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Congratulations on your purchase! You have chosen wisely, the PitPro bike that you have bought is one of the best available in Australia. We have put a great deal of effort into sourcing parts to make sure that you will enjoy your new machine.

PitPro bikes are supplied in a crate. This is **NOT** the same as buying a bike fully PDI'd (Pre Delivery Inspection) from a dealer. It is entirely your responsibility to ensure a qualified motorcycle mechanic puts your bike together correctly as failure to do so may invalidate the warranty supplied with your bike. It is highly recommended that this guide be read completely prior to assembly and that professional tools are used for proper assembly. This guide is supplied as just that, a guide, and may not be exhaustive. Each model may have slight differences in the way assembly is completed, depending upon the manufacturing process.

- Remove outer cardboard packaging
- Disassemble steel cage from around bike removing any ties from the bike the cage checking each piece for any parts that may have been sticky taped to the frame.
- Remove all accessories & inspect to ensure all necessary parts have been supplied correctly.

You should have the following supplied:

- Order or Tax Invoice as proof of purchase – if an Order page has been supplied, please email [sales@pitpro.com.au](mailto:sales@pitpro.com.au) with the invoice number (located in the top right hand corner of the page) for a copy of your Tax Invoice.
- Partially assembled Bike
- Handlebars (attached to bike by the cables)
- Front wheel assembly
- Bar clamps & hex bolts
- Front mudguard and numberplate
- Manual/toolkit – Note: professional tools are required for proper assembly
- Foot pegs
- Fuel cap
- Side stand

## Basic Assembly Guide

- Remove bike completely from cage base & place bike on work stand
- Lift rear end to suitable angle, insert rear shock into position & bolt into position
- Remove brake pad spacer from front brake calliper
- Fit front wheel, axle & spacers (LONG spacer on disk side usually – make sure disc sits between brake pads)
- Tighten front wheel & ensure front wheel spins freely
- Fit handlebars
- Pump front brake lever until firm (bleed if necessary), repeat with rear brake system.
- Spin wheel to ensure calliper is releasing from disk
- Apply very firm brake pressure to ensure brakes work effectively & that there are no fluid leaks (bleed if necessary). Check fluid levels, top up/replace with DOT4 where necessary
- Fit front mudguard using thread locking compound where required and fit front number plate.
- Ensure the correct pressure in tyres. Tire pressures should be: Front 25 psi & Rear 35 psi. Failure to do so can result in punctures or tyre may spin on rim and cut valve off resulting in a flat.



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- Loosen rear wheel & adjust chain tension. Find tightest point in chain by spinning rear wheel, there should be 15mm up & 15mm down at the longest section of chain with rider sat on bike. Ensure chain runs true & is on top of chain roller. Ensure chain does not foul on rear chain guide (use shims/washer to space if necessary)
- Ensure wheel spokes are tight
- Working from front to rear, ensure all nuts & bolts are tight. Where no nylon nuts or spring washers are present, ensure thread-locking compound has been used. If none have been used during factory assembly, remove nut or bolt, apply locking compound & re-tighten.
- Pay particular attention to the following critical safety areas:
  - Wheel nuts (apply loctite)
  - Brake calliper bolts (apply loctite)
  - Brake disc bolts (apply loctite)
  - Top & rear engine mounting bolts (frame must be hard tight against the engine) (apply loctite)
  - Chain tensioners
  - Rear shock bolts (apply loctite)
  - Triple clamp bolts (apply loctite)
  - Handlebar clamps (apply loctite)
  - Brake lever perch/clutch perch/throttle housing
  - Swing-arm bolt (apply loctite)
- Ensure nothing is touching the exhaust system. On oil cooled models, ensure the oil cooler lines do not touch the exhaust manifold & that the heat protection springs are located on the correct part of the oil cooler lines in order that should they touch the exhaust the heat will not damage them.
- Ensure all cables pipes & wiring are away from moving components such as the wheels, use cable ties where necessary
- Check and adjust valves – another guide is available on the PitPro support website detailing how to do this.
- Fuel bike & check for fuel leaks
- If fuel leaks from carburettor overflow – remove carburettor & adjust float height. Check for any debris which may be blocking the fuel shut-off valve
- Check oil level with bike in upright position using dipstick NOT oil indicator bubble. Any motorcycle, 10W40 semi-synthetic or mineral oil can be used.
- Adjust tension for both clutch & throttle cables.

### **Time to fire up the bike**

- Start engine & warm up (using choke if necessary). Set idle speed so engine ticks over comfortably without stalling or racing.
- Ensure brakes are working efficiently (bearing in mind that the pads will need to bed in prior to optimum performance)
- Test machine ensuring all gears are present & correct & that all controls are fluid & functional.

### **Engine break-in**

Run bike at no more than 2/3's throttle. Do not keep throttle in one position for prolonged periods & do not allow engine to rev to a high speed. Engine break-in should be no less than 2 hours.



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## 2 Hour Service

After 2 hours carry out the following checks & procedures:

- Drain oil & replace
- Check all nuts & bolts & tighten where necessary
- Check wheel spokes (especially rear wheel drive side) & tighten where necessary
- Re-Adjust throttle cable & clutch cable if required
- Re-tension chain
- Check wheel bearings for any sign of wear or free-play
- Check brake calliper operation & brake pad wear
- Check spark plug gap ~0.6mm-0.7mm
- Check tyre pressures

## Pre-Ride Check

Prior to riding (or at the end of each riding session), it is a good idea to give your bike a once over to make sure that no damage has occurred, or that nothing is coming loose.

- Clean and oil air filter – doing this regularly will prolong the life of the carburettor and engine dramatically.
- Check all nuts and bolts & tighten where necessary
- Check and adjust chain tension
- Check tyre pressures
- Check brake system and pads
- Check for sideways movement in wheels and swingarm (any movement may mean bearings are on the way out).
- Check and adjust throttle and clutch cables.
- Bled air from forks (where applicable)
- Check oil level and top up if required
- Check crankcase breather hose is not crimped or blocked

## Riding Tips For Long Engine Life - IMPORTANT

- Do not over rev your engine as you may cause damage to valves. This is particularly applicable to the 140cc & 150cc engines, where the inner rotor kit is used. Under load the engine is capable of revving into major valve bounce that can cause permanent damage to your engine. If you feel the power dropping off or start to hear valve bounce it is critical that you change up a gear or ease off the throttle.
- It is good practise to carry out the above checks on a regular basis, ideally each time you ride your machine.
- We advise an oil change after every 10 hours use.
- Do not stamp through the gears – always use the clutch.



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- If you miss a gear do NOT stamp into gear from high engine revs.
- Do not drop your clutch heavily, or slip it unnecessarily.

### **Common Problems:**

- Exhaust Glows Red (fast tick over) – Carburetion too lean, richen mixture via raising needle
- Engine misfires at mid to high engine speed, open throttle – Mixture too rich, drop needle
- Engine Pops & bangs on over-run – mixture too rich, drop needle
- Engine kicks back hard whilst starting – Ignition too advanced, or mixture too lean
- Engine difficult to start – engine flooding or mixture too rich – check float height
- Weak Spark – Pick-up coils too far from rotor (where inner rotor kit fitted) or bad earth
- No spark – Either poor earth or faulty Rotor Coils/CDI/Coil/Lead/Cap/Plug – use moving coil multimeter to diagnose
- Fuel leaks from overflow – Floats set incorrectly or blocked by debris or sticking
- Engine runs fine, but then starts to misfire – faulty rotor coils/CDI/Coil/Plug
- Rattles from engine – Tappets set incorrectly
- Engine will not tick over when warm – tappets set incorrectly
- Engine will not return to idle & races – sticking throttle cable

### **Correct jetting**

Take out the spark plug and check the electrode; the colour should be golden brown. If it is white, the engine is running too lean (not enough fuel). If it is black (sooty colour) it is too rich (too much fuel). If it is white & black, the engine is VERY lean & causing misfire, which you should be able to detect whilst riding. As your jets are close to what they should be for Australian conditions, minor alterations can be made by adjusting the needle height on your carb, without the need for different sized jets.

To add more fuel, raise the needle one notch. This is achieved by removing the carb from the engine, removing the throttle slide, removing the needle & adjusting the position of the circlip. Conversely, if you need to reduce the amount of fuel, drop the needle one notch. Re-assemble the carb & continue testing, remembering to check the colour of your spark plug.

Once you have achieved the correct full load fuelling, you can set the idle mixture screw. The 140 & 150 engines like to run very rich at idle, this way you get a clean progression from idle jet to main jet. To archive a richer mixture, turn the air screw (next to filter) clockwise. Idle speed may need to be adjusted at same time to keep engine running.