

VS125

USER'S MANUAL

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

ENGLISH

IMPORTANT BREAK-IN INFORMATION FOR YOUR MOTORCYCLE

The initial 500 km are the most important in the life of your motorcycle. Proper break-in operation during this time will help ensure maximum life and performance from your new motorcycle. Haojue parts are manufactured from high quality materials, and machined parts are finished to close tolerances. Proper break-in operation allows the machined surfaces to polish each other and mate smoothly.

Motorcycle reliability and performance depend on special care and restraint exercised during the break-in period. It is especially important that you avoid operating the engine in a manner which could expose the engine parts to excessive heat.

Please refer to the “BREAK-IN” section for specific break-in recommendations.

▲WARNING/▲CAUTION/NOTICE/NOTE

Please read this manual carefully and strictly follow the instructions described herein. To emphasize important issues, the words “**▲WARNING**”, “**▲CAUTION**”, “**NOTICE**” and “**NOTE**” are used in this manual. Please pay special attention to these sections.

▲WARNING

May endanger the safety of the rider, neglecting this information might lead to harm and injury.

▲CAUTION

Highlights special precautions or procedures that must be followed in order to avoid damaging the motorcycle.

NOTICE

Indicates a potential hazard that could result in motorcycle or equipment damage.

NOTE: Special explanations for easier maintenance or further clarification of important instructions.

FOREWORD

Motorcycling is one of the most exhilarating sports and, to ensure your riding enjoyment, you should become thoroughly familiar with the information presented in this user's manual before riding your motorcycle.

The proper care and maintenance that your motorcycle requires is outlined in this manual. By following these instructions closely you will ensure a long trouble-free operating life for your motorcycle. Your authorized Haojue dealer has experienced technicians that are trained to provide your motorcycle with the best possible service with the right tools and equipment.

All information, illustrations, photographs and specifications contained in this manual are based on the latest product information available at the time of publication. Due to improvements or other changes, there may be some discrepancies in this manual. Haojue reserves the right to make changes at any time.

Please note that this manual applies to all specifications for all respective destinations and explains all equipment. Therefore, your model may have different standard features from those shown in this manual.

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CONSUMER INFORMATION

ACCESSORY INSTALLATION AND MOTORCYCLE LOADING

The addition of unsuitable accessories can lead to unsafe operating conditions. It is not possible for Haojue to test each accessory on the market or combinations of all the available accessories; however, your dealer can assist you in selecting quality accessories and installing them correctly. Use extreme caution when selecting and installing the accessories on your motorcycle and consult your Haojue dealer if you have any questions.

▲ WARNING

Improper accessories or refitting can make your motorcycle unsafe and can lead to an accident.

▲ WARNING

Never refit the motorcycle with improper or poorly installed accessories. Follow all instructions in this user's manual regarding accessories and refitting. Use genuine Haojue accessories or equivalent that have been designed and tested for your motorcycle. Consult your Haojue dealer if you have any questions.

- Never exceed the G.V.W (Gross Vehicle Weight) of this motorcycle. The G.V.W. is the combined weight of the machine, accessories, payload, rider and

passenger. When selecting your accessories, keep in mind the weight of the rider as well as the weight of the accessories. The additional weight of the accessories may not only create an unsafe riding condition but may also affect rider stability.

G.V.W.: 292kg (643lbs) at the tire pressures (cold)

Front: 175 kPa (1.75 kgf/cm²)

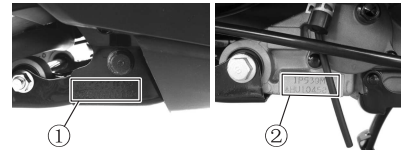
Rear: 225 kPa (2.25 kgf/cm²)

- Install accessories which may affect aerodynamics, such as a fairings, windshields, backrests, saddlebags and travel trunks, as low as possible, as close to the motorcycle and as near to the center of gravity as is feasible. Check that the mounting brackets and other attachment hardware are rigidly mounted.
- Check for proper ground clearance and bank angle. Inspect that the accessory does not interfere with the operation of the suspension, steering or other control operations.
- Accessories fitted to the handlebar or the front fork area can create serious stability problems. The extra weight will cause the motorcycle to be less responsive to your steering control. The weight may also cause oscillations in the front end and lead to instability problems. Accessories added to the handle-bars or front fork should be as light as possible and kept to a minimum.
- Certain accessories displace the rider from his or her normal riding position. This limits the freedom of

movement of the rider and may limit his or her ability to control the motorcycle.

- Additional electric accessories may overload the existing electrical system. Severe overloads may damage the wiring harness or create a dangerous situation due to sudden loss of electrical power during the operation of the motorcycle.
- The motorcycle may be affected by a lifting condition or by instability in cross winds or when being overtaken or overtaking large vehicles. Improperly mounted or poorly designed accessories can result in an unsafe riding condition or lead to an accident.
- Do not pull a trailer or sidecar. This motorcycle is not designed to pull a trailer or sidecar.

SERIAL NUMBERS LOCATION



- ① Vehicle identification number (VIN)
- ② Engine number

The vehicle identification number (VIN) ① and/or the engine number ② are used to register motorcycle. They are also used to assist your dealer when ordering parts or referring to special service information.

The vehicle identification number ① is stamped on the right frame below rider's toe board. The engine number ② is stamped on the left of the crankcase.

Please write down the numbers in the box provided below for your future reference.

VIN:

Engine number:

SAFE RIDING RECOMMENDATION

Motorcycle riding requires that some extra precautions be taken to ensure the safety of the rider and passenger. These precautions are: Never ride a motorcycle under the influence of alcohol or drugs.

WEAR A HELMET

Motorcycle safety equipment starts with a quality helmet. One of the most serious injuries that can occur is a head injury. Always wear a properly approved helmet. You should also wear eye protection.

RIDING APPAREL

Loose, fancy clothing might be uncomfortable and unsafe while riding a motorcycle. Choose clothing of high quality and fit when riding.

INSPECTION BEFORE RIDING

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

FAMILIARIZE YOURSELF WITH YOUR MOTORCYCLE

Your riding skills and mechanical knowledge are the foundations for safe riding practices. We suggest that you practice riding your motorcycle in a non-traffic situation until you are thoroughly familiar with your motorcycle and its controls. Remember: Practice makes perfect!

KNOW YOUR SKILLS

Ride within the boundaries of your own skills at all times. Knowing these limits and staying within them will help you

avoid accidents.

BE EXTRA SAFETY CAUTIONS ON BAD ROAD CONDITION

Riding in bad road conditions, especially wet ones, requires extra caution. Braking distances double on rainy days. Stay off painted surface marks, manhole covers and areas in which the road appears greasy as they can be especially slippery. Use extreme caution at railway crossings, metal grates and bridges. Whenever in doubt with of the road conditions, slow down!

SPEED LIMIT

Never ride at excessive speeds or high engine speeds.

MAINTENANCE OF CONTINUOUSLY VARIABLE CLUTCH

The clutch of the motorcycle is a centrifugal shoe type. In order to maintain the normal function of the clutch and avoid malfunctions such as wear and ablation of the clutch shoe due to abnormal use and maintenance, please observe the following:

▲CAUTION

It is forbidden to brake while driving the throttle.

▲CAUTION

Avoid long periods of low speed driving.

▲CAUTION

Avoid driving for a long time while over load.

▲CAUTION

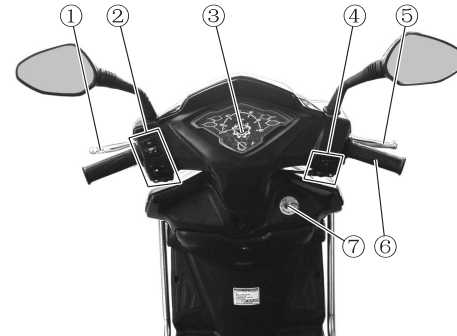
In case of climbing long slopes and steep slopes, try to increase the speed of the motorcycle and avoid the lack of power and cause the clutch to slip.

▲CAUTION

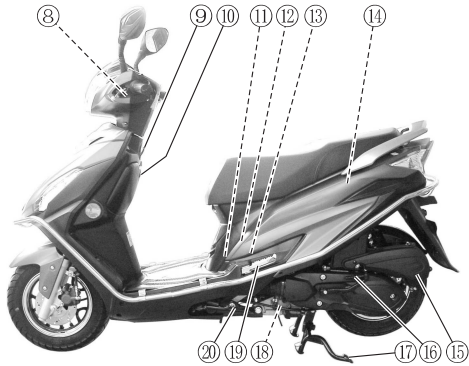
If the motorcycle fails to pass normally due to special road conditions such as pits, mud roads and shoulders of road, push the motorcycle through.

NOTE: If you need to disassemble the clutch, consult your Haojue dealer.

**CONTROLS
LOCATION OF PARTS**



- | | |
|-------------------------|---------------------|
| ① Rear brake lever | ⑤ Front brake lever |
| ② Left handle switches | ⑥ Throttle grip |
| ③ Dashboard | ⑦ Ignition switch |
| ④ Right handle switches | |



- | | |
|----------------------|-----------------------|
| ⑧ Rear brake switch | ⑮ Air filter |
| ⑨ Hook | ⑯ Kick start lever |
| ⑩ Front storage case | ⑰ Main stand |
| ⑪ Spark plug | ⑱ Engine oil filter |
| ⑫ Storage case | ⑲ Passenger footrests |
| ⑬ Carburetor | ⑳ Side stand |
| ⑭ Fuel tank | |



- | | |
|------------------------|--|
| ⑳ Front brake switch | ㉓ Battery and fuse |
| ㉑ Front brake cylinder | ㉔ Engine oil cap (Engine oil dipstick) |

KEYS

This motorcycle comes equipped with a main ignition key and a spare one. Keep the spare key in a safe place.



NOTE: There is a little piece with the keys, please copy the codes on the piece for standby.

Codes of the keys:

IGNITION SWITCH

The ignition switch contains four positions:

“” (on) position



The ignition circuit is completed and the engine can now be started. The key cannot be removed from the ignition switch in this position.




“” (off) position

The ignition circuit are cut off. The engine will not start. The key can be removed.


“” (steering lock) position

In order to lock up the steering, first turn the handlebars to the left, insert the key in the “” position, turn counterclockwise to the “” position. The steering is then locked. The ignition circuit are cut off.

“SEAT OPEN” position

When the key is at “” position, turn the key counterclockwise without pressing it to open the saddle lock.


▲ WARNING

Before turning the ignition switch to the “” position, safely stop the motorcycle and support it with the stand.

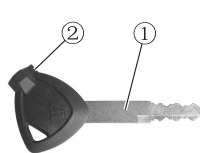
▲ WARNING

Never attempt to move the motorcycle when the steering is locked.

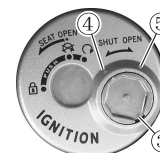
▲ WARNING

Do not turn the ignition switch key to the “” position when riding the motorcycle, otherwise the motorcycle will lose control.

ANTI-THEFT LOCK LID



Position OPEN



Position SHUT

This motorcycle is equipped with a anti-theft lock lid on

the ignition switch.

To close the lid, make the protruding position ② of the ignition switch key ① align with and enter the groove of the lid ③, and turn from position "OPEN" ⑤ to position "SHUT" ④.

To open the lid, make the protruding position ② of the ignition switch key ① align with and enter the groove of the lid ③, and turn from position "SHUT" ④ to position "OPEN" ⑤.

NOTE: Close the anti-theft lock lid before you leave the motorcycle, for it may significantly improve security.

NOTE: Washing the motorcycle in winter or, parking the motorcycle in outside, the anti-theft lock lid must be closed. Preventing the water into the lid and freezing, otherwise the saddle lock can not be open. Don't rotate the key forcible to open the saddle lock, otherwise the saddle lock will be destroyed. Above the zero Celsius temperature, please park the motorcycle for a few minutes, the lid rotate naturally, so the saddle lock can be opened.

DASHBOARD

▲CAUTION

Do not spray the dashboard with high-pressure water directly.

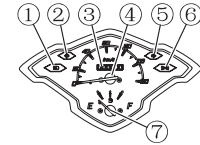
▲CAUTION

Never wipe the dashboard with any cloth that has been in contact with gasoline, kerosene, alcohol, brake fluids or other organic solvents, or else the dashboard will suffer partial cracking or discoloration as a result.

HIGH BEAM INDICATOR LIGHT

① 

The high beam light indicator will light up when the high beam headlight is turned on.



LEFT TURN SIGNAL INDICATOR LIGHT ②

When the turn signal switch is pushed to left, the panel left turn signal indicator light will flicker accordingly.

NOTE: If the turn signal fails to work due to a broken bulb or faulty wire connection, the indicator on the dashboard will remain light up continuously or flicker at a high frequency.

SPEEDOMETER ③

The speedometer indicates the riding speed in km per hour.

ODOMETER ④

The odometer displays the total mileage of this motorcycle from the beginning of operation.

RIGHT TURN SIGNAL INDICATOR LIGHT ⑤

When the turn signal switch is pushed to right, the panel

right turn signal indicator light will flicker accordingly.

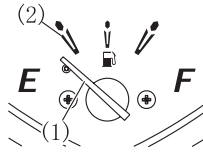
NOTE: If the turn signal fails to work due to a broken bulb or faulty wire connection, the indicator on the dashboard will remain light up continuously or flicker at a high frequency.

POSITION INDICATOR LIGHT ⑥

The position light indicator will light up when the position light is turned on.

FUEL GAUGE ⑦

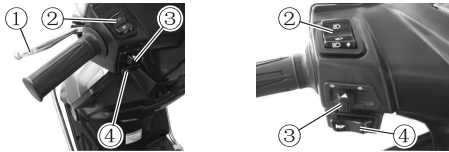
When the pointer (1) reaches the red mark (2), there is about 1.4L fuel left in the fuel tank. You must refill as soon as possible. When the pointer reaches “F”, the fuel tank is full.



NOTE: The level indicated by the fuel gauge may change during frequent ignition switch operation, urgent acceleration or deceleration, motorcycle incline or uphill or downhill riding. This is normal.

NOTE: When the motorcycle is held upright, turn the ignition switch to the “Q” position, don’t start the engine, the fuel gauge will indicate correctly.

LEFT HANDLE SWITCHES



REAR BRAKE LEVER ①

To brake rear wheel, grip this brake lever towards the handlebar, the brake light on at the time.

DIMMER SWITCH ②

“” position

The headlight low beam and taillight will light up.

“” position

The headlight high beam and taillight will light up. The high beam indicator on the dashboard will also be lit.

▲ CAUTION

Holding the dimmer switch between “” and “” position will turn on both “” and “” headlight beams. This operation can damage the motorcycle. Use the dimmer switch only at “” and “” position. Do not stick tape on the headlight or place objects in front of the headlight.

TURNING SIGNAL SWITCH ③

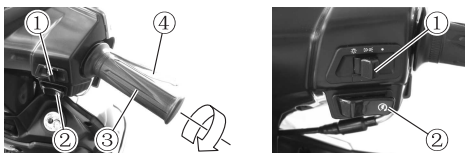
Moving the switch to the “” position will engage the left turn signals. Moving the switch to the “” position will engage the right turn signals. The indicator on the dashboard will also flash. To cancel turn signal operation, push the switch inward.

▲ WARNING

Failure to use and failure to turn off the turn signals can be hazardous other drivers may misjudge your course and this may result in an accident. Always use the turn signals when you intend to change lanes or make a turn. Be sure to turn off the turn signals after completing the turn or lane change.

HORN BUTTON ④ 

Pressing this button will trigger the horn.

RIGHT HANDLE SWITCHES

Accelerate

LIGHT SWITCH ①**“” position**

The headlight, front position light, dashboard lights, tail light will be turned on together.



“” position

The front position light, dashboard lights, tail light will be turned on together.

“ • ” position

All lights mentioned above will be turned off.

ELECTRIC STARTUP BUTTON ② ③

This button is used for operating the starting motor. With the ignition switch at the “” position, grasp the front brake lever or rear brake lever, and push the electric starter button  to operate the starting motorcycle to start the engine.

▲ CAUTION

Engaging the starter motor for more than five seconds at a time can damage the start motor and wiring harness from overheating.

Do not engage the starter motor for more than five seconds at a time. The interval between each two usage of electric startup button is about ten seconds. If the engine does not start after several attempts, check the fuel supply and ignition system. Refer to the “TROUBLESHOOTING” section in this manual.

▲ WARNING

When cleaning the motorcycle, do not clean its electric parts with the high-pressure water, particularly its handle switch.

▲ WARNING

Do not use the electric start function and the kick lever function at the same time.

▲ WARNING

Do not start the motorcycle when the fuel or engine oil is insufficient.

NOTE: The starting motorcycle will not turn in case front brake lever or rear brake lever is not tightly grasped.

THROTTLE GRIP ③

The engine speed is controlled by the position of the throttle grip. Turn it toward you to increase engine speed. Turn it away from you to decrease engine speed.

FRONT BRAKE LEVER ④

The front brake is applied by grasping the brake lever gently toward the throttle grip. The brake light will be alight when the brake lever is grasped inward.

FUEL TANK



① Fuel level ② Filler neck

The fuel tank cap is under the saddle. When filling fuel, open the saddle and remove fuel tank cap by turning it counterclockwise. At completion of fuel filling, tighten fuel tank cap, press down saddle and have saddle locked.

▲ WARNING

Overfilling the fuel tank can cause the fuel to overflow when it expands due to heat from the engine or the sun. Fuel that overflows can catch fire.

▲ WARNING

Never fill the fuel above the bottom of the filler neck. Fuel and fuel vapor are highly flammable and toxic. Risks of fire or poisoning are present while refueling.

Turn off the engine and keep flames, sparks and heat sources away. Refuel only outdoors or in a well-ventilated area. Do not smoke. Wipe up spills immediately. Avoid breathing fuel vapors. Keep children and pets away.

▲ WARNING

Do not insert the fuel nozzle too far into the fuel tank as it may damage the fuel gauge.

NOTE: When cleaning the motorcycle, do not flush the fuel tank cap with high-pressure water or else high-pressure water will possibly flow into the fuel tank.

KICK START LEVER

The kick start lever is provided on the left of engine. When starting the motorcycle, support it securely with the main stand and treat on the kick lever hard.

▲ WARNING

Do not use the electric starter and the kick start lever at the same time.

▲ WARNING

After the engine is started, inspect whether the kick lever has been returned to its normal position.

▲ WARNING

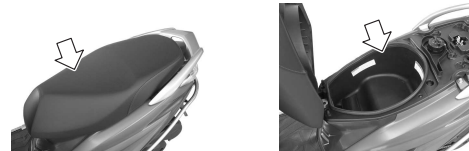
Do not start with the kick lever when the motorcycle is supported on the side stand and the main stand is not packed up.

FRONT STORAGE CASE

This motorcycle is provided with a front storage case. This storage case has a capacity of 1.5 kg.

▲ CAUTION

Do not put valuables in the storage case.

STORAGE CASE

The storage case is under the saddle. Open the saddle lock, open the saddle, then will see the storage. To lock saddle, put and press the saddle back to the original position. This storage case has a capacity of 10 kg.

▲ CAUTION

Water shouldn't be let into the storage case.

▲ CAUTION

Temperature-sensitive things should not be kept in the storage case.

▲ CAUTION

Valuable things should not be stored in the storage case if you need to be away for a while.

PARKING STAND



The motorcycle is equipped with both a main stand and a side stand.

Main stand ①

To support the motorcycle with the main stand, tread on the main stand ① rod, hold the steering handlebar with your left hand, grasp the rear hand grill ③ with your right hand and pull the motorcycle upward to a standstill.

Side stand ②

The side stand is for temporary parking. When use the side stand, stop the engine, then rotate the side stand to lower limit, leave your motorcycle on the side stand only after confirming it is stable.

▲ WARNING

Riding with the side stand incompletely stowed can result in an accident when you turn left. Always retract the side stand completely before starting off.

LOAD



① 1.5kg



② 10kg

- The load in the front storage case must not exceed 1.5 kg.
- The load in the hook up of the front storage case must not exceed 1.5 kg.
- The load in the storage case must not exceed 10 kg.

▲ WARNING

The load should not exceed the limit, otherwise ride balance might be affected making riding dangerous or resulting in damage to the chassis.

FUEL AND OIL RECOMMENDATIONS

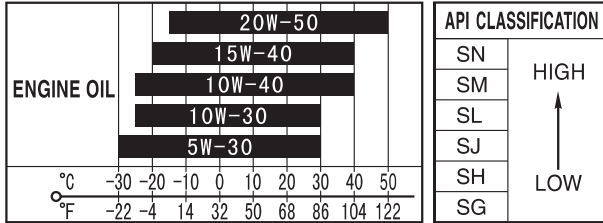
FUEL OCTANE RATING

Use nonleaded gasoline with an octane rating of 90 or higher.

NOTE: If nonleaded gasoline is used, the spark plug can have a longer service life.

ENGINE OIL

Oil quality is a major contributor to your engine's performance and life. Always select good quality engine oil. Use oil with an API classification of SG or higher. If SAE 10W-40 engine oil is not available, select an alternative according to the following charts.



▲CAUTION

The gasoline with lead and inferior oil will shorten the service life of spark plug and catalytic agent in the muffler. Unclean gasoline will block the fuel circuit and therefore lead to abnormal engine operation.

NOTE: Dispose of waste engine oil properly to avoid environmental contamination. We suggest you to collect the waste oil in a sealed container and take it to a nearby recycling facility. Do not place it into a trash bin and do not pour it on the ground.

GEAR OIL

Please use "Haojue motorcycle gear oil". If there be unavailable, gear oil API GL-5 with viscosity of SAE 80W-90 or SAE 85W-90 can be used as a substitute.

NOTE: Dispose of waste engine oil and gear oil properly to avoid environmental contamination. We suggest you to collect the waste oil in a sealed container and take it to a nearby recycling facility. Do not place it into a trash bin and do not pour it on the ground.

BREAK-IN

Correctly breaking in the motorcycle can improve its life, and at the same time fully bring out the performance of motorcycle. The following guidelines explain proper break-in procedures:

RECOMMENDED THROTTLE LIMIT

Throttle opening must not reach maximum during the new motorcycle brake-in period; it is suggested to be less than 3/4 of the maximum, while snap-acceleration must be avoided while riding.

VARY ENGINE SPEED

The engine speed should be changed frequently instead of being kept in a constant speed. During the break-in period, proper acceleration will ensure a complete break-in. However, do not exceed the recommended throttle opening limit.

BREAKING IN THE NEW TIRES

New tires need proper break-in to assure maximum performance, just as the engine does. Wear in the tread surface by gradually increasing your cornering lean angles over the first 160 km before attempting maximum performance. Avoid hard acceleration, hard cornering, and hard braking for the first 160 km.

▲ WARNING

Failure to perform break-in of the tires could cause tire slip and loss of control.

Use extra care when riding on new tires. Perform proper break-in of the tires as described in this section and avoid hard acceleration, hard cornering, and hard braking for the first 160 km.

AVOID CONSTANT LOW SPEED

Operating the engine at constant low speed (light load) can cause parts to glaze and not seat in. Allow the engine to accelerate freely through the gears, without exceeding the recommended maximum limits. Do not, however, use full throttle for the first 500 km.

CIRCULATE ENGINE OIL BEFORE RIDING

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

FIRST AND MOST CRITICAL MAINTENANCE

The initial 1000 km maintenance is the most important service your motorcycle will receive. During break-in operation, all of the engine components will have engaged together and seated. Maintenance required as part of the initial service includes correction of all adjustments, tightening of all fasteners and replacement of dirty oil. Timely performance of this service will help make sure you get the best service life and performance from the engine.

INSPECTION BEFORE RIDING

Please check the following items carefully before riding. Never neglect the importance of these checks. All checks and necessary repairs must be completed before riding.

Item	Key points
Steering	<ol style="list-style-type: none"> 1. Stable. 2. Flexible turning. 3. No axial play and looseness.
Brakes	<ol style="list-style-type: none"> 1. Brake fluid in the reservoir must not be low. 2. No brake fluid leakage. 3. The wear of the brake disc, shoes or pads is not beyond the permitted range. 4. Proper and free movement of the brake lever. 5. No "spongy feeling" when the brake lever is pressed. 6. No brake dragging.
Tires	<ol style="list-style-type: none"> 1. Correct tire pressure. 2. Proper tire status. 3. No punctures or fractures.
Fuel	There is enough fuel for the planned distance.

Item	Key points
Lights	The headlight, tail/brake lights, dashboard lights, turning lights, front position light and license plate light can be lit up normally.
Indicators	The high beam indicator and turning indicators can be lit up normally.
Horn and brake switch	Its function is normal.
Engine oil	Correct oil level.
Throttle	<ol style="list-style-type: none"> 1. Appropriate play for the throttle cable. 2. Smooth fuel supply and fast return.

RIDING TIP

▲ WARNING

If this is your first ride on a motorcycle of this model, we suggest you practice on a non-public road until you become familiar with its control and operation.

▲ WARNING

Riding with a single hand is extremely dangerous. When riding a motorcycle, firmly grasp the handles with both hands and put both feet on the pedals. Never take hands away from the handles when riding.

▲ WARNING

Before making a turn, slow down to a safe speed.

▲ WARNING

Wet and slippery roads will lead to reduced tire friction and poor braking capacity and turning capacity; therefore, advanced braking is necessary.

▲ WARNING

Crosswinds usually exist at tunnel exits or valleys or when big vehicles overtake. Drive calmly and at reduced speed at these times.

▲ WARNING

Obey traffic rules and speed restrictions.


STARTING THE ENGINE

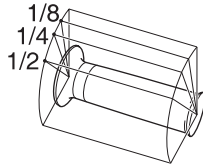
Support the motorcycle with the main stand, insert the key into the key hole on the ignition switch and turn it clockwise until the “Q” position.

▲ WARNING

If the main stand has not been erected when the engine is started, the motorcycle may lurch forward. Retract the main stand only when the engine is at idle speed.

When the engine is cold

1. Grasp the front or rear brake lever.
2. When the throttle grip is on its original position, open the throttle to 1/8 of its limit when necessary.
3. Press the electric startup button “” or tread on the kick lever (omit the first step in the case of the kick lever).
4. Keep the engine running until fully warmed up after startup.



Throttle opening


▲ CAUTION

The sufficient preheating of a cold engine after start up can provide the necessary conditions for the normal running of the engine. If the engine is not sufficiently preheated, and if the motorcycle travels repeatedly for only a few kilometers each time, normal engine performance will be affected and the service life of the engine oil will be shortened. When the temperature is low, sufficient preheating of the engine is even more important.

NOTE: The colder the weather, the longer preheating time the engine needs. Riding after the engine is fully preheated will cause the engine to suffer less wear.

When the engine is warm

1. Grasp the front or rear brake lever.

2. The throttle grip is on its original position.
3. Push the electric startup button “” or tread on the kick lever (Omit the first step in the case of the kick lever).

▲ WARNING

Exhaust gas contains carbon monoxide, a dangerous gas that is difficult to detect because it is colorless and odorless. Breathing carbon monoxide can cause death or severe injury. Never start the engine or let it run indoors or where there is a little or no ventilation.

▲ WARNING

Do not start the engine in a poorly-ventilated place or a room without ventilation devices because the waste gas discharged by the engine is toxic. When nobody is around to attend to the engine, do not have it running.

▲ WARNING

Do not start the motorcycle when the fuel or engine oil is insufficient.

▲ WARNING

Do not use the electric start function and the kick lever function at the same time.

▲ WARNING

Sometimes the rear wheel is rotating after starting engine, it is normal. Due to rotate speed of the engine is higher, please pay attention to security.

▲ CAUTION

Running the engine too long without riding may cause the engine to overheat. Overheating can result in damage to internal engine components and discoloration of muffler. Shut the engine off if you cannot begin your ride promptly.

▲ CAUTION

When the motorcycle is not being ridden, do not have its engine run too quickly or too long at an idle speed. If it runs at an idle speed for too long a time, it will overheat, its internal parts will be damaged and the exhaust pipe and the muffler will discolor.

STARTING OFF

▲ WARNING

Riding this motorcycle at excessive speed increases your chances of losing control. This may result in an accident.

▲ WARNING

Removing your hands from the handlebars or feet from the footrests during operation can be hazardous. If you remove even one hand from the motorcycle, you can reduce your ability to control the motorcycle.

▲ WARNING

Sudden side winds which can affect your control can occur when being passed by larger vehicles, at tunnel exits or in hilly areas.

To start off, turn the throttle grip gently towards the rider.

▲ WARNING

Before starting the motorcycle, make sure its side stand is in the corresponding highest position rather than any other position.

▲ WARNING

Put on a safety helmet, safety goggles and high-visibility clothes before riding.

▲ WARNING

Do not ride the motorcycle after drinking alcohol or taking medication.



▲ WARNING

Slow down when the road is slippery or the visibility is poor.

▲ WARNING

Retracing the main stand at a high engine speed is very dangerous as the motorcycle shall thrust forward at a great speed. Close throttle and use brake before retracing the main stand.

STOPPING AND PARKING

1. Twist the throttle grip away from you to close the throttle completely.
2. Apply the front and rear brakes evenly and at the same time, force to slow down until stopping.
3. Turn the key to the “” position to stop engine.
4. Park the motorcycle on a firm, flat surface where it will not fall over.
5. Turn the handlebars all the way to the left and lock the steering (turn the key to the “” position) for security.
6. Remove the key.

▲ WARNING

Hard braking while turning, on wet, loose, rough, or other slippery surface may cause wheel skid and loss of control.

▲ WARNING

Following another vehicle too closely can lead to a collision. As motorcycle speeds increase, stopping distance increases progressively. Be sure you have a safe stopping distance between you and the vehicle in front of you.

▲ WARNING

Inexperienced riders tend to underutilized the front brake. This can cause excessive stopping distance and lead to a collision. Using only the front or rear brake can cause skidding and loss of control. Thus, the two brakes should be used in a balanced way at the same time.

▲ WARNING

If the rider brakes suddenly in turns, the motorcycle will lose control. The correct method is to brake before turns to slow down.

▲ WARNING

Use the braking system carefully and gently on wet and slippery roads or in turns. Urgent braking on uneven or slippery roads will cause the motorcycle to be out of control.

▲ WARNING

Riding too close to other vehicles will result in rear-end collisions. A greater riding speed should correspond with a longer braking distance. Make sure there is a safe braking distance between the motorcycle and the vehicle in front of it.

▲ WARNING

The muffler will be very hot when the engine is running or shortly after it is shut down. Do not touch it at this time; otherwise you will get a burn.

▲ CAUTION

If other antitheft locks such as a U-shaped lock, a brake disc lock and a chain lock are used for prevention of thievery, the antitheft lock should be taken off before the starting of the motorcycle.

INSPECTION AND MAINTENANCE MAINTENANCE SCHEDULE

The chart indicates intervals between periodic services in kilometers and months. At the end of each interval, be sure to inspect, check, lubricate and service as instructed. If your motorcycle is used under high stress conditions such as continuous full throttle operation, or is operated in a dusty climate, certain services should be performed more often to ensure reliability of the motorcycle, as explained in the maintenance section. Your Haojue dealer can provide you with further guidelines. Steering components, suspensions and wheel components are key items and require very special and careful servicing. For maximum safety, we suggest that you have these items inspected and serviced by your authorized Haojue dealer or a qualified service mechanic

▲WARNING

Improper maintenance or fail to perform recommended maintenance can lead to an accident.

Ask your Haojue dealer or a qualified mechanic to do the maintenance items marked with an asterisk “*”. You may perform the unmarked maintenance items by referring to the instructions in this section, if you have mechanical experience. If you are not sure how to do any of the jobs, have your Haojue dealer to do the maintenance.

▲WARNING

Exhaust gas contains carbon monoxide, a dangerous gas that is difficult to detect because it is colorless and odorless. Breathing carbon monoxide can cause death or severe injury. Never start the engine or let it run indoors or where there is little or no ventilation.

▲CAUTION

Poorly-made replacement parts can cause your motorcycle to wear more quickly and may shorten its useful life. When replacing parts on your motorcycle, use only genuine Haojue replacement parts or their equivalent.

NOTE: Please properly handle wastes (such as detergents and waste engine oil) generated during maintenance to avoid environmental pollution.

ROUTINE MAINTENANCE INSPECTION TABLE

Interval Items	km	Initial 1000	Every 3000	Every 6000
	Month	Initial 3	Every 6	Every 12
*Battery		Inspect	Inspect	-
Air cleaner++		-	Inspect+	Replace+
*Air cleaner intake air pipe		Clean	Clean	-

Interval Items	km	Initial 1000	Every 3000	Every 6000
	Month	Initial 3	Every 6	Every 12
*Clutch intake air pipe		Clean	Clean	-
*Muffler bolts & nuts		Tighten	Tighten	-
*Cylinder head bolts & nuts		Tighten	Tighten	-
*Valve clearance (cold status) Intake:0.05–0.10 mm Exhaust:0.10–0.15 mm		Inspect	Inspect	-
Spark plug		Inspect	Inspect	-
		Replace every 10,000 km		
Engine oil		Replace	Replace+	-
*Engine oil filter element		Replace	Replace+	-
*Engine oil strainer		Clean every 18 months or every 12,000 km		
*Gear oil		-	-	Replace
*Drive belt (clutch belt)		-	-	Inspect
		Replace every 24,000 km		
*Clutch shoe		-	-	Inspect
*Clutch roller		-	-	Inspect
Carburetor (idle speed)		Inspect	Inspect	-
Throttle cable		Inspect	Inspect	-
*Fuel evaporative pollutant system		-	Inspect	-

Interval Items	km	Initial 1000	Every 3000	Every 6000
	Month	Initial 3	Every 6	Every 12
*Fuel hose and secondary air hose		Inspect	Inspect	-
		Replace every 4 years		
*Secondary air valve		Replace every 3 years or every 18,000 km		
*Secondary air filter		-	-	Inspect
*Fuel filter		Inspect	Inspect	Replace
*Brake		Inspect	Inspect	-
*Brake fluid hose		Inspect	Inspect	-
		Replace every 4 years		
*Brake fluid		-	Inspect	-
		Replace every 2 years		
Tire		Inspect	Inspect	-
*Steering		Inspect	Inspect	-
*Front and rear absorber		-	Inspect	-
Light and signal		Inspect	Inspect	-
*Chassis bolts and nuts		Inspect	Inspect	-

NOTE: If the motorcycle has been ridden for a long time on poor roads or under full power, the inspections should be done more frequently.

NOTE: The items marked with a "" in the chart should be handled only by an authorized dealer, whereas "-" does not contain such requirements. Items marked with "+" in the table indicate the replacement (or*

inspection, cleaning) interval, which can be adjusted properly according to the road condition.

NOTE: The "Inspect" in the chart includes operations such as further cleaning, tightening, adjustment or replacement of parts if necessary.

▲CAUTION

Items marked with "++" in the table indicates that the filter element uses oily filter paper, which is prohibited to be rinsed or blown with compressed air. It is also prohibited to add any oil product to filter elements. Such filter element does not require regular maintenance and is replaced every 6000 km.

If the filter paper of the filter element is blocked, worn, leaks ash, or the motor power is not enough or the oil consumption increases obviously, replace the filter element in a timely manner rather than waiting for treatment until it is time to maintain it, as untimely replacement will often affect the service life of the motor.

If driving under a dusty or wet environment, the filter element inspection or replacement interval shall be shortened.

In case of the above adverse conditions, please inspect the filter element in a timely manner for replacement, as such component often affects the service life of the motor.

REGULAR LUBRICATION TABLE

Items	Interval	Every 6000 km or 6 months	Every 12,000 km or 12 months
*Rear brake cable		Engine oil	-
Rear brake lever pin		-	Grease
*Rear brake camshaft		-	Grease
Main stand and spring hook		-	Grease
Side stand and spring hook		-	Grease
*Throttle cable		Engine oil	-
*Throttle control handle		-	Grease
Front brake lever pin		-	Grease
*Speedometer flexible shaft		-	Grease
*Speedometer gear bearing		-	Grease

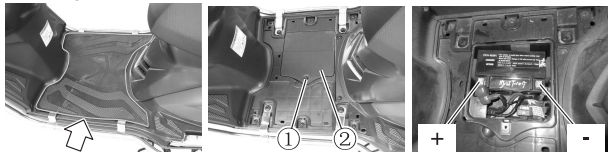
NOTE: The items marked with a "" in the chart should be handled only by an authorized dealer, whereas "-" does not contain such requirements.*

BATTERY

▲WARNING

Battery posts, terminals, and related accessories contain lead and lead compounds. Lead is harmful to your health if it gets into your blood stream. Wash hands after handling any parts containing lead.

Battery removal



Battery under the toe board is sealed and doesn't need electrolyte supply. Use the following procedure to remove the battery.

1. The ignition switch is not in the "Q" position. Remove the toe cushion.
2. Remove the screw ① and battery cover ②.
3. Disconnect the negative "-" terminal.
4. Remove the cap, disconnect the positive "+" terminal.
5. Take out the battery.

▲WARNING

Batteries contain toxic substances including sulfuric acid and lead. They could cause injury to humans or could damage the environment. A used battery must be disposed of or recycled according to local law and must not be discarded with ordinary household waste. Make sure not to tip over the battery when you remove it from the motorcycle. Otherwise, sulfuric acid could run out and you might be injured.

Battery recharge

Have your dealer check the battery's state of charge periodically. The battery should be recharged if the voltage falls below 12.4V.

Standard recharging rate is 0.6A x 5 to 10 hours.

▲WARNING

Batteries produce flammable hydrogen gas which can explode if exposed to flames or sparks. Keep flames and sparks away from the battery. Never smoke when working near the battery.

▲CAUTION

Exceeding the maximum recharging rate for the battery can shorten its life. Never exceed the maximum recharging rate.

Battery installation

1. Install the battery in the reverse order of removal.
2. Connect the battery terminals securely.

▲ CAUTION

Reversing the battery lead wires can damage the charging system and the battery. Always attach the red (or red with black tracer) lead to the positive “+” terminal and the black (or black with white tracer) lead to the negative “-” terminal.

NOTE: Please properly handle waste batteries and electrolytes to avoid environmental pollution. We suggest that you not throw them in garbage cans or on the ground, but send them to a local recycling center.

NOTE: The battery should be regularly inspected. If its voltage is lower than 12.4V, charging is recommended.

AIR CLEANER

If the air filter is blocked by dust, intake resistance increases and output power decreases, at the same time, fuel consumption will increase. If driving in dusty, wet or muddy conditions, the frequency of checking or replacing the filter should be increased. Use the following procedure to check and replace the filter.

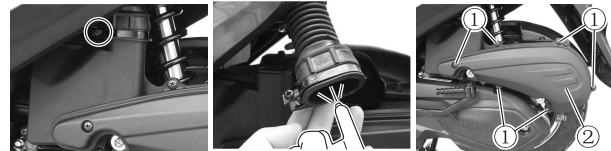
▲ WARNING

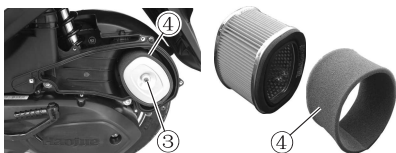
Operating the engine without the air filter in place can be hazardous. A flame can spit back from the engine to the air cleaner without the air filter to stop it. Severe engine damage can also occur if dirt enters the engine due to running the engine without the air filter. Never run the engine without the air filter in place.

▲ CAUTION

Failure to check the air cleaner frequently if the motorcycle is used in dusty, wet, or muddy conditions can damage your motorcycle. The air filter can become clogged under these conditions and engine damage may result. Always check the air filter after riding in severe conditions. Clean or replace the filter as necessary. If water gets in the air cleaner case, immediately clean the element and the inside of the case.

Air filter removal





The air filter inside the air cleaner, the air cleaner is close to the left side of the rear wheel. Use the follow procedure to remove the air filter and check it.

1. Loose the bolt, then disassemble the intake air pipe.
2. Blow the pressed air into the entry, clean the intake air pipe.
3. Remove the screws ①.
4. Remove the air filter cover ②.
5. Remove the screw ③.
6. Remove the filter element assembly and the sponge filter element ④ from it.

Clean the filter

1. Inspect the filter element, or replace it.
2. Remove the dust in the air filter housing and the cover.
3. Check the sealing strip on the air filter housing for completeness and damage.
4. Reassembly the cleaned air filter elements in the order opposite to that for removal. Make sure the air filter is installed firmly at the specified position and sealed properly.



⚠ WARNING

The air filter is an important component in the engine intake system, which is used to filter the dust, foreign matter and moisture in the air. A blocked air filter will affect the engine performance and the fuel economy.

⚠ WARNING

Filter element damage or dust entering into the engine will exacerbate the wear of moving components and reduce the reliability and durability.

⚠ WARNING

It is crucial to regularly maintain or replace the filter element.

▲CAUTION

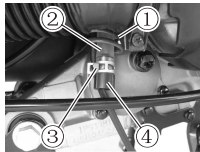
If riding in dusty conditions or in moist conditions, make the inspection and replacement intervals for the air filter element shorter; if it is found that the air filter element is blocked, damaged or non-dustproof, the engine power has dramatically declined or the fuel consumption has increased, do not solve the problem during the next maintenance but immediately change the air filter element. If the engine is started when there is no air filter element, it will wear seriously. Check the condition of the air filter element frequently because this component usually has an impact on engine life.

OIL COLLECTING PIPES

After the air filter is inspected, inspect the oil collection of the oil collecting pipes at its lower part. If there is liquid in the oil collecting pipes, drain it promptly with the method below.

Front lower oil collecting pipe

1. Remove the oil collecting pipe ② from the fixing clip ①.
2. Loosen the clamp ③ and move it up.
3. Pull out the oil collecting pipe plug ④ from the oil collecting pipe ②.
4. Drain the waste liquid in the oil collecting pipe ②.



5. After the fuel is drain out, insert the plug ④ into the oil collecting pipe ② and loosen the clamp ③ and move it down to clamp the plug ④.

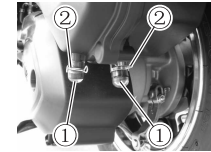
6. Get the oil collecting pipe ② stuck in the fixing clip ①.

NOTE: Be true that reinstall the collecting pipe plug.

NOTE: When air is very humid, properly increase the inspection frequency.

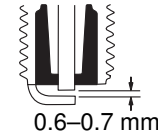
Rear lower oil collecting pipe

1. Loosen the clamp ②.
2. Remove the oil collecting pipe ① together with the clamp ②.
3. Drain all the waste liquid in the oil collecting pipe ①.
4. Reinstall the oil collecting pipe ① and fasten the clamp ②.



NOTE: Be true that reinstall the collecting pipe.

NOTE: When air is very humid, properly increase the inspection frequency.

SPARK PLUG**Spark plug inspection**

Measure the spark plug gap with a thickness gauge. The

standard spark plug gap is 0.6–0.7 mm. If the measured spark plug gap is out of standard range, adjust or replace it with a new one.

Whenever removing carbon deposits, be sure to observe the operational color of the spark plug’s porcelain tip. This color tells you whether or not the standard spark plug is suitable for your type usage. A normal operating spark plug should be very light brown in color. If the spark plug is very white or glazed in appearance, it works under overheating conditions. This spark plug should be replaced with a colder one.

Spark plug replacement guide

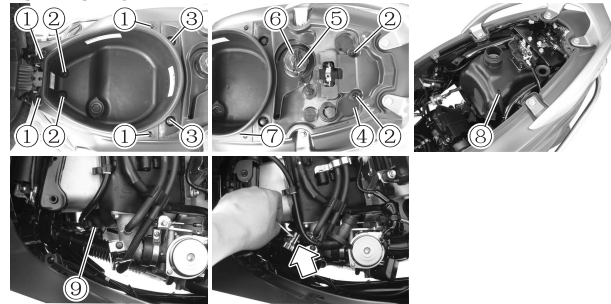
▲CAUTION
An improper spark plug may have an incorrect fit or heat range for your engine. This may cause severe engine damage.

▲CAUTION
Use one spark plug listed below or equivalent. Consult your Haojue dealer or a qualified mechanic if you are not sure which spark plug is correct for your type of usage.

BOSCH	NGK	TORCH	Remarks
A5RTC	CR5HSA	A5RTC	If the standard spark plug is apt to get wet, replace with this plug.
A6RTC	CR6HSA	A6RTC	Standard.
A7RTC	CR7HSA	A7RTC	If the standard spark plug is apt to overheat, replace with this plug.

NOTE: This motorcycle uses a resistor-type spark plug to avoid jamming electronic parts. Improper spark plug selection may cause electronic interference with your motorcycle’s ignition system, resulting in motorcycle performance problems. Use only the recommended spark plug.

Spark plug removal



1. Open the saddle lock, and turn the saddle to open.

2. Remove the screws ① and then the helmet hooks.
3. Remove the bolts ②, 2 respectively for front and rear.
4. First open the cover and then remove the bolt ③, because the middle 2 bolts ③ are enclosed by the mounting cover.
5. Unscrew the fuel tank cap ⑥ and disconnect the connection between the cable tie ⑤ and the fuel tank cap ⑥.
6. Slightly lift up the rear half body ④ of the storage box, disconnect the connection between the fuel overflow pipe ⑧ and the rear half body ④ of the storage box and then remove the rear half body ④.
7. Screw the fuel tank cap ⑥ to prevent foreign matters entering into the fuel tank.
8. Remove the front half body ⑦ of storage box and the saddle.
9. Remove the spark plug cap ⑨.
10. Remove the spark plug with a spark plug wrench.
11. When installing the spark plug, firstly install the spark plug and its cap ⑨, and then unscrew the fuel tank cap ⑥, install the front half body ⑦ of storage box and the saddle, connect the fuel overflow pipe ⑧ and the rear half body ④ of storage box, install the rear half body ④ of storage box, connect the cable tie ⑤ and the fuel tank cap ⑥, screw the fuel tank cap ⑥ and finally install the screws ①, bolts ② and ③.

Spark plug installation

▲CAUTION

A cross-threaded or over-tightened spark plug will damage the aluminum threads of the cylinder head. When dismantling the spark plug, keep debris from entering the engine via the spark plug hole.

Follow the procedure below to tighten the spark plug properly.

Carefully turn the spark plug by hand into the threads until it is finger tight. If the spark plug is new, tighten it with a wrench about 1/2 turn past finger tight. If you are reusing the old spark plug, tighten it with a wrench about 1/8 turn past finger tight.

NOTE: Insert the plug cap completely.

▲CAUTION

The standard spark plug for application on the motorcycle of this model is carefully chosen and can be used in most of operating conditions. If the actual color differs from the normal spark plug color, please consult with a distribution and maintenance organization about it before replacing the present spark plug with another with a different heat value. If an improper spark plug is used, the engine will be seriously damaged.

If a spark plug of another brand is used, there could possibly be serious consequences. Thus, you are expected to consult with one of our maintenance units before doing so.

ENGINE OIL AND OIL STRAINER

Long engine life depends much on the selection of a quality oil and the periodic changing of the oil. Daily oil level checks and periodic changes are two of the most important maintenance items to be performed.

Oil level check



(A)UPPER LEVEL (B)LOWER LEVEL (C)2/3 POSITION

Inspect the engine oil level following the steps below.

1. Stop the engine and support it on a flat ground with the help of the main stand.
2. Start the engine and have it run for several minutes.
3. After the engine has been stopped for several minutes.
4. Remove the engine oil dipstick, wipe it, insert it into the engine oil without turning it and then take it out to check the engine oil level. The engine oil level should be between the UPPER LEVEL and LOWER LEVEL on the engine oil dipstick.

▲CAUTION

If the engine oil level is lower than the LOWER LEVEL on the engine oil dipstick, do not start the engine. When adding engine oil makes sure the engine oil level is not higher than the UPPER LEVEL. It is recommended to fill the oil to the 2/3 POSITION at the oil dipstick.

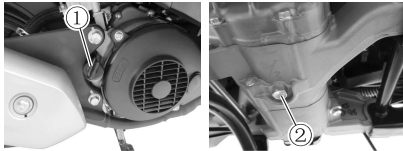
▲CAUTION

Under normal operation, the engine will consume oil, which is normal, so it's required to refill timely.

▲CAUTION

Timely go to a repair shop for professional inspection if the oil consumption of the engine increases abnormally.

Engine oil change



Replace the engine oil with new oil after the engine is in a hot state to completely drain the original engine oil. Steps for engine oil replacement.

1. Stop the engine and support it on flat ground with the help of the main stand.
2. Remove the engine oil dipstick ①.
3. Place a drain pan below the engine. Dismantle the drain plug ② and its washer to drain the original engine oil.
4. After draining all the engine oil, install the drain plug ② and its washer.
5. Fill 950 milliliter of new engine oil into the engine via the oil filling port of the dipstick. Fill 1000 milliliter if the oil filter element is replaced at the same time. Be sure to use specified oil every time.
6. Install engine oil the dipstick again ①.
7. Start the engine and have it run for several minutes.
8. Stop the engine and inspect the engine oil with the dipstick several minutes later. The engine oil level should be between the UPPER LEVEL and the LOWER LEVEL.

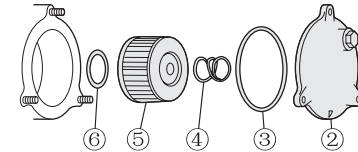
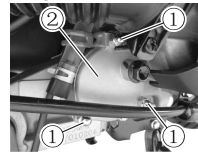
▲CAUTION

Use the engine oil recommended in the “INSTRUCTIONS FOR USE OF FUEL AND ENGINE OIL”.

▲CAUTION

Carefully inspect whether the engine parts that have been dismantled and installed again suffer any oil leakage.

Engine oil filter



Regularly replace the engine oil filter as instructed in the “TABLE OF REGULAR MAINTENANCE”. The replacing steps are as follows.

1. Drain the engine oil according to the content in “Engine oil change”.
2. Remove the nuts ①.
3. Remove the engine oil filter cover ②.
4. Take the old oil filter out and replace with a new one ⑤.
5. Replace the seal rings ③ and ⑥.
6. Always check to make sure the spring ④ and seal ring

⑥ are properly installed before reassembling the oil filter cover ②.

7. Install the engine oil filter cover ②, and then screw on the nuts ① but not too tightly.
8. Add the specified new engine oil into the engine as instructed in section “Engine oil change”.

▲CAUTION

Insert one side with holes of the oil filter into the engine and make sure the oil filter is installed at correct position.

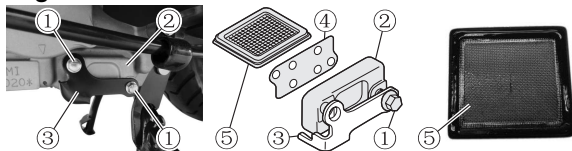
▲CAUTION

Carefully inspect whether the engine parts that have been dismantled and installed again suffer any oil leakage.

▲CAUTION

It is suggested to replace the seal rings when the engine oil filter element is replaced.

Engine oil strainer



Regularly replace the engine oil strainer as instructed in the “TABLE OF REGULAR MAINTENANCE”. The replacing steps are as follows.

1. Completely drain the original engine oil as instructed in section “Engine oil replacement”.
2. Remove the bolts ①.
3. Remove the oil strainer cover ②, support ③ and sealing gasket ④.
4. Remove the oil strainer ⑤ to clean and inspect it, and replace it in case of damage.
5. Replace with a new sealing gasket ④.
6. Reassembly the oil strainer ⑤.
7. Reassembly the oil strainer cover ②, support ③, sealing gasket ④ and bolts ①.
8. Add the specified new engine oil into the engine as instructed in section “Engine oil replacement”.

▲CAUTION

Carefully inspect whether the engine parts that have been dismantled and installed again suffer any oil leakage.

▲CAUTION

It is suggested to replace the sealing gasket when the engine oil strainer is replaced.

CARBURETOR

Undisturbed carburetion is the basis of the performance you ought to expect of your engine. The carburetor is pre-set at the factory for the best carburetion. Do not attempt to alter its setting. There are two items of adjustment, however, under your care: engine idle speed and throttle cable play.

Adjustment of idle speed

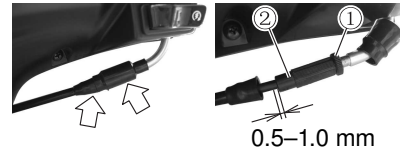


1. Start the engine, keep it running at idle till fully pre-heated.
2. After the engine has been pre-heated, release the throttle, open saddle, remove the small cap, turn the adjusting screw to right and left to keep the engine revolving speed between 1500–1700 rpm.

▲ CAUTION

Adjustment the engine idle speed should be done when the engine has been fully pre-heated.

THROTTLE CABLE PLAY



1. Remove the rubber bush(s) along the throttle cable.
2. Loosen lock nut ①.
3. Turn the adjuster ② so that the throttle cable has 0.5–1.0 mm play.
4. Tighten the lock nut ①.
5. Reinstall the rubber bush(s).

▲ WARNING

Inadequate throttle cable play can cause engine speed to rise suddenly when you turn the handlebar. This can lead to loss of rider control. Adjust the throttle cable play so that engine idle speed does not rise due to handlebar movement.

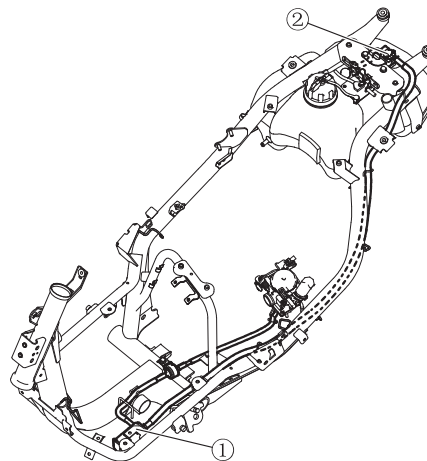
FUEL EVAPORATION POLLUTANT SYSTEM

This motorcycle is provided with a set of system to prevent the fuel evaporating into the atmosphere. It is required to check the items below at an regular interval (every 3,000 kilometers or every 6 months).

1. Check every pipe joint for reliability.
2. Check every pipe and activated carbon canister ① for crack or damage and replace in case of damage.
3. Check every pipe, dumping cut-off valve ② and activated carbon canister ① for blockage and clear or replace if necessary.

▲ WARNING

We strongly recommend having the fuel evaporation pollutant system inspected and repair by a qualified service station if the inspection and repair are required.



BRAKES

The front wheel of motorcycle uses a hydraulic disc brake and rear wheel uses a drum brake. Correct brake operation is very important for safe riding. Be sure to have the brake system checked regularly. This inspection should be made by an authorized dealer.

▲ WARNING

Brakes are extremely important parts for safety of both rider and passenger, so they should be inspected and adjusted often. Regularly clean the sand and other on the brakes to prevent the brakes from being blocked.

▲ WARNING

In case the braking system should need to be serviced, we strongly recommend that you consult with an authorized dealer. They have complete tools, great skills and the safest and most economical methods.

The following brake items should be checked daily

1. Inspect if the disc braking system is leaking.
2. Inspect if the brake fluid hose has crack(s).
3. Operate the front and rear brakes to inspect if they are flexible.
4. Inspect the wear conditions of the brake discs, pads and shoes.

FRONT BRAKE (DISC BRAKE)**▲ CAUTION**

The disc braking system realizes high-pressure braking. For safety, follow the relevant instructions in the section “INSPECTION AND MAINTENANCE” herein when replacing the brake fluid hose and the brake fluid.

Brake fluid

Check the brake fluid level in the brake fluid reservoir. If the level in the reservoir is very lower, inspect for brake pad wear and leaks, then add the specified brake fluid.

**▲ WARNING**

Do not clean the brake fluid reservoirs with high-pressure water directly.

▲ WARNING

Brake fluid is harmful or fatal if swallowed, and harmful if it comes in contact with skin or eyes. Solution can be poisonous to animals. If brake fluid is swallowed, do not induce vomiting. Immediately contact a poison control center or a physician. If brake fluid gets in eyes, flush eyes with water and seek medical attention. Wash thoroughly after handling. Keep out of the reach of children and animals.

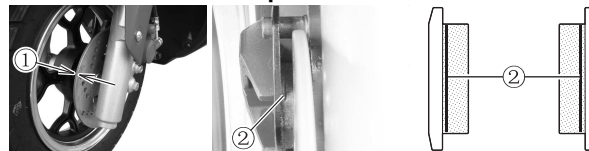
▲ WARNING

The use of any fluid except DOT3 and DOT4 brake fluid from a sealed container can damage the brake system and lead to an accident. Use only DOT3 or DOT4 brake fluid from a sealed container. Never use or mix with different types of brake fluid.

▲ CAUTION

Spilled brake fluid can damage painted surfaces and plastic parts. Be careful not to spill any fluid when filling the brake fluid reservoir. Wipe spilled fluid up immediately.

Brake discs and brake pads



Essential in a brake disc inspection: inspect whether brake disc thickness ① is smaller than 3.5 mm and, if it is, replace the brake disc with a new one.

Essential in a wheel brake pad inspection: inspect whether the brake pad has been worn to or beyond the limit line ② and, if it has, replace the brake pad with a new one.

▲ WARNING

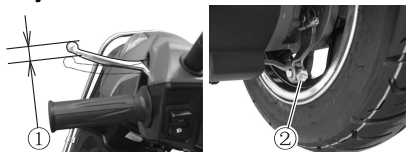
After a new brake disc or pad is installed, do not ride immediately but grasp and release the brake handles or the brake pedal several times to make the brake discs and pads fully fit with each other, restore to their normal holding forces and have the brake fluid circulate stably.

▲ WARNING

After a new brake disc or pad is installed, the braking distance may be a little longer than the original value. After the brake discs and brake pads have realized full break-in following a mileage of about 300 km, the best braking effect will be realized. Make sure there is an enough braking distance when riding before that.

▲ WARNING

Fail to inspect and maintain the brakes pads or brake disc, and replace them when recommended can increase your chance of having an accident. If you need to replace brake disc or brake pads, have your Haojue dealer do these works. Inspect and maintain the brake disc and brake pads as recommended.

REAR BRAKE (DRUM BRAKE)**Adjustment of rear brake lever**

Free stroke ① of the rear brake lever refers to the stroke between the lever's free position and the lever's position when the lever is grasped on to brake the rear wheel. The

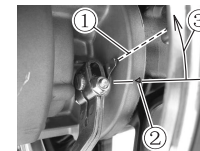
adjusting steps are as follows.

1. Turn the adjusting nut ② on the brake. Turn it clockwise for a smaller free stroke, or anticlockwise for a larger one. Make the free stroke ① 20–30 mm.
2. After adjustment, checking, when the tire do not connect the floor, turn around the wheel, have not friction feeling. When grasping the lever, the distant between the lever and handlebar is enough.

NOTE: If follow the steps, the free stroke is not required, please have it checked by the authorized dealer.

Wear limit of rear brake

There is a wear limit mark on the rear brake of the motorcycle. Inspect the wear situation of the rear brake following the essentials below.



The mark extending line is in the allowed range

1. Inspect whether the braking system has been properly adjusted.
2. Operate the braking system and inspect and make sure the mark extending line ① is in the allowed range ③ (see the figure) marked on the wear limit mark ②, otherwise have the component in the rear brake replaced by a qualified distribution and maintenance organization for safety.

▲ WARNING

Riding with worn brake shoes will reduce braking performance and will increase your chance of having an accident. Inspect brake shoe wear before each use. Ask your Haojue dealer or a qualified mechanic to replace brake shoes if the shoes are worn to the limit.

TIRES

Periodic checks should be performed for tire pressure and tire wear status. To ensure maximum safety and life, check the tire frequently, in addition to the scheduled inspections.

▲ WARNING

Tire pressure and wear status are very important for the performance and safety of the motorcycle. Be sure to check tire pressure and tire wear status regularly.

Tire pressure

Under normal temperature, test the tire pressure by using a tire pressure gauge, set the pressure base on the pressure value recommended by this manual. If the pressure is too high or too low, it will affect ride stability, and will cause the tire to wear.

Standard for tire pressure under normal temperature

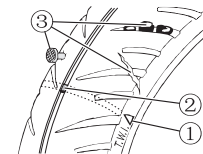
	Solo riding		Double riding	
	kPa	kgf/cm ²	kPa	kgf/cm ²
Front wheel	175	1.75	175	1.75
Rear wheel	225	2.25	225	2.25

▲ WARNING

The tire pressures and surfaces are significant. If they are neglected, the safety of the rider may be endangered and the motorcycle may be damaged. Please inspect the internal pressures and surfaces of the tires of the motorcycle frequently.

Tire surface status

There are serial "T.W.I. △" marks ① (tire wear indicator) in the edge of the tire. Check the bulge stock ② of T.W.I. in the tread near the mark. If the tire wears off to reach the bulge stock, the tire should be replaced.



Check the damage ③ (punctures or fractures) on the tire surface visually. As surface damage may impede driving stability, such tires should be replaced.

▲ WARNING

Replace a tire when worn to the specified limit, or if find damage such as cuts or cracks.

Tire specification

When replacing a tire, make sure the new tire condition is same as described in this manual. Tires with different specifications may affect driving stability of the motorcycle.

▲ WARNING

Tire standard applicable to the motorcycle:

Front wheel: 90/90-10 50J

Rear wheel: 100/90-10 56J

▲ WARNING

Using tires other than the standard tires might create problems. We sincerely recommend you to select standard tires.

LIGHT AND SIGNAL

The check of lighting and signal consult the content of the “INSPECTION BEFORE RIDING” section.

Replacement of bulbs

The rated power of each bulb is shown in the latter content of “TABLE OF SPECIFICATIONS”. When replacing a burnt out bulb, be sure to use the bulb with the same rated power and specification. If using a different bulb, it might cause overload of the electric system and early breakdown of the bulb.

▲ CAUTION

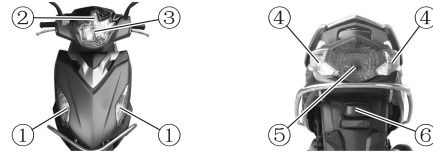
Failure to use a light bulb with the correct wattage rating can overload the electrical system of your motorcycle or cause the bulb to burn out sooner.

▲ CAUTION

Please go to an authorized service station to replace the bulb.

▲ CAUTION

Must keep the bulb clear, otherwise the bulb will destroys early. When replacing the bulb, clear the grease on the bulb.

Location of bulbs

- ① Front turn lights (left one and right one)
- ② Front position light
- ③ Headlight
- ④ Rear turn lights (left one and right one)
- ⑤ Tail light/Brake light
- ⑥ License light

Adjustment of headlight beam



Headlight beam can be vertically adjusted. Effect the adjustment in the following procedure.

1. Adjust the screw inside by rotating a cross screwdriver through the hole to adjust the beam to a proper height.

▲ CAUTION

The beam of headlight has been set in factory. It should be adjusted by an authorized dealer.

Horn



▲ CAUTION

Never adjust the big nut and the small screw in any conditions.

FUSE

The fuse box is located on the outside of next to the battery. If a sudden power failure or circuit disconnection occurs while riding, the fuse should be checked first.



▲ WARNING

It is very dangerous to use fuses that do not match the supplied specification. If like this will seriously affect the electric system, and may even cause fire, burning, or loss of engine power.

▲ CAUTION

Please be advised to select fuses with correct rated current (15A), never use substitutes, such as aluminum foil or iron wire. If the fuse always melts within a short period of time, it indicates that the lighting system is defective. Check with your dealer immediately.



TROUBLESHOOTING

If the engine fails to start, please check the following to help determine the cause.

1. Make sure there is sufficient fuel in the tank.
2. Make sure the fuel reaches the carburetor from the fuel tank. Loosen the drain screw of carburetor, drain fuel from carburetor and refit the drain screw.
3. Tread on kick startup level several times.
4. Loosen the drain screw to see if there is fuel in the carburetor.

▲ WARNING

Do not let fuel spill on to the ground; it should be collected in a container. Do not move the fuel close to a hot engine or exhaust pipe. When doing this check, fire and fumes should be avoided, do not move close to any fire source or heat source.

5. If fuel is reaching the carburetor, check the ignition system next.
6. Remove the spark plug, and connect it to ignition coil.
7. Fix the screwed part of spark plug onto the outer case of engine, open ignition switch to the “” position and press the electric startup button “”. If the ignition system is normal, there will be blue sparks between the two poles of the spark plug. If there is no spark, consult your dealer for repair.

▲ WARNING

Do not fix the spark plug near the spark plug hole for inspection, because combustible mixed gas is likely to be ignited by the spark and result in a fire.

▲ WARNING

To reduce the possibility of electric shock, it is advised to fix the metal casing of the spark plug on an unpainted metal surface of the motorcycle frame. Persons with heart disease or pacemakers should not do this inspection.

▲ CAUTION

You are advised to consult your dealer before proceeding with repairs. Your dealer will assist you in solving problems.

TRANSPORTATION

Before the motorcycle is transported, drain the fuel in it because it is highly combustible and tends to explode in certain conditions. When draining, storing or filling fuel, make sure there are no open flames, the engine has stopped and the operating place is well ventilated. Fuel should be drained following the steps below.

1. Turn off the engine and pull out key of the ignition switch.
2. Drain fuel in the fuel tank into an appropriate container with a siphoning method or another proper method.
3. Put the end of the drain pipe of the carburetor into an appropriate container.
4. Loosen the drain screw to drain all the fuel in the carburetor and then tighten the drain screw again.

▲CAUTION

Before transportation of the motorcycle, drain all the fuel in the fuel tank and the carburetor.

▲CAUTION

Transporting the motorcycle in a normal riding position to avoid leakage of its engine oil and gear oil.

STORAGE

If the motorcycle is kept out of service in winter or any other seasons, it should be maintained using proper materials and devices. So it is recommended that your motorcycle maintained by an authorized dealers. If you want to maintain the motorcycle by yourself, please follow the guidelines below.

Motorcycle

- Support the motorcycle with the stand and clean it thoroughly.

Fuel

- Drain the fuel from the fuel tank by the way of a siphon of other proper methods. Loosen the carburetor drain screw and drain the carburetor completely, then tighten the drain screw.

Battery

- Remove the battery from the motorcycle.

NOTE: Remove the wire from the negative terminal first, and then the positive terminal.

- Clean the battery exterior with a diluted detergent solution; eliminate rust stains on the terminal and wire connectors.
- Store the battery in a room with an ambient temperature of above 0°C. Charge the battery completely.
- Recharge it every 1 months afterwards.

Tires

- Inflate the tires to the pressure recommended in this manual.

Exterior

- Spray all rubber parts with a rubber protective agent.
- Spray all paint-free surfaces with an anti-rust agent.
- Coat the paint surface with vehicle wax.

Procedures for motorcycle re-service

- Clean the motorcycle completely.
- Re-install the battery.

NOTE: Connect the wire to the positive terminal first; then the negative terminal.

- Remove the spark plug. Start the engine several times, and then mount the spark plug.
- Adjust tire pressure according to the instructions in the tire section.
- Lubricate according to the instructions in the lubrication section.
- Be sure to conduct necessary inspections according to this manual before riding.

NOTICE OF THE FILLED BATTERY USAGE**1. ACTIVATION OF THE FILLED BATTERY**

1.1 * Checking before start using

1.1.1 Check outer appearance of the filled battery, make sure that there is no bruise or cracks on the outer case, there is no distortion or deformation of terminals, and clear the surface of the filled battery.

1.1.2 Measure the terminal voltage of the filled battery. If the voltage is above 12.8V, the battery can be used directly. If it is lower than 12.8V, it should be charged before use.

1.2 Installation

1.2.1 Connect positive terminals “+” (with a red mark) first and then negative terminals “-”. **Note: please note that reversing the wires** can damage the electric components such as the igniter device and the rectifier.

1.2.2 After tightening the bolts, apply grease or jelly to bolts, nuts and terminals to prevent poor contact due to rustiness.

2. USAGE AND MAINTENANCE

2.1 Each starting should not exceed 5 seconds. In case starting is not effected, fuel supply, starting and ignition systems should be checked.

2.2 The following cases shall result in excessive storage battery discharging or insufficient charging and shall shorten service life.

- Frequent starting and short distance riding;
- Low-speed riding for a long time;
- Brake light kept lit due to tight gripping of brake lever or brake pedal treading;
- Extra electric elements installed or high-power bulbs used.

2.3 In case of difficult starting, dim light or horn sounding not loud and clear, perform immediate charging.

2.4 If your motorcycle is to be stored for a Long time, charge the battery before storage and charge it every 1 month.

2.5 * Charging

2.5.1 Use motorcycle battery special charger. When charging, keep the room well ventilated and **free from flame**.

2.5.2 Recharge according to the battery instruction manual.

3. PRECAUTIONS

3.1 When using or charging battery, **stay off the flame**, avoid positive or negative electrode short circuit and loosening of positive or negative terminals so as to prevent battery explosion.

3.2 Installation of anti-burglar alarm will also affect the battery. It is suggested to use an anti-burglar alarm recommended by Haojue, other alarms may lead to abnormal operation of the circuit system, or even damage the battery or ignition device and rectifier.

*NOTE: The items marked with * are recommended to be*

processed by the authorized dealer.

TABLE OF SPECIFICATIONS

Size and weight

Length _____	1780mm
Width _____	640mm
Height _____	1110mm
Wheelbase _____	1230mm
Ground clearance _____	125mm
Curb weight _____	112kg
Maximum load mass (including riders) _____	292kg

Engine

Type _____	single cylinder, force air-cooled, four stroke
Cylinder diameter _____	53.5mm
Stroke _____	55.2mm
Displacement _____	124ml
Compression ratio _____	9.6:1
Starter system _____	electric startup / kick lever startup
Lubrication system _____	pressure and splashing
Power _____	6.2kW

Transmission system

Clutch _____	dry, automatic, centrifugal type
Transmission _____	_____
_____	automatic, progressive type (0.782–2.672)
Final speed ratio _____	8.294

Performance

Maximum speed _____	82km/h
Climbing ability _____	25°
Braking distance _____	≤6m

Riding

Turn diameter _____	3.8m
Front tire _____	90/90-10 50J
Rear tire _____	100/90-10 56J

Electrical system

Ignition method _____	Electronic ignition
Spark plug _____	see page 31
Battery _____	12V 6Ah
Fuse _____	15A
Headlight _____	HS1 12V 35W/35W
Position light _____	W5W 12V 5W
Turn light _____	RY10W 12V 10W
Tail light/brake light _____	P21/5W 12V 5W/21W
License light _____	W5W 12V 5W

Capacities

Fuel tank (total) _____	5.8L
Replacement of engine oil (replacement of engine oil filter at same time) _____	1000 ml
Replacement of engine oil (only replacement of engine oil) _____	950 ml
Replacement of gear oil _____	90ml