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WELCOME

Thank you for purchasing an DAELIM all-terrain vehicle. We hope you enjoy safe riding.

DAELIM ATV'S are designed for safety, built for durability, and perfected for all riders.

But safety depends on you - your driving ability, your common sense, and your care in maintaining your ATV. The safety tips, riding hints, and ATV maintenance information are Included in this manual .

WARNING

The **ET250** can carry two passengers with about 374 lbs load.

It is designed for on-road use only.

Attempting to change the pre-set maximum speed may cause danger and will void the DAELIM manufacturer's warranty.

YOUR RESPONSIBILITIES

- ★ Riders must thoroughly read this manual and must fully understand its contents before riding.
- ★ All riders should enroll in an ATV Rider Safety Course. Your DAELIM dealer can help you find the course nearest you.
- ★ ALWAYS wear protective clothing(long sleeves, long pants, over-the-ankle boots, gloves) and safety gear that Includes a helmet and eye protection. Full face helmets are recommended.
- ★ Do not operate an ATV while fatigued or under the influence of alcohol or drugs. Impaired judgment can result in serious injury or even death.
- ★ NEVER ride your ATV When it has not been properly adjusted and maintained.
- ★ Turn off the vehicle before refueling.
- ★ To avoid burns, do not touch any part of the engine or muffler.
- ★ NEVER run the engine in a closed area, The exhaust contains poisonous CARBON MONOXIDE that can kill.

SERIAL NUMBER

Locate and record the frame and engine serial numbers for future reference. The frame serial number is stamped on the right of the frame.

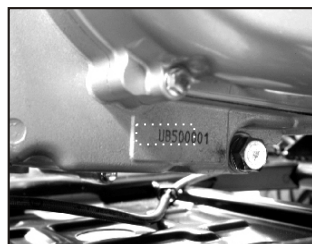
The engine serial number is under the engine at left hand side.

FRAME NO.

ENGINE NO.



(1) Frame serial number

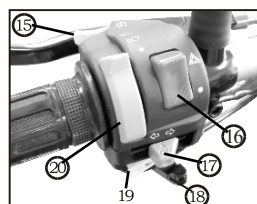
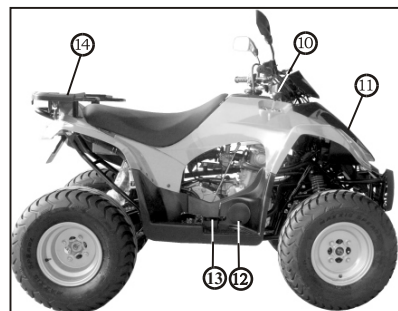
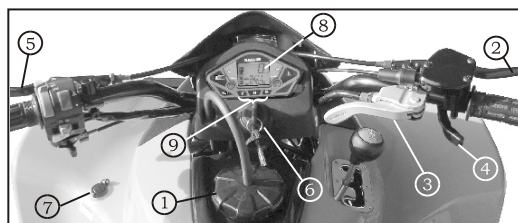


(2) Engine serial number

DESCRIPTION

LOCATIONS OF CONTROLS & PARTS

- | | | |
|---------------------------|-----------------------------------|------------------------|
| (1) Fuel tank cap | (8) Speedometer & odometer | (10) Gear shift bar |
| (2) Front brake lever | Direction indicator lamp | (11) Cooling water cap |
| (3) Parking brake | Headlight lamp | (12) Engine oil cap |
| (4) Throttle lever | Fuel indicator meter | (13) Rear brake pedal |
| (5) Rear brake lever | (9) Reverse indicator lamp | (14) Rear cargo rack |
| (6) Mainswitch | Neutral indicator lamp | |
| (7) 12vDCElectricalOutlet | Forward indicator lamp | |
| | Fuel indicator points | |

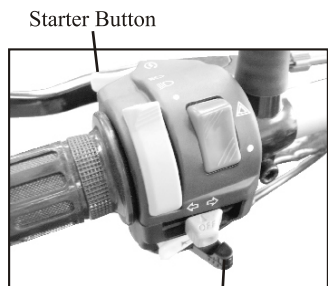


- (15) Start button
- (16) Engine stop switch
- (17) Horn button
- (18) Manual Chock Lever
- (19) Direction indicator switch
- (20) Headlight/Rear position lamp switch

CONTROL FEATURES

STARTER BUTTON

Your DAELIM ATV has an electric starter. The start button is on the left handlebar. Press the button until engine starts.



Manual Choke Lever

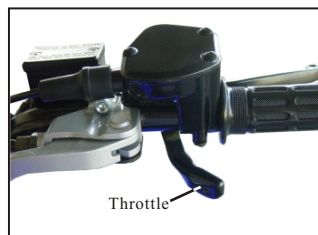
MANUAL CHOKE LEVER

The **ET250** are equipped with a manually operated carburetor choke system. This choke is operated by the lever at the bottom of the left hand control switch.

When first starting the engine, (cold start), place the lever in the full left position, (Choke closed or on) As the engine warms return the lever to the full right position. (Choke open or off).

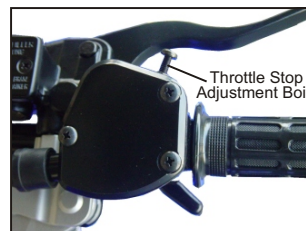
THROTTLE LEVER

The throttle lever is located on the right-hand handle bar below the grip. To operate the throttle lever, place your right thumb on the lever and press forward to increase your speed. To decrease your speed, reduce your pressure on the lever and the spring tension will automatically reduce your speed.



The travel of the throttle lever is controlled by the throttle stop bolt.

As your operator gains more experience, you can increase the throttle travel to allow for additional speed to be obtained.



To increase the throttle's travel, thus increasing the maximum speed, turn the throttle stop bolt counter clockwise. To decrease the throttle's travel, thus decreasing the maximum speed, turn the throttle stop bolt clockwise.

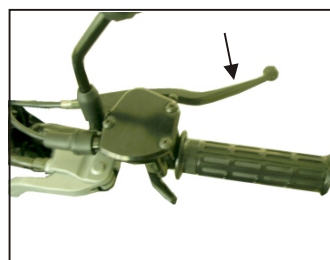
The throttle cable should be adjusted so there is 2mm, (1/8") free travel at the lever before the throttle starts to open.

BRAKE CONTROLS

This vehicle is equipped with dual front hydraulic disc brakes and a rear hydraulic disc brake.

Front Brakes

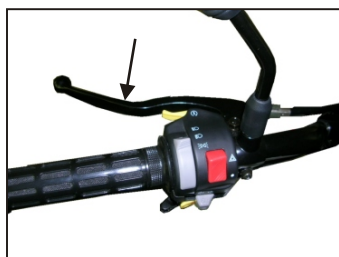
The front brakes are controlled by the long brake lever on the right-handle bar.



CONTROL FEATURES

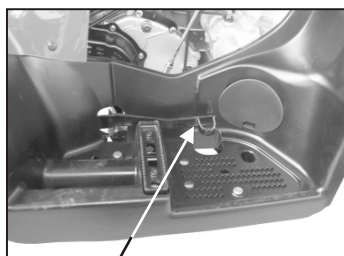
Rear Brake

The rear brake is controlled by the long brake lever on the left-handle bar.

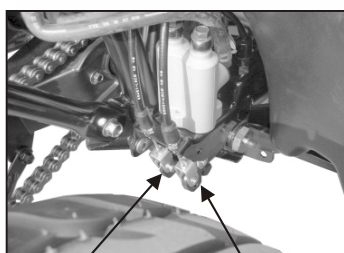


Four Wheel Simultaneously Brake

The four wheel simultaneously brakes are operated by pushing the foot brake pedal.



• Foot brake pedal



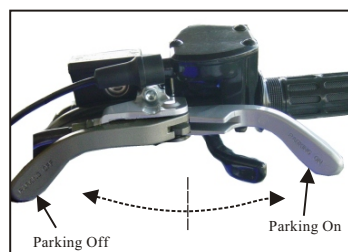
• Rear brake cable • Front brake cable

The rear brake is the primary stopping brake on your vehicle. Using the rear brake to stop your vehicle will prevent steering control loss.

Use your front and rear brakes in combination (or use the four wheel simultaneously brake) to control your speed while descending a grade. Use caution not to apply too much

pressure to your front brakes so that the wheels lock up, stop turning, and causing a loss of steering control. If the front wheels lock up, and stop turning, lightly reduce the pressure on the front brake lever until they unlock and start to turn.

Parking Brake



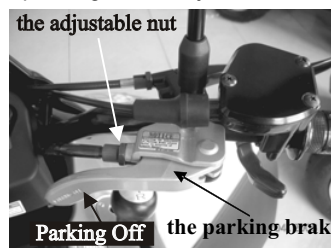
The parking brake is shown on the picture. The position of parking Off is on the left side. Turn parking brake to right side is parking On.

This should be engaged as a parking brake whenever the vehicle is not in operation.

Parking Brake Adjustment

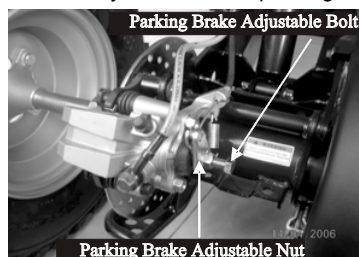
As you found out the parking brake which has been decreased its brake ability. You must adjust the parking brake.

1. Turn the parking brake to "Parking Off" position. then screw the adjustable nut to original position.
2. Loosen "Parking Brake Adjustable Nut" near the rear brake caliper. Use your hand to screw "Parking Brake Adjustable Bolt" by clockwise to the end. Then back to a quarter turn, tighten the nut to complete the parking brake adjustable.



CONTROL FEATURES

3. Also, as you found out the parking brake ability which is a bit insufficient, you can screw the adjustable nut of parking brake.



FUEL SYSTEM

Fuel Tank

The fuel tank fill cap is located on top of the unit just ahead of the seat. The cap contains a vent to prevent a vacuum from forming in the tank as fuel is used. The vent tube must be attached to the cap and inserted in the vent tube holder hole while operating the unit. The fuel cap vent and vent tube must be clean and clear of obstructions for the unit to operate normally. You can check the vent and vent tube by blowing air through the tube. If you can not blow through the vent tube and cap you must clean the vent and tube or replace them.



Every time you refuel your unit, check the rubber seal inside the cap for cuts, tears and dirt. Clean or replace the seal if it becomes worn or torn. The seal must be in good condition to insure a proper seal of the cap to the tank to prevent fuel spills. DO NOT allow dirt or other debris to enter the tank when refueling.

Replace the cap if damaged or if it will not seal to the tank.

Tighten the cap snugly, being careful not to over tighten. Over tightening the cap can

cause damage to the cap or seal.

The fuel tank capacity is 12 liters, 3.17 gal, including a reserve of 2.5 liters, 0.66 gal.

Use unleaded automobile gasoline with an octane level of 91 or higher.

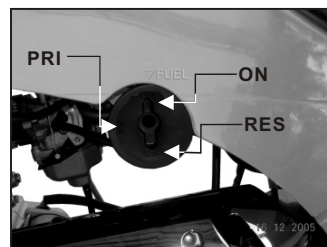
Your ATV is equipped with a fuel gage located in the instrument cluster between the handlebars.

NEVER REFUEL YOUR ATV when the engine is HOT. Wait 30 minutes after turning off the unit before refueling. Spilling fuel on a HOT engine could cause a fire. Wipe up any fuel spills before re-starting.

Fuel Valve

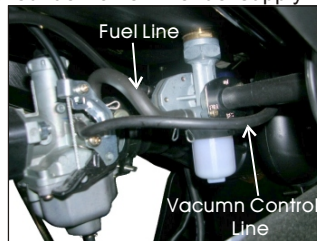
The unit is equipped with a three way fuel valve located on the left side of the unit just below the seat.

The valve has three settings; "ON", "RES" and "PRI".



Place the valve in the "ON" for normal operation of the unit. This allows fuel to flow to the carburetor for normal operating. The "RES" position allows fuel to flow from the small reserve in the tank to allow the unit to be taken to a refueling location. When you have to switch to the "RES" position you must refuel the unit as soon as possible.

When the fuel valve set on the "ON" or "RES" position, the unit is equipped with a vacuum controlled fuel valve. The fuel supply is autom



CONTROL FEATURES

atically shut off when the engine is stopped.

The fuel will automatically begin to flow when the engine is turned over.

To test the fuel valve remove the fuel line from the carburetor and place the end in a container to catch the fuel. Insure that your tank has fuel and press the starter button. Fuel should flow into the container from the fuel line.

When the fuel valve set on the "PRI" Position, the unit is not equipped with a vacuum controlled fuel valve. The fuel will flow to the carburetor directly.

The purposes of "PRI" include two functions.

One is let fuel flow out when repairing ATV, another reason is if all above operations fail, the user can turn the fuel valve to "PRI" position in order to let fuel flow into the carburetor favorably.

ALWAYS CHECK YOUR Fuel level before you start riding your ATV. Remember:

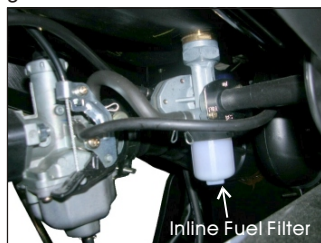
You can drive further in one hour on your ATV than you can walk in one day.

Inline Fuel Filter

Your ATV is equipped with an inline fuel filter to prevent dirt and debris from entering the carburetor and engine.

Check the filter for dirt or damage before each ride and at each refueling. Replace the filter if dirty or damaged.

DO NOT operate the unit with out a fuel filter. Doing so can cause damage to the carburetor and engine.



The filter should be replaced every 600 hours of operation and at the start of each season.

To replace the filter, first turn the fuel valve to the "ON" or "RES" position. Then carefully compress the wire clamp rings until the clamp is free of the fuel line. Slide each clamp away from the filter about 3/4".

Remove the filter from the fuel line by holding the line and pulling the filter. Install the new filter by inserting the filter into the fuel line and returning the clamps to the original position.

Turn the fuel valve to the "PRI" position and check for leaks. Inspect the fuel lines for cuts, abrasions and deterioration. Replace fuel lines as needed. Return the fuel valve to the "ON" position for normal operations.

DO NOT start or operate the engine if the fuel filter or lines are leaking. Leaking fuel can cause a fire.

TIRES AND WHEELS

Tire & Wheel inspection



It is important to inspect your tires and wheels for damage and wear before each riding session. Inspect each tire for cuts, tears and punctures. Inspect the wheel rim for dents and separation of the wheel from the tire bead.

Replace any tire or wheel found to be damaged.

Operating your ATV with damaged tires or wheels is dangerous. Damaged tires or wheels can result in a sudden loss of tire pressure and control which could result in injuries.

Check your tire pressure before each riding session and at each refueling operation. Always check the pressure when the tires are cool. Use the tire pressure gauge that came with your ATV to check the tire pressure.

★ Wheel Nuts torque 24-30 N/m (18-22 lb/ft)

Tire Pressure

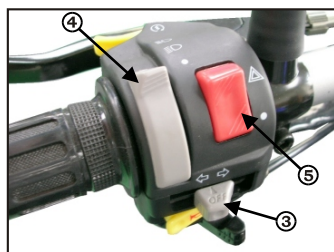
The recommended pressure: 0.26 bar (3.8 psi)
Max. pressure: 1.7 bar (25 psi)

★ The pressure should be checked when the tires are "cold" before running the vehicle.

DASHBOARD INDICATORS

FUEL INDICATOR METER

1. The main power control switch turns the power on and off.
2. Fuel indicator to "F" when the tank is full, and to "E" when empty. (The oil gauge flashes when 3-4 stages left.)
3. The direction indicator switch is on the left handlebar, push to right or left side and right or left direction indicator lamp bright.
4. The headlight Switch is on the left handlebar and push up it to open the headlight and headlight lamp bright.



5. The park switch is on the left handlebar. Press the switch toward the "P" position and the four direction light, right/left direction indicator lamp bright.
6. When warning bright, please renew mission oil. After renew, please press "OIL RESET" button to riddance.
7. The button is "OIL RESET" button
8. The button is to calculate individual vayage distance.
9. When water temperature gauge bright, please stop ATV and check the water level of radiator tank.



REVERSE INDICATOR LAMP



Your ATV is equipped with a fully automatic C.V.T. transmission and has forward and reverse gearing. A transmission shifting shaft is located on the right hand side of your vehicle. The shifter has three positions "F" Forward, "N" Neutral and "R" Reverse.



The instrument panel has three lights that correspond to the transmission shifter shaft position.

The transmission must be placed in the "N" (neutral - Green indicator Lamp) to start the engine.

Slowly move the shifting lever to the desired gear pausing slightly at the neutral position.

Once you have the gear selected increase the throttle slowly until the transmission becomes fully engaged and the vehicle starts moving in the desired direction.

When shifting gears it is important that you bring the vehicle to a complete stop with the rear brake fully engaged and the engine at idle. If you attempt to shift the transmission with the engine running above the idle speed the engine will automatically shut down to protect the transmission.

If this should happen you will need to turn off the ignition switch to reset the safety lock out before attempting to restart the engine.

DASHBOARD INDICATORS

SPEEDOMETER & ODOMETER

It is digital LCD meter and displayed in cold light can applicable to night.

- (1)Speedometer digital follow ATV's speed to change digital.
- (2)Odometer digital is follow ATV's ride distance to change mileage .



SPECIFICATIONS

Engine		ET250	ET300
Type		4 Stroke · Single Cylinder · Liquid cooled	4 Stroke · Single Cylinder · Liquid cooled
Displacement		249 cc	287.2 cc
Bore / Stroke		φ71mm * 63mm	φ75mm * 65mm
Compression		10.8:1	10.0:1
Power		19ps @ 6500rpm	20ps @ 6500rpm
Transmission			
Type		Automatic (CVT V-belt + Reverse)	Automatic (CVT V-belt + Reverse)
Chassis			
Overall Length		1830mm / 72.0"	1830mm / 72.0"
Overall Width		1040mm / 40.9"	1040mm / 40.9"
Overall High		1150mm / 45.3"	1150mm / 45.3"
Wheel Base		1190mm / 46.9"	1190mm / 46.9"
Dry Weight		215kg / 474 lbs	217kg / 478 lbs
Suspension			
Front		Dual A-arm/ Adjustable Shocks @ 2.95" travel	Dual A-arm/ Adjustable Shocks @ 2.95" travel
Rear		Swing Arm/ Adjustable Shock @ 4.72" travel	Swing Arm/ Adjustable Shock @ 4.72" travel
Brakes			
Front		Hydraulic Disc*2	Hydraulic Disc*2
Rear		Hydraulic Disc	Hydraulic Disc
Tires			
Front		21*7-10	21*7-10
Rear		22*10-10	22*10-10
Tire Pressure		3.8psi / 0.265kg/cm ² / 0.26bar	3.8psi / 0.265kg/cm ² / 0.26bar
Wheels			
Bolt Pattern		4 x 110mm	4 x 110mm
Carburetor			
Make/Size		Kei-Hin with Manual choke	Kei-Hin with Manual choke
Main Jet		1.1mm	1.08mm
Pilot Jet		0.35mm	0.35mm
Air Mixture Adjustment		Back out 1 - 2½ turns	Back out 1 - 2½ turns
Idle Speed		Idle 1600 - 1800rpm	Idle 1600 ± 100rpm
Sprockets			
Front		15 teeth	15 teeth
Rear		38 teeth	38 teeth
Chain		#520*90 O-Ring	#520*90 O-Ring
Battery		12V-10AH-GTX12-BS	12V-10AH-GTX12-BS
Fluids			
Fuel	Type	Unleaded Gasoline 89 octane	Unleaded Gasoline 89 octane
	Volume	12 liters / 3.17 gal	12 liters / 3.17 gal
Engine Oil	Type	SAE 10W-30	SAE 10W-30
	Volume	1.4 liters / 1.4gt (1.2 liters / 1.2gt for change)	1.4 liters / 1.4gt (1.2 liters / 1.2gt for change)
Transmission	Type	SAE 85W-140 eight gear Oil	SAE 85W-140 eight gear Oil
	Volume	750cc / 25.4oz (650cc / 22oz for change)	750cc / 25.4oz (650cc / 22oz for change)
Spark Plug			
NGK		NGK-CR8E	NGK-CR8E
Electrode Gap		0.6-0.7mm / 0.023"-0.027"	0.6-0.7mm / 0.023"-0.027"
Carrying Capacity			
Rack Capacity	Front	--/-- NO	--/-- NO
	Rear	16kg / 301b	16kg / 301b
Towing Capacity	Trailer Weight	150kg / 3001bs OPTION	150kg / 3001bs OPTION
	Tongue Weight	50kg / 110lbs	50kg / 110lbs
Maximum Rider Weight		150kg / 330lb	150kg / 330lb
Minimum Rider Age		16 years	16 years

※ Information is subject to change without notice.

OPERATION

INSPECTION

Before you ride, know your ATV. Make sure you are familiar with all controls and their operation.

Check the ATV's condition before (and after) every ride. It only takes a few minutes and could save your life.

- ★ Check fuel level.
- ★ Check tires condition and pressure.
- ★ Check throttle for smooth opening and closing.
- ★ Check steering to see that the wheels can turn properly.
- ★ Check brake operation.
- ★ Check the drive chain's condition and slack.
- ★ Check engine stop switch for good functioning.
- ★ Check all nuts, bolts and other fasteners.

PROTECT YOURSELF

Wear protective riding gear and clothing :

- ★ long sleeve, long pants
- ★ over-the-ankle boots
- ★ gloves
- ★ helmet
- ★ eye protection

Warm up your muscles. For flexibility, do a few simple stretching exercise.

STARTING PROCEDURE & WARM UP

Park the vehicle on a level surface.

Begin with a pre-start routine, easily remembered as BONE-C:

- ★ B-Brake (set the parking brake)
- ★ O-On(insert the key and turn on the ignition; turn the fuel valve to "ON")
- ★ N-Neutral (make sure the ATV is in neutral with the green light on)
- ★ E-Engine stop switch(move the switch to "ON")
- ★ C-Choke [The ET250 are equipped with a manually operated carburetor choke system.
This choke is operated by the lever at the bottom of the left hand control switch.
When first starting the engine,(cold start), place the lever in the full left position, (Choke closed or on)
As the engine warms return the lever to the full right position. (Choke open or off).]
Push the start button on the left handle bar.
After warming up the engine, release the parking brake. The vehicle is now ready for riding.

BREAK-IN YOUR NEW DAELIM ATV

During the first two weeks of riding, go gently.

- ★ **DO NOT** run at high speed.
- ★ **DO NOT** approach the maximum RPMs during the break-in period.

Failing to adequately break-in your DAELIM ATV will decrease the long- term power and life of the engine.

RIDING TIPS

THE BASICS - START SLOW. USE CAUTION

- ★ Select a safe area with a level surface that is free of obstacles. Normally, touching your feet to the ground for balance is not necessary.
- ★ To increase engine speed, gradually open the throttle.
- ★ When you park, park on a level surface.
- ★ Stop the vehicle with the brake and move the engine stop switch to OFF.
- ★ Lock the parking brake at the left handlebar.

POSTURE AND FORM

For comfort, balance, control and safety,

- ★ Keep head and eyes up, looking ahead, rather than at the ground.
- ★ Keep shoulders relaxed and back straight.
- ★ Bend elbows slightly and hold them away from body.
- ★ Always keep hands on the handlebars.
- ★ Keep knees in and feet on the footrests, with toes pointing straight ahead. (A foot on the ground could mean it gets run over.)

TURNING

The rear axle of your DAELIM ATV does not have a differential. In a turn, the outer wheels travel a wider radius (greater distance) than the inner wheels. Therefore, you must do more than steer when turning. Turning requires shifting your weight and using the throttle.

To turn,

- ★ Steer in the direction of the turn and lean your body to the inside of the turn while supporting your weight on the outer footrest.
- ★ Use the throttle to maintain power throughout the turn.
Incorrect turning may cause the front wheels to slide straight ahead. If this happens, back off the throttle and Stop. To keep from skidding on slippery terrain, avoid braking or accelerating until you have regained directional control.

PRACTICE

Before hitting the trails

- ★ Practice stop and go until they're smooth.
- ★ Practice slow speed turns.
- ★ Practice figure eight turns, wide at first, then tighter.
- ★ Keep speeds slow. Increase speed as skills and comfort level develop.

RIDING TIPS

RIDING IN REVERSE

To shift into reverse:

- ★ Make sure the ATV is completely stopped, and the transmission is in neutral.
- ★ Check for obstacles or people behind you.
- ★ Squeeze the rear brake lever.
- ★ Push the gearshift bar to backward position.
- ★ Open the throttle gradually.
- ★ When stopping in reverse gear, carefully apply both the front and rear brakes.

NOTE:

The engine will kill if you do not engage the rear brake lever when shifting into reverse. If this happens, turn off the ignition and turn it on again.

KEEP YOUR DISTANCE AND TREAD LIGHTLY

- ★ Maintain a safe distance between vehicle.
- ★ Tread lightly. Respect the land. Ensure that others are able to enjoy the sport.

OUR WARRANTY

OBLIGATION

Under this limited warranty, DAELIM will repair or replace, at our option, any part proven to be defective in material or factory workmanship under normal use for the applicable period stated below. Parts will be repaired or replaced without cost only during the warranty period.

OBLIGATION OF VEHICLE OWNER

The owner must, at his own expense, perform all the scheduled maintenance in accordance with the maintenance schedule in this owner's Manual to be covered under this warranty.

TERM OF WARRANTY

This warranty covers this vehicle for a period of six months from the date of purchase.

EXCLUSIONS

This warranty does not cover failures other than those resulting from defects in material or factory workmanship. This warranty does not cover replacement of expendable maintenance items made in connection with required maintenance services including, but not limited to: coolant, spark plugs, gaskets, belts, filters, lubricants, and hoses. In addition, this warranty does not extend to tires. Finally, use of this vehicle for racing, competition, and commercial uses, including rentals, warranty.

MAINTENANCE

THROTTLE LEVER



The throttle lever is located beside the right-hand bar grip and is operated by using the right-hand thumb. The lever is spring loaded and will return to the idle position when you remove your thumb from the lever. To accelerate the unit, simply press the lever forward to open the throttle slide in the carburetor. To slow the unit, reduce the pressure on the lever or remove your thumb and the throttle will return to the idle position automatically.



and turn the throttle stop screw clockwise to reduce the throttle travel thus reducing the maximum speed of the unit. Turning the stop screw counter clockwise will increase the throttle travel thus increasing the maximum speed of the unit. Tighten the stop screw locking nut when the desired throttle travel has been established.

SPARK PLUG



Replace spark plug at the beginning of each season with a replacement plug NGK-CR8E. Disconnect spark plug wire. Clean dirt from around spark plug base with brush or compressed air. Remove spark plug with spark plug wrench. Set the spark plug gap on the new plug to 0.023". Install the new plug screwing it in finger tight and then use the plug wrench to screw the plug in another $\frac{1}{2}$ turn. Inspect the spark plug wire for cuts, nicks or other damage. Replace as needed.

Adjusting the throttle cable



The cable should be adjusted to allow for $\frac{1}{8}$ " free travel before the throttle engages the carburetor throttle slide. Slide the adjuster cover down the cable to uncover the adjuster assembly. To adjust the cable's free travel, loosen the locking nut of the cable adjuster, and turn the adjuster nut until there is $\frac{1}{8}$ " free travel in the lever. Tighten the locking nut to secure the adjusting nut. Slide the cover back over the adjuster assembly.

The speed of the unit can be adjusted by adjusting the throttle stop screw to limit throttle travel. Loosen the throttle stop screw locking nut

MAINTENANCE

BRAKING SYSTEMS

Your ATV unit is equipped with dual front hydraulic disc brakes and a rear hydraulic disc brake. **The front brakes** (right) and **rear brake** (left) are applied by squeezing the brake lever on the right & left handle-bar, while **the four wheel simultaneous brakes** are applied by pressing the brake pedal on the right-footrest.

Proper maintenance of the brake system is a necessary part of safe operation of your unit. The brake systems should be inspected and tested before each riding session.

The Brake Cables Inspection

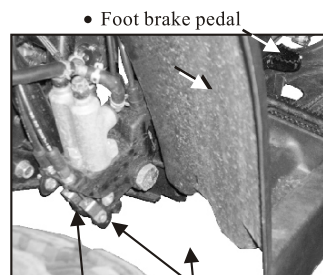
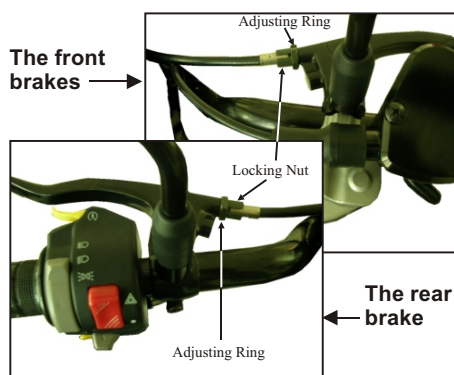
Visually inspect the brake cables for any signs of wear. Inspect the cables for frays and kinks that inhibit the free movement of the cable. Replace frayed or kinked cable before operating your unit. Inspect the cables for rust or corrosion. Replace any brake cable that show signs of corrosion as this could cause a reduction in cable strength that can lead to the cable breaking.

Test the brakes by applying pressure to the brake lever and trying to push the unit forward. If the wheel rotates while the brakes are applied, adjust the brake cable until the wheels no longer rotate.

(See Brake Adjustment)

The Brake Cables Adjustment

Adjust the brake cable so that the lever has zero free play and a minimum clearance of $\frac{1}{2}$ " between the lever and the handle grip when the brake is fully applied. Adjust the cable by using the adjustment wheel where the cable attaches



to the lever assembly. After obtaining the correct adjustment, insure that the locking nut is tightened securely against the adjusting wheel to prevent the adjustment wheel from turning due to vibration. Keep your brake cables lubricated with a high quality cable lubricant to prevent rust and corrosion. The cables should be lubricated every 60 days or more often if operated in a dusty or wet environment.

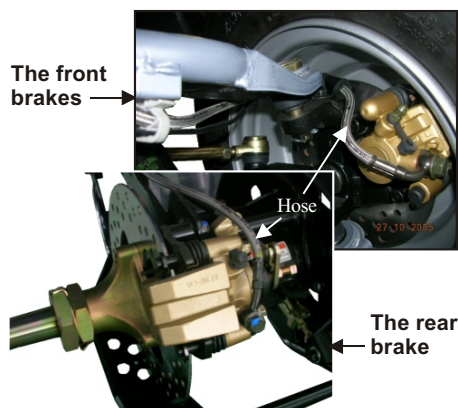
Replacement of the brake cables should ONLY be performed by a qualified mechanic.

The Brake Hoses Inspection

Visually inspect the brake hose for any signs of wear or leaks. Check the fluid level in the fluid reservoir by checking the position of cup behind the right-footrest.

The fluid level should fill at least $\frac{3}{4}$ of the cup when the unit is setting on a level surface.

Test the brakes by applying pressure to the brake lever and trying to push the unit forward. If the wheel rotates while the brakes are applied, check



MAINTENANCE

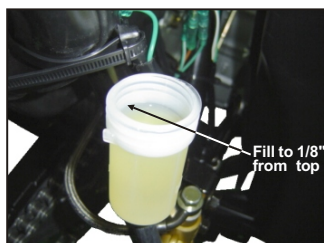
your fluid level and brake pads. If the brake lever feels spongy or does not stop when squeezed, you may have air in the lines. All air must be purged from the brake lines for the disc brake to operate properly. (See purging brake lines). After riding your unit, be sure to clean any build up of mud, sand and dirt from the brake rotor skid plate. This will protect the rotor disc from rust and corrosion.

To Fill The Reservoir

Remove the reservoir cover.



Fill the reservoir to 1/8" from top with Dot-3 SAE-J 1703 grade brake fluid.

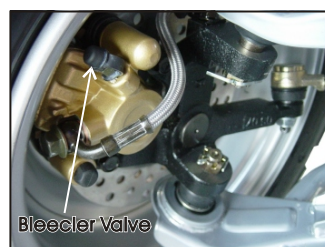


Caution: DO NOT Allow dirt to fall into the reservoir

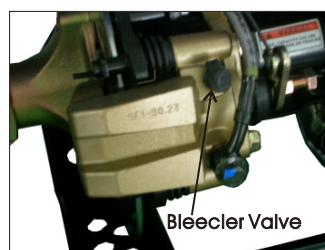
Refold the cover gasket as shown in picture and replace cover.



Purging Brake Lines



THE FRONT CALIPER



THE REAR CALIPER

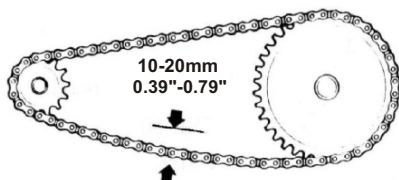
For the hydraulic brake system to operate safely, the brake system must be purged of air in the lines and reservoir.

To bleed the air will require two people to perform the following procedure.

1. Place a drain pan under the brake caliper to catch the fluid.
2. Open the bleeder valve $\frac{1}{2}$ turn counter clockwise.
3. Squeeze the brake lever to expel air from the system.
4. While holding the brake lever, close the bleeder valve.
5. Repeat steps 2 through 4 until the brake fluid coming from the bleeder valve is a solid stream without any air, then close the valve and replace rubber protection cap.
6. Test the brake system by squeezing the lever, the lever should feel firm and stop without fading.

MAINTENANCE

DRIVE CHAIN

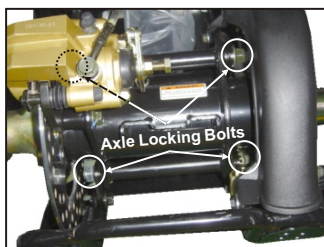


The drive chain will stretch with use and will require periodic adjustments. To check the chain tension, remove the chain guard and measure the slack.

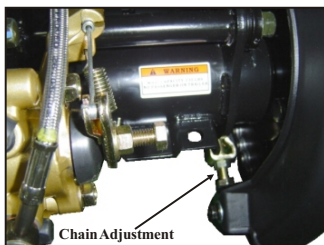
The amount of slack in the chain should not exceed 10-20mm or 0.39"-0.79".

Inspect the drive and axlesprockets for worn, damaged or broken teeth. Replace as needed. Inspect the chain links for damaged, worn or loose rivets. Repair or replace as needed.

Chain Slack Adjustment



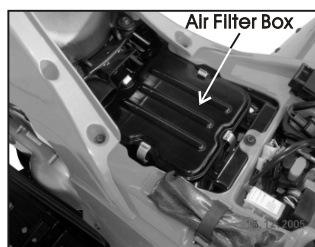
Loosen the axle position lock bolt slightly and turn the chain adjuster nut to take up the excess slack in the chain. Once the chain has been adjusted to the proper tension retighten the axle position locking bolt.



The chain should be kept well lubricated to prevent excess wear and premature failure. We recommend that you lubricate the chain every 15 hours of operation, or more frequently if needed, with a high quality chain lubricant.

AIR FILTER

Air Filter Maintenance



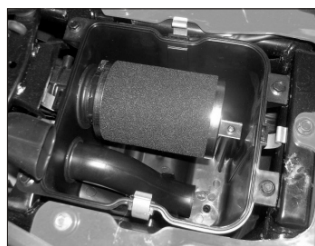
To maintain the highest performance from your engine and to reduce excessive wear that could cause engine failure the engine requires a continuous flow of clean air. Air is taken into the engine through an air filter to clean the air prior to mixing it with fuel in the carburetor.

During normal operation the filter accumulates dirt from the air and will need to be cleaned to maintain the proper air flow. The filter should be cleaned every 30 days, more often if you ride in a dusty or dirty environment and the element should be replaced every year.

The air filter box is located under the seat toward the front of the unit.

To Clean The Filter

Remove the cover of the air filter box.
Remove the filter element from the air box.



Wash the element in a non-flammable solvent such as air-filter cleaner from your local auto parts dealer.

1. Dry the element completely before continuing.
2. Soak the element in clean engine oil until completely saturated.
3. Squeeze out the excess oil until the element does not drip any oil.
4. Allow the element to dry then reinstall the element and cover.

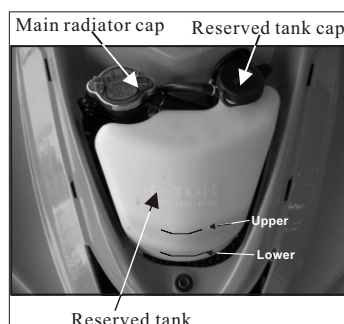
MAINTENANCE

ENGINE WATER COOLER

The engine coolant is cooled by an external radiator located at the front of the unit. It is important that the radiator fins be kept free of dirt build up to prevent the engine from over heating which can cause severe damage to the engine. Remove any build up of dirt or mud from the radiator fins with a pressurized spray of water.

Maintaining the coolant will allow the cooling system to work properly and prevent freezing, overheating, and corrosion.

Checking Coolant Level



1. Stop ATV in the level place.
2. Remove the front cover.
3. Check reserved tank from viewing window to see if coolant level is between the upper limit and lower limit mark.
4. Add coolant up to upper mark if coolant is close to the lower mark.

WARNING: The radiator coolant is under pressure when hot. NEVER REMOVE the radiator cap until the unit has cooled for at least 1 hour or severe injury or burns may result!

Replenishment Of Coolant

1. Park the vehicle on level ground.
2. Remove the front cover.
 - a. Open reserved tank cap, refill coolant until reaches the upper limit.
 - b. To avoid radiator getting rusty, do not use coolant other than those recommended.

PLEASE PAY SPECIAL ATTENTION that using poor quality coolant may shorten the service life of the radiator.

Concentration: 50%. (Use distilled water when mixing coolant)

Radiator capacity: Main radiator: 800c.c.

Reserved tank: 350c.c.

Coolant should be changed once a year normally.

Removing the radiator cap while the engine is hot can cause the coolant to spray out, seriously scalding you. Always let the engine and radiator cool down before removing the radiator cap.

Replenishment Of Anti-freeze

Please refer to table showing what percentage of anti-freeze should be used under different temperatures if the vehicle is to be operated in the low temperature areas, (below 0 °C)

A reference table for anti-freeze concentration percentage under different temperatures

1. Radiator anti-freeze specification for this ATV is H68.
2. Proper anti-freeze percentages for different frozen temperatures are as follows:
3. If the specified anti-freeze is unavailable, use an equivalent with the same high quality.
4. Increase radiator maintenance intervals when the weather is extremely cold.

Anti-freeze percentage	Freezing temperature
20%	-8
30%	-15
40%	-24
50%	-36

50% CONCENTRATION is used for all ATV before delivery to ensure the effectiveness of anti-freeze.

Check Cooling System For Leaks

If low coolant levels occur often or if coolant is seen under unit after being parked it may indicate a leak in your coolant system.

Inspect radiator and piping for leaks and damage. Replace or repair any leaking radiator and piping before starting the engine.

MAINTENANCE

ENGINE OIL

Checking Engine Oil Level



Your ATV uses automotive type engine oil to lubricate the engine. The engine oil dip stick is located on the right hand side of your engine below the transmission shifting lever.

To check your oil level, remove the dip stick by turning the thumb hold counter clockwise until the stick has been completely disengaged from the threads. Pull the dip stick out of the crankcase and check the level of the oil as indicated on the dip stick. The engine oil is full when the oil reaches the level on the stick as indicated in the photo above.

Always check your engine oil level with the engine off and cold. Removing the dip stick with the engine running could cause hot oil to splash from the crankcase causing severe burns.

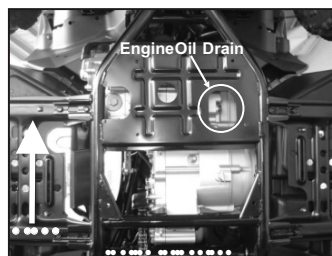
Checking your engine oil while the engine is hot can give you a false reading; always check the oil level with a cold engine.

Your engine requires SAE 10W-30 engine oil and the crankcase capacity is 1.2 Liters / 1.2 quart.

The engine oil should be changed before the start of each riding season or every 1000KM of operation. When riding where conditions are dusty or humidity is high the engine oil should be change more frequently.

Changing Engine Oil

1. Place an oil catch pan under the unit directly below the engine crankcase.

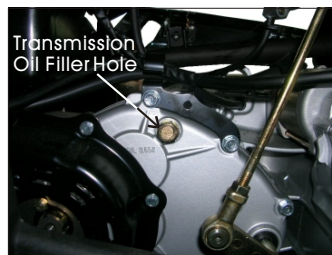


2. Remove the crankcase drain plug located on the bottom of the crankcase on the underside of the unit.
3. Remove the engine oil dipstick located on the right hand side of the engine below the shifter shaft.
4. Allow the oil to drain completely (15-30 min).
5. Reinstall the drain plug and tighten. Torque to 7-10 lbf-ft
6. Fill the crankcase with of SAE 10W-30 engine oil through the dip stick hole. 1.2 Liters/1.2 quart.
7. Reinstall the engine oil dipstick and finger tighten.
8. Dispose of used oil at a proper recycling station as required by law

TRANSMISSION OIL

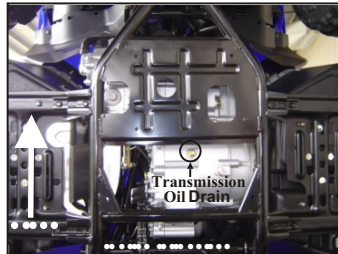
Your ATV uses SAE 85W-140 gear oil to lubricate the drive and transmission gears. Your gear oil should be checked before each riding session. The gear oil should be changed before each riding 1 year or every 5000KM operation.

Changing Transmission Oil



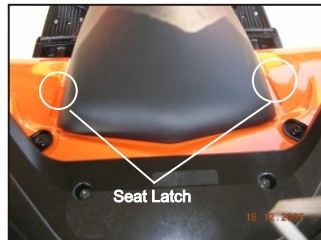
1. Place an oil catch pan under the unit directly below the transmission box.

MAINTENANCE



2. Remove the transmission box drain plug located on the bottom of the transmission box on the underside of the unit.
3. Remove the transmission box fill hole plug located on top of the transmission box on the right hand side of the engine.
4. Allow the oil to drain completely (15-30 min).
5. Reinstall the drain plug and tighten.
Torque to 7-10 lbf-ft.
6. Fill the transmission box with of SAE 85W-140 gear oil 250cc engine = 650cc / 22oz.
7. Reinstall the fill hole plug and torque to 2-3 lbf-ft.
8. Dispose of used oil at a proper recycling station as required by law.

ELECTRICAL BATTERY



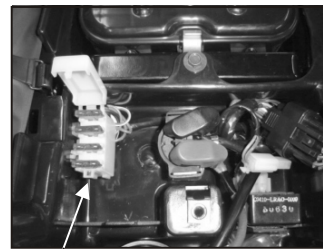
The unit's battery is located under the seat and supplies electrical power to the unit. The battery is a 12 volt jell acid type that contains no liquid electrolyte. The battery should be removed from the vehicle when stored for extended periods and charged before being replaced in the unit. Use a trickle charger set at 12 volts to recharge the battery to full charge before replacing it in the unit.



When reinstalling the battery, be sure to connect the red cable to the positive (+) terminal and the black cable to the negative (-) terminal.

The battery should be replaced every three years or when it no longer holds a charge.

Do not expose the battery, for extended periods of time, to freezing temperatures. If the battery has been frozen it will need to be replaced. There are inline fuses on the positive lead of the battery to protect the wiring system from over loads. If your starter motor will not turn over and the battery is fully charged, check the inline fuse on the unit.



Amperage Rating	Color	Series Items
15A	Blue	Head Lamp
10A	Red	Fan Motor
30A	Green	Battery
15A	Blue	Position Lamp Stop&Tail Lamp License Lamp Illumi Lamp Winke Lamp

For another series items of electrical units, please refer to the fuse as shown in list.

MAINTENANCE

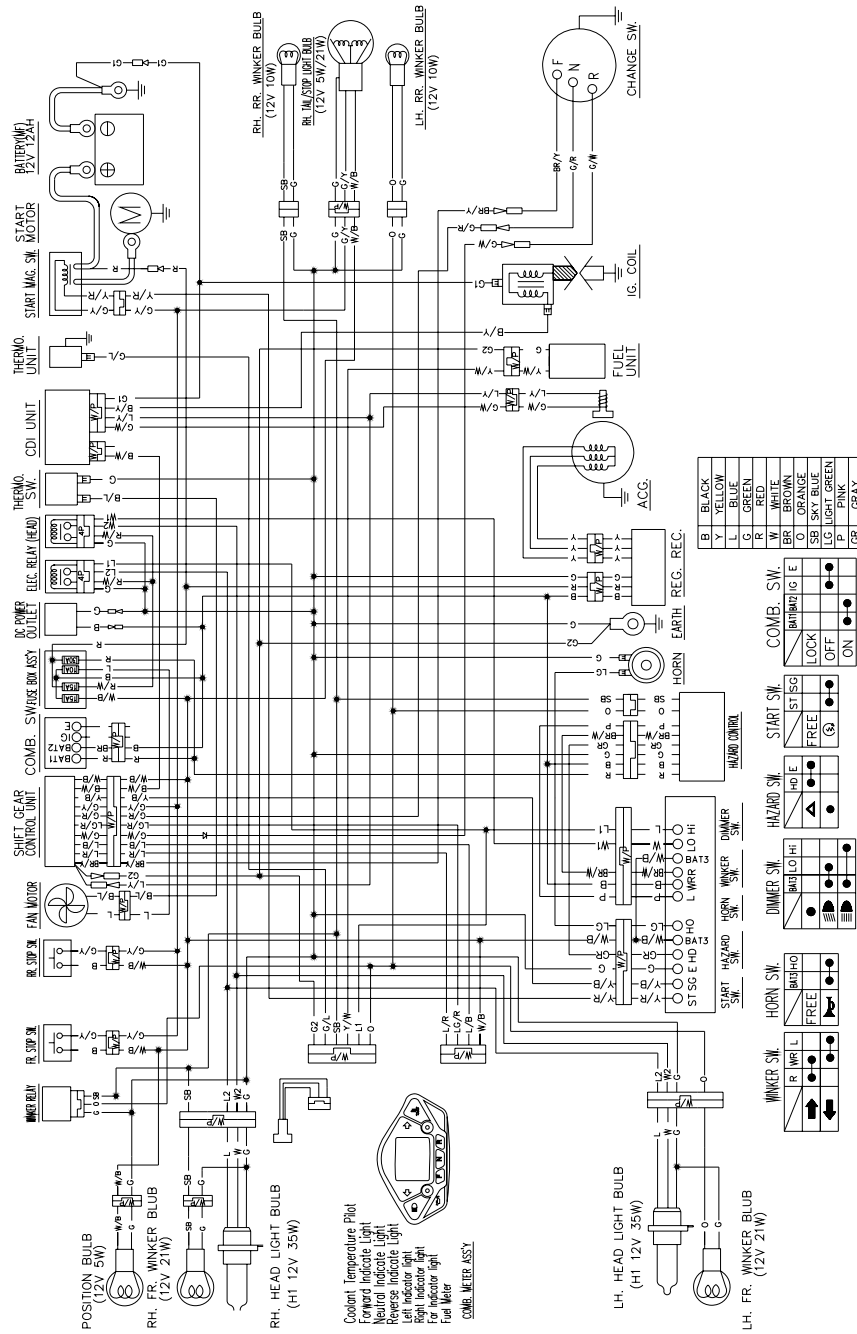
MAINTENANCE SCHEDULE

The maintenance intervals in table below are based upon average riding conditions. Riding in unusually dusty areas requires more frequent servicing

Check Items	Maintenance Kilomet	300KM	Every 1000KM	Every 3000KM	Every 6000KM	Every 12000KM	Notes
	Maintenance Interval	1 Month	3 Months	6 Months	1 Year	2 Years	
Fuel Lines		I		I		R	
Throttle Operation		I	I				
Air Filter		I	C	R			
Fuel Filter					R		
Spark Plug		I	I	R			
Drive Chain	I, L	Lubricate for every 1 month					
Brake Shoes		I	I				
Brake System		I	I				
Brake Fluid		I				R	
Bolts, Nuts & Fasteners		I		I			
Wheels		I	I				
Steering system		I		I			
Suspension System		I			I		
C.V.T. Drive belt				I		R	
Transmission Oil		R	Replace for every 5,000KM or 1 Year				
Engine Oil		R	Replace for every 1,000KM or 3 months				
Battery		I	I, C		I, C		
Oil filter (Screen)		C	C				
Valve clearance		I		I			
Coolant		I	I			R	
Cooling fan.line		I	I				
Carburetor (idle speed)		I	I				
Choke		I					

I= Inspect, Clean, Adjust, Lubricate or Replace as needed
 C= Clean L= Lubricate R= Replace

WIRING DIAGRAM



NOTATION
