bimota

Test 3D

Owner's manual

INDEX

GENERAL SAFETY RULES

Please read this manual and follow its instruction carefully. To emphasize special information the words WARNING, CAUTION and NOTE carry special meanings and should be carefully reviewed.

Instruction

WARNING: failure to follow WARNING instruction could result in severe injury or death to the motorcycle operator, a bystander or a person inspecting or repairing the motorcycle.

CAUTION: a CAUTION indicates special precautions that must be taken to avoid damage the motorcycle.

NOTE: a NOTE provides key information to make procedures easier or clearer.

FOREWORD

Motorcycling is one of the most enjoyable sports and to ensure your riding enjoyment, you should become thoroughly familiar with the information presented in this Owner's Manual before riding the motorcycle.

SAFETY WARNINGS

Traffic rules vary from jurisdiction to jurisdiction. Learn and know the regulations in your jurisdiction before riding this vehicle.

WARNING

Do not carry any objects in the space behind the fairing. Objects placed in this area can interfere with steering and can cause loss of control.

MODIFICATION

Modification of the motorcycle, or removal of original equipment may render the vehicle unsafe or illegal. The frame of this motorcycle is made of an aluminium alloy. Therefore, never make any modifications such as drilling or welding to the frame as it weakens the strength of the frame significantly. Failure to heed this warning could result in an unsafe vehicle operating condition and subsequent accident. **Bimota** will not be responsible in any way for personal injury or damage to the motorcycle caused by frame modifications.

WARNING

This vehicle has been designed and produced for use only on paved roads. It is not designed for off road competition, or for cross country riding. Do not use this vehicle on rough or unimproved surfaces, or in other off road areas. Failure to heed this warning could lead to an upset with subsequent injury and even death.

WARNING

Before starting the engine, check for proper operation of brakes, clutch, shifter, throttle controls, correct fuel and oil supply.

IMPORTANT

BREAK-IN INFORMATION FOR YOUR MOTORCYCLE

The first 1500 km (940 miles) 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. **Bimota** parts are manufactured of 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 BREAK-IN section for specific break-in recommendations. Please read this manual and follow its instructions carefully. To emphasize special information the words WARNING, CAUTION and NOTE carry special meanings and should be carefully reviewed.

CARBONE MONOXIDE

If it is necessary to run the engine in order to carry out maintenance operation, make sure that the area in which you are operating is properly ventilated. Never run the engine in enclosed spaces.
If it is necessary to work indoors, use an exhaust evacuation system.

WARNING

The exhaust fume contain carbon monoxide, a poisonous gas that can cause loss of consciousness and even death.

WARNING

Carbon monoxide is both colourless and odourless, and it cannot be detected by smell, vision, or any other sense. Avoid breathing exhaust fumes under any circumstances.

WARNING

GASOLINE: Keep gasoline away from children. Gasoline is also poisonous. Never attempt to siphon gasoline using your mouth. Never allow gasoline to contact your skin. If you accidentally spilled gasoline on yourself, change your clothes immediately and wash the area upon which the gasoline was splashed thoroughly with hot water and soap. Should you accidentally swallow gasoline, do not induce vomiting. Drink large quantities of clear water or milk and immediately seek professional medical assistance. Should you accidentally get gasoline in your eyes, flush with large quantities of cool, clear water and immediately seek professional medical assistance.

WARNING
Gasoline is extremely flammable and become explosive under certain conditions.

WARNING
Keep gasoline away from children.

WARNING
HOT COMPONENTS: use latex gloves for maintenance operations that require contact with used oil. Used engine oil may cause skin cancer if repeatedly left in contact with the skin for prolonged periods. Although this is unlikely unless you handle used oil on a daily basis, it is advisable to thoroughly wash your hands with soap and water after handling used oil.

WARNING
Keep oil away from children.

WARNING

BRAKE FLUID: brake fluid is extremely poisonous. Never ingest or swallow brake fluid. Should brake fluid accidentally be swallowed, drink large quantities of clear water or milk and immediately seek professional medical assistance. Brake fluid is highly destructive of skin and eye tissue. Should you accidentally spill brake fluid on yourself, remove the contaminated clothes, wash your body with soap and warm water immediately and immediately seek professional medical assistance. Should you accidentally splash brake fluid into your eyes, flush with large quantities of cool, clear water and immediately seek professional medical assistance.

WARNING

Keep brake fluid away from children.

WARNING

CLUTCH FLUID: clutch fluid is extremely poisonous. Never ingest or swallow clutch fluid. Should clutch fluid accidentally be swallowed, drink large quantities of clear water or milk and immediately seek professional medical assistance. Clutch fluid is highly destructive of skin and eye tissue. Should you accidentally spill clutch fluid on yourself, remove the contaminated

clothes, wash your body with soap and warm water immediately and immediately seek professional medical assistance. Should you accidentally splash clutch fluid into your eyes, flush with large quantities of cool, clear water and immediately seek professional medical assistance.

WARNING

Keep clutch fluid away from children.

WARNING

COOLANT: in certain conditions, the ethylene glycol contained in the engine coolant is flammable: its flame is invisible, but you can be burned anyway.

WARNING

Avoid spilling the engine coolant on the exhaust system or on the engine components. They may be hot enough to cause the coolant to ignite and burn without a visible flame. The coolant (ethylene glycol) can cause skin irritation and is poisonous if swallowed. Coolant and coolant/water mixtures are sweet to the taste and brightly coloured, therefore are highly attractive to pets and children. Take extra precautions to keep new and used coolant out of reach of children and animals.

WARNING
Keep coolant away from children.

RISK OF BURNS
Do not remove the radiator cap when the engine is hot. Wait until the engine has completely cooled down. The coolant is under pressure and may splash out and cause burns.

BATTERY HYDROGEN GAS AND ELECTROLYTE

WARNING
The battery gives off noxious and explosive gases keep cigarettes, flames, and sparks away from the battery. Provide adequate ventilation when operating or recharging the battery.

During recharging and use, make sure that the room is properly ventilated and avoid inhaling the gases released during the recharging.

The battery contains sulphuric acid (electrolyte). Contact with the skin or eyes may cause serious burns. Always wear protective clothing, rubber gloves, and tight fitting goggles or a face shield when working around the battery, especially when filling the battery with either water or electrolyte.

In case of contact with the skin, flush immediately with plenty of water. In case of contact with the eyes, flush with plenty of water for at least 15 minutes. Immediately consult a health professional.

The electrolyte is poisonous.
If the electrolyte is accidentally swallowed, drink large quantities of water or milk and then milk of magnesia or vegetable oil. Immediately consult a health professional.

WARNING
Keep batteries and electrolyte away from children.

BIMOTA S.P.A. EMISSION CONTROL SYSTEM WARRANTY STATEMENT

YOUR WARRANTY RIGHTS AND OBLIGATIONS

The United States Environmental Protection Agency, the California Air Resources Board and **Bimota S.p.A.** (hereinafter "**Bimota**") are pleased to explain the emission control system warranty on your 2006 and later motorcycle. New motor vehicles must be designed, built and equipped to meet the Federal and Californian stringent anti-smog standards. **Bimota** must warrant the emission control system on your motorcycle for the periods of time listed below provided there has been no abuse, neglect or improper maintenance of your motorcycle.

Your emission control system may include parts such as the carburetor or fuel injection system, the ignition system, catalytic converter and engine computer. Also included may be hoses, belts, connectors and other emission-related assemblies.

Where a warrantable condition exists, **Bimota** will repair your motorcycle at no cost to you, including diagnosis, parts and labor.

MANUFACTURER'S WARRANTY COVERAGE

Class III motorcycles (280 cc and larger): for a period of use of five (5) years or 30,000 kilometers (18,641 miles), whichever first occurs.

If an emission-related part on your motorcycle is defective, the part will be repaired or replaced by **Bimota**. This is your emission control system DEFECTS WARRANTY.

OWNER'S WARRANTY RESPONSIBILITIES

- As the motorcycle owner, you are responsible for the performance of the required maintenance listed in your owner's manual. **Bimota** recommends that you retain all receipts covering maintenance on your motorcycle, but **Bimota** cannot deny warranty solely for the lack of receipts or for your failure to ensure the performance of all scheduled maintenance.
- You are responsible for presenting your motorcycle to a **Bimota** dealer as soon as a problem exists. The warranty repairs should be completed in a reasonable amount of time, not to exceed 30 days.
- As the motorcycle owner, you should be aware that **Bimota** may deny your warranty coverage if your motorcycle or a part has failed due to abuse, neglect, improper maintenance or unapproved modifications.

If you have any questions regarding your warranty rights and responsibilities, you should contact:

BIMOTA NORTH AMERICA Inc.
160 Riverside Boulevard NEW YORK, N.Y. 10016 USA
or the:

U.S. Environmental Protection Agency
2000 Traverwood Ann Arbor
MI 48105
or the:

California Air Resources Board
at P.O. Box 8001,
9528 Telstar Avenue,
El Monte, CA 91734-8001.

BIMOTA S.P.A. - LIMITED WARRANTY ON EMISSION CONTROL SYSTEM

Bimota SpA Via Giaccaglia 38 47900 Rimini (RN) Italy (hereinafter "**Bimota**") warrants that each new 2006 and after **Bimota** motorcycle, that includes as standard equipment a headlight, taillight and stoplight, and is street legal:

A. is designed, built and equipped so as to conform at the time of initial retail purchase with all applicable regulations of the United States Environmental Protection Agency, and the California Air Resources Board; and

B. is free from defects in material and workmanship which cause such motorcycle to fail to conform with applicable regulations of the United States Environmental Protection Agency or the California Air Resources Board for a period of use of 30,000 kilometers (18,641 miles), or 5 (five) years from the date of initial retail delivery, whichever first occurs.

I. COVERAGE

Warranty defects shall be remedied during customary business hours at any authorized **Bimota** motorcycle dealer located within the United States of America in compliance with the Clean Air Act and applicable regulations of the United States Environmental Protection Agency and the California Air Resources Board. Any part or parts replaced under this warranty shall become the property of **Bimota**.

In the State of California only, emission related warranted parts are specifically defined by the state's Emission Warranty Parts List. These warranted parts are: carburetor and internal parts; intake manifold; fuel tank; fuel injection system; spark advance mechanism; crankcase breather; air cutoff valves; fuel tank cap for evaporative emission controlled vehicles; oil filler cap; pressure control valve; fuel/vapor separator; canister; igniters; breaker governors; ignition coils; ignition wires; ignition points; condensers, and spark plugs if failure occurs prior to the first scheduled replacement; and hoses, clamps, fittings and tubing used directly in these parts. Since emission related parts may vary from model to model, certain models may not contain all of these parts and certain models may contain functionally equivalent parts.

In the State of California only, Emission Control System emergency repairs, as provided for in the California Administrative Code, may be performed by other than an authorized **Bimota** dealer. An emergency situation occurs when an authorized **Bimota** dealer is not reasonably available, a part is not available within 30 days, or a repair is not complete within 30 days. Any replacement part can be used in an emergency repair. **Bimota** will reimburse the owner for the expenses, including diagnosis, not to exceed **Bimota**'s suggested retail price for all warranted parts replaced and labor charges based on **Bimota**'s recommended time allowance for the warranty repair and the geographically appropriate hourly labor rate. The owner may be required to keep receipts and failed parts in order to receive compensation.

II. LIMITATIONS

This Emission Control System warranty shall not cover any of the following:

A. Repair or replacement required as a result of:

1. accident

2. misuse
3. repairs improperly performed or replacements improperly installed
4. use of replacement parts or accessories not conforming to **Bimota** specifications which adversely affect performance and/or
5. use in competitive racing or related events.

B. Inspections, replacement of parts and other services and adjustments required for required maintenance.

C. Any motorcycle on which the odometer mileage has been changed so that actual mileage cannot be readily determined.

III. LIMITED LIABILITY

A. The liability of **Bimota** under this Emission Control System Warranty is limited solely to the remedying of defects in material or workmanship by an authorized **Bimota** motorcycle dealer at its place of business during customary business hours. This warranty does not cover inconvenience or loss of use of the motorcycle or transportation of the motorcycle to or from the **Bimota** dealer. **BIMOTA** SHALL NOT BE LIABLE FOR ANY OTHER EXPENSES, LOSS OR DAMAGE, WHETHER DIRECT, INCIDENTAL, CONSEQUENTIAL OR EXEMPLARY ARISING IN CONNECTION WITH THE SALE OR USE OF OR INABILITY TO USE THE **BIMOTA** MOTORCYCLE FOR ANY PURPOSE. SOME STATES DO NOT ALLOW THE EXCLUSION OR LIMITATION OF ANY INCIDENTAL OR CONSEQUENTIAL DAMAGES, SO THE ABOVE LIMITATIONS MAY NOT APPLY TO YOU.

B. NO EXPRESS EMISSION CONTROL SYSTEM WARRANTY IS GIVEN BY **BIMOTA** EXCEPT AS SPECIFICALLY SET FORTH HEREIN. ANY EMISSION CONTROL SYSTEM WARRANTY IMPLIED BY LAW, INCLUDING ANY WARRANTY OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE, IS LIMITED TO

THE EXPRESS EMISSION CONTROL SYSTEM WARRANTY TERMS STATED IN THIS WARRANTY. THE FOREGOING STATEMENTS OF WARRANTY ARE EXCLUSIVE AND IN LIEU OF ALL OTHER REMEDIES. SOME STATES DO NOT ALLOW LIMITATIONS ON HOW LONG AN IMPLIED WARRANTY LASTS SO THE ABOVE LIMITATIONS MAY NOT APPLY TO YOU.

C. No dealer is authorized to modify this **Bimota** Limited Emission Control System Warranty.

IV. LEGAL RIGHTS

THIS WARRANTY GIVES YOU SPECIFIC LEGAL RIGHTS, AND YOU MAY ALSO HAVE OTHER RIGHTS WHICH VARY FROM STATE TO STATE.

V. WARRANTY

THIS WARRANTY IS IN ADDITION TO THE **BIMOTA** LIMITED MOTORCYCLE WARRANTY.

VI. ADDITIONAL INFORMATION

Any replacement part that is equivalent in performance and durability may be used in the performance of any maintenance or repairs. However, **Bimota** is not liable for these parts. The owner is responsible for the performance of all required maintenance. Such maintenance may be performed at a service establishment or by any individual. The warranty period begins on the date the motorcycle is delivered to an ultimate purchases.

BIMOTA NORTH AMERICA Inc.
160 Riverside Boulevard NEW YORK, N.Y. 10016 USA

BIMOTA SpA
Via Giaccaglia 38,
47900 Rimini - Italy

PROBLEMS THAT MAY AFFECT THE VEHICLE EMISSIONS:
If any of the following symptoms are observed, immediately have your vehicle inspected and repaired by your local **Bimota** Dealer. Symptoms:

- Difficult starting or stalling after starting.
- Irregular idle.
- Misfiring or backfiring during acceleration.
- After-burning (backfiring).
- Poor engine performance, degraded handling, or poor fuel economy.

NOISE EMISSION WARRANTY
Bimota SpA warrants that this exhaust system, at time of sale, meets all applicable U.S. E.P.A. Federal noise standards. This warranty extends to the first person who buys this exhaust system for purposes other than resale, and to all subsequent buyers. Warranty claims should be direct to:

BIMOTA NORTH AMERICA Inc.
160 Riverside Boulevard NEW YORK, N.Y. 10016 USA

Tampering With Noise Control System Prohibited

Federal law prohibits the following acts or causing thereof:

1. The removal or rendering inoperative by any person other than for purposes of maintenance, repair, or replacement, of any device or element of design incorporated into any new vehicle for the purpose of noise control prior to its sale or delivery to the ultimate purchaser or while it is in use, or
2. the use of the vehicle after such device or element of design has been removed or rendered inoperative by any person.

Among those acts presumed to constitute tampering are the acts listed below:

1. Removal of, or puncturing the muffler, baffles header pipes or any other component which conducts exhaust gases.
2. Removal of, or puncturing of any part of the intake system.
3. Lack of proper maintenance.
4. Replacing any moving part of the vehicle, or parts of the exhaust or intake system, with parts other than those specified by the manufacturer.

WARNING

This vehicle should be checked for repair or replacement if the motorcycle noise has increased significantly through use. Otherwise, the owner may become subject to penalties under state and local ordinances.

CONSUMER INFORMATION

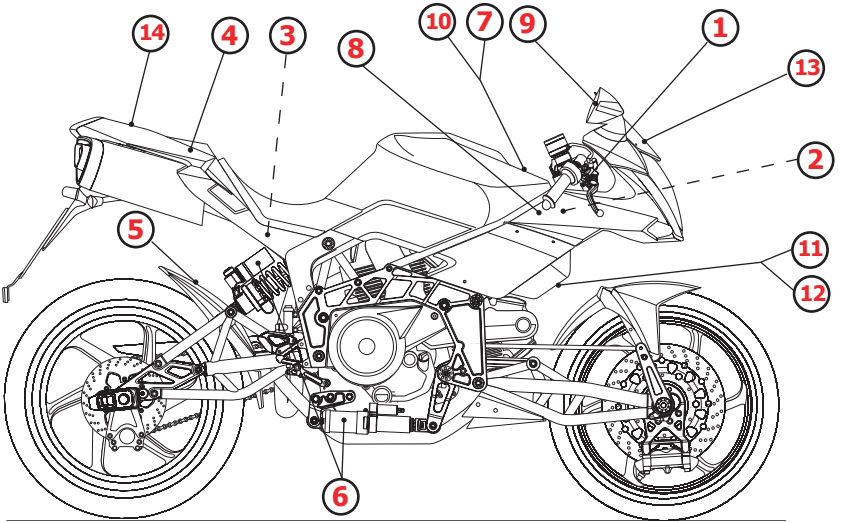
BIMOTA NORTH AMERICA Inc.
160 Riverside Boulevard NEW YORK, N.Y. 10016 USA

REPORTING SAFETY DEFECTS
If you believe that your vehicle has a defect which could cause a crash or could cause injury or death, you should immediately inform the National Highway Traffic Safety Administration (NHTSA) in addition to **Bimota** North America, Inc.
If NHTSA receives similar complaints, it may open an investigation, and if it finds that a safety defect exists in a group of vehicles, it may order a recall and remedy campaign. However, NHTSA cannot become involved in any individual problems between you, your dealer, or **Bimota** North America, Inc.
To contact NHTSA you may either call the Auto Safety Hotline toll-free at 1-888-327-4236 or write to:

NHTSA
U.S. DEPARTMENT of TRANSPORTATION
400 7th Street SW, (NVS-223)
Washington, DC 20590

You can also obtain other information about motor vehicle safety from the Hotline.

LOCATION OF THE IMPORTANT LABELS



left side of motorcycle

1

MANUFACTURED BY: BIMOTA SPA **/****

GVWR: 290 KG (638 LB)
GAWR: FRONT 130 kg (286 LB) WITH 120/70ZR17 58W TIRE, MT17X3.50 DOT-E RIM AT 220 KPA (32PSI) COLD.
GAWR: REAR 160 KG (352 LB) WITH 180/55ZR17 73W TIRE, MT17X5.50 DOT-E RIM AT 240 KPA (35PSI) COLD.
THIS VEHICLE CONFORMS TO ALL APPLICABLE U.S. FEDERAL MOTOR VEHICLE SAFETY STANDARDS IN EFFECT ON THE DATE OF MANUFACTURE SHOWN ABOVE.

ZEST311D**********

TYPE: MOTORCYCLE

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VEHICLE EMISSION CONTROL INFORMATION

ENGINE DISPLACEMENT: 1078 CC
ENGINE FAMILY: 8Z8XC1.08DBT
THIS VEHICLE CONFORMS TO U.S. EPA AND CALIFORNIA REGULATIONS APPLICABLE TO 2008 MODEL YEAR NEW MOTORCYCLES AND IS CERTIFIED TO 0.8 HC+NOX G/KM ENGINE FAMILY EXHAUST EMISSION STANDARD IN CALIFORNIA.
ENGINE EXHAUST CONTROL SYSTEM: OC-SFI

ENGINE TUNE UP SPECIFICATIONS

IGNITION TIMING: 38°±2 AT 8400 RPM
IDLE SPEED: 1200±50 RPM IN NEUTRAL
VALVE CLEARANCE: INLET: 0.0020÷0.0071 inch (0.05÷0.18 mm) OUTLET: 0.0051÷0.0098 inch (0.13÷0.25 mm)
SPARK PLUG: Champion RA6HC
FUEL: MINIMUM OCTANE RATING (M+R)/2 METHOD 90
OIL: ENGINE OIL VISCOSITY SAE 10W-50

Bimota SpA
Via Giaccaglia, 38 - 47900 RIMINI - Italy

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MOTORCYCLE NOISE EMISSION CONTROL INFORMATION

THIS 2008 BIMT3D1078 MOTORCYCLE, ZES1004, MEETS EPA NOISE EMISSION REQUIREMENTS OF 80 dBA AT 4125 RPM BY FEDERAL TEST PROCEDURE.
MODIFICATIONS WHICH CAUSE THIS MOTORCYCLE TO EXCEED FEDERAL NOISE STANDARDS ARE PROHIBITED BY FEDERAL LAW. SEE OWNER'S MANUAL

Bimota SpA

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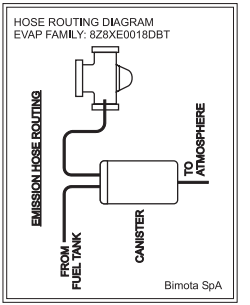

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⚠ WARNING

Do not use any tire other than those recommended and approved by Bimota. Maintain proper tire inflation. Do not use any tire with less than 1/8" (3mm) tread remaining. Do not repair any tire, nor use a repaired tire. Do not ride motorcycle overloaded or with an unbalanced load. Failure to follow these warnings can lead to an accident and serious injuries or death. Always ensure that the chain is correctly adjusted. See owner's manual.

	Tyre pressure kPa-(psi)		Tyre size & mnf.	
	Front	Rear		
Driver only	230-(33.4)	230-(33.4)		Front: Continental 120/70ZR17 58W
Driver + luggage	230-(33.4)	230-(33.4)		Rear: Continental 180/55ZR17 73W

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⚠ WARNING

- CONTAINS HIGH PRESSURE NITROGEN GAS
- SEE WORKSHOP MANUAL FOR DISPOSAL AND ADJUSTING UNIT
- DO NOT OPEN, DO NOT INCINERATE. INCINERATION, PUNCTURE OR DISASSEMBLY MAY CAUSE THIS UNIT TO EXPLODE

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⚠ WARNING

DO NOT ALLOW KEY, CHAIN AND ANY OTHER ITEM TO FALL BETWEEN THE STEERING HEAD AND THE BODY OF MOTORCYCLE.
THIS CAN CAUSE LOSS OF CONTROL

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WARNING

Never install accessories or replacement parts NOT approved by Bimota as original equipment. This can degrade handling and safety of your motorcycle and can cause an upset with subsequent accident and serious injury or even death. The stability and safety of any motorcycle is adversely affected by the addition of any load carrying accessory. See owner's manual

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OBJECTS IN MIRROR ARE CLOSER THAN THEY APPEAR

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WARNING

- Wear a helmet, eye protection and bright protective clothing
- Don't ride after consuming alcohol or other drugs
- Slow down on slippery surface unfamiliar terrain or when visibility is reduced
- Read owner's manual carefully
- Failure to follow these warnings can lead to an accident and serious injuries or death
- USE UNLEADED FUEL, MINIMUM OCTANE RATING (R+M)/2 METHOD 90
- See owner's manual for the correct running in and maintenance of the vehicle

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WARNING

Maintain electrolyte level between the two level marks. Use distil water only. Always keep the battery charged. Never disconnect the battery or regulator while the engine is running. This would damage the whole electrical system.

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WARNING

Contain sulfuric acid which can cause severe injuries. Avoid contact with skin, eyes or clothing. ANTIDOTE: EXTERNAL - Flush with water. INTERNAL - Drink large quantities of water or milk. Follow with milk or magnesia, beaten egg or vegetable oil. Call physician immidiately. EYES: Flush with water for 15 minutes and get prompt medical attention.
KEEP OUT OF REACH OF CHILDREN.
Batteries produce explosive gases. Keep sparks, flames, cigarettes away. Charge only in well ventilated space. Always wear protective goggles when working around batteries. Always connect the battery vent tube. Failure to follow this warning would cause corrosion of the electrical system.

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WARNING

DO NOT ATTEMP TO LOOK THROUGH THIS FAIRING. THIS IS NOT A WINDSHIELD, BUT AN AERODYNAMIC FAYRING ONLY; FAILURE TO OBSERVE THIS WARNING COULD RESULT IN A COLLISION OR UPSET AND CONSEQUENT SERIOUS BODILY INJURY.

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WARNING

MAXIMUM ALLOWED LOAD WEIGHT:
110 kg (242 lb)

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 the motorcycle.

Please note that this manual applies to all specifications or all respective destinations and explains all equipment. Therefore, your model may have different standard features than shown in this manual.

We are glad to welcome you among **Bimota** owners and we thank you for your choose.

CONSUMER INFORMATION

Rider
This motorcycle is designed for one rider only.

Use
This motorcycle is designed for street use only.

Read this Manual very carefully
The proper care and maintenance that your motorcycle requires is outlined in this manual. By following these instructions explicitly you will ensure a long trouble free operating life for your motorcycle. Your authorized **Bimota** dealer has experienced technicians that are trained to provide to your machine with the best possible service with the right tools and equipment.

Use and maintenance
All informations, 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. **Bimota** reserves the right to make changes at any time.

WARNING / CAUTION / NOTE

Please read this manual and follow its instruction carefully. To emphasize special information the words WARNING, CAUTION and NOTE carry special meanings and should be carefully reviewed.

WARNING: The personal safety of the rider may be involved. Disreading this information could result in injury to the rider.

CAUTION: These instruction point out special service procedure or precautions that must be followed to avoid damaging the machine.

NOTE: This provides special information to make maintenance easier or important instruction clearer

SAFE RIDING RECOMMENDATION FOR MOTORCYCLE RIDERS

Motorcycle riding is great fun and an exciting sport. Motorcycle riding also requires that some extra precautions be taken to ensure the safety of the rider and passenger. These precautions are:

Wear a helmet

Motorcycle safety equipment starts with a quality helmet. One of the most serious injuries that can happen is a head injury. Always wear a properly approved helmet. You should also wear suitable eye protection.

Riding apparel

Loose, fancy clothes can be uncomfortable and unsafe when riding your motorcycle. Choose good quality motorcycle riding apparel when riding your motorcycle.

Inspection before riding

Review thoroughly the instructions in "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 the motorcycle

Your riding skill and your mechanical knowledge form the foundation for safe riding practices. We suggest that you practice riding your motorcycle in a non-traffic situation until you are thoroughly familiar with your machine and its controls. Remember practice makes perfect.

Know your limits

Ride within the boundaries of your own skills at all times. Knowing these limits and staying within them will

help you to avoid accidents.

Be extra safety conscious on bad weather days
Riding on bad weather days, especially wet ones, requires extra caution. Braking distances double on a rainy day. Stay off the painted surfaces marks, manhole covers and greasy appearing areas as they can be especially slippery. Use extreme caution at railway crossing and on metal gratings and bridges. Whenever in doubt about road condition, slow down!

Ride defensively
The most common type of motorcycle accident occurs when a car travelling towards a motorcycle turns round corner in front of the motorcyclist. Ride defensively. Wise motorcyclist uses a strategy of assuming he is invisible to the other drivers, even in broad day light.

Riding clothing
Wear bright, reflecting clothing. Turn on the headlight and taillight every time even on a bright, sunny day to attract driver's attention. Do not ride in another driver's blind spot. We suggest to wear strong boots designed for motorcycle riding equipped with anti-slip sole and ankle protection, leather suites or jackets with safety protection, leather gloves to avoid blisters, cuts and burns.

Do not drink and drive
Alcoholic drinks are not indicated for riding. Even a single glass can affect reactivity and riding skills and situation gets worst with increasing alcoholics assumption. Do not drink and drive and do not let your friends do this.

ACCESSORY USE AND MOTORCYCLE LOADING

Loading limit

WARNING

Overloading or improper loading can cause lose of control and this may result in an accident. Follow loading limits and loading guidelines in this manual.

Maximum loading weight:

- 130 kg (286 lbs)

This weight includes driver weight, loading and accessories weights.

Loading guidelines

This motorcycle is designed for one rider only.
This motorcycle is primarily intended to carry small items when you are not riding with a passenger. Follow the guidelines below to carry a cargo:

- Balance the load between left and right side of the motorcycle and fasten it securely.
- Place cargo weight as close to the center of the motorcycle as possible.
- Do not attach large or heavy items to the handlebars, front forks or rear fender.
- Check that both tires are properly inflated to the specified tire pressure for your loading conditions. Refer to page **64**.

- Improperly loading of your motorcycle can reduce your ability to balance and steer the motorcycle.You should ride at reduced speeds, less than 130 km/h (80 mph), when the cargo is loaded or accessory is fitted.
- Adjust suspension setting as necessary. Refer to pages **45-50**.

WARNING

Do not carry any objects in the space behind the fairing. Objects placed in this area can interfere with steering and cause loss of control.

Accessory use

The addition of unsuitable accessories can lead to unsafe operating conditions. It is not possible for **Bimota** 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 **Bimota** dealer if you have any questions.

WARNING

Improper accessories installation can make your motorcycle unsafe and can lead to an accident. Use Bimota genuine accessories or equivalent, designed and tested for your motorcycle. Follow the guidelines in this section.

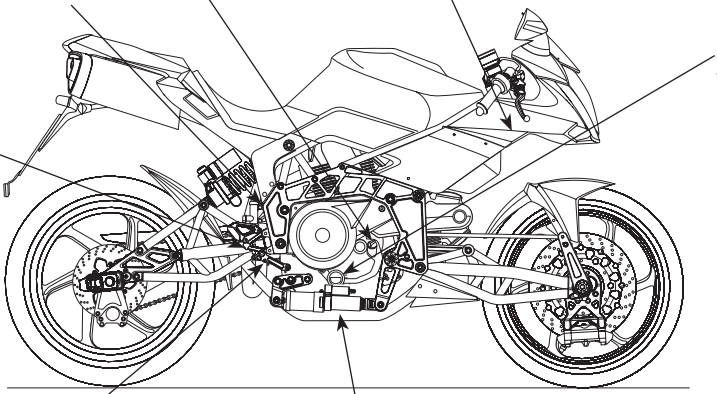
Accessory installation guidelines

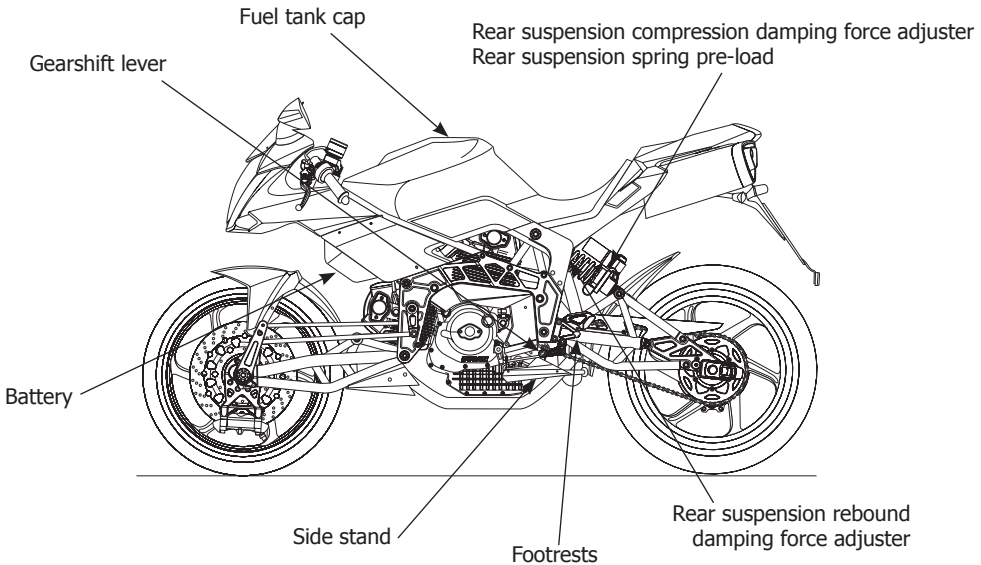
- Install aerodynamic affecting accessories, such as fairing, windshield, backrests, saddlebags and travel trunks, as low as possible, as close the motorcycle and as near the center of gravity as is feasible. Check the mounting brackets and other attachments hardware are rigidly mounted.
- Inspect for 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 handlebars or the front fork area can create serious stability problems. This extra weight will cause the motorcycle to be less responsive to your steering control. The weight may also cause oscillations in the front end lead to instability problems. Accessories added to the handlebars or front fork of the machine should be as light as possible and kept to a minimum.
- Select an accessory which does not limit the freedom of rider movement.
- Select an electric accessory which does not exceed motorcycle's electrical system capacity. Severe overloads may damage the wiring harness or create hazardous situations.
- Do not pull a trailer or sidecar. This motorcycle is not designed to pull a trailer or sidecar.

Modification

Modification of the motorcycle, or removal of the original equipment may render the vehicle unsafe or illegal.

LOCATIONS OF PARTS

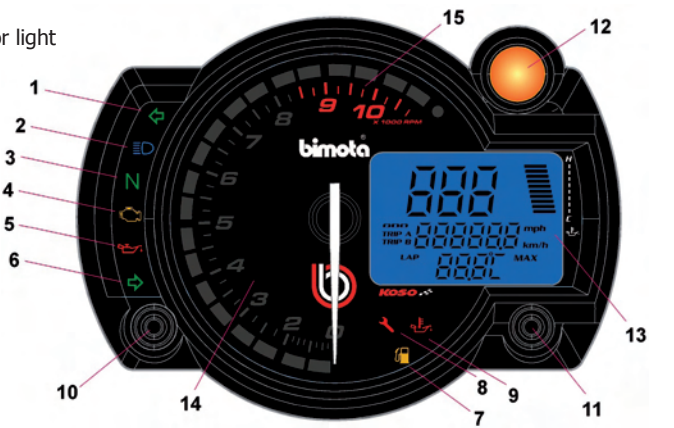

Main fuses
Engine oil filler cap
Rear brake fluid reservoir
Engine oil inspection window
Footrests
Rear brake pedal
Front suspension compression damping force adjuster
Front suspension rebound damping force adjuster
Front suspension pre-load


Fuel tank cap
Rear suspension compression damping force adjuster
Rear suspension spring pre-load
Gearshift lever
Battery
Side stand
Footrests
Rear suspension rebound
damping force adjuster

INSTRUMENT PANEL

Indicators and lights are inside the instrument panel. Their functions are described in the following pages.

(1) Left turn signal indicator light
(2) High beam indicator light
(3) Neutral indicator light
(4) Injection malfunctioning indicator light
(5) Oil pressure indicator light
(6) Right turn signal indicator light
(7) Fuel indicator light
(8) Maintenance indicator light
(9) Oil temperature indicator light
(10) Adjusting button A
(11) Adjusting button B
(12) Over RPM shift light
(13) Multifunctional display
(14) Tachometer
(15) Tachometer red area

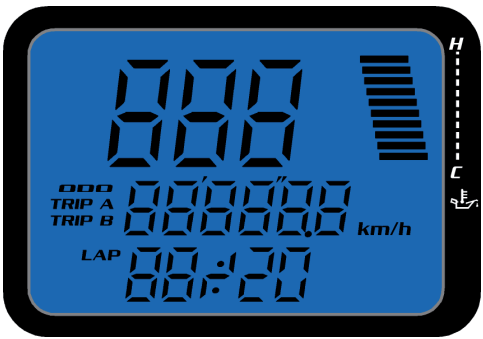


N. rif.	Descrizione	Description
(1) **(6)**	Left/right turn signal indicator light (green)	When the turn signal is being operated to the left, the indicator light will flash at the same time. NOTE: if turn signal is not properly operating due to the bulb filament or circuit failure, the indicator light will flicker more quickly to notify the rider of the existence of trouble.
(2)	High beam indicator light (blue)	The blue indicator light becomes on when the headlight high beam is turned on.
(3)	Neutral indicator light (green)	The light is on when the gear is in neutral position. Each time the ignition switch is turned in "ON" position, all the indicator lights are on and then they get their working status.
(4)	Injection malfunctioning indicator light (amber)	The light is on when there is a trouble to the injection system
(5)	Oil pressure indicator light (red)	With the ignition switch in the "ON" position but the engine not started, the light is on. As soon as the engine is started, the indicator light switch off. When the engine oil pressure drops under the normal operating range, the indicator light turns on.
(7)	Fuel indicator light (amber)	When the fuel in the fuel tank drops below approximately 5 litres (1.2/1.1 US/imp. Gal) the light turns on. Each time the ignition switch is turned in "ON" position all the indicator lights are on then they get their working status.
(8)	Maintenance indicator light (red)	The light becomes on when the motorcycle reaches the scheduled maintenance stops. See the owner manual for more information

Rif.	Name	Description
		about maintenance requirement and scheduling.
(9)	Oil temperature indicator light	When the engine oil temperature goes over the normal operating range, the light becomes on.
(10)	ADJ button A	This button is used to settle air temperature/clock and to adjust the clock.
(11)	ADJ button B	This button is used to settle odometer/trip meters and to reset the trip meters.
(12)	Over RPM shift light	When the engine rpm reaches the maximum allowed value, the light switches on. When the light becomes on, it's required to change a higher gear.
(13)	Multifunctional display	When the ignition switch is turned in "ON" position, the display indicates the test pattern for few seconds. Then the display changes to speedometer.
(14)	Tachometer	It indicates the engine speed in revolutions per minute (rpm). Each time the ignition switch is turned in "ON" position, the indicator needle of the tachometer runs to maximum position then runs back to 0.
(15)	Tachometer red area	Do not allow the needle of the tachometer to reach the red area, even though the break-in period for the engine is finished. NOTE: running the engine at high speed can cause damages.

MULTI-FUNCTION DIGITAL DISPLAY

When the ignition switch is turned in "ON" position, the display indicates the test pattern shown below for three seconds. Then the display changes to speedometer.
The integrated multifunctional display has many functions avaible by switching among three different pages. To switch among the different pages, hold the starter button (on the right side of the handlebar) for more than 3 seconds.
The functions of the display are described in following pages.

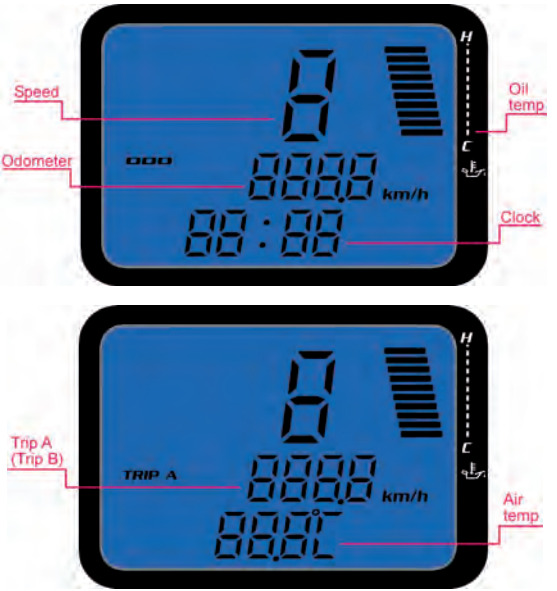


Note: the display layout can change without notice.

Page 1 (main data)
The first page shows the flollowing functions:

- Speed
- Oil temperature
- Odometer / Trip_A / Trip_B
- Clock / Air temperature

Push the button B to switch among Odometer / Trip_A / Trip_B.
To reset Trip_A or Trip_B hold the button B for more than 3 seconds.
Push the button A to switch between clock and air temperature.
To set the clock, hold the button A for more than 3 seconds then use buttons A and B to adjust it.



Page 2 (chrono)
The second page shows the flollowing functions:

- Speed
- Oil temperature
- Chrono
- Lap number (total 20 laps)

Push the starter button (on the right side of the handlebar) to start the chrono. Every time the start button is pushed, the lap is recorded and the chrono start to record a new lap.
You can record up to 20 laps.
Hold the start button for more than 3 seconds to stop the chrono.

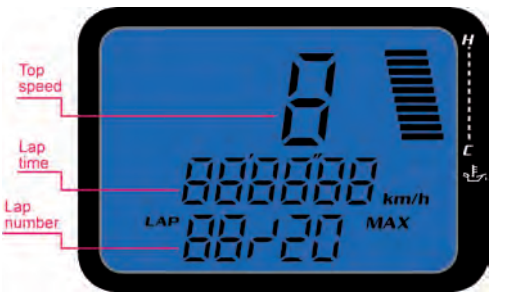
Note: to switch to the next page you must stop the chrono first.

Page 3 (recorded laps data)
The third page shows the flollowing functions:

- Top speed
- Oil temperature
- lap time recorded
- Lap number (total 20 laps)

Push the start button (on the right side of the handlebar) to display the recorded data of each lap.

For each lap are displayed:
- top lap speed
- lap time
- max RPM reached (showed by rpm needle)
- lap number



WARNING

Operating the display while riding can be hazardous. Removing a hand from the handlebars can reduce your ability to control the motorcycle. Always keep both hands on the handlebars during riding.

CAUTION

Riding the motorcycle with the oil pressure indicator light lit can damage the engine and transmission. Whenever the oil pressure light lights up, stop the engine immediately. Check the oil level and make sure the proper amount of oil is in the engine. If the light still not goes out, have your authorized Bimota dealer or qualified mechanic troubleshoot your motorcycle.

MOTORCYCLE COMPONENTS

SUSPENSIONS

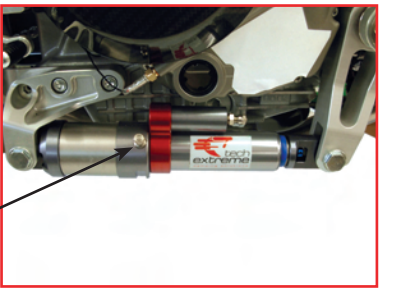
FRONT SUSPENSION

Pre-load adjustment
To adjust the pre-load suspension, change the air pressure inside. Connect an air pump to the valve (**1**)

Decrease pre-load (soft)
Decrease air pressure for light loads and normal riding on flat roads in good conditions.

Increase pre-load (hard)
Increase air pressure for a riding in more severe conditions.

To set the pre-load in the standard value:
1. When the suspension is cold connect an air pump with a manometer to the valve (**1**).
2. Check pressure and set it to 9.5 bar (11PSI) .
3. Close the valve with its cap.



Rebound damping force adjustment

The rebound damping force adjuster (**2**) is located at the back of the suspension. As you turn the adjuster you will notice clicks. Count the number of clicks from fully turned-in position (clockwise).

Decrease damping force (soft)
Turn the adjuster counter clockwise for light loads and normal riding on flat roads in good conditions.

Increase damping force (hard)
Turn the adjuster clockwise for a riding in more severe conditions.

To set the rebound damping force in the standard position:

1. Turn the adjuster clockwise till the end of its run.
2. Turn the adjuster counter clockwise for 6 clicks.

Compression damping force adjustment

The compression damping force adjuster (**3**) is located at the front of the suspension. As you turn the adjuster you will notice clicks. Count the number of clicks from fully turned-in position (clockwise).

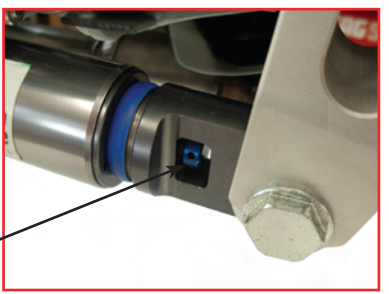
Decrease damping force (soft)
Turn the adjuster counter clockwise for light loads and normal riding on flat roads in good conditions.

Increase damping force (hard)
Turn the adjuster clockwise for a riding in more severe conditions.

To set the compression damping force in the standard position:

1. Turn the adjuster clockwise till the end of its run.
2. Turn the adjuster counter clockwise for 6 clicks.

WARNING
The front shock is equipped with an high pressure nitrogen reservoir. Do not try to disassembly or repair it.



REAR SUSPENSION

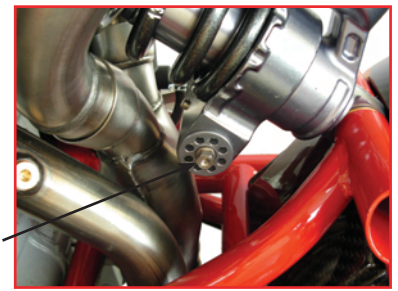
Spring pre-load adjustment

The adjustment can be performed by changing the adjuster nut position (**1**) with a 8 mm wrench.

Decrease pre-load (soft)
Turn the adjuster nut clockwise for light loads and normal riding on flat roads in good conditions.

Increase pre-load (hard)
Turn the adjuster nut counter clockwise for a riding in more severe conditions.

The standard setting for spring pre-load is 10 mm.



Rebound damping force adjustment
The rebound damping force adjuster (**2**) is located at the top of the rear shock. As you turn the adjuster you will notice clicks. Count the number of clicks from fully turned-in position (clockwise).

Decrease damping force (soft)
Turn the adjuster counter clockwise for light loads and normal riding on flat roads in good conditions.

Increase damping force (hard)
Turn the adjuster clockwise for a riding in more severe conditions.

To set the pre-load in the standard position:
1. Turn the adjuster clockwise till the end of its run.
2. Turn the adjuster counter clockwise for 10 clicks.

Compression damping force adjustment
The compression damping force adjuster (**3**) is located at the bottom of the rear shock. As you turn the adjuster you will notice clicks. Count the number of clicks from fully turned-in position (clockwise).

Decrease damping force (soft)
Turn the adjuster counter clockwise for light loads and normal riding on flat roads in good conditions.

Increase damping force (hard)
Turn the adjuster clockwise for a riding in more severe conditions.

To set the pre-load in the standard position:
1. Turn the adjuster clockwise till the end of its run.
2. Turn the adjuster counter clockwise for 10 clicks.

WARNING
The rear shock is equipped with an high pressure nitrogen reservoir. Do not try to disassembly or repair it.

BRAKES

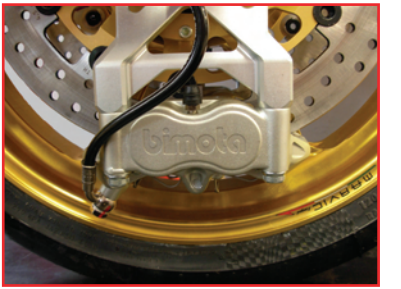
This motorcycle utilizes front and rear disk brakes. Proper operation of brake system are vital to safe riding. Be sure to perform the brake inspection requirements as scheduled.

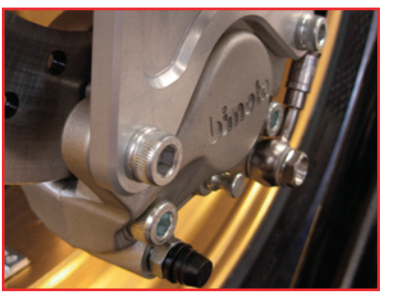
Inspect your brake system for the following items daily:

- Inspect the fluid level in the reservoir.
- Inspect the front and rear brake system for signs or fluid leakage.
- Inspect the fluid hose for leakage or cracked appearance.
- The brake lever and pedal should have the proper stroke and be firm at all times.
- Check the wear of the disk brake pads.

WARNING

Failure to inspect and properly maintain the brakes increases your chance to having an accident. Inspect the brake system before each use according to INSPECTION BEFORE RIDING section. Follow the maintenance schedule to maintain your brake system.



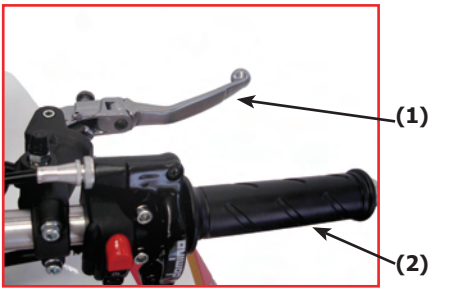


Front brake fluid level:
With the bike in riding position, check the brake fluid level inside the reservoir. It has to be above the lower indicator sign (**1**). If the level is under the lower sign (**1**) control the wear of the brake pads (refer to page **117**).
Worn brake pads have to be replaced.
If the brake pads are not worn, check the brake system as described before.

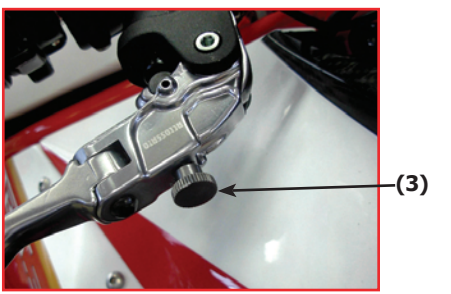
(1) Fluid reference sign for minimum level.

WARNING
Use only DOT 4 brake fluid from a sealed container. Never use or mix different types of brake fluid. If there is frequent loss of fluid, take your motorcycle to a Bimota dealer or qualified mechanic for inspection.

Front brake lever adjustment:
The distance from the end of the front brake lever (**1**) and the handle bar grip (**2**) can be adjusted to allow a more ergonomic driving.
To adjust the lever position push the lever forward and turn the adjuster wheel (**3**). Squeeze the lever for some times and check that the front wheel runs free and properly after the lever is released.



(1) Front brake lever
(2) Grip
(3) Adjuster wheel



WARNING
Adjusting the front brake lever position while riding can be hazardous. Removing hand from the handlebars can reduce your ability to control the motorcycle. Always keep both hands on the handlebars while riding.

Rear brake fluid level:
With the bike in riding position, check the brake fluid level inside the reservoir. It has to be between the upper (**1**) and lower (**2**) indicator signs. If the level is under the lower sign (**2**), control the wear of the brake pads (refer to page **118**).
Worn brake pads have to be replaced.
If the brake pads are not worn, check the brake system as described before.

(1) Fluid reference sign for upper position (MAX)
(2) Fluid reference sign for lower position (MIN)

WARNING
Use only DOT 4 brake fluid from a sealed container. Never use or mix different types of brake fluid. If there is frequent loss of fluid, take your motorcycle to a Bimota dealer or qualified mechanic for inspection.

WARNING

Brake fluid is harmful or fatal if swallowed, and harmful if it comes in contact with skin or eyes. If swallowed do not induce vomiting. Immediately contact poison control center or a physician. If brake fluid gets in eyes, flush eyes with water and seek medical attention. Wash thoroughly after handling. Solution can be poisonous to animals. Keep out of the reach of children and animals.

WARNING

Falling to keep the brake fluid reservoir full with proper brake fluid can be hazardous. The brakes may not work correctly without the proper amount and type of brake fluid. This could lead to an accident.

CAUTION

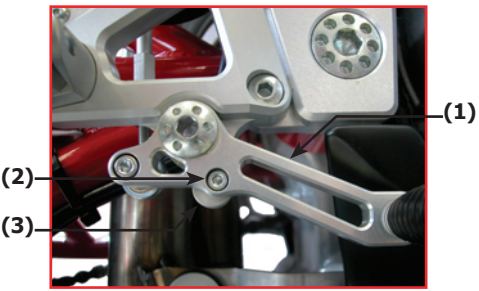
Spilled brake fluid can damage painted surfaces and plastic parts. Avoid spilling any fluid when filling the reservoir. Wipe up spills immediately.

Rear brake pedal adjustment:

To adjust the rear brake pedal (**1**) position, first loosen the screw (**2**) of the eccentric (**3**), then loosen the lock nut (**4**) of the brake rod (**5**); turn the brake rod (**5**) in (**a**) direction to move up the brake pedal or in (**b**) direction to move it down.

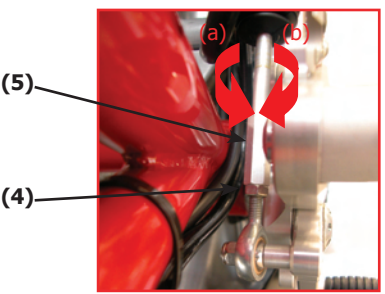
When you have found the right position for the brake pedal, tighten the lock nut (**4**), push the pedal for some times, rotate the eccentric (**3**) until it touches the lower surface of the footrest support and, keeping it in this position, tighten the screw (**3**).

Check that the rear wheel runs free and properly after the pedal is released.



CAUTION

An incorrectly adjusted brake pedal may force brake pads to rub against the disk at all times, causing damage to the pads and disk.
Follow the steps in this section to adjust the brake pedal properly.



CLUTCH

This motorcycle utilizes hydraulic clutch device with a multi-plates system. Proper operation of clutch system is vital to safe riding. Be sure to perform the clutch inspection requirements as scheduled.
Inspect your clutch system for the following items daily:

- Inspect the fluid level in the reservoir
- Inspect the clutch system for signs or fluid leakage
- Inspect the fluid hose for leakage or cracked appearance
- The clutch lever has to have the proper stroke and play

Check the wear of the clutch disks.

Clutch fluid level

With the bike in riding position, check the clutch fluid level inside the reservoir. It has to be above the lower indicator sign (**1**). If the level is under the lower sign (**1**), control the wear of the clutch plates.
Worn clutch plates have to be replaced.
If the clutch plates are not worn, check the clutch system as described before.

(1) Fluid reference sign for minimum level.

WARNING

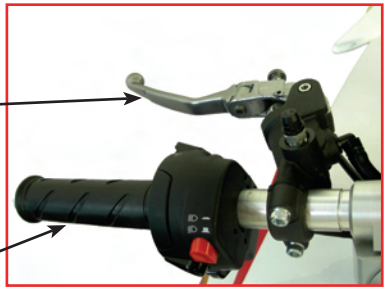
Use only DOT 4 brake fluid from a sealed container. Never use or mix different types of brake fluid. If there is frequent loss of fluid, take your motorcycle to a Bimota dealer or qualified mechanic for inspection.

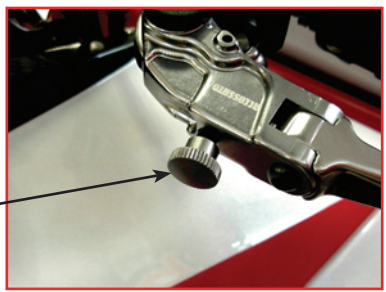
Clutch lever adjustment:

The distance from the end of the clutch lever (**1**) and the handle bar grip (**2**) can be adjusted to allow a more ergonomic driving.

To adjust the lever position push the lever forward and turn the adjuster wheel (**3**). Squeeze the lever for some times and check that the clutch disengages properly.

(1) Clutch lever
(2) Grip
(3) Adjuster wheel





FUEL

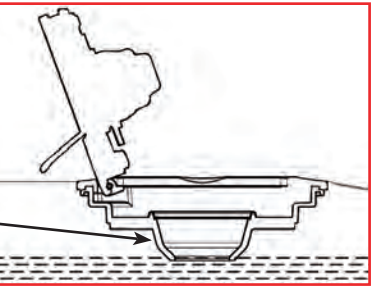
Use premium unleaded gasoline with an octane rating of 95 or higher (Research method). Unleaded gasoline can extend spark plug life and exhaust components life.

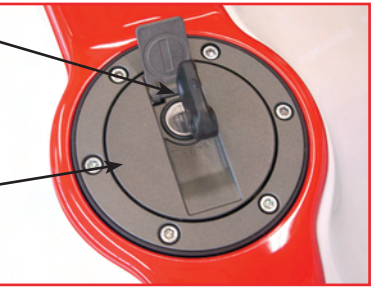
Fuel tank

The capacity of the fuel tank is about **16 litres**.
To open the fuel tank cap (**1**), insert the ignition key (**2**) into the lock and turn it clockwise. With the key inserted, lift up with the key and open the fuel tank cap. To close the fuel tank cap, push the cap down firmly with the key in the cap lock. Never fill the fuel above the bottom of the filler neck (**3**).

WARNING

Overfilling the fuel tank can cause the fuel to overflow when it expands due to heat from the engine or the sun. Spilled fuel can catch on fire.





WARNING

Fuel and vapour are highly flammable and toxic. You can be burned or poisoned when refuelling.

- Stop 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 vapour.
- Keep children and pets away.

NOTE: if riding the motorcycle with a constant road speed and with a normal load the engine does not run in correct condition, substitute another fuel brand. If the engine keep on running not correctly, contact **Bimota** official dealer. This is a customer duty and its non observation will be considered as a damage for the motorcycle and is not covered by the Limited Warranty.

Gasoline containing MTBE

Unleaded gasoline containing MTBE (Methyl Tertiary Butyl Ether) may be used in your motorcycle if the MTBE content is not greater than 15%. This oxygenated fuel does not contain alcohol.

Gasoline/Ethanol Blends
Blends of unleaded gasoline and ethanol (grain alcohol), also known as GASOHOL, may be used in your motorcycle if the ethanol content is not greater than 10%.

Gasoline/Methanol Blends
Fuel containing 5% or less methanol (wood alcohol) may be suitable for use in your motorcycle if they contain cosolvents and corrosion inhibitors.
DO NOT USE fuels containing more than 5% methanol under any circumstances. Fuel system damage or motorcycle performance problems resulting from the use of such fuels are not in the responsibility of **Bimota** and may not be covered under the New Vehicle Limited Warranty or the Emission Control System Warranty.

NOTE: to help clean the air, **Bimota** recommends that you use the oxygenated fuels. Be sure that any oxygenated fuel you use has octane ratings of at least 90 pump octane ((R+M)/2 method). If you are not satisfied with the driveability of your motorcycle when you are using an oxygenated fuel, or if engine pinging is experienced, substitute another brand as there are differences between brands.

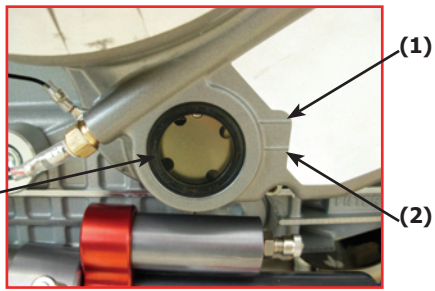
ENGINE OIL

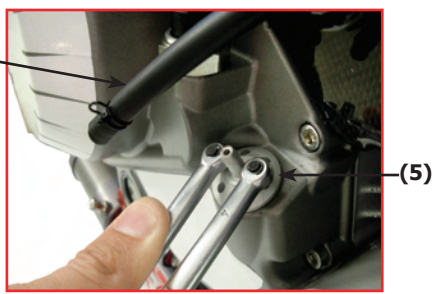
Long engine life depends much on the selection of a quality oil and the periodic changing of the oil. Daily oil level checks and periodic changes are two of the most important maintenance items to be performed.

Engine oil level check

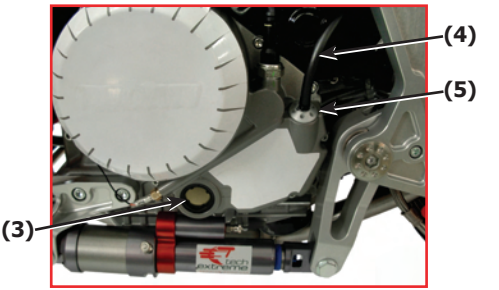
The engine oil level has to be on 2/3 of the distance between upper (**1**) and lower (**2**) line on the right side of the inspection window (**3**).
Follow the procedure below to inspect the engine oil level.

1. Start the engine and run it for a few minutes. Be sure that the oil pressure indicator light is off; if the oil pressure indicator keeps on being on, stop immediately the engine.
2. Stop the engine and hold the motorcycle vertically on level ground.
3. After 3 minutes inspect the engine oil level through the inspection window on the right side of the engine: the oil level has to be between the signs on the right of the inspection window (**3**).





4. If it may occur to add some oil, first remove the drain hose (**4**), then the oil filler cap (**5**) on the right side of the engine and fill with the recommended oil (page **95**) through the filler hole till the level reach the upper sign; do not fill too much.
5. Replace the oil filler cap, the drain hose and check if there are oil leaks.



CAUTION

The engine oil level must be between the upper and the lower reference signs on the crank on the side of the inspection window or engine damage may occur. Check the oil level through the inspection window with the motorcycle held vertically on level ground before each use of the motorcycle.

NOTE: run the engine with insufficient oil pressure could damage it.

(1) Upper level reference line
(2) Lower level reference line
(3) Inspection window
(4) Drain hose
(5) Oil filler cap

TIRES

Tire pressure and loading

Proper tire pressure and proper tire loading are important factors. Overloading your tires can lead to tire failure and loss of vehicle control. Check tire pressure each day before you ride, and be sure the pressure is correct for the vehicle load according to the reference below. Tire pressure should only be checked and adjusted before riding, since riding will heat up the tires and lead to higher inflation pressure readings. Under inflated tires make smooth cornering difficult and can result in a rapid tire wear. Over inflated tires have a smaller amount of tire in contact with the road which can contribute to skidding and loss of control. Cold tire inflation pressures are:

FRONT 2.3 bar (2.35 kgf/cm2)
REAR 2.3 bar (2.35 kgf/cm2)

Proper tire condition and proper tire type affect vehicle performance. Cuts or cracks in the tires can lead to tire failure and loss of vehicle control. Worn tires are susceptible to puncture failures and subsequent loss of vehicle control. Tire wear also affects the tire profile, changing vehicle handling characteristics.

WARNING

Failure to follow these warnings may result in an accident due to tire failure. The tires on your motorcycle form the crucial link between your motorcycle and the road.

- **Check tire condition and pressure and adjust pressure before each ride.**
- **Avoid overloading your motorcycle.**

- **Replace a tire when worn to the specified limit or if you find damage such as cracks or cuts.**
- **Always use the size and the type of tires specified in this owner's manual.**
- **Balance the wheel after tire installation.**

Read this section of owner's manual very carefully.

Tubeless tires

WARNING

Failure to follow these instructions about tubeless tires may result in an accident due to tire failure. Tubeless tires require different service procedures than tube tires.

- **Tubeless tires require an air tight seal between the tire bead and the wheel rim. Special tire irons and rim protectors or a specialized tire mounting machine must be used for remove and installing tires to prevent tire or rim damage which could result in an air leak.**
- **Repair puncture in tubeless tires by removing the tire and applying an internal patch. Do not use an external repair plug to repair a puncture since the plug may work loose as a result of the cornering force experienced in a motorcycle tire.**
- **After repairing a tire, do not exceed 80 km/h (50 mph) for the first 24 hours, 130 km/h (80 mph) thereafter. This is to avoid excessive heat build up which could result in a tire repair failure and tire deflation.**

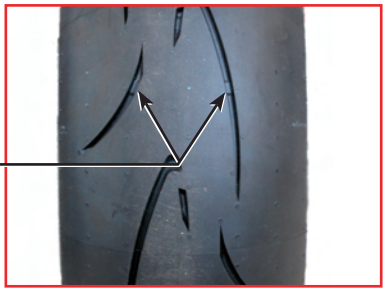
Replace the tire if it is punctured in the sidewall area, or if a puncture is larger than 6 mm (3/16in). These punctures cannot be repaired adequately.

Tread condition

Check tire conditions each day before you ride. Replace tires if tires show visual evidence of damage, such as cracks or cuts, or if tread depth is less than:

FRONT 1.5 mm (0.06 in)
REAR 2.0 mm (0.08 in)

as you can check through the wear indicators (**1**).



Tires replace

When you replace a tire be sure to replace it with a tire of a size and type listed below:

FRONT 120/70 ZR17 (58W)
REAR 180/55 ZR17 (73W)

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 as described in this section and avoid hard acceleration, hard cornering and hard braking for the first 160 km (100 miles).

CAUTION

If you use a different size or type of tire, vehicle handling may be adversely affected, possibly resulting in loss of vehicle control

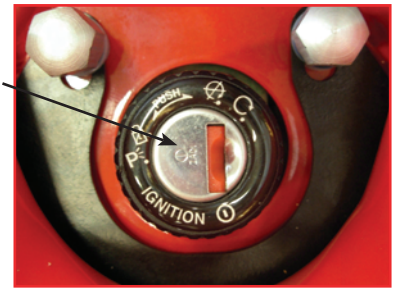
WARNING

An improperly repaired, installed or balanced tire can cause loss of control or shorten tire life.

CONTROLS

IGNITION SWITCH

Ignition switch (**1**) is between fuel tank and steering head.
Head light and taillight will be lit each time the key is turned in "ON" position: if the engine is not running, this will run the battery down.
The ignition switch has four positions:



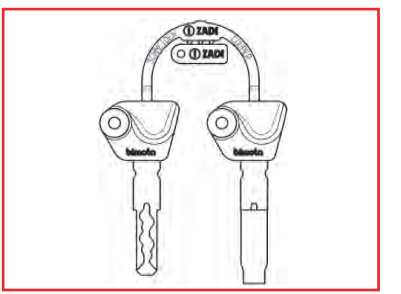
Key position	Description	Key removing
LOCK (steering lock).	The steering is lock; all electrical circuits are cut off.	The key can be removed.
OFF	All electrical circuits are cut off; the engine will not start.	The key can be removed.
ON	The ignition circuit is completed; the engine can now be started	The key can not be removed.
P	Position light and taillight will remain lit and the steering will be locked; the engine will not start.	The key can be removed.

WARNING

Turning the ignition switch to the "P" (PARKING) or "LOCK" position while the motorcycle is moving can be hazardous. Moving the motorcycle while the steering is locked can be hazardous. You could lose your balance and fall, or you could drop the motorcycle.
Stop the motorcycle and place it on the side stand before locking the steering. Never attempt to move the motorcycle when the steering is locked.

KEY

This motorcycle comes equipped with a main ignition key and a spare one. Keep the spare key in a safe place.
The key number is stamped on a plate provided with the keys. This number is used when making a replacement key.



RIGHT HANDLEBAR

Engine stop switch

The engine stop switch (**1**) is on the left side of the throttle grip. When the switch is in "RUN" position the engine runs; when the switch is in "OFF" position the engine can not run. If the engine is off and the switch is in "OFF" position, head light and taillight will be lit: this will run the battery down.

Electric starter button

This button is used for operating the starting motor. With the ignition switch in "ON" position, the engine stop switch (**1**) in "RUN" position and the transmission in neutral push the electric starter button (**2**) to operate the starter motor and start the engine.

NOTE: this motorcycle is equipped with interlock switches for the ignition circuit and the starter circuit. The engine can only be started if:

- The transmission is in neutral.
- The transmission is in gear, the side stand is fully up and the clutch is disengaged.

CAUTION

To prevent electrical system damage do not operate the starter motor more than five seconds at a time. If the engine does not start after several attempts, check the fuel supply and ignition system.

Choke device button

When starting the engine cold, push the choke button (**3**) on the back side of the throttle command.
When the engine is running, turn forward the throttle grip (**4**) to disengage the choke.

LEFT HANDLEBAR

Turn signal light switch

Move the switch (**1**) to the left to flash the left indicator lights, move it to the right to flash the right indicator lights.
To cancel turn signal operation, push the switch in.

WARNING

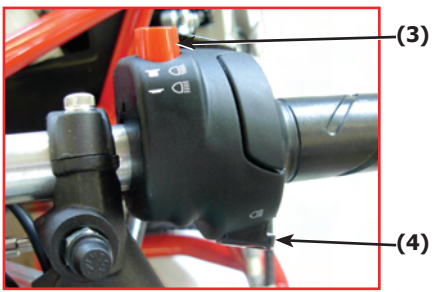
Failure to use the turn signals and failure to turn off turn signals can be hazardous. Other drivers may misjudge your course and this may result in an accident.
Always use the turn signals when you intend to change lanes or make a turn. Be sure to turn off the turn signals after completing the turn or lane change.

Horn switch
Press the horn switch (**2**) to sound the horn.

Dimmer switch
Press the button (**3**) on "HI" position to turn on high beam light (the high beam indicator light also turn on); press the button on "LO" position to turn off the high beam and keep on running with low beam light.

Head light flasher switch
Pull the lever (**4**) to flash the high beam light.

(1) Turn signal light switch
(2) Horn switch
(3) Dimmer switch (high/low beam)
(4) Head light flasher switch



STEERING LOCK

To lock the steering, turn the handlebar all the way to the left; push down and turn the key (**1**) to the "LOCK" position and remove the key.

WARNING

Turning the ignition switch to the "LOCK" position while the motorcycle is moving can be hazardous. Move the motorcycle while the steering is locked can be hazardous. You could lose your balance and fall, or you could drop the motorcycle.

SEAT

Seat has to be removed to remove the fuel tank.

To remove the seat:

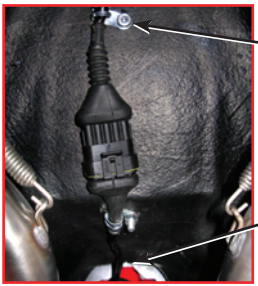
1. Remove the screws (**1**) and (**2**) under the tail.
2. Remove the seat (**3**) from the top pulling towards the red arrow showed.

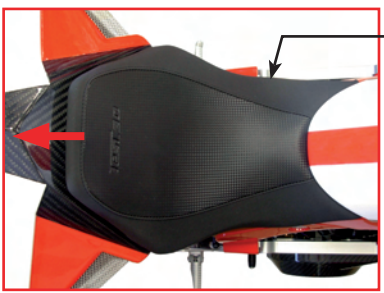
To reinstall the seat repeat the actions in opposite order.

After installing the seat check the seat being firmly fixed on the tail.

WARNING

Failure to install the seat properly could allow the seat to move and cause loss of control. Fasten the seat securely in its proper position.





FRONT FAIRINGS

Front fairing has to be removed to substitute damaged fuses more easily.

To remove front fairing:

1. Remove the four screws (**1**) on both sides of the motorcycle.
2. Remove the right and left side covers (**2**) then the screws (**3**) on both sides of the motorcycle.
3. Remove the front fairing (**4**) with care.

To reinstall the fairings repeat the actions in opposite order.

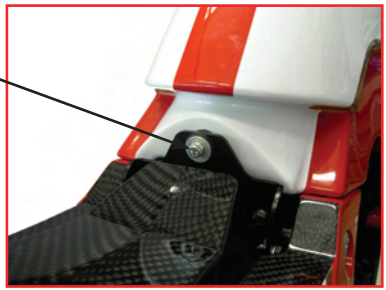
FUEL TANK

Remove fuel tank to clear or substitute the air filter inside the airbox.

To remove the fuel tank:

1. Remove the rider seat (page **74**).
2. Remove the screw (**1**) on the back side of the fuel tank.
3. Remove the two screws (**2**) which fix the front side of the fuel tank.
4. If it's necessary to take the fuel tank out remove the two drain hoses and the two fuel hoses.
5. Pull the fuel tank out.

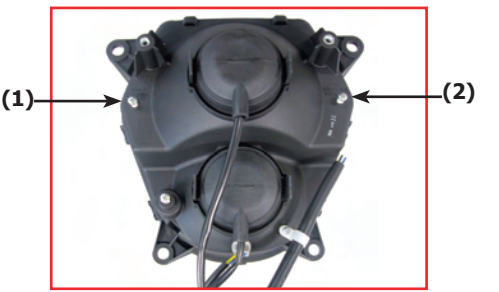
To reinstall the fuel tank repeat the actions in opposite order paying attention to reconnect the two drain hoses in the original position.



HEADLIGHT BEAM ADJUSTMENT

Headlight beam adjustment can be done by screwing/unscrewing the screws (**1**) and (**2**) due to the necessities.

Respect the laws and rules of your country.



INSPECTION BEFORE RIDING

Before riding the motorcycle, be sure to check the following items. Never underestimate the importance of these checks. Perform all of them before riding the motorcycle; if you will find some problem, please contact your **Bimota** dealer.

WARNING

Failure to inspect and maintain your motorcycle properly increases the chance of an accident or equipment damage. Always perform a pre-ride inspection before each ride. Refer to the table below for check items.

WARNING

Using worn, improperly inflated or incorrect tires will reduce stability and can cause an accident. Follow all instructions in the TIRES section in this owner's manual.

WARNING

Checking maintenance items when the engine is running can be hazardous. You can be severely injured if your hands or clothing get caught in moving parts. Shut the engine off when performing maintenance checks, except when checking the engine stop switch and throttle.

1. Engine oil - Correct level by adding oil if necessary (pages **62**, **63**); control for leakages.
2. Fuel - Control the level is enough for your planned ride (page **59**); control for leakages.
3. Front and rear brakes - Control for fluid level into the reservoir, check pedal and lever correct play, control for leakages and check the pads not to be worn down the limit (pages **117**, **118**).
4. Tires - Check the correct pressure; check the adequate tread depth and control there are no cracks or cuts (pages **64 - 67**).
5. Drive chain - Check the tension or slack; verify the adequate lubrication and check there are no excessive wear or damage (pages **105 - 107**).
6. Throttle - Correct play in throttle cable; check for smooth operation and positive return of the throttle grip to the closed position (page **102**).
7. Lighting and horn - Check the correct function for lights indicators and horn (pages **71**, **72**); control the correct beam for the headlight (page **72**) and the braking lights for taillight (page **122**).
8. Engine stop switch - Check the correct function (page **70**).
9. Side stand, ignition interlock switch - Check the proper operation (page **110**).

STARTING THE ENGINE

Follow always the procedure below for starting the engine.

NOTE: this motorcycle is equipped with interlock switches for the ignition circuit and starting circuit. The engine can only be started if:

- The transmission is neutral even if the side stand is down.
- The transmission is in gear, the side stand is fully up and the clutch is disengaged.

If you shift the transmission into gear when the side stand is down, the engine will stop running.

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 exhaust pipes; shut the engine off if you cannot begin your ride promptly.

WARNING

Running the engine indoors or in a garage can be hazardous. Exhaust gas contains carbon monoxide, a gas that is colorless and odorless and can cause death or severe injury. Only run the engine outdoors where there is fresh air.

Before attempting to start the engine, insert the key and turn it in "ON" position, make sure that:

- The engine is in neutral.
- The engine stop switch is in "RUN" position.

- Oil pressure light is on.

If the oil pressure light keep on lighting, stop the engine immediately and check the engine oil level.
NOTE: running the engine with insufficient oil pressure could damage the engine seriously.

Starting procedure

This motorcycle is equipped with electronic fuel injection system.

- Push the "START" button with the throttle completely close

The engine does not start with the throttle full open because the electronic control of the engine cuts the fuel injection.

- If the temperature is low (under about 15°C (about 59°F)) use the starter device (page **71**) to make a richer fuelling. After the engine has completed the warm up, turn back the starter device to the original position.

When the engine is hard to start (flooded)

If the engine is hard to start, it could be flooded.

1. Put the starter switch in "RUN" position.
2. Open the throttle completely.
3. Push the starter button for 5 seconds.
4. Start the engine as normal procedure.

If the engine starts with an irregular idling, open the throttle approximately 1/8 turn.
If the engine does not start, repeat the procedure above.

BREAK IN (RUNNING IN) FOR YOUR MOTORCYCLE

The first 1600 km, (1000 miles) are the most important for the life of your motorcycle. Proper break-in operation during this time will help to ensure maximum life and performance from your motorcycle. Avoid fast startings and sudden accelerations.

RIDING TIPS

Read carefully the chapter Safe Riding (pages **29**, **30**) before riding.
Check the proper operation for the side stand.
Read the chapter Maintenance (pages **88-93**) and side stand operation system (page **110**).
Be sure that no flammable materials (dried grass or leaves) come in contact with the exhaust system during the ride.

1. After a proper warm up the motorcycle is ready for starting.
2. With the engine in idling, squeeze the clutch lever and press the gear pedal to insert the first gear.
3. Release slowly the clutch lever and at the same time increase the speed gradually by rotating throttle grip. Coordinating the actions on clutch lever and throttle grip it is possible to obtain a smooth starting
4. After a certain speed is reached, close the throttle, squeeze the clutch lever and insert the second gear shifting the gear pedal. Repeat this actions for the other gears.
5. Coordinate actions on throttle and clutch to obtain a smooth deceleration.
6. Act on both brakes, front and rear, without rough manners to avoid to stop the wheels making hard the control of the motorcycle.

WARNING

Riding this motorcycle at excessive speed increases your chance of losing control of the motorcycle. This may result in an accident. Always ride within the limits of your skills, your motorcycle, and the riding condition.

WARNING

Removing your hands from the handlebars or feet from the footrest during operation can be hazardous. If you remove even one hand or foot from the motorcycle you can reduce your ability to control the motorcycle. Always keep both hands on the handlebars and both feet on the footrests of your motorcycle during operation.

WARNING

Sudden side winds which can occur when being passed by larger vehicles, at tunnel exits or in hilly areas can upset your control. Reduce your speed and be alert to side winds.

WARNING

Downshifting when engine speed is too high can:

- **Cause the rear to skid and lose traction due to increased engine braking, resulting in an accident, or**
- **Force the engine to overrev in lower gear resulting in engine damage.**

Reduce speed before downshifting.

WARNING

Downshifting while the motorcycle is leaned over in a corner may cause rear wheel skid and loss of control. Reduce your speed and downshift before entering the corner.

WARNING

Revving the engine into red zone can cause severe engine damage. Never allow the engine rev into the red zone in any gear.

BRAKE

To brake apply the front and rear brakes evenly and at the same time. Downshift through the gears as road speed decreases. Select neutral with the clutch lever squeezed toward the grip (disengaged position) just before the motorcycle stops; neutral position can be confirmed by observing the neutral indicator light.

- Using front and rear brake separately reduces braking performance.
- Hard braking may cause wheel skid and loss of control.
- If it is possible, decrease the speed and brake smoothly before curves; hard braking while turning may cause loss of control.
- Hard braking on wet, loose, rough or other slippery surfaces can cause wheel skid and loss of control; drive safe in these condition with smooth actions and have great care in driving.
- 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 the effectiveness.

WARNING

Inexperienced riders tend to underutilize 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. Apply both brakes evenly and at the same time.

WARNING

Hard braking while turning may cause wheel skid and loss of control. Brake before you begin to turn.

WARNING

Hard braking on wet, loose, rough or slippery surfaces can cause wheel skid and loss of control. Brake lightly and with care on slippery or irregular surfaces.

WARNING

Following another vehicle too closely can lead to a collision. As vehicle speeds increase, stopping distance increases progressively. Be sure you have a safe stopping distance between you and the vehicle in front of you.

PARKING

1. Turn the ignition key to "OFF" position.
2. Turn the handlebars all the way on the left and lock the steering for security (page **73**).
3. Park the motorcycle on a firm, flat surface where it will not fall over.

Be sure that no flammable materials (dried grass or leaves) come in contact with the exhaust system during the ride.
To avoid heat damages on personal objects, do not cover the exhaust with clothes for the first 20 minutes after stopping the motorcycle.

WARNING

A hot muffler can burn you. The muffler will be hot enough to burn you for some time after stopping the engine. Park the motorcycle where pedestrians or children are not likely to touch the muffler.

PROTECTION AGAINST THEFTS

1. Block always the steering and never leave the key on the ignition switch.
2. Information about your motorcycle has to be always upgraded and detailed.
3. If it is possible park your motorcycle in a closed garage.
4. Use a good quality antitheft.
5. Write down on this manual your data and keep always it on the motorcycle. In certain cases the motorcycle could be identified by the data written on this manual.

MAINTENANCE

A good maintenance is essential to preserve your motorcycle and keep it in order to avoid problems and reduce pollution and engine consumption.
To help you about the correct maintenance of the motorcycle here below there is a maintenance chart.
The charts indicates the intervals between periodic services in miles, 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 dusty climate, certain services ensure reliability of the machine as explained in the maintenance section.
Your **Bimota** dealer can provide you with further guidelines.

WARNING

Improper maintenance or failure to perform recommended maintenance increases the change of an accident or motorcycle damage. Always follow the inspection and maintenance recommendations and schedules in this owner manual.

NOTE: the maintenance chart specifies the minimum requirements for maintenance. If you use motorcycle under severe conditions, perform maintenance more often than shown in the chart. If you have any questions regarding maintenance intervals, consult your **Bimota** dealer or qualified mechanic.

Steering components, suspensions and wheel components are key items and requires very special and careful servicing. For maximum safety we suggest that you have these items inspected and serviced by your authorized **Bimota** dealer or qualified service mechanic.

CAUTION

Using poor quality replacement parts can cause your motorcycle to wear more quickly and may shorten its useful life.

WARNING

Running the engine indoors or in a garage can be hazardous. Exhaust gas contains carbon monoxide, a gas that is colorless and odorless and can cause severe injury. Only run the engine outdoors where there is fresh air.

1. After maintenance operations be sure that the engine is turned off; this is to avoid potential risks:
   - Carbon monoxide poisoning (be sure to be in a place with sufficient air ventilation).
   - Hot parts burns injuries; let the exhaust get cold before maintenance.
   - Injuries by parts in motion; do not start the engine if not requested by the maintenance items.
2. Read carefully the instructions and be sure to have proper tools and skills.
3. To avoid the motorcycle falling down, park it on a stable flat surface, using side stand or maintenance stand to hold it on.

4. To avoid firing risks, be careful on working in presence of fuel or flammable substances; use only non flammable liquids to clean the motorcycle; do not use fuel; keep away flames from battery and fuel components.

Your **Bimota** dealer has all the tools, experience and skill to maintenance your motorcycle in the proper way; use only **Bimota** original spare parts.

MAINTENANCE CHART

Following maintenance chart describes all the operations to carry out to have a motorcycle always in order and in good conditions. Maintenance operations are to be executed by expertized technicians and with the proper tools. This operations have to be done by authorized **Bimota** dealer or by the customer if he has the proper tools. For safe items we recommend to perform maintenance by an authorized **Bimota** dealer.

Table of contents:

[C] Control and/or adjust
[P] Clean
[L] Lube
[V] Verify with engine running
[S] Substitute

Description	Running 1.000 km or 6 months	Every 1.000 km	Every 10.000 km	Every 20.000 km
Spark plugs	C		S	
Drive chain: tensioning and lube	C L	C L		
Distribution belts	C		C	S
Overall check	C		C	
Flexible devices	C	C		
Hydraulic devices: clutch and brakes	C	C		
Cylinder compression test			C	
Throttle body: adjustment and idling	C		C	
Wheel bearings			C	
Steering bearings: travel	C		C	

Description	Running 1.000 km or 6 months	Every 1.000 km	Every 10.000 km	Every 20.000 km
Air filter	C		S	
Oil filter	P			P
Fuel filter	S		S	
Engine oil filter	S		S	
Valves clearance			C	
Elastic joint rear wheel			C	
Battery: efficiency and load	C		C	
Overall lube	L		L	
Clutch and brake oil	C	C		S
Front suspension air pressure		C		
Engine oil	S	C	S	
Brake pads: wear	C	C		
Pinion block washer			C	
Tires: wear and pressure	C	C		
Fuel tank			P	
Overall screws tightening	C		C	

MAINTENANCE TOOLS

The motorcycle is equipped with maintenance tools kit. With these tools some emergency operations or substitutions on the road side will be performed.

Tools included in the maintenance tools kit:

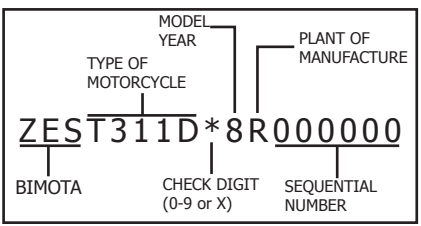
- Spark plug key
- Hexagonal key 4 mm
- Wrench 10x12 mm
- Wrench 8x10 mm
- Wrench 10x14 mm
- Screwdriver Phillips n° 2
- Tools bag

SERIAL NUMBER LOCATION

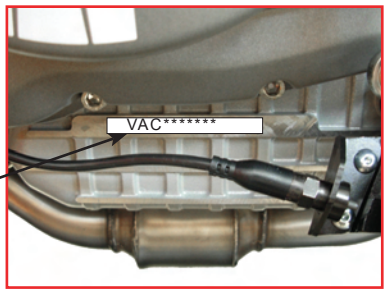
The frame and/or engine serial numbers are used to register the motorcycle. They are also used to assist your dealer when ordering parts or referring to special service information.

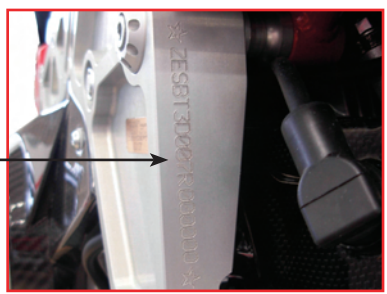
- The engine serial number (**1**) is punched on the crankcase assembly (left side).
- The frame number (**2**) is punched on the right aluminium plate, on the front side.

The identification of frame numbers is shown below:

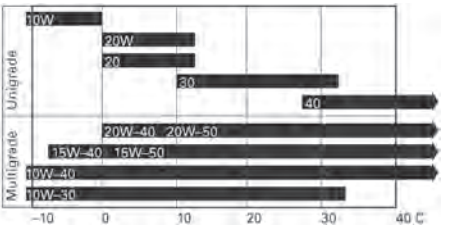


FRAME N.	
ENGINE N.	





ENGINE OIL
Read the instruction for maintenance (pages **88-93**).



Suggestion about oil
Use only oils which are rated SG under the API service classification.

Viscosity
The recommended viscosity is SAE 10W-40.
The other viscosity degrees indicated in the table can be used if the local average temperature is within the limits specified for that oil viscosity.

Standard JASO T 903
MA

Recommended oil
Use a premium quality 4-stroke motor oil to ensure longer service life of your motorcycle.

This motorcycle does not need oil additives. Use recommended oil.
Do not use oils API SH or higher grade which present the circular tag API "energy saving" on the tank.

Not reccomended
Do not use racing oils with vegetal base or castor oils.

Standard JASO T 903

JASO T 903 standard is an indication for 4-stroke oil choose. There are two class: MA and MB.
The tanks for standard approved oils have a defined tag. The following tag indicates MA standard:

PRODUCT MEETING JASO T 903
COMPANY GUARANTEEING THIS MA PERFORMANCE:
(**1**)Code number of the company which distributes the oil
(**2**)Oil classification

Engine oil and filter change

Long engine life depends on the selection of a quality oil and the periodic change of the oil. Daily oil level checks and periodic changes are two of the most important maintenance items to be performed.
Change the engine oil and filter at each maintenance interval (page **92**).
When riding in dusty places, change the engine oil and filter more often than indicated.

WARNING

Engine oil and exhaust pipes can be hot enough to burn you. Wait until the oil drain plug and exhaust pipes are cool enough to touch with bare hands before draining oil.

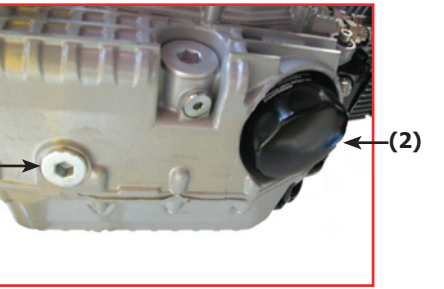
1. Remove the drain plug (**1**) and its gasket with a wrench and drain the engine oil into a drain pan. Check if there are metallic dust on the magnetic side of the drain plug. Reinstall the drain plug and gasket.
2. Tighten the drain plug with a torque of **42 Nm**.
3. Remove the oil filter (**2**) by rotating it counterclockwise.

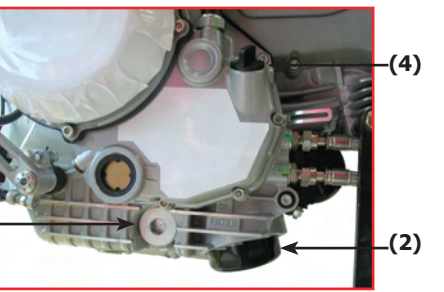
4. Install the new engine oil filter using a proper tool; smear a little engine oil around the rubber gasket of the new oil filter. Using an oil filter with the wrong design or thread specifications can cause oil leaks or engine damages. Use a genuine **Bimota** oil filters or an equivalent designed for your motorcycle.

CAUTION

Using an oil filter with the wrong design or thread specifications can cause oil leaks or engine damage. Use genuine Bimota oil filter or an equivalent designed for your motorcycle.

5. Every two changes for the engine oil it is recommended to clean the net oil filter. Remove the cap (**3**) with its gasket.
6. Remove the oil filter.
7. Clean the filter with fuel and compressed air taking care on not break the net.
8. Reinstall the filter, the cap and its gasket and tighten it with a torque of **42 Nm**.





9. Remove the oil filler cap (**4**) and fill the crank with the recommended oil (page **95**) till the sign of the higher level on the crank (on the side of the window). The capacity of the crank is **3.9 l.**
10. Reinstall the oil filler cap (**4**).
11. Switch on the engine and let it run for 3 to 5 minutes
12. 2-3 minutes after stopping the engine, holding the motorcycle vertically on the ground, check the oil level. Verify there are no leaks.

WARNING

New and used oil and solvent can be hazardous. Children and pets may be harmed by swallowing new or used oil or solvent. Continuous contact with used engine oil has been found to cause skin cancer in laboratory animals. Brief contact with used oil and solvent may irritate skin.
Keep new and used oil and solvent away from children and pets.
Wear a long sleeve shirt and waterproof gloves.
Wash with soap if oil or solvent contacts your skin.

NOTE: recycle or properly dispose of used oil and solvent.

CAUTION

Engine damage may occur if you use oil that does not meet Bimota's specifications. Use the oil specified in the fuel, engine oil and coolant recommendation sections.

SPARK PLUGS

CAUTION

Improper spark plug may have an incorrect fit or heat range for your engine. This may cause severe engine damage which will not be covered under warranty.

Use only spark plugs listed below or equivalent. Consult your **Bimota** dealer or qualified mechanic if you are not sure which spark plug is correct for type of usage.

Champion RA6HC - normal
NGK DCP-R8E - normal

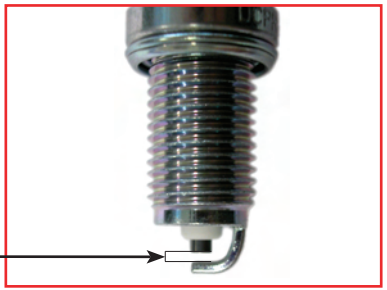
This motorcycle uses resistor type spark plug to avoid jamming electronic parts.
Follow the indications below:

- Do not clean the spark plug. If the spark plug is dirty, change it with a new one.
- Use only a thickness gauge to verify spark plug gap to avoid damages on the spark plug metal treatment.

- Do not change the gap of the spark plug: if it is not correct replace the spark plug.

To remove the spark plugs:

1. Remove the four spark plug caps (**1**).



CAUTION

Improper removal of spark plug cap can damage the ignition coil in the spark plug cap. Extract the spark plug cap with your hand. Do not use pliers.

2. Remove spark plugs with the spark plug wrench.
3. Check the spark plugs if there are carbon deposits or wear signs. Replace the spark plugs if they are worn or dirt with new ones.
4. Verify the spark plug gap (**2**) is 0.6-0.7 mm. If the gap is less or more than this value change the spark plug with new one.

CAUTION

Dirt can damage your engine if it enters the hole without spark plug. Cover the spark plug hole when ever the spark plug is removed.

5. With the washer on the thread carefully turn the spark plug by hand untill it is finger tight.
6. Tighten each spark plug:
   - If used spark plug is in good condition: 1/8 turn once tighten by hand.
   - If the spark plug is new: tighten twice to avoid it could loosen:
     a) First tighten the spark plug: ½ turn once tighten by hand
     b) Then loosen the spark plug
     c) Tighten the spark plug: 1/8 turn once tighten by hand

NOTE: a crossthreaded or overtightened spark plug will damage the alluminium threads of the cylinder head; a loosen spark plug could damage the piston.

7. After tightened all the spark plugs, connect the caps.

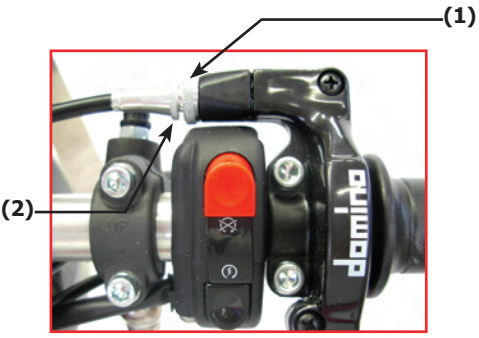
CAUTION

Improper installation of spark plug cap can damage the ignition coil in the spark plug cap. Install the spark plug caps with your hand. Never hit the spark plug caps with a tool.

THROTTLE CABLE PLAY

Check the proper working of throttle grip and cable:

1. Check the grip turn completely and easily in maximum and idling position with steering turned all the way left and right.
2. Measure the play of the grip: the correct play has to be 2-4 mm. To adjust the play of the grip loosen the nut (**1**), turn the adjuster wheel (**2**) till the right play is reached, tighten the nut (**1**) again.



WARNING

Inadequate throttle cable play can cause engine speed to rise suddenly when you turn the handlebars. This can lead to loss of rider control. Adjust the throttle cable play so that engine idle speed does not rise due to handlebars movement.

IDLING

Correct idling (in neutral):
1.200±100 min^{-1} (rpm)

DRIVE CHAIN

This motorcycle has a master link drive chain. We recommend that you take your motorcycle to an authorized **Bimota** dealer or qualified mechanic if the drive chain needs to be replaced.
The condition and adjustment of the drive chain should be checked each day before you ride. Always follow the guide lines for inspecting and servicing the chain.

WARNING

Riding with the chain in poor condition or improperly adjusted can lead to an accident. Inspect, adjust and maintain the chain properly before each ride, according to this section.

Inspecting the drive chain

Switch off the engine, hold the motorcycle on side stand and insert neutral.

1. Check the slack on the lower arm of the chain between sprocket and pinion. The correct slack has to be adjusted so to move the chain by hand: 25-35 mm.
2. Move the motorcycle forward and stop it.
3. Check the chain slack; the drive chain slack has to be constant, if the drive chain is loosen only in some positions, some links could be kinked or bound: these inconvenient could be solved by proper lube.
4. With the motorcycle standing on side stand check for:
   - Loose pins
   - Damaged rollers
   - Dry or rusted links

- Kinked or binding links
- Excessive wear
- Improper chain adjustment

5. Damage to the drive chain means that the sprocket may also be damaged. Inspect the sprockets for the following:
   - Excessively worn teeth
   - Broken or damaged teeth
   - Loose sprockets mounting nuts

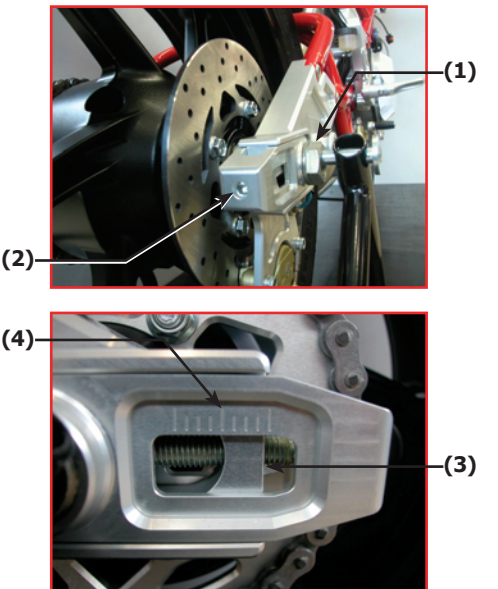
If you find any of these problems with your sprocket, consult your **Bimota** dealer or qualified mechanic.
NOTE: the two sprocket should be inspected for wear when a new chain is installed and replace them if necessary.

WARNING
Improperly installing a replacement chain, or using a joint-clip type chain, can be hazardous. An incompletely riveted master link or a joint clip type master link, may come apart and cause an accident or severe engine damage.
Do not use a joint-clip type chain. Chain replacement requires a special riveting tool and high quality, non-joint-clip type chain. Ask an authorized Bimota dealer or qualified mechanic to perform this work.

Drive chain adjustment

Adjust the drive chain slack to the proper specification. The chain may require more frequent adjustment than periodic maintenance schedule depending upon your riding conditions.

1. Lift the motorcycle by a stand with gear in neutral and ignition switch off.
2. Loosen rear axle (**1**).
3. Turn both the regulation screws right and left (**2**) for the same turns until the right slack is reached. Turn the screws counterclockwise to pull the chain up, turn the screws clockwise to loosen the chain slack. Move the motorcycle forward and check the slack again. The correct slack is 25-35 mm.
4. Align the ending shoes of the swingarm (**3**) with the reference signs on the swingarm plates (**4**) on both sides of the swingarm. The two shoes of the swingarm has to be placed with the corresponding signs on the plates. If the axle alignment is not correct, turn the screws till the corresponding signs are matching left and right.



5. Tighten the rear axle rod at the torque of **100 Nm**. If you have not a torque wrench, contact immediately your **Bimota** dealer to verify the installation is made in the proper way.
6. Check the drive chain slack again.

WARNING

Too much chain slack can cause the chain to come off the sprockets, resulting in an accident or serious damage to the motorcycle. Inspect and adjust the drive chain slack before each use.

WARNING

A hot muffler can burn you. The muffler will be hot enough to burn you for some time after stopping the engine. Wait until the muffler cools to avoid burns.

Wear check

When adjusting the drive chain, inspect all the components of the final transmission drive (chain, sprocket and pinion); if the components are worn, replace them.

The correct drive chain slack (**1**) 25-35 mm; if the slack is greater than 50 mm the chain could damage the swingarm.

The chain for replacement is:

Regina 135ZRDK-102MG

This motorcycle uses a drive chain with riveted final link which needs a proper tool for cutting and riveting. With this drive chain avoid standard final link.

Consult your **Bimota** dealer.

Cleaning and oiling drive chain

This drive chain has special "O" rings that permanently seal grease inside. Clean and oil the chain periodically as follows:

- Clean the chain with kerosene. If the chain tend to rust the interval must be shortened. Kerosene is a petroleum product and will provide some lubrication as well as cleaning action.
- After thoroughly washing the chain and allowing it to dry, oil the links with proper chain lube or SAE 80 (90) oil.

WARNING

Kerosene can be hazardous. Kerosene is flammable. Children or pets may be harmed from contact with kerosene. Keep flames and smoking materials away from kerosene. If swallowed, do not induce vomiting. Call a physician immediately. Dispose of used kerosene properly.

CAUTION

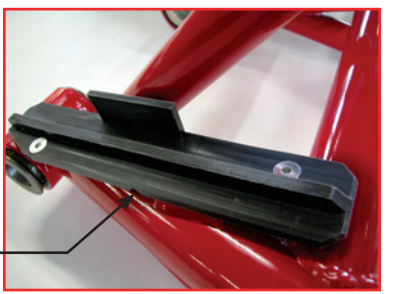
Cleaning the chain gasoline or commercial cleaning solvents can damage O-rings and ruin the chain. Clean the drive chain with kerosene only.

CAUTION

Some drive chain lubricants contain solvents and additives which could damage the O-rings in your chain. Use Bimota chain lube or an equivalent that is specifically intended for use with O-ring chains.

CHAIN PAD

Check for the chain pad (**1**).
If the drive chain pad is worn, replace it with a new one. To replace the pad consult your **Bimota** dealer.



SUSPENSIONS CHECK

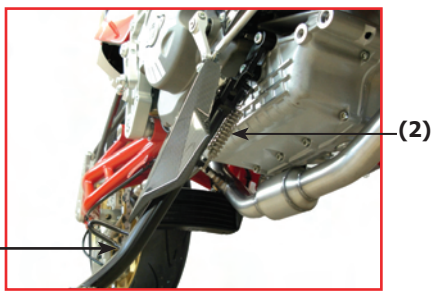
1. Check the swingarms by pulling it up and down with the front brake pressed: the swingarms have to react smoothly and without any oil leaks.
2. The bearings of the swingarms have to be checked: block the motorcycle with a stand so the rear and front wheels could be moved by oscillating the swingarms; check the motion of the swingarms have no play; an excessive play for the swingarm in oscillating means the bearings are worn.
3. Check all the components for front and rear suspension being tightened.

SIDE STAND

Respect the maintenance schedule.
Check for proper working:

- Verify the springs (**2**) of the side stand (**1**) are in good condition and their pulling force is good; check for a free motion in opening and closing the side stand.
- Check the interlock switch: seat on the motorcycle and with the gear in neutral switch on the engine; shift first gear: if the stand is fully up the engine keep on running, if the side stand is down the engine has to stop.

If the side stand does not work as described contact your **Bimota** dealer.



WARNING

If the side stand/ignition interlock system is not working properly, it is possible to ride the motorcycle with the side stand in the down position. This may interfere with rider control during a left turn. Check the side stand/interlock ignition system for proper operation before riding. Check that the side stand is returned to its full up position before starting off.

WARNING

Riding with the side stand incompletely retracted can result in an accident when you turn left. Check operation of the side stand/ignition interlock system before riding. Always retract the side stand completely before starting off.

CAUTION

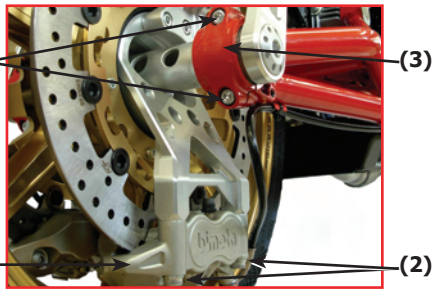
Park the motorcycle on a firm level ground to help prevent it from falling over. If you must park on an incline, aim the front of the motorcycle uphill and put the transmission into first gear to reduce the possibility of rolling off the side stand.

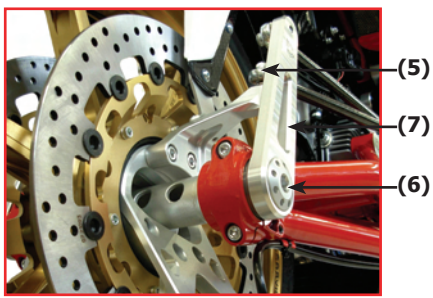
WHEELS REMOVAL

This motorcycle is equipped only with the side stand. If you need to remove front or rear wheel you must have a proper stand; if you have not, contact your **Bimota** dealer.

Front wheel removal

1. Lift up the motorcycle by a proper stand.
2. Remove both front calipers (**1**) from their supports by removing two mounting bolts (**2**) on each caliper. To avoid damages for the brake pipes do not let the calipers hanging up. Never squeeze the front brake lever with the caliper removed. It is very difficult to force the pads back into the caliper assembly and brake fluid leakage may result; if this would occur, contact your **Bimota** dealer.
3. Remove both front swingarm caps (**3**) loosing the bolts (**4**).
4. Loosen the bolt (**5**) of the steering lever on the left side of the front wheel.
5. Loosen the bolts (**6**) on both sides of the front axle.





6. Take the levers (**7**) out then take the front wheel out.
7. To substitute the front tire remove first the front fender (**8**) with its supports then the steering lever (**9**) and the caliper supports (**10**).

To reinstall the wheel assembly, reverse the sequence as described. If the positions of the calipers and the disks are not correct the braking performance will be reduced and the disks will be damaged.

WARNING

Failure to extend brake pads after installing the wheel can cause poor braking performance and may result in an accident. Before riding, "pump" the brake repeatedly until brake pads are pressed against the brake disks and proper lever/pedal stroke and firm feel are restored. Also check that the wheel rotates freely.

WARNING

Failure to torque bolts and nuts properly could lead to an accident. Torque bolts and nuts to the proper specification. If you are not sure of the procedure, have your Bimota dealer or authorized mechanic to do this.

WARNING

Installing the wheel in reverse direction can be hazardous. The tire for this motorcycle is directional. Therefore the motorcycle may have unusual handling if the wheel is installed incorrectly.

CAUTION

Improper jacking can cause damage to the fairing or oil filter. Do not apply the jack head to the fairing or to the oil filter when jacking up the motorcycle.

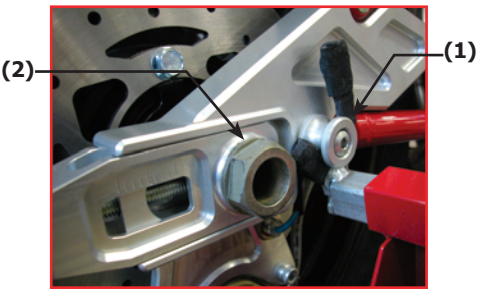
Rear wheel removal

WARNING

A hot muffler can burn you. The muffler will be hot enough to burn you for some time after stopping the engine. Wait until the muffler cools to avoid burns.

1. Use a proper stand which can lift up the rear wheel hanging the apposite pins (**1**).
2. Loosen the axle (**2**).
3. Draw the axle out.
4. Push the rear wheel forward and pull out the drive chain.
5. Remove the rear wheel.

To reinstall the wheel assembly, reverse the sequence as described.
Adjust drive chain. Tighten the axle at the torque of **100 Nm**.



WARNING

Failure to adjust the drive chain and failure to torque bolts and nuts properly could lead to an accident.

- **Adjust the drive chain as described in DRIVE CHAIN ADJUSTEMEMNT section after installing the rear wheel.**
- **Torque bolts and nuts to the proper specification. If you are not sure of the proper procedure, have your authorized Bimota dealer or qualified mechanic to do this.**

WARNING

Failure to extend brake pads after installing the wheel can cause poor braking performance and may result in an accident. Before riding, "pump" the brake repeatedly until brake pads are pressed against the brake disks and proper lever/pedal stroke and firm feel are restored. Also check that the wheel rotates freely.

WARNING

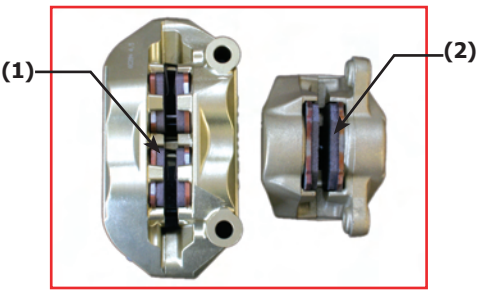
Failure to torque bolts and nuts properly could lead to an accident. Torque bolts and nuts to the proper specification. If you are not sure of the procedure, have your Bimota dealer or authorized mechanic to do this.

BRAKE PADS WEAR

Brake pads wear depends on the way of use and on the conditions of the road (if the road is wet or dirty the wear is greater). Check the pad wear as listed on maintenance chart.

Front brake

Inspect the front brake pads by noting whether or not the friction pads are worn down to the grooved limit line (**1**); if the pads are worn, replace them with new ones by your **Bimota** dealer or an authorized mechanic.



WARNING

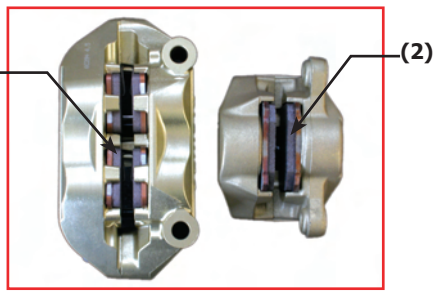
Riding with worn brake pads will reduce braking performance and will increase your chance of having an accident. Inspect brake pad wear before each use. Ask your Bimota dealer or qualified mechanic to replace brake pads if any pad is worn to the limit.

WARNING

Failure to extend brake pads after repair or replacement can cause poor braking performance and may result in an accident. Before riding, "pump" the brake repeatedly until brake pads are pressed against the brake disks and proper lever/pedal stroke and firm feel are restored.

Rear brake

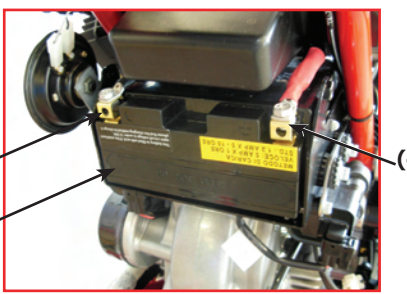
Inspect the rear brake pads by noting whether or not the friction pads are worn down to the grooved limit line (**2**); if the pads are worn, replace them with new ones by your **Bimota** dealer or an authorized mechanic.



BATTERY

This motorcycle is equipped with a sealed battery and requires no maintenance. Have your dealer check the battery's state of charge periodically.
The battery is placed at the front of the motorcycle, under the airbox air intake.
To remove it:

1. Remove the battery cover (**1**) by loosen the screws (**2**) on both sides of the battery cover.
3. Disconnect the negative cap (**3**) first then the positive cap (**4**).
4. Remove the battery (**5**) from its case.



WARNING

Hydrogen gas produced by batteries can explode if exposed to flames or sparks. Keep sparks and flames away from battery. Never smoke when working near the battery.

CAUTION

Exceeding the maximum charging rate for the battery can shorten its life. Never exceed the maximum charging rate.

CAUTION

Reversing the battery lead wires can damage the charging system and the battery. The red lead must go the positive (+) terminal and the black (or black with white tracer) lead must go to the negative (-) terminal.

FUSES

If you need to replace fuses often, there is a circuit overload. Contact your **bimota** dealer for check the electrical circuit and solve the problem.

CAUTION

Installing a fuse of incorrect rating or using aluminium foil or wire instead of a fuse may seriously damage the electrical system.

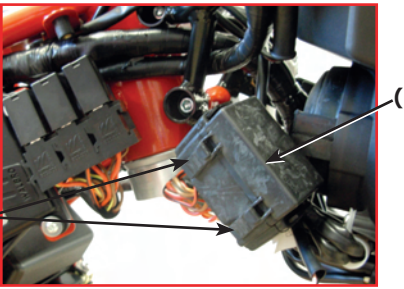
Fuses box

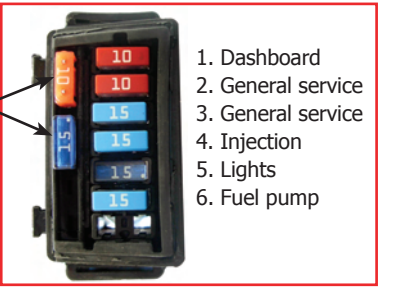
Fuse box is on the right side, under the front fairing.

To replace the fuses:

1. Remove front fairing (page **75**).
2. Pull up the rubber joints (**2**) and open the fuse box (**1**).
3. Replace the damaged fuse with a new one.

Spare fuses (**3**) are located inside the fuse box.
Specific fuses are: 10 A, 15 A

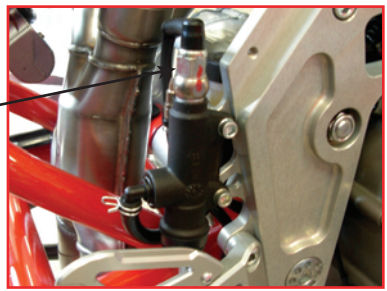




1. Dashboard
2. General service
3. General service
4. Injection
5. Lights
6. Fuel pump

STOPPING LIGHT CHECK

Inspect the switch (**1**) for stopping light on the right side of the engine. Press the rear brake pedal and verify the stopping light works properly.



LIGHT BULB REPLACEMENT

The light get hot during its working and remain hot for some minutes after it has got off. Be sure the light is cold before remove it. Do not leave oil from your skin on the lamp because this could damage the light. Remove light with clean gloves. If you take the light by nude hands clean it with alcol.

- Before removing the light turn the ignition switch off.
- Do not use lights with other wattage than the original.
- After installing new light check its proper working.

CAUTION

Using a light bulb with the wrong wattage rating can cause electrical system damage or shorten bulb life. Always use the specified light bulb.

CAUTION

Oil from your skin may damage the headlight bulb or shorten its life. Grasp the new bulb with a clean cloth.

Head light low beam bulb

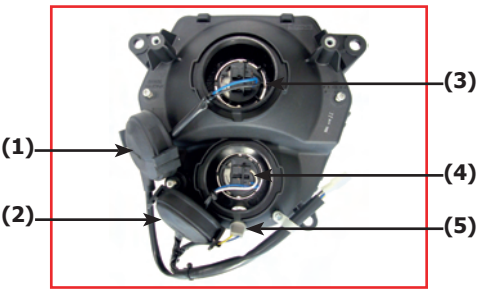
1. Remove rubber cover (**1**).
2. Turn the light holder (**3**) counterclockwise and draw it out.
3. Remove old light bulb (**6**) and replace the new one by reverse order.
4. Reinstall rubber cover.

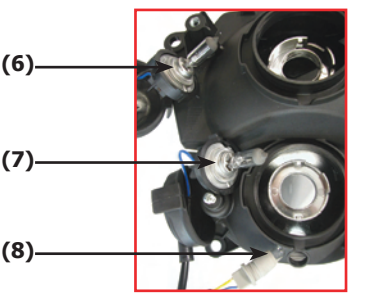
Head light high beam bulb

1. Remove rubber cover (**2**).
2. Turn the light holder (**4**) counterclockwise and draw it out.
3. Remove old light bulb (**7**) and replace the new one by reverse order.
4. Reinstall rubber cover.

Position light bulb

1. Pull off the bulb socket (**5**).
2. Remove the position light bulb (**8**).
3. Replace the new light bulb by reverse order.





Tail light bulb

1. Remove the screw (**1**) and draw the lens (**2**) out.
2. Push the light bulb (**3**) softly and turn it counterclockwise to remove it.
3. Replace the new light bulb and reinstall it by reverse order.

CAUTION

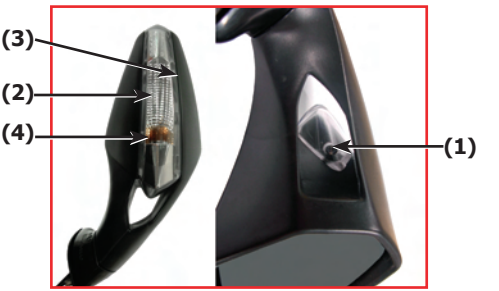
Overtightening the screws may cause the lens to crack. Tighten the screws only until they are snug.

Plate light bulb

1. Pull out the rubber socket (**4**) from its site (**5**) situated on the back side of the plate holder.
2. Replace the light bulb (**6**) with a new one.
3. Reinstall the light by reverse order.

Front turn signal lights

1. Remove the screw (**1**) from the internal side of the mirror then remove the lens (**2**) paying attention to the joint (**3**).
2. Push the light bulb (**4**) softly and turn it counterclockwise to remove it
3. Replace the new light bulb and reinstall it by reverse order.



Rear turn signal lights

1. Remove the screw (**5**) on the back side of the indicator and take the lens out.
2. Push the light bulb (**6**) softly and turn it counterclockwise to remove it.
3. Replace the new light bulb and reinstall it by reverse order.

MOTORCYCLE CLEANING

Washing the motorcycle

When washing the motorcycle follow the instruction below:

CAUTION

Radiator fins can be damaged by spraying high pressure water on them. Do not spray high pressure water on the radiator fins. Do not spray high pressure water inside the air intake ducts.

NOTE: avoid spraying or allowing water to flow over the following pieces:

- Ignition switch
- Spark plug
- Fuel tank cap
- Fuel injection system
- Brake master cylinder

1. Remove dirt and mud from the motorcycle with running water. You may use a soft sponge or brush. Do not use hard materials which can scratch the paint.
2. Wash the entire motorcycle with a mid detergent or car wash soap using a sponge or a soft cloth. The sponge or cloth should be frequently soaked in the soap solution.
3. Once the dirt has been completely removed, rinse off the detergent with running water.

4. After rinsing, wipe off the motorcycle with a wet chamois or cloth and allow it to dry in the shade.
5. Check carefully for damage to painted surfaces. If there is any damage, obtain "touch-up" paint and "touch-up" the damage following the procedure below:
   a. Clean all damaged spots and allow them to dry.
   b. Stir the paint and "touch-up" the damaged spots lightly with a small brush.
   c. Allow the paint to dry completely.

CAUTION

Wet brakes can cause poor braking performance and may lead to an accident. Avoid a possible accident by expecting longer stopping distances after washing your motorcycle. Apply brakes several times to let dry the break pads or shoes.

Windshield cleaning

Clean the windshield with a soft cloth and warm water with a mild detergent. If scratched, polish with a commercially available plastic polish. Replace the windshield if it becomes scratched or discolored so as to obstruct the view. When replacing the windshield, use a **Bimota** replacement windshield.

CAUTION

Cleaning with alkaline or strong acid cleaner, gasoline, brake fluid, or any solvent will damage the windshield. Clean only with a soft cloth and warm water with a mild detergent.

Waxing the motorcycle

After washing the motorcycle, waxing and polishing are recommended to further protect and beautify the paint.

- Only use waxes and polishes of good quality.
- When using waxes and polishes, observe the precautions specified by the manufacturers.

Inspection after cleaning

For extended life of your motorcycle, lubricate:

- Drive chain
- Clutch lever holder
- Side stand pivot and spring hook
- Gearshift lever and footrest pivot
- Brake lever holder
- Brake pedal pivot and footrest pivot

Aluminium painted wheel

Aluminium could be corroded by the contact with dirt, mud or salt. Wash wheels after driving on roads with these condition pavement. Use a soft sponge and a mild detergent. Avoid rough brushes, steel brushes, or aggressive detergents.

After cleaning wash with water and dry with a clean cloth. Touch-up the wheels by "touch-up" paint.

Do not use detergents with chemical substances.

Gloss surfaces
Clean the gloss surfaces with running water using a soft sponge or a soft cloth. Use a mild detergent. Do not use detergents with chemical substances.

Exhaust system and silencers
Exhaust system is made of stainless steel, but it could be spotted by dirt or mud. To clean it use a wet sponge with an abrasive detergent, then clean it with running water.

STORAGE PROCEDURE
If the motorcycle is to be left unused for extended period of time for winter storage or any other reason, the machine needs special servicing requiring appropriate materials, equipment and skills. For this reason, **Bimota** recommends that you trust this maintenance work to your **Bimota** dealer. If you need to service the machine for storage yourself, follow the general guidelines below.

Motorcycle
Clean the entire motorcycle. Place the motorcycle on the side stand on a firm flat surface where it will not fall over.

Fuel
1. Fill the fuel tank to the top with fuel mixed with the amount of gasoline stabilizer recommended by the stabilizer manufacturer.
2. Run the engine for a few minutes until the stabilized gasoline fills the fuel injection system.

Engine

1. Pour one tablespoon of motor oil into each spark plugs hole and crank the engine a few times.
2. Drain the engine oil thoroughly. Refill the crankcase with fresh engine oil all the way up to the filler hole.

Battery

1. Remove the battery from the motorcycle (page **119**).
   NOTE: be sure to remove negative terminal first, then remove positive terminal.
2. Clean the outside of the battery with a mild detergent and remove any corrosion from the terminals and wiring harness connections.
3. Store the battery in a room above freezing.

Tires

Inflate the tires to the normal specifications.

Externals

- Spray all vinyl and rubber parts with rubber preservative.
- Spray the unpainted surfaces with rust preservative.
- Coat the painted surfaces with car wax.

Procedure during storage

Once a month, recharge the battery with a specified charging rate (Ampere).

PROCEDURE FOR RETURNING TO SERVICE

- Clean the entire motorcycle.
- Reinstall the battery.
  NOTE: be sure to reinstall positive terminal first, then reinstall negative terminal.
- Remove the spark plugs. Turn the engine a few times by putting the transmission in top gear and turning the rear wheel. Reinstal the spark plugs.
- Drain the engine oil thoroughly. Replace the oil filter with a new one and pour fresh oil as outlined in this manual.
- Adjust the pressure of tires as described in the tires section.
- Lubricate places instructed in this manual.
- Do the "inspection before riding" as listed in this manual.

CATALYTIC CONVERTER

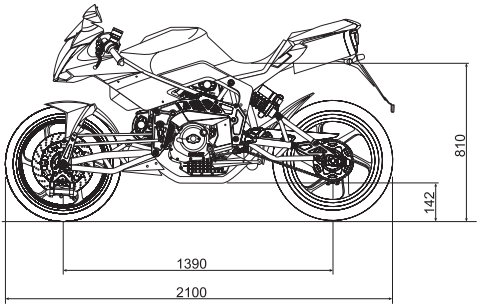
This motorcycle is equipped with a catalytic converter. It contains metal components which catalyze reactions without damaging other metal components. Catalytic converter acts on HC, CO, NOX. If the catalytic converter needs to be replaced, use only **Bimota** original spare part.
Use only unleaded fuel.
Catalytic converter works on high temperature: avoid to park the motorcycle near dried grass or flammable substances.

TECHNICAL DATA

Dimensions (mm)

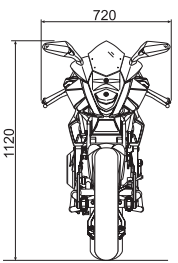
Dry weight in riding order without fuel:
167 kg.

Fully laden:
295 kg.



WARNING

Failure to observe weight limits could result in poor handling and impair the performance of your motorcycle, and could result in loss of control.



Engine

90 degree twin cylinder four stroke, 1078 cc, Desmodromic valve gear, electronic fuel injection, air cooled.

Bore (mm):	98
Stroke (mm):	71,5
Total displacement cm^3:	1078
Compression ratio:	10,5 ± 0,5:1

Maximum power at crankshaft (95/1/EC)
66 kW - 90 CV @ 7250 rpm
Maximum torque at crankshaft (95/1/EC)
95 Nm - 9.7 kgm at 5250 rpm
Maximum rotation speed, rpm: 8750

WARNING
Do not exceed the specified rpm limits in any running conditions.

Performance data

Maximum speed in any gear should be reached only after the correct running-in period with the motorcycle properly serviced at the recommended intervals.

Spark plugs

Ignition is provided by two spark plugs per cylinder. This solution ensures more complete combustion and greater power, especially at medium revs.

Make:	CHAMPION
Type:	RA6 HC
alternative	
Make:	NGK
Type:	DCPR8E.

Fuel system

Indirect electronic injection

Throttle body diameter:	45 mm
Injectors per cylinder:	1
Holes per injector:	1
Fuel supply:	95-98 RON.

Exhaust system

Equipped with catalytic converter in compliance with Euro 3 emission regulations.

Transmission

The clutch drum and plates are made entirely from special aluminium alloy.

Clutch controlled by lever on left-hand side of the handlebar.

Transmission from engine to gearbox main shaft via spur gears.

Front sprocket/clutch sprocket ratio: 33/62

6-speed gearbox with constant mesh gears, gearchange pedal on left side of motorcycle.

Final drive ratio: 15/39

Total gear ratios: 1st 15/37
2nd 17/30
3rd 20/27
4th 22/24
5th 24/23
6th 28/24

Drive transmitted from gearbox to rear wheel via chain:

Make: Regina
Type: 135ZRDK-102MG
Dimensions: 5/8"x5/16"
Number of links: 101 + 1 joining link

IMPORTANT

The above gear ratios are approved and should not be modified under any circumstances.

However, if you wish to tune up your motorcycle for competitions or special tracks, Bimota S.p.A. will be pleased to provide information about the special ratios available. Please contact a **Bimota** Dealer or Authorized Service Centre.

WARNING

To replace the rear sprocket, contact a Bimota or Authorized Service Centre. Incorrect replacement of this component could seriously endanger rider and passenger safety and cause irreparable damage to the motorcycle.

Brakes

Front

Semi-floating drilled dual disc.

Flange material:	aluminium
Braking surface material:	steel
Disc diameter:	320 mm

Hydraulically operated by a control lever on right handlebar.

Braking surface:	79.2 cm^2
Type:	34 - 4 pistons
Friction material:	TT 2172 HH
Master cylinder diameter:	18 mm

Rear

With fixed drilled steel disc.

Flange material:	steel
Braking surface material:	steel
Disc diameter:	220 mm

Hydraulically operated by pedal on right side.

Braking surface:	31.2 cm^2
Type:	32 -2 pistons
Friction material:	FERODO I/D 450
Master cylinder diameter:	11 mm

WARNING

The brake fluid used in the brake system is corrosive. In the event of accidental contact with eyes or skin, wash the affected area with copious amounts of running water.

Frame

Aluminium-Omega chassis with two swing arms.

Steering angle (on each side): 22°

Steering geometry is as follows:

Steering rake:	20.5° (adjustable)
Trail:	112.7 mm (adjustable)

Wheels

Front
Light alloy front wheel.
Dimensions: MT3.50x17".

Rear
Light alloy rear wheel.
Dimensions: MT5.50x17".

The front and the rear wheels are mounted on a removable axle.

Tyres

Front
Radial tubeless tyre
Size: 120/70-ZR17

Rear
Radial tubeless tyre
Size: 180/55-ZR17

Suspension

Front
Progressive linkage with a rocker arm connecting the frame and front pivot point of the shock absorber. The shock absorber is equipped for adjustment of rebound and compression damping and air preload.

Shock absorber travel: 50 mm.

Rear
Cantilever linkage.
The shock absorber is equipped for adjustment of rebound and compression damping and spring preload. At the bottom pivot point it is connected to the swingarm. The swingarm pivots on a bolt passing through the frame and engine.

Shock absorber travel: 62 mm.

Electrical system

The main components of the electrical system are:
Front headlight with two vertically arranged halogen lamps, consisting of the following:
low beam unit H7 (12V-55W);
high beam unit H7 (12V-55W);
parking light 12V-5W.
Electrical controls on handlebars.
Turn signals:
front: LED
bulbs 12V-10W (only for USA market);
rear: LED
bulbs 12V-10W (only for USA market).
Horn.
Brake light switches.
Sealed battery 12V-10Ah.
Alternator, 12V-520W.
Electronic voltage regulator (rectifier), protected by two 25A fuses.
Starter motor, Denso, 12V-0.7kW.
Tail light with double filament bulb 12V-5V/21W for brake and parking light.
Number plate light 12V-5W.

Notes
To replace the bulbs, see the paragraphs on replacing bulbs (pages **122 - 125**).

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