MAINTENANCE

# 1. How to Adjust Clutch if signs of slipping or squealing is encountered:
A) Disengage clutch by pulling handle bar clutch lever inward and lock into catch lock.
B) Remove right side engine clutch cover and remove small locking screw on center *Clutch Adjust Nut.
C) Pull clutch arm on left rear engine inward. Back off *Clutch Adjust Nut ¼ turn counterclockwise.
D) Release handlebar clutch lever and check for slight 1/16” free-play on engine clutch arm.
E) Readjust *Clutch Adjust Nut as required to get required 1/6” clutch arm free play.
F) Tighten *Clutch Adjust Nut on clutch plate clockwise until just snug.
G) Then re-install small locking screw in outer edge of *Clutch Adjust Nut.
H) Good idea to place a small gob of grease at gear mesh area. Use grease sparingly! Then replace cover.
I) Squirt light grade oil down clutch cable sheathing to reduce friction and make for easy lever pull.

![Image of engine clutch and cover]

2. Carburetor
After every 5 hours of operation check the adjustment of the mixture screw by rotating screw clockwise until seated and then rotate screw 4½ turns back counterclockwise. Depending on dusty riding conditions, clean air filter every 5 to 20 hours of operation by removing the filter cover to access the screen and element. Wash element with a degreasing agent such as Simple Green™ or Purple Stuff™. Be sure element is completely dry before re-assembly. IMPORTANT: If engine runs poorly clean tank shut off value filter.
#3. Spark Plug
Remove spark plug and inspect for excess carbon build up. Clean, re-gap to .020-.028 of an inch if necessary. Check plug after every 20 hours of operation. New spark plugs are available from your selling dealer. Be careful using aftermarket spark plugs as heat range and threads differ greatly.

#4. Exhaust system
Excessive periods of low speed operation, idling or leaving fuel petcock in the “on” position during shut down periods may cause the pipe and muffler to become clogged with unburned fuel. **Note: If engine runs sluggish clean out or replace muffler.**

#5. Chain
Every time bike is ridden check the tension of the drive chain by:
A) Rolling to bicycle forward to remove slack from the bottom of the chain.
B) Find the center and push downward on the top of chain while measuring the deflection.
C) Tighten chain if deflection is more than ½ inch.

#6. Head Bolts
Tighten all fasteners after each 20 hours of operation. Most important to check Cylinder head bolts: Tighten in a X pattern to 4 to 5 ft/lb. for 48cc 55cc 70cc 80cc engines using a torque wrench. A two piece cylinder and head design engine requires head bolts be kept tight. Important: Check head bolts before each and every long ride, vibration can cause them to loosen and blow a head gasket.

**Caution:** Do not over torque or head bolts may break off.

( Twisted or broken head bolts due to over tightening is not covered by warranty. )

#7. Right side gears: Remove cover plate and keep small amount of heavy grease on gear train.
Do not over grease as leaks will occur and also may adversely affect clutch operation. Regular greasing if required will help reduce gear wear and keep gear train quiet.

#8. Left side drive: Routinely pack grease in the shaft hole behind 10T drive sprocket and also in cover bushing hole. This will also help deduce noise. Make sure drive sprocket nut remains tight.
General Information
Obey all traffic regulations. Always wear a helmet while riding. Remember that you are riding a motorized bicycle and other traffic may not be able to see you. Never operate your motorized bicycle on a pedestrian through way or sidewalk while the engine is operating. Never unsafely operate your motorized bicycle.

Motorized Bicycle Starting and Operating instructions: Friction clutch model:

9. IMPORTANT: PLEASE READ: Gas and Oil Mixture for Fuel ratio
The engine is a 2 cycle design, therefore, a gasoline/oil mixture is necessary. During the break-in period (1st 4 tanks of fuel, the ratio is 16 to 20 parts gasoline to 1 part 2 cycle oil. After the break-in period, the ratio is increased to 20 to 25 parts gasoline to 1 part oil. The engine crankshaft bearings are lubricated from the oil in the gas mix. A rich break in oil mixture ensures bearings will not cease during engine break in period.

WARNING! Remember safety first: Wipe up any spilled fuel. NEVER fuel a hot engine or smoke while fueling. This could result in sudden fire, personal injury. Always move your motorized bike at least 10 feet from any fueling area before attempting to start it. Never leave the tank fuel cap off after fueling as rain water will contaminate the fuel and cause engine failure.

1. Open the fuel valve. Small lever pointed down with fuel line is in the open position.
2. Depress the small round cap plunger, (Tickle button), to prime carburetor. Located on left side of the carburetor next to the idle adjust screw. One or two times is enough.
3. Lift choke lever to the upward position. This is the small lever on the right side of the carburetor. All the way Up the choke is on. All the way Down the choke is off. Move progressively downward to off position during engine warm up period.

10) Starting procedure for Lever Friction Clutch Models:
1. Pull the handlebar clutch lever inward, to disengage the engine from the rear wheel.
2. Pedal; (down hill if possible for first start) A mid frame bike wheel stand is helpful to start the engine in place.

3. Let out the clutch lever all the way out and continuing to pedal. The result is a direct engine hook up with the rear wheel via chain and sprocket and the engine will now start spinning, Pedal until motor starts. Accelerate slowly at first.
4. Twist throttle to increase speed, reverse twist throttle to decrease speed. To stop, disengage clutch and apply brakes. To accelerate, pedal and release clutch while opening throttle.
5. Adjust choke to the smoothest engine running position.
6. **After warm up push choke lever all the way down.** If engine races too fast, or too slow, pull clutch lever and lock in the notched catch, stop and adjust engine rpm.
7. If the rpm needs adjusting, turn the idle adjust screw (left side of carburetor) in or out slowly to obtain the proper idle speed of about 1400 rpm +/- 100 rpm
   To correctly break the engine in, Do not exceed 15 mph or 30 min. continual running for the first 50 miles during engine brake in. **Engine will develop more power after break in.**
8. To stop the engine, push Kill switch and turn off gas valve at tank. Turning off the gas will prevent fuel from being siphoned from tank. **Warning Note:** Never leave the tank gas valve in open” position” when engine is not running or the bike is in storage.
9. After or before each ride check all mounting fasteners, including head bolts, axle and brakes.
10. **Warning Note:** Engine lock up or piston seizure due to improper gas / oil mixture will not be covered by factory warranty. This the responsibility of the owner / operator to make sure the gas and oil is mixed correctly.

**Note:** End user or installer is the vehicle manufacture. End user assumes all product liability and assumes all compliance to the laws of the land; Quality installation is paramount to safe operation.

IF ANY QUESTIONS PLEASE CALL 773 677 5106      E-MAIL TO userfulmotorizedbicycle@gmail.com
or visit    www.userfulmotorizedbicycle.com
would like to congratulate you on your motorized bicycle purchase and we are constantly helping support our customers and bike shop dealers with steps and procedures. We created a few other support areas to help you with your questions and concerns. Please review our frequently asked questions www.userfulmotorizedbicycle.com