULARLY (EVERY 5000 KM). IF THE THICKNESS OF ONE OR BOTH PADS IS IN THE REGION OF 1.5 MM, BOTH PADS MUST BE CHANGED. THIS OPERATION SHOULD BE CARRIED OUT AT AN AUTHORISED PIAGGIO SERVICE CENTRE.**

**AFTER FITTING NEW BRAKE PADS DO NOT USE THE SCOOTER UNTIL YOU HAVE ACTIVATED THE BRAKE REPEATEDLY TO BED IN THE BRAKES AND RESTORE THE LEVER TO ITS CORRECT POSITION.**



**THE BRAKING ACTION SHOULD BEGIN AFTER ABOUT 1/3 OF THE BRAKE LEVER**

STROKE.



### Puncture (03\_23)

The vehicle has Tubeless tyres. In the event of a puncture, contrary to what happens with a tyre with an inner tube, deflation is very slow. This offers greater riding safety. Slower deflation also enables you to intervene, in the event of an emergency, using to "INFLATE AND REPAIR" cans. However we recommend having the tyre definitively repaired or replaced at a **Piaggio Service Centre**.

### Periods of inactivity

Prepare the vehicle as follows:

- 1) Clean the vehicle.
- 2) With the engine stopped and the piston at the bottom of its stroke , **remove the spark plug** and pour about 1÷2 cc. engine oil into the cylinder. Then turn the engine over a few times using the kick-starter and refit the spark plug.then,start the starter motor 3÷4 times for 2-3 seconds .
- 3) Drain the fuel tank and coat unpainted metal parts with protective grease;position the vehicle so that the tires ar not resting on the ground by placing wood blocks under it.
- 4) For the battery , follow the procedure described on the section «Battery».

### Recommended products

**SELENIA HI Scooter 2 Tech**  
*Mixer Oil*

Synthetic oil that passes API TC ++ specifications

## Cleaning the vehicle

In order to soften the dirt and mud deposited on the painted surfaces, use a low pressure jet of water. Once softened, mud and dirt must be removed with a soft sponge for bodywork soaked in lots of water and "shampoo" (2-4% of car shampoo in water). Then rinse abundantly with water, and dry with a shammy cloth. For the motor exterior use petroleum, a brush and clean rags. Petroleum can damage paintwork. Remember that any polishing with silicon wax must always be preceded by washing



**DETERGENTS POLLUTE WATER. THEREFORE THE SCOOTER SHOULD BE WASHED IN AN AREA EQUIPPED FOR THE COLLECTION AND PURIFICATION OF THE LIQUIDS USED.**



**NEVER WASH THE SCOOTER IN THE SUN, ESPECIALLY DURING THE SUMMER WHEN THE BODYWORK IS STILL HOT, AS THE SHAMPOO MAY DRY BEFORE BEING RINSED OFF, AND COULD DAMAGE THE PAINTWORK. NEVER USE CLOTHS SOAKED IN ALCOHOL, PETROL, DIESEL OIL OR KEROSENE FOR CLEANING THE PAINTED OR PLASTIC SURFACES IN ORDER NOT TO DAMAGE THE LUSTRE FINISH OR ALTER THE MECHANICAL PROPERTIES OF COMPONENTS.**



**WHEN WASHING THE ENGINE WITH A HIGH-PRESSURE WATER JET:**

- ONLY USE THE FAN JET.
- DO NOT PLACE THE WATER JET NOZZLE WITHIN 60 CM FROM THE ENGINE.

- NOT USE WATER AT A TEMPERATURE OF OVER 40°C.

•DO NOT DIRECT THE WATER JET DIRECTLY TOWARDS: THE CARBURETTOR, THE WIRING, THE SLOT DIFFUSER ON THE TRANSMISSION OR SCROLL COVERS.

#### WARNING

USE AN ANTISTATIC CLOTH TO CLEAN THE DISPLAY AREA ON THE CONTROL PANEL. IF AN ANTISTATIC CLOTH IS NOT USED, BLACK LINES MAY APPEAR ON THE DISPLAY, BUT THESE SHOULD DISAPPEAR QUICKLY AFTER THE ENGINE IS SWITCHED ON AND OFF A FEW TIMES IN NORMAL USE.

### **DIFFICULTY IN STARTING**

Possible Cause	Operation
Lack of fuel in tank.	Refuelling.
Filters, jets, carburettor body obstructed or dirty.	Turn to an <b>Authorized Piaggio Help Point.</b>
Dead battery.	Kick-start. Install new battery..

### **IRREGULAR FIRING**

Possible Cause	Operation
No spark on spark plug. High voltage: this inspection should be carried out by a trained mechanic.	Make sure the electrodes are correctly adjusted (0.6-0.7 mm). Make sure the electrodes are clean (clean with pure gasoline and a metal brush or abrasive

---

cloth). Check the spark plug insulation if there are cracks or it is broken replace the spark plug. If the spark plug is in good condition, contact an **Authorized Piaggio-Gilera Service Center**.

---

### **LACKING COMPRESSION**

<b>Possible Cause</b>	<b>Operation</b>
Spark plug site unthreaded, loose head fixture.	Turn to an <b>Authorized Piaggio Help Point</b> .

---

### **HIGH CONSUMPTION AND LOW PERFORMANCE**

<b>Possible Cause</b>	<b>Operation</b>
Air filter blocked or dirty.	Clean with water and shampoo and impregnate with petrol and specific oil (section «Removing the air filter»)

---

### **INSUFFICIENT BRAKING**

<b>Possible Cause</b>	<b>Operation</b>
Disc greasiness. Worn pads.	Turn to an <b>Authorized Piaggio Service Centre</b> .

---

Presence of air in the front and rear brake circuits.	Turn to an <b>Authorized Piaggio Service Centre</b> .
---	---

### **INEFFICIENT SUSPENSIONS**

<b>Possible Cause</b>	<b>Operation</b>
Oil leak; worn limit switch bumpers; worn shock absorber attachment points	Turn to an <b>Authorised Piaggio Service Centre</b>

### **IRREGULAR AUTOMATIC TRANSMISSION**

<b>Possible Cause</b>	<b>Operation</b>
Deteriorated roller container or belt.	Turn to an <b>Authorised Piaggio Service Centre</b> .

### **STAND DOES NOT RETURN TO CORRECT POSITION**

<b>Possible Cause</b>	<b>Operation</b>
Presence of dirt	Clean and grease





# NRG Power Purejet



**PIAGGIO®**



**Chap. 04**  
**Technical data**



**DATA**

<b>Specification</b>	<b>Desc./Quantity</b>
Motor	Fluid-cooled, two-cycle, single-cylinder.
Bore by stroke	40 X 39.3 mm
Engine capacity	49 cm <sup>3</sup>
Compression ratio	11.3 ÷ 12.8 : 1
Throttle body	20 BING 71/20/104
Spark advance (Before T.D.C.)	20°±1 at 4000 rpm
Spark plug	Champion RG6YC
Max speed	According to current legislation

**SPECIFICATIONS**

<b>Specification</b>	<b>Desc./Quantity</b>
Electronic ignition	A capacitor discharge microprocessor device, with built-in H.V. coil.
Supply.	With high-octane, 95 N.O.R. lead-free petrol mix - oil via carburettor, automatic mixer (with variable capacity depending on the engine speed and opening of throttle valve) petrol pump.
Intake	By means of a compression valve

	on the casing
Lubrication	Engine lubrication (piston, cylinder, crankshaft, main bearings) with mixer oil.
Transmission	With automatic converter with expanding pulleys having torque control, V belt, automatic centrifugal clutch, gear reduction unit and transmission compartment with forced air circulation cooling (only for the liquid-cooled version).
Oil mixer tank	In plastic, of capacity ~ 1.3 lt. (including reserve ~ 0.500 lt.)
Rear hub oil	~ 85 cc
Topping up mixer oil tank	with at least 0.5 ÷ 1 lit.
Fuel tank	Plastic, capacity ~ 6,5 l (approximate value) including ~ 1.5 l reserve
Wheels	With circles of 3.50 x 13" in light alloy.
Rear tyre	Tubeless 140/60 x 13"
Front tyre	Tubeless 120/70-13"
Chassis	In steel tubes soldered with reinforcements in pressed sheet metal.
Front brake	disc brake with hand activated

	hydraulic control (lever on the extreme right of the handlebars).
Rear brake	Ø 175 mm disc (hydraulically controlled via lever on left hand-side of handlebar)
Front suspension	upside-down hydraulic telescopic fork.
Rear suspension	Fitted with spring and coaxial hydraulic shock absorber. Chassis engine support with swinging arm.
Exhaust silencer	Expanding, absorption type with double catalytic converter.
Seat height	795 mm.
Wheelbase	1280 mm.
Max length	1790 mm.
Max width	850 mm.
Dry weight	99 kg.
Capacity	Driver only.

### Kit equipment

Tools: one box-spanner (16 mm); one flat spanner (13 mm); one double screwdriver. The tools are located underneath the seat, inside the toolbox.



# NRG Power Purejet



**PIAGGIO®**



**Chap. 05  
Programmed  
maintenance**

## Scheduled maintenance table

Adequate maintenance is fundamental to ensure long-lasting, optimal operating conditions and performance of your scooter.

For this purpose, PIAGGIO offers a set of checks and maintenance services (for payment), which are included in the summary table shown on the following page. Any minor faults should be reported without delay to a **PIAGGIO Dealer or Authorised Service Centre** without waiting until the next scheduled service.

All scheduled maintenance services must be carried out at the specified times, even if the stated mileage has not yet been reached. Carrying out scheduled services on time is necessary to ensure your warranty remains valid. For all other information concerning Warranty procedures and "Scheduled Maintenance", please refer to the "Warranty Booklet".

### **EVERY 2 YEARS**

Action
Brake fluid - change

### **AT 1000 KM OR 4 MONTHS**

Action
Hub oil - change
Mixer/gas transmission- adjustment
Steering - adjustment
Brake control levers - greasing
Brake oil level - check



Safety blocks - check
Electrical system and battery check
Vehicle and braking system test- Road test
Tires-inflation and wear - Check

#### **At 5000 Km OR 12 MONTHS**

<b>Action</b>
Hub oil level - check
Spark plug/electrode distance- check/ replacement
Air filter on carburator - Clean
Mixer/gas transmission- adjustment
Brake control levers - greasing
Brake pads - condition and wear check
Brake oil level - check
Electrical system and battery check
Vehicle and braking system test- Road test
Tires-inflation and wear - Check

#### **At 10000 Km OR 24 MONTHS AND 50000 Km**

<b>Action</b>
---------------

Hub oil - change
Spark plug/electrode distance- check/ replacement
Air filter on carburator - Clean
Coolant level - check up
Mixer/gas transmission- adjustment
Variable speed rollers - replacement
Odometer cable - greasing
Steering - adjustment
Brake control levers - greasing
Brake pads - condition and wear check
Brake oil level - check
Transmission elements- lubrication
Safety blocks - check
Suspensions - check
Electrical system and battery check
Headlamp - adjustment
Vehicle and braking system test- Road test
Tires-inflation and wear - Check
Fuel filter - replace

**AT 15000 KM AND 45000 KM**

<b>Action</b>
Mixer/gas transmission- adjustment
Air filter on carburator - Clean
Spark plug/electrode distance- check/ replacement
Odometer cable - greasing
Brake control levers - greasing
Brake pads - condition and wear check
Brake oil level - check
Electrical system and battery check
Tires-inflation and wear - Check
Vehicle and braking system test- Road test
Hub oil level - check
Vee belt - Change

**AT 20000 KM AND 40000 KM**

<b>Action</b>
Hub oil - change
Spark plug/electrode distance- check/ replacement
Air filter on carburator - Clean
Coolant level - check up

Mixer/gas transmission- adjustment
Variable speed rollers - replacement
Fuel-oil mixer belt - replacement
Odometer cable - greasing
Steering - adjustment
Brake control levers - greasing
Brake pads - condition and wear check
Brake oil level - check
Transmission elements- lubrication
Safety blocks - check
Suspensions - check
Electrical system and battery check
Headlamp - adjustment
Vehicle and braking system test- Road test
Tires-inflation and wear - Check
Fuel filter - replace

### **At 25000 Km, 35000 Km AND 55000 Km**

<b>Action</b>
Hub oil level - check
Spark plug/electrode distance- check/ replacement

Air filter on carburator - Clean
Mixer/gas transmission- adjustment
Odometer cable - greasing
Brake control levers - greasing
Brake pads - condition and wear check
Brake oil level - check
Electrical system and battery check
Vehicle and braking system test- Road test
Tires-inflation and wear - Check

### **At 30000 KM**

<b>Action</b>
Hub oil - change
Spark plug/electrode distance- check/ replacement
Air filter on carburator - Clean
Coolant level - check up
Mixer/gas transmission- adjustment
Variable speed rollers - replacement
Vee belt - Change
Odometer cable - greasing
Steering - adjustment

Brake control levers - greasing
Brake pads - condition and wear check
Pressure of flexible brake lines - replace
Brake oil level - check
Transmission elements- lubrication
Safety blocks - check
Suspensions - check
Electrical system and battery check
Headlamp - adjustment
Vehicle and braking system test- Road test
Tires-inflation and wear - Check
Fuel filter - replace

### **At 35000 KM**

<b>Action</b>
Hub oil level - check
Spark plug/electrode distance- check/ replacement
Air filter on carburator - Clean
Mixer/gas transmission- adjustment
Odometer cable - greasing
Brake control levers - greasing

Brake pads - condition and wear check
Brake oil level - check
Electrical system and battery check
Vehicle and braking system test- Road test
Tires-inflation and wear - Check

### **At 40000 km**

<b>Action</b>
Hub oil - change
Spark plug/electrode distance- check/ replacement
Air filter on carburator - Clean
Coolant level - check up
Mixer/gas transmission- adjustment
Variable speed rollers - replacement
Fuel-oil mixer belt - replacement
Odometer cable - greasing
Steering - adjustment
Brake control levers - greasing
Brake pads - condition and wear check
Brake oil level - check
Transmission elements- lubrication

Safety blocks - check
Suspensions - check
Electrical system and battery check
Headlamp - adjustment
Vehicle and braking system test- Road test
Tires-inflation and wear - Check
Fuel filter - replace

### **At 45000 KM**

<b>Action</b>
Hub oil level - check
Spark plug/electrode distance- check/ replacement
Air filter on carburator - Clean
Mixer/gas transmission- adjustment
Vee belt - Change
Odometer cable - greasing
Brake control levers - greasing
Brake pads - condition and wear check
Brake oil level - check
Electrical system and battery check
Vehicle and braking system test- Road test



Tires-inflation and wear - Check
----------------------------------

### **At 50000 km**

<b>Action</b>
---------------

Hub oil - change
------------------

Spark plug/electrode distance- check/ replacement
---

Air filter on carburator - Clean
----------------------------------

Coolant level - check up
--------------------------

Mixer/gas transmission- adjustment
------------------------------------

Variable speed rollers - replacement
--------------------------------------

Odometer cable - greasing
---------------------------

Steering - adjustment
-----------------------

Brake control levers - greasing
---------------------------------

Brake pads - condition and wear check
---------------------------------------

Brake oil level - check
-------------------------

Transmission elements- lubrication
------------------------------------

Safety blocks - check
-----------------------

Suspensions - check
---------------------

Electrical system and battery check
-------------------------------------

Headlamp - adjustment
-----------------------

Vehicle and braking system test- Road test
--

Tires-inflation and wear - Check
----------------------------------

Fuel filter - replace
-----------------------

### **At 55000 KM**

#### **Action**

Hub oil level - check
-----------------------

Spark plug/electrode distance- check/ replacement
---

Air filter on carburator - Clean
----------------------------------

Mixer/gas transmission- adjustment
------------------------------------

Odometer cable - greasing
---------------------------

Brake control levers - greasing
---------------------------------

Brake pads - condition and wear check
---------------------------------------

Brake oil level - check
-------------------------

Electrical system and battery check
-------------------------------------

Vehicle and braking system test- Road test
--

Tires-inflation and wear - Check
----------------------------------

### **At 60000 KM**

#### **Action**

Hub oil - change
------------------

Spark plug/electrode distance- check/ replacement
Air filter on carburator - Clean
Coolant level - check up
Mixer/gas transmission- adjustment
Variable speed rollers - replacement
Vee belt - Change
Fuel-oil mixer belt - replacement
Odometer cable - greasing
Steering - adjustment
Brake control levers - greasing
Brake pads - condition and wear check
Pressure of flexible brake lines - replace
Brake oil level - check
Transmission elements- lubrication
Safety blocks - check
Suspensions - check
Electrical system and battery check
Headlamp - adjustment
Vehicle and braking system test- Road test
Tires-inflation and wear - Check
Fuel filter - replace

**RECOMMENDED PRODUCTS TABLE**

<b>Product</b>	<b>Description</b>	<b>Specifications</b>
TUTELA MATRYX MOTO RIDER	Rear hub oil	SAE 75W/85 API GL4 synthetic multigrade oil
SELENIA HI Scooter 2 Tech	Oil for flexible transmission lubrication (acceleration control, mixer and odometer)	Oil for two-stroke motors
SELENIA Air Filter Oil	Oil for air filter sponge	Mineral oil with specific additive for increasing its ISO VG 150 adhesive quality
SELENIA HI Scooter 2 Tech	Mixer Oil	Synthetic oil that passes API TC ++ specifications
TUTELA TP1	Grease for brake levers, throttle, stand	NLGI 1-2 complex calcium soap base white grease spray
TUTELA MRM 2	Grease for the rotating ring of the tone wheel	Molybdenum disulphide grease and lithium soap
TUTELA TOP 4	Brake fluid	SAE J1703, NHTSA 116 DOT 4, ISO 4925 synthetic fluid
MONTBLANC MOLYBDENUM GREASE	Grease for driven pulley shaft adjusting ring and moving driven pulley housing	Molybdenum disulphide grease
TUTELA ZETA 2	Grease for steering bearings, pin and swinging arm seats.	Lithium soap and zinc oxide grease NLG12



The descriptions and illustrations given in this publication are not binding. While the basic characteristics as described and illustrated in this manual remain unchanged, PIAGGIO - GILERA reserves the right, at any time and without being required to update this publication beforehand, to make any changes to components, parts or accessories, which it considers necessary to improve the product or which are required for manufacturing or construction reasons.

Not all versions shown in this publication are available in all countries. The availability of individual versions should be checked by consulting the official Piaggio sales network.

"© Copyright 2005 - PIAGGIO & C. S.p.A. Pontedera. All rights reserved. No part of this publication may be reproduced."

PIAGGIO & C. S.p.A. - Q.C.S./After-Sales Service

V.le rinaldo Piaggio, 23 - 56025 PONTEDERA (Pi)