
PDI

1. ***Starting at the rear of the bike, work your way to the front on both sides checking that all nuts, bolts and screws are tight. Don't assume that because it is new from the factory that everything will be tight. A drop of thread compound (non-permanent type) is advised on the threads of the brake calliper bolts and engine mounting bolts.***

- ***Rear wheel axle nut***
- ***Rear wheel spokes***
- ***Chain adjuster lock nut***
- ***Rear shock bolt and nut at top and bottom of shock***
- ***Swing arm nut pivot bolt nut***
- ***Rear brake caliper bolts***
- ***Rear brake disc bolts***
- ***Rear sprocket bolts***
- ***Chainguard bolts and chain roller bolt***
- ***Rear master cylinder bolt***
- ***Rear subframe bolts (where applicable)***
- ***Engine mounting bolt nuts***
- ***Engine bashplate bolts***
- ***Engine oil drain bolt***
- ***Engine oil collar mounting bolts (where fitted)***
- ***Kickstart lever and gear lever pinch bolts***
- ***Footrest bracket bolts (where applicable)***
- ***Rear brake pedal bolt***
- ***Side stand bolt nut***
- ***Exhaust pipe bolts/nuts***
- ***Handlebar bolts***
- ***Front brake master cylinder clamp bolts***
- ***Clutch lever clamp bolt***
- ***Clutch and brake lever pivot bolts/nuts***
- ***Front fork pinch bolts***
- ***Front mudguard bolts***
- ***Steering head bolt***
- ***Front wheel axle nut***
- ***Front wheel spokes***
- ***Front wheel axle clamp bolts (where fitted)***
- ***Front brake caliper bolts***
- ***Front brake disc bolts***

Checking the settings

1. ***Check the engine valve clearances (tappets) with the engine set to TDC compression. Pit bikes are often supplied with Zero valve clearances from the factory. This must be set to the correct clearance. You'll need a set of feeler gauges. This procedure is essential to the correct running of the engine. Failure to get this right will result in the valves not fully sealing against their seats. Failure to check and set your valves will void your warranty.***

Valve clearances must be checked and set to intake 0.10mm (0.004 inch) exhaust 0.15 (0.006 Inch)

2. ***Check for a small amount of freeplay in the throttle twist grip. You should be able to feel this as 'slack' when turning the grip. Open the throttle fully and check that it returns smoothly when released and doesn't stick at any point.***
3. ***On the manual gearbox models, operate the clutch lever and check that the lever returns smoothly when released. There should be a small amount of freeplay in the cable otherwise the clutch will drag. Fell for cable freeplay 'slack' as you operate the lever – it should represent no more than 4 to 5mm measured at the lever stock.***
4. ***Check the tyre pressures, setting them to 26psi. For off road use the pressure can be anywhere between 20-30psi according to personal preference.***
5. ***Check that both brakes are capable of locking the wheels when fully applied and that they free off fully when released. Check the hydraulic levels through the sight glass in the reservoir.***
6. ***With the bikes rear wheel off the ground rotate the wheel and check the run of the chain. The chain should be evenly aligned on both sprockets if the bike's wheels are in-line. It should also run over the top of the chain roller and must not touch the chainguard or any other component. Check the chain freeplay with a ruler. It should have bout 15 mm of slack up and down from the mid-position (that's a total of 30mm slack). Adjust if necessary.***
7. ***Check the engine oil level. Unscrew the dipstick and wipe clean on a rag. Hold the bike upright and re-insert the dipstick but don't screw it in. Withdraw the dipstick and note the oil on the hatched area of the dipstick. It should be up to the higher extent of the hatched area. If necessary, top up with semi-synthetic 10w/40 motorcycle oil until the level is correct.***
8. ***The Oil in the bike from factory is sufficient, but we do recommend draining and putting in fresh oil after approximately 2 hours of use.***