

HJ150-6

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 500km 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 Owner'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 owner'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.: 275kg (551lbs) at the tire pressures (cold)

Front: 175kPa (1.75kgf/cm²)

Rear: 225kPa (2.25kgf/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 steering tube. The engine number ② is stamped on the left 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.

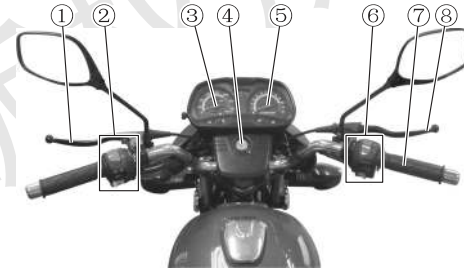
BE EXTRA SAFETY CAUTIONS ON BAD ROAD CONDITION

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!

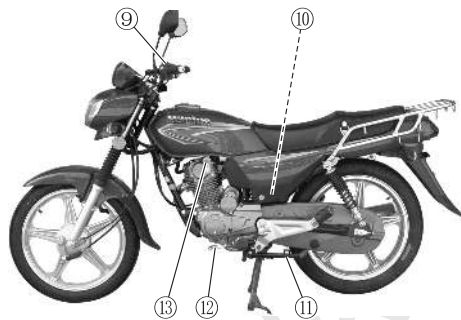
SPEED LIMIT

Never ride at excessive speeds or high engine speeds.

CONTROLS LOCATION OF PARTS



- | | |
|------------------------|-------------------------|
| ① Clutch lever | ⑤ Tachometer |
| ② Left handle switches | ⑥ Right handle switches |
| ③ Speedometer | ⑦ Throttle grip |
| ④ Ignition switch | ⑧ Front brake lever |



- ⑨ Choke lever
- ⑩ Tool kit
- ⑪ Side stand

- ⑫ Gear shift lever
- ⑬ Fuel cock



- ⑭ Main stand
- ⑮ Engine oil dipstick

- ⑯ Rear brake pedal
- ⑰ Kick start lever

KEYS

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



IGNITION SWITCH

The ignition switch contains three positions:

“O” (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.

“X” (off) position

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

“A” (steering lock) position

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



▲ WARNING

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

▲ WARNING

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

▲ WARNING

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

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.

ODOMETER ①

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

SPEEDOMETER ②

The speedometer indicates the riding speed in km per hour.

TRIP METER ③

It is mainly used to calculate distance of a trip, or for calculation of fuel consumption.

FUEL GAUGE ④

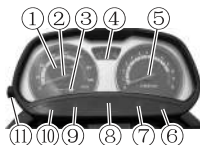
When the pointer reaches the red area, there is little fuel left in the fuel tank. You must refill as soon as possible. When the pointer reaches “F”, the fuel tank is full.

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.

TACHOMETER ⑤

The tachometer displays the engine's revs, indicating its revolutions per minute.



▲CAUTION

Even if the engine break-in has been completed, the tachometer's needle must not enter into the red area. The red area indicates that the engine has entered in its rotational speed limit. Riding the motorcycle in this area could break the engine down.

RIGHT TURN SIGNAL INDICATOR LIGHT ⑥ ⇨

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.

HIGH BEAM INDICATOR LIGHT ⑦

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

GEAR INDICATOR ⑧

The indicator on the dashboard panel indicates the current gear the motorcycle is in. There are gear 1, 2, 3, 4 and 5. When shifting gears, these indicators will light up. When shifted to the neutral position, the indicator (green) “N” will light up.

NEUTRAL GEAR INDICATOR LIGHT ⑨ N

When the gear is in the neutral position, this indicator will light up. If others, this indicator will be off.

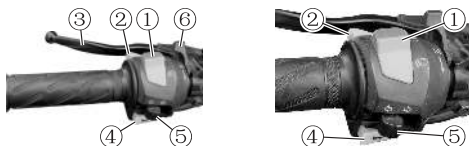
LEFT TURN SIGNAL INDICATOR LIGHT ⑩ ←

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.

TRIP METER RESET BUTTON ⑪

Turn the button counterclockwise to reset the trip meter ③ to zero.







LEFT HANDLE SWITCHES**DIMMER SWITCH ①****“” 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.

OVERTAKING SWITCH ② PASS

Press the switch to flash the headlight.

CLUTCH LEVER ③

The clutch lever is used for disengaging the drive to the rear wheel when starting the engine or shifting gears. Grasping the lever disengages the clutch.

HORN BUTTON ④ 

Pressing this button will trigger the horn.

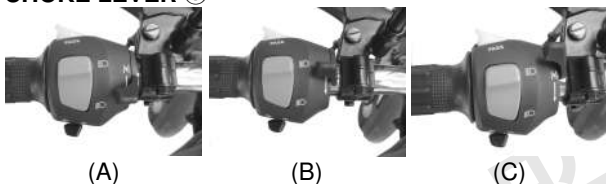
TURNING SIGNAL SWITCH ⑤ ← →

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.

CHOKE LEVER ⑥

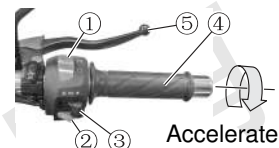


To make starting convenient, the motorcycle is provided with a choke. During a cold engine start, pull the choke lever to the position (A) and open throttle grip slightly to start the engine. After the engine is started, pull back the choke lever by half to position (B) and open throttle grip slightly to make the engine continually preheat until it reaches the required temperature. Finally, pull the choke lever back to its original position (C). During a hot engine start, put the choke lever in position (C).

RIGHT HANDLE SWITCHES

ENGINE STOP SWITCH ①

The engine can only start up when the switch is placed at the “Q” position, and the ignition circuit is connected. If the switch is at the “X” position, the ignition circuit is cut off. This is an emergency stop switch.



ELECTRIC STARTUP BUTTON ② ④

This button is used for operating the starter motor. With the ignition switch at the “Q” position, the engine stop switch at “Q” and the transmission in neutral, grasp the clutch lever and push the electric starter button (④) to operate the starter motor to start the engine.

▲ WARNING

Engaging the starter motor for 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. 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 directly clean its electric parts, 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.

LIGHT SWITCH ③**“” 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

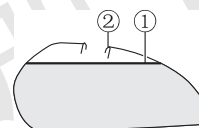
All lights mentioned above will be turned off.

THROTTLE GRIP ④

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 ⑤

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

To open the fuel cap, insert the ignition key into the lock and turn it clockwise. With the key inserted, rotate and open the fuel tank cap. To close the fuel tank cap, push the cap down firmly with the key in the cap lock.

▲ 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.

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.

FUEL COCK



“∩” (open)

“∪” (reserve)

“•” (off)

“∩” (open) position

The normal operating position for the fuel cock handle is in the “∩” position. In this position, fuel will flow from the fuel cock to the carburetor whenever the fuel level in the carburetor drops.

“∪” (reserve) position

If the fuel level in the fuel tank is too low, turn the handle to the “∪” position to use the 2L of the reserve fuel supply.

“•” (off) position

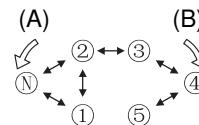
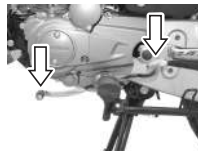
Turn the handle to the “•” position whenever shutting down the engine for more than a few minutes.

▲ CAUTION

When the motorcycle is turned off, the carburetor may become excessively refueled or fuel may even flow into the engine if the fuel cock handle is constantly kept at the “∪” position. Starting the engine in this condition may severely damage the engine.

NOTE: After switching the fuel cock handle to position “∪”, it is advisable that the fuel tank be refilled at the closest gas station. After refueling, be sure to move the fuel cock handle back to position “∩”.

GEAR SHIFT LEVER



(A) Forward stepping (B) Backward stepping

This motorcycle has a 5-speed transmission which

operates as shown. After a speed is chosen, the shift lever will automatically return to its original position for next gear shifting.

Reduce speed before down-shifting. When down-shifting, the engine revs should be increased before the clutch is engaged. This will prevent unnecessary wear on the drive train components and the rear tire.

▲ CAUTION

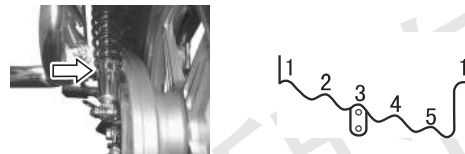
When the shift lever is in the neutral position, the neutral position indicator will be lit. It would be best to release the clutch lever slowly to check whether the shift lever is already in the neutral position.

▲ CAUTION

Before shifting, grasp the clutch lever firmly and close throttle grip completely.

NOTE: When the transmission is in neutral the green indicator N on the dashboard will be lit. However, even though the indicator is lit, cautiously and slowly release the clutch lever to make sure that the transmission is truly in neutral.

REAR ABSORBER SPRING ADJUSTMENT



The rear absorber spring pre-load is adjustable to compensate for rider, load, driving style and road conditions. The spring pre-load is adjustable to five positions. Twist the spring tension ring to the desired position with the spring adjuster. Position 1 provides the softest spring tension and position 5 provides the stiffest. This motorcycle is delivered from the factory with its adjuster set on position 3.

▲ WARNING

The rear absorber springs on the left and right sides must be placed in the same position. Improper adjustment will affect ride stability.

REAR BRAKE PEDAL

Press on the rear brake pedal to engage the rear wheel brake. The brake light will also be engaged.



KICK START LEVER

Located on the right side of the engine.



▲ 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.

▲ WARNING

Do not start with the kick starter until you have grasped the clutch lever.

TOOL KIT

The tool kit is in the tool box below the left side cover. Unlock and remove the left chassis cover with a key, then open the tool box cover to take out the tool kit.



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 carriage 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.

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 break-in period; it is suggested to be less than 3/4 of the maximum, while snap-acceleration must be avoided while riding.

VARY GEAR POSITION AND ENGINE SPEED

The gear position and engine speed should be changed frequently instead of being kept in a constant gear position and 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. The wear of the brake shoes is not beyond the permitted range. 2. Proper and free movement of the brake lever and the brake pedal. 3. 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.
Lights	The headlight, tail/brake lights, dashboard lights, turning lights and front position light can be lit up normally.
Indicators	The high beam indicator, neutral gear indicator, turning indicators and gear position indicators can be lit up normally.

Item	Key points
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.
Clutch	<ol style="list-style-type: none">1. Appropriate play for the cable.2. It can be operated smoothly.
Drive chain	<ol style="list-style-type: none">1. Proper tension, neither too loose, nor too tight.2. Appropriate lubrication.

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

Before attempting to start the engine, make sure:

- The fuel cock is at position “Ⅱ”.
- The transmission is in neutral. The neutral position indicator on the dashboard will be lit.
- The engine stop switch is at the “⊙” position.
- Insert the key into the key hole on the ignition switch and turn it clockwise until the “⊙” position.
- Grasp the clutch lever firmly.

▲ WARNING

Habitually put the shift lever in the neutral position, close throttle grip completely and firmly grasp the clutch lever before starting the engine to avoid rushing forward in case of the mistaken operation on startup.

When the engine is cold

1. Open the throttle slightly.
2. Turn the choke lever backwards fully.
3. Push the electric starter button or tread on the kick start lever quickly to start the engine.
4. Retract the choke lever halfway after startup, keep the engine idling until it is adequately heated.
5. Retract the choke lever to its original position (refer to page 11).

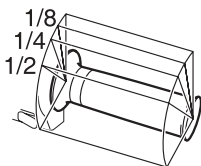
▲ CAUTION

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. Turn the throttle 1/8 to 1/4 turn.
2. Push the electric starter button or tread on the kick start lever quickly to start engine.



Throttle opening

▲ 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.

▲ 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.

After moving the side stand to the fully up position, pull the clutch lever in and pause momentarily. Engage first gear by depressing the gear shift lever downward. Twist the throttle grip toward you and at the same time release the clutch lever gently and smoothly. As the clutch engages, the motorcycle will start moving forward. To shift to the next higher gear, accelerate gently, then close the throttle and pull the clutch lever in simultaneously. Lift the gear shift lever upward to select the next gear, release the

clutch lever and open the throttle again. Select higher gears in this manner until top gear is reached.

▲ 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.

▲ CAUTION

If the first gear of the transmission is not used when starting the motorcycle, the engine will be damaged. Thus, it is necessary to start the motorcycle with the first gear.

USING THE TRANSMISSION

The transmission is provided to keep the engine operating smoothly in its normal operating speed range. The gear ratios have been carefully chosen to meet the characteristics of the engine. The rider should always select the most suitable gear for the prevailing conditions. Never slip the clutch to control road speed, but rather downshift to allow the engine to run within its normal operational range.

▲ WARNING

Downshifting when engine revs are too high can: Cause the rear wheel to skid and lose traction due to increased engine braking, resulting in an accident; or force the engine to over rev in the low gear, resulting in engine damage.
Downshifting while the motorcycle is leaned over in a corner may cause rear wheel skid and result in loss of control.

▲ CAUTION

No matter which gear is chosen, never make the engine rev too high, never use half clutch or have the motorcycle slide, otherwise internal parts of the engine tend to become damaged. When driving, it is forbidden to select both high speed and low gear status.

RIDING ON HILLS

- When climbing steep hills, the motorcycle may begin to slow down and show reduced power. At this point you should shift to a lower gear so that the engine will again be operating in its normal power range. Shift rapidly to prevent the motorcycle from losing momentum.
- When descending a long, steep slope, use engine compression to assist the brakes by shifting to a lower gear. Continuous brake application can overheat the brakes and reduce their effectiveness.
- Be careful, however, not to allow the engine to overrev.

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.
3. Downshift through the gears as road speed decreases.
4. Select neutral just before the motorcycle stops. The neutral position can be confirmed by observing the neutral indicator "N".
5. Park the motorcycle on a firm, flat surface where it will not fall over.
6. Turn the key to the "⊗" position.
7. Turn the handlebars all the way to the left and lock the steering for security.
8. 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.

▲ CAUTION

If the motorcycle is to be parked on the side stand on a slight slope, the front end of the motorcycle should face “up” the incline to avoid rolling forward off the side stand. You may leave the motorcycle in 1st gear to help prevent it from rolling off the side stand. Shift to neutral before starting engine.

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	km	Initial 1000	Every 3000	Every 6000
Items	Month	Initial 3	Every 6	Every 12
*Battery		Inspect	Inspect	-
Air cleaner		Clean	Clean	Replace
*Muffler bolts & nuts		Tighten	Tighten	-

Interval	km	Initial 1000	Every 3000	Every 6000
Items	Month	Initial 3	Every 6	Every 12
*Cylinder head bolts & nuts		Tighten	Tighten	-
*Valve clearance (cold status) Intake/Exhaust 0.03–0.07mm		Inspect	Inspect	-
Spark plug		Inspect	Inspect	-
		Replace every 10,000km		
Engine oil		First replacement at the initial 500km, then replace at 1000km, thereafter replace every 3000km		
Engine oil strainer		Clean	-	Clean
*Clutch		Inspect	Inspect	-
Carburetor (idle speed)		Inspect	Inspect	-
Throttle cable		Inspect	Inspect	-
*Fuel hose, secondary air hose		Inspect	Inspect	-
		Replace every 4 years		
*Secondary air cleaner		Replace every 4 years or every 36,000km		
*Secondary air valve		Replace every 3 years or every 18,000km		
*Fuel filter		Inspect	Inspect	Replace
Drive chain		Cleaned and lubricated every 1000km		
*Brake		Inspect	Inspect	-
Tire		Inspect	Inspect	-

Interval	km	Initial 1000	Every 3000	Every 6000
Items	Month	Initial 3	Every 6	Every 12
*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.

REGULAR LUBRICATION TABLE

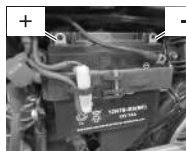
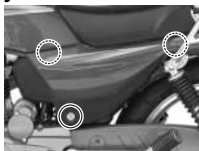
Interval	Every 6000km or 6 months	Every 12,000km or 12 months
*Front brake cable	Engine oil	-
*Throttle cable	Engine oil	-
*Throttle control handle	-	Grease

Interval	Every 6000km or 6 months	Every 12,000km or 12 months
Clutch cable	Engine oil	-
*Speedometer flexible shaft	-	Grease
*Speedometer gear bearing	-	Grease
*Tachometer flexible shaft	-	Grease
Drive chain	Lubricated with engine oil every 1000km	
Brake pedal axle	Grease or engine oil	-
*Kick lever axle	Grease or engine oil	-
*Brake cam shaft	-	Grease
*Steering	Grease every 2 years or 20,000km	
*Rear swing arm bearing and bush	Grease every 2 years or 20,000km	

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

Remove the left chassis cover to remaining battery's voltage.

1. Support the motorcycle with the main stand on flat ground.
2. Remove the left chassis cover.
3. Disconnect the negative “-” terminal.
4. Remove the cap, disconnect the positive “+” terminal.
5. Remove the fasten belt.
6. Take out the battery.

▲ WARNING

Batteries contain toxic substance including sulfuric acid and lead. They could have potential negative consequences for the environment and human health. Make sure not to tip over the battery when you remove it from the motorcycle. Otherwise, sulfuric acid could run out and you might get injured.

Battery recharge

Have your dealer check the battery's state of charge periodically. The battery should be recharged if the voltage falls below 12.5V.

Standard recharging rate is 0.7A x 5 to 10 hours.

Fast recharging rate is 3A x 1 hour.

▲ WARNING

Batteries produce flammable hydrogen gas which can explode if exposed to flames or sparks. Keep flames or 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 “+” and the 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 12.5V, charging is recommended.

AIR CLEANER

If the air filter has become clogged with dust, intake resistance will increase with a resultant decrease in power output and an increase in fuel consumption. If you ride in dusty, wet or muddy conditions, you will need to check the filter much more frequently. Use the following procedure to remove the filter and check it.

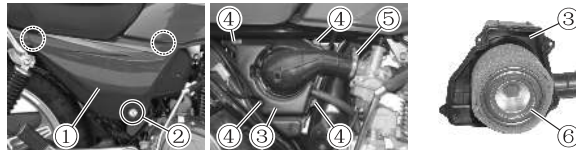
▲WARNING

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.

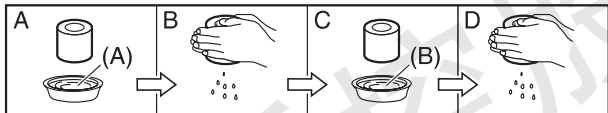
Air filter removal



1. Insert the ignition switch key into the right cover lock ②, turn it clockwise and remove the right cover ①.
2. Remove the screw ④ and loosen the bolt ⑤ to loosen the interface between the air filter and the carburetor (do not contaminate the interface at the carburetor end). Open the air filter cover ③ and take out the element assembly.
3. Clean the dust on the air filter's shell and that on the air filter cover's inner wall.
4. Dismantle the air filter element from the air filter element ⑥.



Clean the filter



Clean the filter as described below.

1. Fill a properly-sized basin with non-flammable detergent (A) and immerse the filter into the detergent solution.
2. Squeeze the detergent out of the cleaned filter with both hands. Never twist the filter to avoid breaking it.
3. Immerse the filter in engine oil (B), squeeze out any remaining oil, and leave the filter slightly oiled.
4. Reinstall the cleaned filter or new filter in reverse order

of removal. Be absolutely sure that the filter is securely in position and is sealing properly.

NOTE: Don't align the seam of inner air filter to the seam of outer air filter, staggered the seams.

▲CAUTION

Never twist or wring the sponge filter while cleaning. Check carefully for fractures on the filter. In case fractures are found, replace the filter immediately.

If any defect such as clog, damage or dust infiltration occurs, replace it immediately instead of waiting until scheduled maintenance.

▲CAUTION

After cleared the air filter, reinstall the air filter, if loose, replace the filter immediately.

▲CAUTION

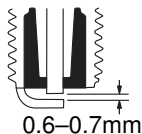
If riding in dusty conditions, make the inspection and replacement intervals for the air filter element shorter; if it is found that the air filter element is blocked, damaged or non-dustproof, the engine power has dramatically declined or the fuel consumption has increased, do not solve the problem 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 more seriously. Check the condition of the air filter element frequently because this component usually has an impact on engine life.

▲CAUTION

Before installing an air filter element that has been cleaned, apply engine oil on it or else its filtering efficiency will be lowered and the engine life will be shorter.

SPARK PLUG

Spark plug inspection



Measure the spark plug gap with a thickness gauge. The standard spark plug gap is 0.6–0.7mm. 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 has been operating much too hot. This spark plug should be replaced with a colder plug.

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.

TORCH	NHSP	Remarks
D7RC	D7RTC	If the standard spark plug is apt to get wet, replace with this plug.
D8RC	D8RTC	Standard.
D9RC	D9RTC	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 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

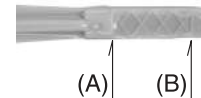
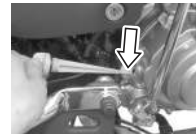
The standard spark plug for application on the motorcycle of this model is carefully chosen and can be used in most of operating conditions. If the actual color differs from the normal spark plug color, please consult with a distribution and maintenance organization about it before replacing the present 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 quality oil and 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

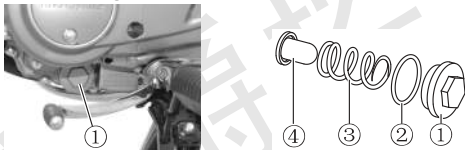
Inspect the engine oil level following the steps below.

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.

Engine oil change and oil strainer clean



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 (see the content above "Oil level check").
3. Place a drain pan below the engine oil strainer cap ①. Dismantle the engine oil strainer cap ① to drain the original engine oil.

NOTE: When dismantling the engine oil strainer cap, do not lose the spring ③, the engine oil strainer ④ and the seal ring ②.

4. Clean and inspect the engine oil strainer, if it is damaged, replace it.
5. Install the spring and the engine oil strainer.
6. Install the engine oil strainer cap ①.

NOTE: When installing the engine oil strainer cap, mount spring ③ and strainer ④ and do not lose seal ring ② on the engine oil strainer cap.

7. Fill 900 milliliter of new engine oil into the engine via the oil filling port of the dipstick.
8. Install engine oil the dipstick again.
9. Start the engine and have it run for several minutes.
10. 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

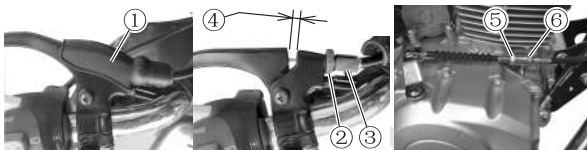
Use the engine oil recommended in the "Instructions for use of fuel and engine oil".

▲CAUTION

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

▲CAUTION

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

CLUTCH

Method to inspect the clutch cable gap ④: remove the rubber bush ① along the clutch cable, operate the clutch handle and make sure there is a gap of 3–5mm before there is an apparent resistance. If the gap is insufficient, adjust it with the method below.

1. Remove the rubber bush ① along the clutch cable, loosen the nut ②.
2. Turn the adjusting screw ③ clockwise till the end.
3. Loosen the lock nut ⑤, adjust the nut ⑥ along the front-back direction, operate the clutch lever and adjust the clutch cable gap ④ to be 3–5mm.

4. Do fine adjustment through the adjusting screw ③.
5. Firmly lock the nut ② and ⑤, and then mount the rubber bushes ①.

▲CAUTION

Excessive clutch cable play can easily result in wear and faults in the clutch and the gear shift lever. If the clutch cable gap is not correct (the gap ④ exceeded the range of 3–5mm), or the clutch is slipping or accelerating weakly, adjust the cable on time. It is forbidden to intentionally adjust the gap ④ that exceeded the range.

CARBURETOR

Stable carbureting evaporation is the most fundamental requirement for the carburetor. The carbureting evaporation has been accurately set in the factory. Please do not change its setup. You only need to pay attention to two things: idle and throttle cable free-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, turn the adjusting screw to right and left to keep the engine revolving speed between 1300–1500 rpm.

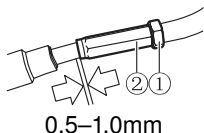


▲ CAUTION

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

THROTTLE CABLE PLAY

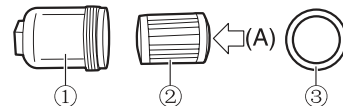
1. Remove the rubber bush(s) along the throttle cable.
2. Loosen lock nut ①.
3. Turn the adjuster ② so that the throttle cable has 0.5–1.0mm play.
4. Tighten the lock nut ①.
5. Reinstall the rubber bush(s).



▲ 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 FILTER



① Filter bowl ② Filter element ③ Seal ring (A) Compressed air

The fuel filter is in the fuel cock below the fuel tank. Its element should be regularly inspected, cleaned or replaced. Use compressed air to blow it from the inside, as the right picture illustrated. If it is damaged, immediately replace it.

DRIVE CHAIN

▲ WARNING

To ensure safety, checkup and adjustment of the drive chain should be completed before actual riding.

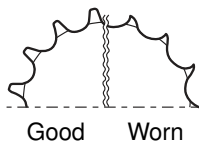
When making regular checkup, please check the following items regarding the drive chain.

1. Loose chain pin
2. Damaged roller
3. Dried or rusted chain segments
4. Chain segments that turns with difficulty
5. Excessive abrasion

6. Wrongly adjusted chains

If the drive chain has the above problems, the most probable reason is a damaged sprocket. Please check the following.

1. Whether the sprockets have excessive abrasion
2. Whether wheel teeth are broken or damaged
3. Whether the sprocket is loose



Cleaning and lubrication of drive chain



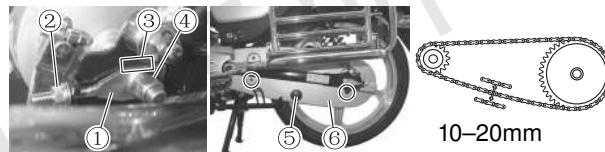
Dirty drive chain will not only speed up wear of the chain itself, but also damage the sprocket. Therefore, following the cycle in the "regular maintenance table", the chain must be cleaned and lubricated with chain oil or engine oil after being cleaned with detergent liquid.

Adjustment of drive chain sag

Adjust the drive chain to keep it in a normal state. If the riding conditions are harsh, the times of adjustment should be more frequent than that of regular maintenance.

⚠ WARNING

An excessively loose chain will result in the chain coming off the sprocket, resulting in an accident or seriously damage to the engine. Please adjust the drive chain in accordance with the methods described below.



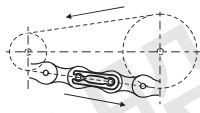
1. Support the motorcycle with the main stand.
2. Loosen the rear axle nut ④.
3. Dismantle the chain manhole cover ⑤ or the lower chain case ⑥. It is convenient to check the looseness of the chain.
4. Loosen the lock nut ② on the adjuster ①.
5. Move the adjuster ① horizontally to make the chain slack for 10–20mm. Make the front and rear chain wheels on a single straight line by making sure of the left-right consistency of the sign positions ③ of the rear wheel fork and the left and right adjusters ①.
6. After adjusting the tightness of the transmission chain, tighten the rear axle nut ④ and the lock nut ② and then reconfirm the tightness of the transmission chain.
7. Mount the chain cover ⑤ or the lower chain case ⑥.

▲CAUTION

The drive chain of this motorcycle is made of special materials carefully processed. Use authentic parts (428H 108 links) when replacing the drive chain. Using parts with different specifications may cause early damage to the chain.

NOTE: Each time when replacing the drive chain, please check the abrasion conditions of both the front and rear sprockets, replace sprockets at the same time if necessary.

NOTE: When installing drive chain, make sure the opening direction of lock ring is the opposite direction of the chain movement.



NOTE: After adjusting the drive chain, ensure that you have checked the free stroke of the rear brake pedal. Refer to "BRAKES" section in this manual.

BRAKES

Both two wheels of the motorcycle use 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.

▲WARNING

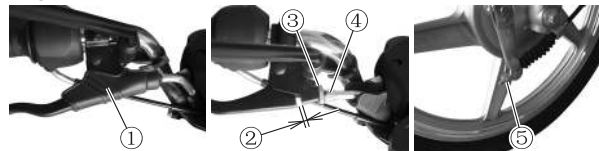
In case the braking system should need to be serviced, we strongly recommend that you consult with an authorized dealer. They have complete tools, great skills and the safest and most economical methods.

The following brake items should be checked daily

1. Operate the front and rear brakes to inspect if they are flexible.
2. Inspect the wear conditions of the brake shoes.
3. Inspect the free strokes of the front brake and the rear brake.

FRONT BRAKE (DRUM BRAKE)

Adjustment of front brake lever



Free stroke ② of the brake handle refers to the stroke between the free position of the brake handle and the

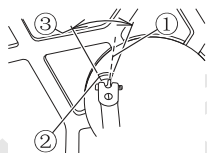
position of the brake handle when it is grasped to make the front wheel begin to brake.

When adjusting the free stroke ② of the brake handle, remove the rubber bush ① along the cable and turn the adjusting nut ⑤ on the front brake. When doing a fine adjustment, loosen the nut ③, adjust the screw ④, and operate the front brake handle to make the free stroke ② 3–5mm. After the adjustment, lock the nut ③ and fit the rubber bush ①.

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

Wear limit of front brake

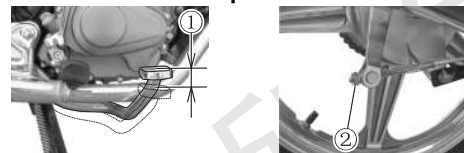
There is a wear limit mark on the front brake of the motorcycle. Inspect the wear situation of the front brake following the essentials below.



The mark

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 front brake replaced by a qualified distribution and maintenance organization for safety.

REAR BRAKE (DRUM BRAKE) Adjustment of rear brake pedal



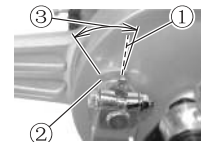
Free stroke ① of the rear brake pedal refers to the stroke between the pedal's free position and the pedal's position when the pedal is stepped down on to brake the rear wheel.

When adjusting the free stroke ① of the rear brake pedal, 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 20–30mm.

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

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.

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	200	2.00	225	2.25

▲ WARNING

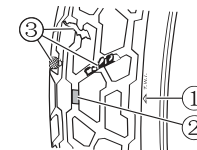
The tire pressures and surfaces are significant. If they are neglected, the safety of the rider may be endangered and the motorcycle may be damaged.

▲ WARNING

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: 2.75-18

Rear wheel: 90/90-18 51P

▲ WARNING

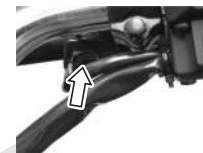
Using tires other than the standard tires might create problems. We sincerely recommend you to select standard tires.

LIGHT AND SIGNAL

The check of lighting and signal consult the content of the “inspection before riding” section.

Front brake switch

The front brake switch is located on the front brake lever. The brake light will light, when you grasp the lever and feel a little pressure.

**Rear brake switch**

The rear brake switch is located under the right side cover. You only need to turn the nut to move it higher or lower to adjust this switch. When you step on the brake pedal and feel a little pressure, the brake light will light up.

**Replacement of bulbs**

The rated power of each bulb is shown in the latter content 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.

FUSE

The fuse box is next to the fastening belt of 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 cock.
3. Cut off the fuel flow from the carburetor, open the fuel cock and see if fuel flows out of the fuel hose.

▲ 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.

4. If fuel is reaching the carburetor, check the ignition system next.
5. Remove the spark plug, and connect it to ignition coil.
6. Fix the screwed part of spark plug onto the outer case of engine, open ignition switch to the “

▲ 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.

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 main 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 There are standard charging and quick charging. In order to prolong service life of battery, use standard charging unless in case of emergency.

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	2060mm
Width	790mm
Height	1065mm
Wheelbase	1285mm
Ground clearance	168mm
Curb weight	125kg
Maximum load mass (including riders)	275kg

Engine

Type	single cylinder, air-cooled, four stroke
Cylinder diameter	62mm
Stroke	49.5mm
Displacement	149.5ml
Compression ratio	9.2:1
Starter system	electric startup or kick lever startup
Lubrication system	pressure and splashing
Power	8.6kW

Transmission system

Clutch	multi-disc wet
Transmission	five shift gear transmission
Initial speed ratio	4.055
Final speed ratio	2.857
Gear ratio	Shift 1 3.083
(5 shift)	Shift 2 1.882
	Shift 3 1.400
	Shift 4 1.130
	Shift 5 0.885

Performance

Fuel consumption	1.9L/100km
Maximum speed	95km/h
Climbing ability	18°
Braking distance	≤7m(V=30km/h)

Riding

Turn diameter	4.6m
Front tire	2.75-18
Rear tire	90/90-18 51P

Electrical system

Ignition method	C.D.I.
Spark plug	D8RC or D8RTC
Battery	12V 7Ah
Fuse	15A
Headlight	12V 35W/35W
Position light	12V 5W
Turn light	12V 10W
Tail light/brake light	12V 5W/21W

Capacities

Fuel tank (including reserve)	12.5L
Fuel tank reserve only	2L
Replacement of engine oil (replacement)	900ml