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FANTIC

ENDURO / MOTARD

50

**LIBRETTO DI USO E MANUTENZIONE - USER MANUAL
MANUEL D'UTILISATION**

AVVERTENZA

Si raccomanda, dopo le prime ore di utilizzo, di controllare tutti i serraggi con particolare attenzione a:

- A Pinza freno anteriore / posteriore
- B Perni ruota
- C Corona
- D Bulloneria motore
- E Bulloneria ammortizzatore
- F Raggi ruota
- G Telaio posteriore

Il veicolo è dotato di impianto di scarico catalitico (omologato Euro4) che a motore acceso può raggiungere elevate temperature. **Evitare assolutamente il contatto con parti del corpo, indumenti, materiali infiammabili, pericolo di ustioni!**

AVVERTENZA

In caso di interventi da eseguire sulla moto rivolgersi alla catena di assistenza autorizzata **FANTIC MOTOR**.

Le informazioni tecniche e specifiche per la manutenzione contenute in questa pubblicazione erano corrette al momento di andare in stampa. La **FANTIC MOTOR** si riserva il diritto di modificare, in qualsiasi momento e senza preavviso, le specifiche, i dati di progettazione e le attrezzature necessarie. Questa pubblicazione o parte di essa, non può essere né ridotta né tradotta senza la sua approvazione. La **FANTIC MOTOR** non si assume alcuna responsabilità per eventuali errori ed omissioni. Tutti i diritti sono riservati.

WARNING

It is recommended, after the first hours of use, to check all the torques with particular attention to:

- A Front / Rear brake caliper
- B Wheels axle
- C Rear sprocket
- D Engine bolts
- E Rear suspension mounting nuts
- F Wheels spokes
- G Rear frame

The vehicle is equipped by catalytic exhaust (accredited Euro4) that can catch up high temperatures. **Absolutely avoid the contact with body parts, clothes inflammable materials !**

WARNING

If necessary consult a **FANTIC MOTOR** dealer.

The technical information and specifications for maintenance contained in this handbook were correct at the time of going to press. **FANTIC MOTOR** reserves the right to change the specifications, design data and necessary equipment at any time without notice. No part of this publication may be abridged or translated without the manufacturer's approval. **FANTIC MOTOR** cannot be held liable for any errors or omissions. All rights reserved.

RECOMMANDATION

Il est recommandé, après les premières heures d'utilisation, de contrôler tous les serrages en faisant très attention à :

- A Pince de frein avant / arrière
- B Axes de roue
- C Couronne
- D Boulonnerie du moteur
- E Boulonnerie de l'amortisseur
- F Rayons de roue
- G Petit châssis arrière

Le véhicule est doté d'un système d'échappement catalytique (homologué Euro4) qui avec le moteur allumé peut atteindre des températures élevées. **Éviter absolument tout contact avec des parties du corps, des vêtements, des matériaux inflammables, à cause des risques de brûlures !**

RECOMMANDATION

En cas d'interventions à effectuer sur la moto, s'adresser à la chaîne d'assistance agréée **FANTIC MOTOR**.

Les informations techniques et spécifiques pour l'entretien contenues dans ce document étaient correctes avant d'être imprimées. La Sté **FANTIC MOTOR** se réserve le droit de modifier, à tout moment et sans préavis, les spécifications, les données de conception et les équipements nécessaires. Ce document ou partie de celui-ci ne peut être ni réduit, ni traduit sans son approbation. La Sté **FANTIC MOTOR** décline toute responsabilité pour toute erreur ou omission. Tous les droits sont réservés.

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CHANGES APPLIED

Any modification to the vehicle, and the removal of original components can compromise the performance of the same, then decrease the security level or even make it illegal.

We recommend that you always comply with all national and local laws and regulations regarding vehicle equipment. In particular, technical modifications designed to increase performance or alter the original characteristics of the vehicle must be avoided.

Modifications of the vehicle involve the cancellation of the warranty and the decay of the homologation.

Any arbitrary modification made, relieves FANTIC MOTOR of any responsibility resulting from damage or injury to property, persons or animals.

The user is personally responsible for the choice of installation and use of accessories.

FANTIC MOTOR recommends the use of original accessories

SYMBOLS USED IN THE HANDBOOK

Scrupulously abide by the warnings preceded by the following symbols:



Important safety norms for the vehicle and the rider

BASIC SAFETY RULES

BEHAVIOUR AND DRIVING

This handbook should be read and understood before using the vehicle.

To use this vehicle it is necessary to have fulfilled all the requirements of law (driving licence, minimum age, insurance, government taxes, registration, number plate, etc.). The taking of certain medicines, alcohol and narcotics or a state of physical fatigue and somnolence may considerably increase the risk of accidents as they affect the body.

If the rider is inexperienced, it is advisable to become familiar with the vehicle on sections of road with little traffic. **NEVER** lend the vehicle to inexperienced persons and in any case ensure that the person has the necessary qualifications for riding the vehicle.

The Highway Code must be meticulously observed when riding the vehicle. It is absolutely forbidden to race with the vehicles outside special authorised circuits supervised by appointed personnel. Avoid riding off road.

Always ride correctly, avoiding manoeuvres that are abrupt or dangerous for yourself and others (e.g.: weelieing , remaining in the slipstream of the vehicles in front, failing to comply with speed limits, etc.).

Assess and always take into due consideration road conditions, visibility, etc.

Always keep both hands on the handlebars in or-

der to steer properly and always keep both feet on the relative footrests.

Under no circumstances is it allowed to stand up or to stretch out limbs while riding.

While riding it is a good rule to pay the utmost attention, avoiding being distracted or influenced by persons, things, actions (e.g. do not smoke, eat, drink, read, etc.).

The vehicle should always be kept in perfect condition, checking that the fuel, brake fluid and coolant are always within the recommended levels.

Only use specific lubricants and fuels of the type indicated in the relative tables for the vehicle in question.

After a fall, check all the controls, levers, pipes, cables, braking systems, wheels and tyres for damage.

If any damage is found, do not ride the vehicle, but have it suitably transported (complying with safety and legal regulations) to a **FANTIC MOTOR** authorised dealer.



It is forbidden to change in any way whatsoever the position, angle or colour of: number plate, turn indicators, lighting devices and horns. Do not make technical changes to increase performance or to alter the original characteristics of the vehicle in any way.

Such changes lead to cancellation of the warranty and may jeopardise the performance and therefore decrease the level of safety of the vehicle or even make it illegal and subject to penal

sanctions.

Compliance with all legal provisions as well as national and local regulations regarding vehicle equipment is recommended at all times.

CLOTHING

Before starting the vehicle, always put a helmet on and fasten it correctly.

The helmet must be:

- approved;
- intact;
- the correct size;
- with intact and clean visor.

Wear close-fitting protective clothing without dangling accessories (e.g. ties, belts, cords, scarves, etc.), which could be entrapped and create problems in steering the vehicle.

Preferably light coloured or reflecting clothing is recommended in order to be more visible and be better protected in the event of a fall.

If sharp pointed objects are worn they could be dangerous in a fall, for example:

- keys;
- pens;
- glass containers, etc.

All these recommendations are also applicable for the passenger.

ACCESSORIES

FANTIC MOTOR advises using original accessories obtainable from authorised dealers.

If the installed accessories are other than original, the user must be responsible for the choice and for correct installation of the same.

Under no circumstances must the accessory:

- limit travel of the suspensions;
- cover any part of the acoustic or visual devices;
- limit use of the steering and controls (brakes, throttle, etc.);
- reduce the steering angle;
- hinder the rake of the vehicle in cornering.

Any large fairing and windscreen mounted on the vehicle could reduce its stability.

The specific **FANTIC MOTOR** accessories excepted, do not install or make changes to the electrical equipment: there could be a dangerous failure of current that is necessary for the acoustic and visual warning devices to work.

LOAD

Loading luggage on the vehicle could affect steering and it is therefore advisable to keep the luggage on the vehicle's centre of gravity if possible so that the weight is evenly and well distributed.

Ensure that the load is firmly secured to the vehicle (under no circumstances secure it to the handlebars, the forks or the front mudguard/fender). A load secured in this way would affect the response of the vehicle in cornering, decreasing its

stability and controllability.

When carrying luggage, take care that it does not project excessively and check that it does not cover the acoustic and visual warning devices.

WARNING

It is recommended, after the first hours of use, to check all the torques with particular attention to:

- A Front / Rear brake caliper
- B Wheels axle
- C Rear sprocket
- D Engine bolts
- E Rear suspension mounting nuts
- F Wheels spokes
- G Rear frame

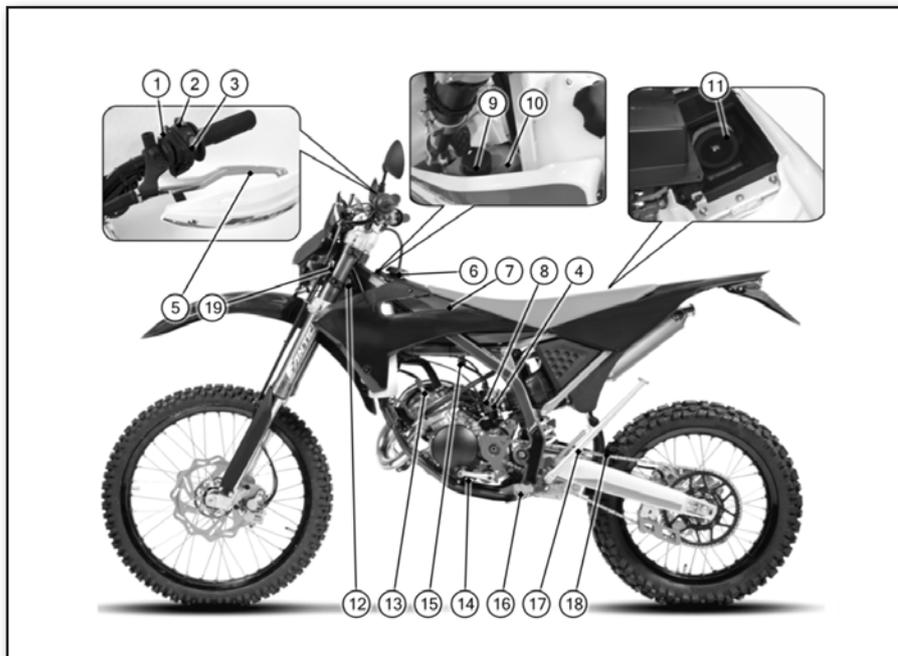
The vehicle is equipped by catalytic exhaust (accredited Euro4) that can catch up high temperatures. **Absolutely avoid the contact with body parts, clothes inflammable materials !**

WARNING

If necessary consult a FANTIC MOTOR dealer.

MAIN PARTS

CONTROLS



Legend

Pos.	Description
1	Horn button
2	Beam diverter
3	Stop engine switch
4	Cold start device or choke
5	Clutch control lever
6	Fuel filler cap
7	Fuel tank
8	Engine idling speed adjusting screw
9	Auto-Mixer oil reservoir filler cap
10	Auto-Mixer oil reservoir
11	Air filter
12	Steering lock
13	Spark plug
14	Gear lever
15	Fuel tap
16	Left footpeg
17	Side stand
18	Chain
19	Horn

(*)



Legend

Pos.	Description
20	Throttle control
21	Front brake lever
22	Front brake fluid tank
23	Coolant radiator cap
24	Coolant radiator
25	Rear brake fluid tank
26	Kick starter
27	Right footpeg
28	Gear oil drain plug
29	Rear brake pedal
30	Gear oil level plug
31	Gear oil filler cap

DASHBOARD Function

Speedometer

- Display range: 0-360 km/h (0-225 MPH).
- Display unit: km/h o MPH

Indicator lights

- High beam light (Blue) 
- Direction lights (Green) 
- Oil light (Red) 
- Neutral light (Green) **N**

Odo meter

- Display range: 0-99.999 km (mile), reset automatically after 99.999 km (mile)
- Display unit: 1 km (miglia)

Trip meter

- Display range: 0-999,9 km (mile), (mile), reset automatically after 999,9 km (mile)
- Display unit: 0,1 km (mile)

SELECT Button

- Press the SELECT Button in the main screen to switch between 12/24 hour mode, speedometer record, stopwatch, and MAX record

Tool battery level

- Display range: 4 levels.

ADJUST Button

- Press the ADJUST Button in the main screen to switch between ODO, Trip A/B, Total Hour Meter and Hour meter A/B
- Press and hold the Adjust button for 3 seconds in Trip A/B screen to reset.
- Press and hold the Adjust button for 3 seconds in Hour meter A/B screen to reset.

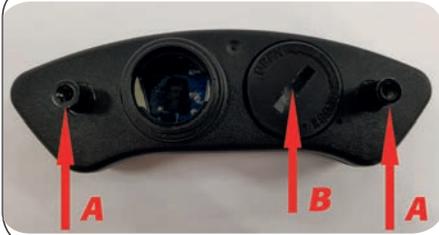


- Clock : 12/24 hour MODE
- Stopwatch : According to setup distance to record the testing time.
- Speed Log : Average speed and max speed record

Battery Replacement

When the battery level is low, proceed with replacement as indicated below.

1. Remove the instrument from the support by unscrewing the two support screws (A).
2. Remove the battery cap (B) by unscrewing it with a coin or a flat-head screwdriver.
3. Proceed to replace the battery (C mod.2032) and close the cap, taking care to reinsert the gasket (D) in its seat. Then reassemble the instrument.



Adjust button functions



- In main screen, press the **Adjust** button once to switch the function to odometer to trip.
- Once you reach the trip screen by pressing the **Adjust** button you can switch from trip A to trip to B.
- Hold pressing the **Adjust** button for 3 seconds to reset the trip B.



- Press the **Adjust** button to switch from trip A to trip B.
- Hold pressing the **Adjust** button for 3 seconds to reset the trip B.



- Press the **Adjust** button to switch from trip B to total hour meter.



- Press the **Adjust** button to switch from total hour meter to hour meter A.
- Hold pressing the **Adjust** button for 3 seconds to reset the hour meter A.



- Press the **Adjust** button to switch from hour meter A to hour meter B.
- Hold pressing the **Adjust** button for 3 seconds to reset the hour meter B.



- Press the **Adjust** button to switch from hour meter B back to the main screen.

Select button functions



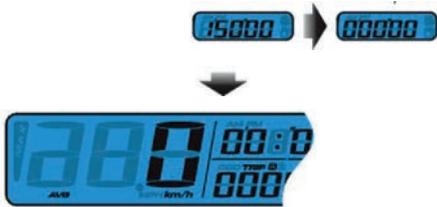
- In main screen, press the **Select** button for 3 seconds to switch between 12/24 hour mode.



NOTE If 24 hour mode is chosen, the AM/PM symbol will not be displayed.



- Press the **Select** button during the main screen to switch from Clock to Stopwatch.
- Hold pressing the **Select** button for 3 seconds to reset the Stopwatch.



- Press the **Select** button to switch from Stopwatch to Speed Record.
- Hold pressing the **Select** button for 3 seconds to reset the Speed Record.



NOTE Average speed and the Max speed display in 3 seconds rotation.



- Press the **Select** button to switch from Speed Record back to the main screen.

Adjust + Select X 3 function

Tire circumference setting



- In main screen, press down the **Adjust+ SelectX3** to enter the tire circumference and sensing point setting (for changing different size tire.)



- Press the **Adjust** button to enter the tire circumference setting.



- Press the **Adjust** button to enter the tire circumference setting. In this example the tire circumference is 1,300 mm.

NOTE he circumference of the rear tires must be set to 2090mm and 9 pulses for Motard and 2290mm and 9 pulses for

Enduro models.

The digit you set is from left to right in order.



- In this example the tire circumference setting is changed from 1,000 mm to 1,300 mm.
- Press the **Select** button to change the setting.
- Press the **Adjust** button for three times to enter the sensing point setting

Setting point of tire detection



- Press the **Select** button to change the figure by entering the value 1

NOTE: The range inside which it is possible to change the detection point is from 1 to 9.



- Press the **Adjust** button will return you back to the menu and circumference point of the tire detection

Clock setting



- Press the **Adjust** button to switch to the speed menu to the dock (Hour) setting.



- Press the **Select** button to enter the the clock (Hour) setting.



- Press the **Select** button to choose the hour you want to set. In this example we set the hour at 14:00.

NOTE Setting range: 0-24 H.

NOTE Sequent of cursor movement: Hours Ten-Digit of Minute>Single Digit of Minute.



- Press the **Adjust** button to enter the minute setting.



- Press the **Select** button to choose the minute you want to set. In this example we change the setting to 14:05

NOTE Setting range: 0-59 minutes.



- Now the minute is changed from 14:00 to 14:05
- Press **Adjust** button to get back to Clock setting screen.



- Press the **Select** button to switch to the Clock menu to the Test menu (Stopwatch distance setup entering screen.)



- Press **Adjust** button to enter the distance setup for Stopwatch. In this example Distance for Stopwatch setting value was changed from 300 to 350.



- Press **Adjust** button to go back to the Stopwatch setting screen
- Press the **Select** button to change the setting

NOTE The range of distance for Stopwatch is from 100m to 2000m.



- Hold pressing the **Adjust** button for 3 seconds to go back to main screen.



STEERING LOCK

Never leave the key inserted in the steering lock while the vehicle is running.

To lock the steering, put the vehicle on the stand and then turn the handlebar fully to the right.

Turn the lock cover upwards.



The key comes with the motorcycle.



Insert the key into the lock, turn counter-clockwise and press.

Release the key and remove it.



PRELIMINARY CHECKLIST

Part	Check
Disk brake, front and rear	regular braking (smoothly, without skidding) upon application and release;
	correct no-load travel and good sliding of front and rear brake lever;
	brake fluid level in tank, front and rear;
	for any leaks along the braking circuit (brake fluid tank, brake hose pipe, brake caliper), front and rear;
	front and rear brake pads for wear.
Throttle control	that twisting of the handle control and acceleration of the engine are soft, continuous and smooth.
Gear oil	correct level (see relative table under MAINTENANCE).
Wheels and tyres	tyre pressure (see relative table under MAINTENANCE);
	tyre tread for wear;
	general state of tyres and wheels;
	the tread for foreign matter and remove;
	for any damage.
Clutch	proper operation (without binding, jerking or slipping) upon activation and release;
	correct no-load travel and good sliding of clutch control lever.
Steering	complete, even, smooth rotation;
	no play.
Stand	complete, even, smooth rotation;
	no play on fulcrum pin;
	correct retraction of stand to rest position;
	that the springs keep the stand in the rest position without play.
Engine stop switch	correct operation.
Kick starter	correct operation.

Part	Check
Driving chain	slack;
	chain, sprocket and ring gear for wear;
	cleanliness and lubrication.
Fuel tank	that the fuel tap lever turns freely to all positions;
	that the fuel tap lever is in the "ON" position;
	fuel level;
	fuel cap closure;
	for any leaks along the fuel circuit (fuel tank, fuel pipes).
Auto-Mixer oil reservoir	correct operation of the oil indicator light;
	mixing oil level;
	mixer oil reservoir cap closure;
	for any leaks along the mixing oil circuit (mixer oil reservoir, coolant pipes).
Coolant	correct level;
	for any leaks along the coolant circuit (coolant tank).
Instrument panel	instrument panel function settings (if envisaged);
	lights;
	general operation
	direction indicator telltale
	full beam indicator light;
	low mixing oil warning light - neutral indicator light
Acoustic and visual devices	horn;
	headlamp and tail lamp;
	stop light
	direction indicators

RUNNING-IN RULES

A running-in period is necessary when first using the vehicle. This is fundamental for correct operation and long-life of the engine.

Certain rules must be complied with during this period to prepare the engine and vehicle parts for subsequent top performance (after running in).

The following tips are given as an indication to help the user carry out a good running-in period: failure to comply may not lead to immediate damage, but could have a negative effect on the subsequent efficiency of the engine and the vehicle parts in general.

STRESS

It is important for the engine and vehicle parts to be subjected to stress appropriately.

It is also important neither to overstress nor to understress, as in both cases the engine and the vehicle parts would suffer.

ROUTES

When riding along mountain roads, take care not to force the engine, brakes and suspensions. The vehicle is more suited to travelling along winding and moderately hilly roads where the engine, brakes and suspensions alternate periods of stress with periods of reduced or no stress.

SPEED

Change the speed gradually (no sudden full throttling).

Full throttling is allowed, but do NOT travel for

long stretches with the accelerator handle control fully twisted (full speed).

BRAKING

The brake pads are new at the time of purchase; the friction surface does not create perfect friction on the disks at first. To be fully operative the surface must be run-in, after which it will adhere perfectly to the disk during braking. Running-in requires approximately 200 km (125 mi) of urban route.

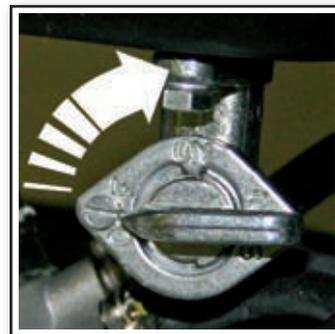
During this period, take into account that you will need longer braking spaces and apply the brake lever more forcefully. Abrupt and prolonged braking is to be avoided.

NOTE: the first 1000 km (625 mi) represent the end of running-in threshold, but only after 1000 km (625 mi) is best performance of the vehicle obtained.

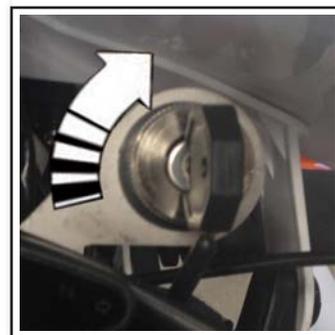
During the first 500 km (312 mi), ensure that any maintenance operations envisaged for this mileage are carried out.

USE

STARTING



After having checked that there is fuel in the tank, open the fuel tap on the tank. Release the steering lock if it has been engaged, following the instructions given in the relative section and turn the key clockwise.



Put the gear lever in neutral, vigorously press the kick starter with your foot while at the same time twisting the accelerator handle control with moderation.

In the case of a cold start, see the next paragraph.

If the low Auto-mix oil warning light comes on during normal running of the engine, this means that the mixing oil level has reached reserve and it is therefore necessary to top up the Auto-mix oil. Do not keep the kick starter pressed nor touch it again once the engine has started.

COLD START

The vehicle is fitted with a cold start device or choke. It is controlled either by a lever located above the clutch lever on the left of the handlebar or by a button on the carburettor.

Starting by button on carburettor

To start by using the button on the carburettor, raise the actual button and then release it; it should remain raised. Press on the engine kick starter.



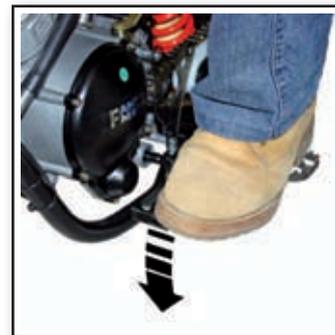
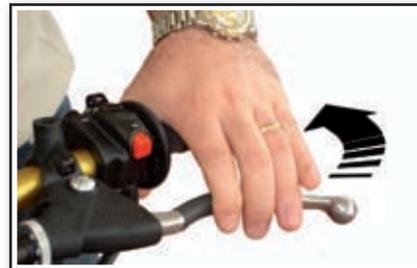
When the engine has started, push the button down.



Prolonged connection of the choke (with engine running) could jeopardise engine operation and efficiency.

STARTING OFF

After having warmed up the engine, use the clutch control lever and engage 1st gear (gear lever downwards).

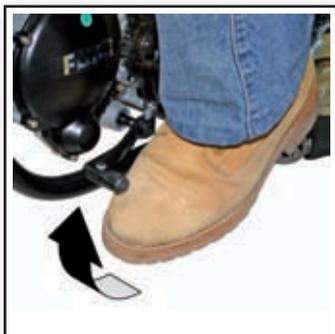


Gradually release the clutch and at the same time throttle with moderation.

USING THE GEARS

To shift gear, let go of the accelerator handle control, move the clutch lever and raise the gear lever to upshift or lower to downshift.

If it is the first time you are riding a motorcycle, it is as well to familiarise yourself with the controls and their functions.



STOPPING THE ENGINE



Do not use the engine stop switch when the vehicle is running (this would cause a MOMENTARY stop of the engine and subsequent restart upon releasing the switch; this could damage the engine and in particular cause loss of control over the vehicle).

To turn the engine off, stop the vehicle and put the gear lever in neutral.

Only then press the engine stop switch and keep it pressed until the engine comes to a COMPLETE stop.



Put the vehicle on its side stand after having dismounted from the left side of the vehicle and if necessary engage the steering lock, see page 69 under the paragraph STEERING LOCK.

MAINTENANCE

INTRODUCTION

Before carrying out any maintenance or inspection on the vehicle, switch off the engine and wait for it and the exhaust system to cool to avoid the danger of burns.

Some vehicle parts are harmful or even toxic and care must be taken when handling them.

Check that the following norms are satisfied:

- The place where the work will be carried out must be sufficiently ventilated and there must be a sufficient change of air in the room.
- The area where the work is carried out must not be dusty, dirty or cluttered with other parts not belonging to the vehicle.
- The tools and equipment must be suitable for the type of maintenance to be carried out.
- Wear suitable clothing (work overalls), working gloves, latex gloves, protective goggles (or mask) during maintenance that requires them.
- Have original spare parts to hand or the necessary liquids for maintenance to be carried out (such as brake pads, gear oil, brake fluid, coolant).

Unless expressly described otherwise, reassemble units that have been disassembled by proceeding in the reverse order to the disassembly operations.

The user can normally carry out routine maintenance work, even though specific tools/equipment and a technical preparation may sometimes be required.

If you do not have all the tools or equipment for carrying out the work, it is inadvisable to proceed by trial and error.

If it is necessary to call the service centre or to have technical advice, contact a **FANTIC MOTOR** Dealer.

If the user is not interested in carrying out routine maintenance, we recommend going to a **FANTIC MOTOR** Dealer.

In this case it is the responsibility of the user to tell the Dealer of any maintenance work already carried out so that it is not repeated unnecessarily.

PERIODIC MAINTENANCE CHART

WORK BY THE DEALER (WHICH MAY BE DONE BY THE USER).

The company cannot be held civilly or criminally liable for damage to the vehicle and property or injury to persons due to maintenance carried out by the user.

Key

- ❶ = check and clean, adjust, lubricate if necessary;
- ❷ = clean;
- ❸ = replace;
- ❹ = adjust.

NOTE: carry out maintenance more frequently if the vehicle is used in rainy or dusty areas or on rough routes.

Parts	End of running-in [1000km (625mi)]	Once every 4000 km (2500 mi) or 12 months	Once every 8000 km (5000 mi) or 24 months
Spark plug	❷	once every 1000 km (625 mi): ❷ once every 4000 km (2500 mi): ❸	
Clutch play	❹	❹	-
Lights system	❶	❶	-
Coolant	once every 2000 km (1250 mi): ❶		
Auto-Mix oil level	once every 500 km (312 mi): ❶		
Gear oil	❸	❶	❸
Headlamp aiming - operation	-	❶	-
Engine idling speed rate	❹	❶	-
Wheels/tyres and inflation pressure	ogni mese: ❶		
Tension and lubrication of driving chain	once every 500 km (312 mi): ❶		
Wear of front and rear brake pads	❶	once every 2000 km (1250 mi): ❶	

WORK BY THE Dealer

The company cannot be held civilly or criminally liable for damage to the vehicle and property or injury to persons due to maintenance carried out by the user.

Key

- ① = check and clean, adjust, lubricate if necessary;
- ② = clean;
- ③ = replace;
- ④ = adjust.

NOTE: carry out maintenance more frequently if the vehicle is used in rainy or dusty areas or on rough routes.

Parts	End of running-in [1000 km (625 mi)]	Once every 4000 km(2500 mi) o 12 months	Once every 8000 km(5000 mi) o 24 months
Rear shock absorber	-	-	①
Carburettor	-	-	②
Drive and control cables	①	①	-
Wheel truing	-	①	-
steering headtube bearings and steering play	①	①	-
Wheel bearings	-	①	-
Brake disks	①	①	-
Air filter	after the first 1000 km (625mi): ③ once every 4000 km (2500 mi): ③		
Additional fuel filter	after the first 1000 km (625mi): ③ once every 8000 km (5000 mi): ③		
General running of vehicle	①	①	-
Braking systems	①	①	-
Cooling system	①	①	-
Brake fluid	once every 2 years: ③		
Coolant	once every 2 years: ③		
Silencer/exhaust system	-	②	-
Fork oil and oil seal	once every 12000 km (7500 mi): ③		
Piston and piston rings	after the first 8000 km (5000 mi): ① once every 16000 km (10000 mi): ③		
Wheels/tyres and inflation pressure	①	①	-
Tightening of nuts and bolts	①	①	-
Low mixing oil warning light	①	①	-
Final drive (chain, sprocket, ring)	-	①	-
Fuel pipe	-	①	once every 4 years: ③
Auto-Mix oil pipe	-	①	once every 4 years: ③
Clutch wear	-	①	-

ENGINE OIL



PAY ATTENTION TO THE FOLLOWING!

The gear oil is:

- harmful by inhalation, if swallowed or in contact with skin, with possible serious consequences;
- irritating to skin;
- harmful for the environment.

To be avoided:

- contact with skin;
- inhalation of vapours;
- ingestion;
- release to the environment;
- exposure to air.

If swallowed do **NOT** induce vomiting but seek medical advice immediately (first aid post), indicating the cause and how the accident occurred.

After contact with skin, wash the affected part immediately with soap and water, repeating the operation until there are no more residues.

In case of contact with eyes or ears, rinse the affected parts immediately with plenty of water and seek medical advice immediately (first aid post), indicating the cause and how the accident occurred.

After contact with clothes, remove contaminated articles and wash immediately with plenty of water and soap. Substitute the contaminated clothes, which must be cleaned appropriately as

soon as possible.

If gear oil is accidentally spilt on the floor or in other areas, clean the contaminated area.

Always wear latex gloves to protect hands when carrying out maintenance.

Always close the gear oil cap properly after every topping up.

KEEP OUT OF REACH OF CHILDREN. DISPOSE OF THE OIL AT A SPECIAL WASTE COLLECTION POINT.

The used gear oil must be put in a sealed container and taken to the nearest service station or to a waste oil collection point where it will be disposed of correctly.

CHECKING THE GEAR OIL LEVEL

The vehicle must be placed on firm and level ground so that measurements are correct.

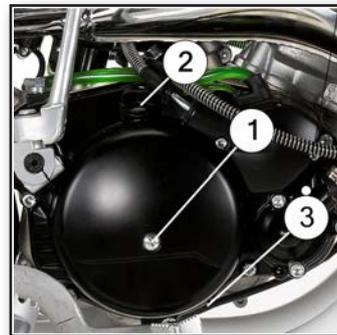
The level must be controlled with the engine cold. If the vehicle has just been used, it is advisable to wait at least ten minutes for the engine to cool so that the oil circulating in the crankcase settles and cools.

It is advisable to wear a pair of gloves for this operation.

Place the motorcycle upright with both wheels resting on the ground.

NOTE: do not check the oil level with the motorcycle resting on its stand.

Remove the control screw (1) located in the right-hand part of the crankcase; the oil level is correct when it does not exceed the bottom lip of the hole.



NOTE: the level must never exceed the bottom lip of the hole or be below the same. In the first case the excess oil would leak out and in the second case the engine could be severely damaged.

Top up if necessary.

TOPPING UP

For the type of gear oil to be used, see page 135 (LUBRICANTS) under: Gear oil.

- Unscrew and remove the filler cap (2).
- Pour in a small amount of oil and wait approx. one minute for the oil to flow uniformly inside the crankcase.
- Repeat topping up with small amounts of oil and check that the correct level has been reached.
- When the level is correct, screw the cap (2) back on and the level control screw (1).

CHANGING THE OIL

The oil should be changed when the engine is warm (to facilitate drainage), proceeding as described below.

- Place the vehicle on firm and level ground.
- Keep the vehicle upright with both wheels resting on the ground.
- Place a container with a capacity of over 1000 cm³ under the drain plug (3).
- Unscrew and remove the drain plug (3) and the filler cap (2).
- Let the oil flow out and then drip for a few minutes into the container.
- Remove any metal residues attached to the magnet on the drain plug.
- Check and if necessary replace the sealing washer on the drain plug.

It is recommended that the drain plug sealing washer be replaced every 12000 km (or every time the gear oil is changed).

- Close the drain plug (3).
Torque wrench setting for drain plug (4):
15 Nm (1.5 kgm).
- Pour 750 cm³ of gear oil into the filling hole (2), see page 135 (LUBRICANTS).
- Refit the filler cap (2).
- Start the vehicle, see page 60 (STARTING) and let it idle for a short period to allow the gear oil to circulate.
- Check the oil level and top up if necessary.



CAUTION:

Close the filler cap and drain plug well and make sure there is no oil leak. Wipe away any drops or smears of oil left from putting in the oil.

Periodically check for leaks around the gasket of the crankcase cover.

Do not use the vehicle if the lubricant level is insufficient or the lubricant is dirty since this would accelerate wear and tear of the moving parts and could lead to irreparable damage.

TYRE INFLATION PRESSURE

SPECIFICATIONS

The brand, type and size of the specific tyres for this vehicle are given on page 85 (SPECIFICATIONS).

TYRE PRESSURE

For the tyre pressures see page 85 (SPECIFICATIONS).

The right tyre pressure ensures that the vehicle is in the best conditions for:

- better rideability;
- better driveability;
- longer tread life;
- better roadholding.

Underinflation of the tyre results in:

- irregular wear;
- poorer driveability and roadholding;
- higher fuel consumption;
- possibility of bursting (due to increase in working temperature).

Overinflation of the tyre results in:

- irregular wear;
- poorer driveability and roadholding;
- jeopardised rideability and comfort.

CHECKS

For the maintenance intervals, see page 63 (PERIODIC MAINTENANCE CHARTS), under:

- Tyres;
- Tyre pressure;
- Wheels/Tyres.

Check tyre wear and pressure (at ambient temperature) before and after every long journey and as described in the SPECIFICATIONS.

NOTE: ambient temperature of the tyre means that the vehicle has been stationary for at least three hours or that it has travelled in this time a distance of no more than 2 km (1 mi).

If there is no choice but to check the pressure after having travelled many kilometres, remember that the measured values are 30-40 kPa (0.3-0.4 bar) higher than those measured at ambient temperature. This is normal, so do not deflate the tyres to obtain the recommended values (valid for ambient temperature), otherwise the tyre pressure will be insufficient.

NOTE: if possible always use the same pressure gauge to check the pressure, so as not to risk wrong values caused by the variability between different gauges.

If you note a loss of pressure, carefully check the tyre and try to find the point from where the air is leaking.

At every pressure control, check for:

- damage, wear, foreign matter lodged in the tread.

Check very carefully for:

- bulging on the tread or the sidewall of the tyre. If present, the tyre must be changed;
- sidewall cracks, cuts or slits. If present or if the fabric breaker is visible, the tyre must be changed;
- an excessively smooth tread.

NOTE: certain types of tyres have wear indica-

tors; several types exist. Speak to the dealer, who can give you information also regarding the methods of checking wear.

TREAD DEPTH

The minimum tread height must never be less than 1 mm (0.03 in) and in any case not less than what is prescribed by the legislation in force in the country where the vehicle is used.



CAUTION

If the tyre is worn or if any puncture in the tread area is larger than 5 mm, the tyre must be changed.

CHANGING A TYRE

When changing a tyre, use the type and model recommended by the manufacturer. The use of other than recommended tyres could jeopardise the driveability and stability of the vehicle with consequent danger of accidents and risk of serious injury and even death.

Replacements, repairs and maintenance are very important, require experience and must be carried out with the appropriate tools. For this reason it is recommended going to a **FANTIC MOTOR** Dealer or a specialised tyre repairer for the above procedures.

PRECAUTIONS

High speed tends to open the tyre pressure valves (due to the centrifugal force generated by wheel rotation). Correctly closed pressure valve nipples prevent a sudden drop in pressure of the tyres.

Check that the pressure valves always have caps fitted on them.

New tyres are covered with a slippery coating that disappears after the first few kilometres; ride with caution during this period.

Do not grease the tyres with unsuitable liquid and do not clean them with petrol or any other diluent.

If the tyres are old, even if not completely smooth, they could harden and no longer guarantee good roadholding. In this case they must be changed.

Take great care when removing/fitting tyres to avoid scratching or damaging the rims with the tools and the vices.

CLUTCH

TIPS

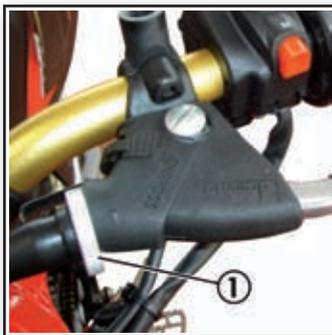
The clutch must be adjusted if:

- the vehicle tends to move forward with the clutch pressed and the gear engaged (in this case the clutch does not disengage);
- upon starting or during running, when releasing the clutch the engine revs excessively and delays in transferring movement to the rear wheel (the clutch binds and therefore slips).

Adjustment is made using the adjusting screw (1) located on the clutch connection to the handlebar.

ADJUSTMENT

This model is fitted with two adjustment devices for the length of the clutch cable.



Periodically check correct adjustment of the clutch cable, ensuring that the travel without load of the control lever is 3-4 mm.

If this measurement is different, use the control

lever adjusting screw (1) or the relative adjusting screw on the engine case to carry out the adjustment.



CONTROL

Start the engine, see page 60 (STARTING). Pull the clutch control lever as far as it will go and engage first gear. Release the clutch and at the same time throttle with moderation.

Check that:

- upon releasing the clutch the vehicle makes a smooth start without any of the previously listed problems, see "TIPS";

To prevent the clutch cable from corroding and early wear, it is as well to lubricate it with a suitable lubricant.

NOTE: check the whole length of the clutch cable for damage; the sheath must present no slits, cuts, crushing or wear. If any one of these defects is to be found, have the clutch cable replaced by a **FANTIC MOTOR** Dealer.

FUEL

The fuel used for internal-combustion engines is:

- highly inflammable and, in certain circumstances, may become explosive;
- harmful by inhalation, if swallowed or in contact with skin, with possible serious consequences;;
- irritating to skin;
- harmful to the soil and aquatic environment, harmful to flora and fauna.

To be avoided:

- contact with skin;
- inhalation of vapours;
- ingestion;
- release to the environment;
- exposure of the fuel to air.

Do NOT use your mouth to suck up, with a tube or other means, fuel from the tank. The fuel vapours are dangerous.

Under NO circumstances put your face near the fuel tank filler.

During refuelling and in the vicinity of fuel vapours:

- do not smoke;
- do not use naked flames, sparks or any other source of ignition or explosion;
- switch off the engine and the lights.

If swallowed do NOT induce vomiting but seek medical advice immediately (first aid post), indicating the cause and how the accident occurred.

After contact with skin, wash the affected part immediately with soap and water, repeating the operation until completely clean.

In case of contact with eyes or ears, rinse the affected parts immediately with plenty of water and seek medical advice immediately (first aid post), indicating the cause and how the accident occurred.

After contact with clothes, remove contaminated articles and wash immediately with plenty of water and soap. Change the dirty clothes, which must be washed as soon as possible.

Avoid fuel spilling or overflowing from the tank; if it comes into contact with overheated engine parts it could cause a fire.

If fuel is accidentally spilt, clean the affected area thoroughly, making sure that it is completely dry before starting the engine.

The fuel must only be used as fuel for internal-combustion engines and sold only by putting it directly into the vehicle tank.

An increase in the temperature (also environmental) causes the fuel to increase in volume. There is an air gap between the "fill level" and a completely full tank designed to allow the fuel volume to increase without danger of it leaking out. At the end of refuelling, always ensure that the fuel tank cap is well closed.

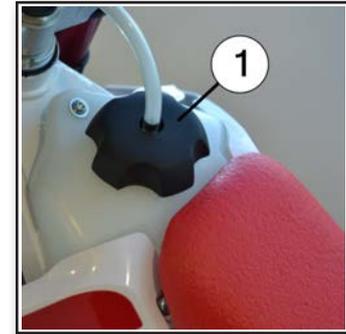
**KEEP OUT OF REACH OF CHILDREN.
DISPOSE OF THE FUEL AT A SPECIAL WASTE
COLLECTION POINT.**

REFUELLING

For the type of fuel to be used, see page 85 (SPECIFICATIONS) under:

- FUEL.

Tank capacity (reserve included) and tank reserve: see page 85(SPECIFICATIONS) under FUEL.



To refuel:

Unscrew and remove the fuel tank filler cap (1). Do not add additives or other substances to the fuel. If a funnel or such is used, make sure that it is perfectly clean.

FILL LEVEL

When refuelling, do not exceed the "fill level". "Fill level" means there is an air gap of 20-25 mm.

Complete refuelling and close the tank cap (1). Make sure that the cap is perfectly closed.

MIXING UNIT (models Casa and Performance)

PRECAUTIONS

The mixing oil is:

- harmful by inhalation, if swallowed or in contact with skin, with possible serious consequences;
- irritating to skin;
- harmful to the soil and aquatic environment, harmful to flora and fauna.

To be avoided:

- contact with skin;
- inhalation of vapours;
- ingestion;
- release to the environment;
- exposure to air.

Do **NOT** use your mouth to suck up, with a tube or other means, the mixing oil from the reservoir. The mixing oil vapours are dangerous. Under **NO** circumstances put your face near the mixing oil filler.

During refuelling and in the vicinity of mixing oil vapours:

- do not smoke;
- do not use naked flames, sparks or any other source of ignition or explosion;
- switch off the engine and the lights.

If swallowed do NOT induce vomiting but seek medical advice immediately (first aid post), indicating the cause and how the accident occurred.

After contact with skin, wash the affected part immediately with soap and water, repeating the operation until completely clean.

In case of contact with eyes or ears, rinse the

affected parts immediately with plenty of water and seek medical advice immediately (first aid post), indicating the cause and how the accident occurred.

After contact with clothes, remove contaminated articles and wash immediately with plenty of water and soap. Change the dirty clothes, which must be washed as soon as possible.

Avoid mixing oil spilling or overflowing from the reservoir; if it comes into contact with overheated engine parts it could cause a fire.

If mixing oil is accidentally spilt, clean the affected area thoroughly, making sure that it is completely dry before starting the engine.

Always wear latex gloves to protect hands when topping up the mixing oil.

AUTO-MIX OIL SYSTEM

The vehicle is fitted with a separate mixer oil reservoir that allows the petrol to be mixed with oil to lubricate the engine. **Insufficient oil is shown by the lighting up of the low mixing oil warning light**  "located on the instrument panel. **only with the engine running. Visually check for oil in the mixer tank before each power on.**



CAUTION

Using the vehicle without mixing oil causes serious damage to the engine. If the oil contained in the mixer oil reservoir is allowed to finish or if the mixing oil pipe is removed, it is necessary to consult a Dealer to bleed the system. This is indispensable, since running the engine with air in the mixing oil system could cause serious damage to the actual engine.

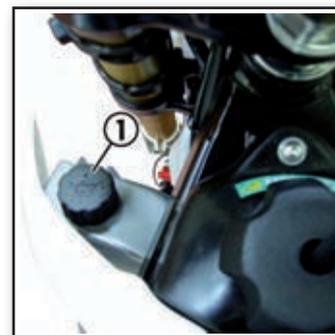
TOPPING UP

For the type of mixing oil to be used, see page 135 (LUBRICANTS) under:

- Synthetic oil for mixture.

Mixer oil reservoir capacity (reserve included) and reservoir reserve: see page 85 (SPECIFICATIONS) under FUEL.

Mixer oil reservoir reserve: see page 85 (SPECIFICATIONS) under FUEL.



Procedure for topping up the Auto-mix oil.

Unscrew and remove the mixer oil reservoir filler cap (1) on the left side of the fuel tank.

Do not add additives or other substances to the fuel. If a funnel or such is used, make sure that it is perfectly clean. When topping up, do not exceed the "fill level". Make sure that the cap is perfectly closed.

PREPARING THE FUEL (for models *Competizione*)

The above models do not have the mixing unit for the fuel or the relative reservoir.

In this case the user must manually put oil into the fuel tank at the moment of refueling, using a special graduated measure.

The quantity of oil to be poured into the tank is in proportion to the litres of petrol that are put in.

A ratio of 2% is recommended for this engine.

For the type of oil to be used, see page 135 (LUBRICANTS).

Replace the cap and shake the vehicle so that the oil and petrol are mixed inside the tank.

Take great care to comply with the percentage of oil. If an incorrect amount is added, there is the risk of affecting vehicle functionality.

BRAKES

BRAKE FLUID

The brake fluid is:

- harmful by inhalation, if swallowed or in contact with skin, with possible serious consequences;
- irritating to skin;
- harmful to the soil and aquatic environment, harmful to flora and fauna.

To be avoided:

- contact with skin;
- inhalation of vapours;
- ingestion;
- release to the environment;
- exposure to air.

If swallowed do **NOT** induce vomiting but seek medical advice immediately (first aid post), indicating the cause and how the accident occurred.

After contact with skin, wash the affected part immediately with soap and water, repeating the operation until completely clean.

In case of contact with eyes or ears, rinse the affected parts immediately with plenty of water and seek medical advice immediately (first aid post), indicating the cause and how the accident occurred.

After contact with clothes, remove contaminated articles and wash immediately with plenty of water and soap. Change the dirty clothes, which must be washed as soon as possible.

If brake fluid is accidentally spilt, clean the affected area thoroughly.

Always wear latex gloves to protect hands when carrying out maintenance.

Always close the brake fluid cover well after every filling up.

KEEP OUT OF REACH OF CHILDREN. DISPOSE OF THE BRAKE FLUID AT A SPECIAL WASTE COLLECTION POINT.

The used brake fluid must be put in a sealed container and taken to the nearest service station or to a waste oil collection point where it will be disposed of correctly.

DISK BRAKES

The brakes are a fundamental part for vehicle safety. Always keep them fully efficient. Check them for wear prior to setting off on any journey.

A decrease in braking power could be caused by water depositing on the disks and on the brake pads and it is therefore recommended that the vehicle be dried thoroughly after washing. If travelling on wet roads, proceed with caution and continuously try out the brakes.

Also the salt used to melt snow and ice causes a decrease in the efficiency of the braking system, as does grease, oil and brake fluid; in this case it is best to change the pads.

Whenever the pads are changed, take care for the first 200 km when braking, as the pads do not immediately adhere perfectly to the disk. During this period it is preferable to brake early and to apply the brake lever more forcefully, while avoiding abrupt and prolonged braking so as not to burn the pads and disks.

Do not use the vehicle if brake fluid is detected leaking from the braking system.

The vehicle is fitted with disk brakes both at the front and the rear, with separate hydraulic circuits.

Over a period of time the hydraulic system can cause variations in the play of the brake levers or an elastic resistance.

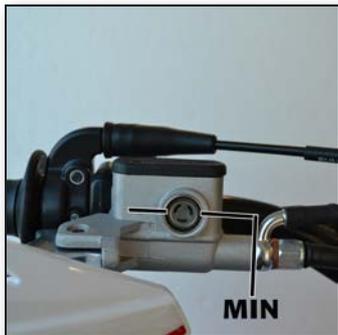
If you are unable to carry out the necessary controls or doubt the safety of the vehicle, contact a **FANTIC MOTOR Dealer**.

Also check that the braking system pipes are not twisted, worn or present cracks, cuts or slits. Take care that water or dust do not accidentally enter the hydraulic system.

As the pads become worn the level of fluid inside the tanks decreases to automatically compensate the wear.

FRONT BRAKE

Check that the brake fluid level is over the "MIN" mark. Check the pads and disks for wear and if they do not need replacing, proceed with topping up.



FRONT BRAKE TOPPING UP

Using a Phillips screwdriver loosen the two screws securing the brake fluid tank cover. Re-

move the latter and its gasket, taking care to place them on a clean surface.

Top up with suitable brake fluid, see page 135 (LUBRICANTS), taking care not to exceed the "MAX" level positioned inside the fluid tank.

When pads or disks are worn, never top up to the "MAX" level because if these parts are subsequently replaced, the fluid could flow out of its tank.

If, on the contrary, these parts have been replaced, it is advisable to top up to the "MAX" level.

Replace the gasket and replace the cover; insert and tighten the two screws and wipe the surfaces clean with a cloth if there has been any spillage.

Check braking efficiency and check the braking system for leaks; in the event of malfunction, consult a FANTIC MOTOR Dealer.

REAR BRAKE

The brake fluid tank for the rear disk brake is located on the right-hand side of the vehicle.

It is a good thing to check the fluid level in the tank periodically, and especially before setting off on long journeys.

As the brake pads and the disk become worn, the brake fluid level tends to drop and it is therefore necessary to top it up. Use suitable brake fluid, see page 135 (LUBRICANTS).

For the check:

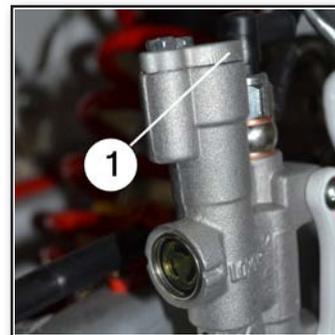
- keep the vehicle upright so that the fluid contained in the tank is parallel with the cap (1).
- ensure that the fluid is above the "MIN" mark.

MIN = minimum level
MAX = maximum level

If the fluid is below the "MIN" mark, check the pads and disk for wear and, if in good condition, proceed with topping up.

Do not top up the fluid to the "MAX" level if the pads are worn, because if they are subsequently replaced the brake fluid would overflow.

TOPPING UP THE REAR BRAKE



Keep the brake fluid in the tank parallel to the tank rim (in a horizontal position) to prevent spillage during topping up.

Do not add additives or other substances to the brake fluid. If a funnel or such is used, make sure that it is perfectly clean.

- Loosen the screws and remove the cap (1).
- Remove the gasket.
- Top up with brake fluid, see page 135 (LUBRICANTS) until the level is between the two marks.
- Replace the gasket and screw the cap back on the tank.

Check braking efficiency and check the braking system for leaks; in the event of malfunction, consult a FANTIC MOTOR Dealer.

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CHECK PAD WEAR

Once every 2000 km it is advisable to check the pads for wear; when using the vehicle off road, with mud or sand, check after every use. The pads have a groove that must always be visible.

Disk brake pad wear depends on use as well as style of driving and road.

For a quick check of pad wear:

- Position the vehicle on the stand.
- Both the front and the rear brake calipers are fitted with two brake pads.

Make a visual inspection between disk and pads, looking:

- upwards toward the "caliper pivot pin" for the front brake calipers;
- downwards at the rear for the rear brake caliper.

Wear that goes beyond the limit of the friction material leads to contact of the pad metal shoe with the disk with consequent metallic noise and sparks flying from the caliper; braking efficiency, safety and completeness of the disk would thus be affected.

If the groove has disappeared (friction material depth 1.5 mm), replace the pair of pads.

Suspensions (models Casa and Performance)

FRONT-WHEEL SUSPENSION

To change the oil of the front fork, go to a **FANTIC MOTOR** Dealer who will guarantee thorough, prompt service.

Carefully read page 62 (MAINTENANCE). For the maintenance intervals, see page 63 (PERIODIC MAINTENANCE CHARTS) under:

- Fork oil and oil seal.

CONTROL

Carry out the following checks.

- Apply the front brake lever, push down hard and repeatedly on the handlebar making the fork compress. The movement must be gentle and there must be no trace of oil on the rods.
- Check that all the parts of the front-wheel suspension are tight.

In the event of malfunction or if the work of specialists is needed, consult a Dealer.

The front-wheel suspension consists of:

- a hydraulic fork connected through two plates to steering head tube.

ADJUSTMENT

NOTE: no type of adjustment is envisaged for this type of suspension. The basic setting of the suspension is done by FANTIC MOTOR to satisfy ideal riding conditions [rider only (weight approx. 75 kg)].

REAR-WHEEL SUSPENSION

For maintenance intervals, see page 63 (PERIODIC MAINTENANCE CHARTS) under:

- Rear shock absorber.

The rear-wheel suspension consists of:

- a damper/linkage unit.

The unit is connected:

- at the top (damper head) to the frame;
- at the bottom (linkage) to the rear fork.

ADJUSTMENT DUMPER PRELOAD

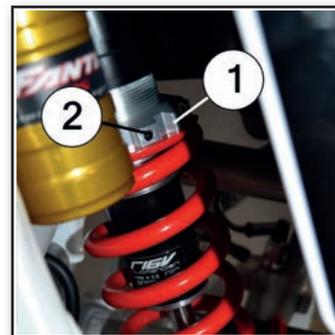
The basic setting of the suspension is done by **FANTIC MOTOR**. If different use is required, the setting may be customised.

It is advisable to wait for the engine to be completely cold before making changes.

Adjust the spring preload according to the conditions of use of the vehicle.

Do not force rotation of the adjusting devices beyond the limit (in either direction) to avoid possible damage.

The settings for racing use are recommended at the time of organised competitions or sporting events to be held on circuits cut off from road traffic and with the approval of the authorities having jurisdiction.



NOTE: the ring nut (1) adjustment requires removal of the air manifold and use of a specific pin wrench.

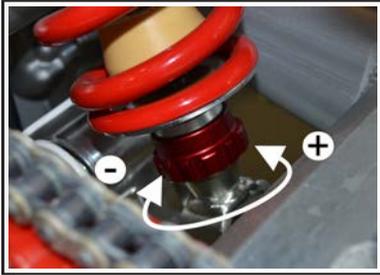
- Loosen the locking screw of the ring nut (2)

- By using a hook wrench or an aluminum punch turn the adjusting ring nut (1) to the desired position by reloading or not the spring in relation to your weight and riding style.
- Tighten the locking screw of the ring nut (2).

ADJUSTMENT OF HYDRAULIC rebound

The damper or shock absorber can be adjusted for the rebound by acting on the lower part where there is an adjusting ring nut.

- Standard setting: 15 clicks from fully closed



To restore the standard setting, turn the adjusting ring nut in the direction (+) until reaching the fully closed position and then turn back for the number of clicks indicated above.

To obtain gentler braking, turn the adjusting ring nut in the direction (-); reverse the direction to obtain harder braking action.

The shock absorber of the CASA model instead is equipped instead of a 5 mm Allen screw.



To restore the standard calibration, turn the Allen screw clockwise to the fully closed position, then turn back the aforementioned shots. To obtain a softer braking, turn the Allen wrench counter-clockwise; act inversely to get a harder braking.

Suspensions (models *Competizione*)

FRONT-WHEEL SUSPENSION

A fork is mounted by the manufacturer on these models that envisages two types of adjustment. At the time the vehicle is sold the adjustment is naturally standard. This setting may, however, be changed according to personal preferences and to the type of road surface.

Adjustment is not complicated but if you are not sure of correct procedures, it is best to go to a Dealer and ask them to carry out the adjustment.

ADJUSTING THE OF PRELOAD SPRING

Standard setting: fully open + 3 turns.

To restore the standard setting, turn the adjusting device anticlockwise and then turn back for the number of turns indicated above.



To obtain smoother braking action, turn the adjusting screw counter-clockwise; reverse the direction to obtain an inferior braking action.

EXTENSION ADJUSTMENT (REGISTER REBOUND)

Standard setting: fully closed – 6 click.

To restore the standard setting, turn the adjusting device (R) clockwise and then turn back for the number of turns indicated above.

To obtain smoother braking action, turn the adjusting screw IN DIRECTION (-); acting inversely (+) to obtain a biggest braking action.



REAR-WHEEL SUSPENSION

For maintenance intervals, see page 63 (PERIODIC MAINTENANCE CHARTS) under:

- Rear damper/shock absorber.

The rear-wheel suspension consists of:

- a damper/linkage unit.

The unit is connected:

- at the top (damper head) to the frame;
- at the bottom (linkage) to the rear fork.

ADJUSTMENT OF DAMPER SPRING PRELOAD

The basic setting of the suspension is done by **FANTIC MOTOR**. If different use is required, the setting may be customised according to the type of road to travelled.

Proceed as follows:

The spring preload adjustment requires removal of the air manifold and use of a specific pin wrench

- Loosen the locking screw of the ring nut (2)
- By using a hook wrench or an aluminum punch turn the adjusting ring nut (1) to the desired position by reloading or not the spring in relation to your weight and riding style.
- Tighten the locking screw of the ring nut (2).

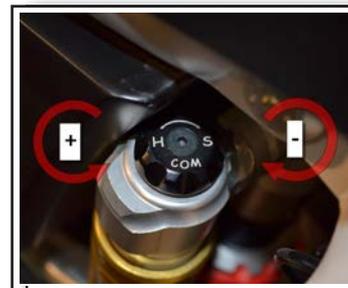


DUMPER COMPRESSION ADJUSTMENT

Standard setting: 16 clicks from fully closed

To restore the standard setting, turn the adjusting device anticlockwise and then turn back for the number of turns indicated above.

To obtain gentler braking, turn the adjusting ring nut in the direction (S); reverse the direction (H) to obtain harder braking action.



ADJUSTING HYDRAULIC BRAKE

Standard setting:

- 15 clicks from fully closed.

To restore the standard setting, turn the adjusting ring in (+) direction as far as the fully closed position and then turn back for the number of clicks indicated above. To obtain smoother braking action, turn the adjusting device in direction (-); reverse the direction (+) to obtain harder braking action.



CHAIN

The vehicle is fitted with a chain of the stud link type.

When taking off and remounting the chain, make sure that the spring of the stud is installed with the open part facing in the opposite direction to forward movement.



If the chain is excessively slack it could come off the sprocket, causing accidents or serious damage to the vehicle.

Regularly check the chain slack and if necessary adjust the tension.

Only go to an authorised Dealer to have the chain replaced.

Incorrect maintenance could lead to early wear of the chain and damage the sprocket and the gearing. Carry out maintenance more frequently if the vehicle is used in hard conditions or on dusty or muddy roads. Take great care over adjusting, lubricating, cleaning and replacing the chain.

CHAIN TENSIONING

- Stop the engine.
- Place the vehicle on the stand.
- Place the gear lever in neutral.
- Check that the up and down movement, midway between sprocket and ring gear in the lower section of the chain, is approx. 40 mm.
- Shift the vehicle forward to check the up and down movement of the chain also in other positions; the slack must remain constant throughout the entire rotation of the wheel.

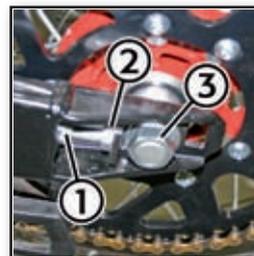
If the slack is greater in certain positions this means that there are crushed or bound links. In this case consult a Dealer. If the slack is uniform but greater or lower than 40 mm, adjust.

To avoid the risk of jamming, it is recommended that the chain be well lubricated.

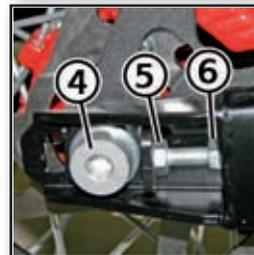
ADJUSTMENT

- Using the relative wrench, lock rotation of the wheel pivot bolt (4).
- Loosen the wheel nut (3).

NOTE: for rear wheel truing there are reference notches stamped on both ends of the fork arms.



Wheel on chain side



Wheel on brake side



- Loosen the right check nut (6) and the left check nut (1).
- Using the right-hand (5) and left-hand (2) chain adjusting device, adjust the slack of the chain, checking on both sides of the vehicle that the same references are applied.
- Tighten the right check nut (6) and the left check nut (1).
- Using the relative wrench, lock rotation of the wheel pivot bolt (4).
- Tighten the wheel nut (3).

Wheel nut (3) torque wrench setting: 80 Nm (8kgm).

CHECKING THE CHAIN, SPROCKET AND RING GEAR FOR WEAR

Check the following parts and check the chain, sprocket and ring gear for:

- worn rollers;
- loose pins;
- dry, rusted, crushed or bound links;
- excessive wear;
- missing sealing rings;
- excessively worn or damaged sprocket or gear teeth.

If any one of these parts is damaged, the whole chain assembly (sprocket, chain and ring gear) must be replaced.

Also check the chain guide (8) and chain slider (7).

LUBRICATION AND CLEANING

The chain should always be kept well lubricated and must be cleaned especially after having been off road with mud or sand. Whenever there are dry or rusted parts, if there are crushed or bound links, the chain must be lubricated and the deteriorated parts restored to working condition. If this is impossible, consult a Dealer.

Do not clean the chain with jets of water or steam, high-pressure water jets or highly inflammable solvents.

See the LUBRICANTS table on page 135 for products recommended for lubricating and cleaning the chain.

AIR FILTER

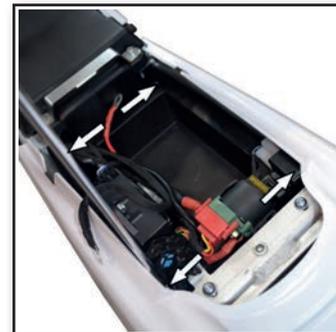
Do not use petrol or inflammable solvents for cleaning the filter to avoid the risk of fire or explosion.

For the maintenance intervals, see page 63 (PERIODIC MAINTENANCE CHARTS) under:

- Air filter.

REPLACEMENT OF AIR FILTER

- Remove the saddle.
- Unscrew and remove the screw shown in the picture below.

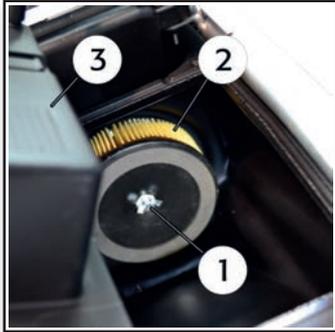


- Lift the battery support tray "3" positioning it laterally as illustrated

- Loosen and remove the screw (1).
- Draw out the filter (2) complete with retainer.

NOTE: Use a cloth to clean the inside of the filter box before inserting the filter to keep dust and foreign objects from entering the intake manifold.

- Unscrew and remove the screw (1).
- Remove the filter (2)



COOLANT

The coolant is:

- inflammable and emits invisible flames;
- harmful by inhalation, if swallowed or in contact with skin, with possible serious consequences;
- irritating to skin;
- harmful to the soil and aquatic environment, harmful to flora and fauna.

To be avoided:

- contact with skin;
- inhalation of vapours;
- ingestion;
- release to the environment;
- exposure of coolant to air.

During filling and in the vicinity of coolant vapours:

- do not smoke;
- do not use naked flames, sparks or any other source of ignition;
- switch off the engine and the lights.

If swallowed do not induce vomiting but seek medical advice immediately (first aid post), indicating the cause and how the accident occurred. If the time required to reach a first aid post exceeds one hour, induce vomiting but in any case seek medical attention.

After contact with skin, wash the affected part immediately with soap and water, repeating the operation until completely clean.

In case of contact with eyes or ears, rinse the affected parts immediately with plenty of water and seek medical advice immediately (first aid post), indicating the cause and how the accident

occurred.

After contact with clothes, remove contaminated articles and wash immediately with plenty of water and soap. Change the dirty clothes, which must be washed as soon as possible.

Avoid coolant spilling or overflowing from the tank; if it comes into contact with overheated engine parts it could cause a fire with invisible flames.

If coolant is accidentally spilt, clean the affected area thoroughly.

Always wear latex gloves to protect hands when carrying out maintenance.

NOTE: an increase in the temperature causes the coolant to increase in volume.

The coolant has a specific "fill level", see page 80 (FILL LEVEL).

There is an air gap between the "fill level" and a completely full designed to allow the coolant volume to increase without danger of it leaking out.

NOTE: during refilling, do not exceed the "fill level".

At the end of refilling, always close the filler cap well.

**KEEP OUT OF REACH OF CHILDREN.
DISPOSE OF THE COOLANT AT A SPECIAL
WASTE COLLECTION POINT.**

NOTE: THE TYPE OF FILTER DOES NOT REQUIRE CLEANING BUT ONLY REPLACEMENT

which must occur every 4000 km (2500 miles) for road use and at least every 1000 km for off-road use.

- Replace the filter (2) with a new one of the same type.

When reassembling:

- Insert the filter in the seat of the filter box.
- Manually tighten the screw (1).

CONTROL AND TOPPING UP

For the maintenance intervals, see page 63 (PERIODIC MAINTENANCE CHARTS), under:

- coolant.

Do not use the vehicle if the coolant level is below the minimum level.

For the type of coolant to be used, see page 135 (LUBRICANTS) under:

- coolant.

Only use coolant of the specified type. If other types are used, there is a build-up of mineral salts that affect the efficiency of the cooling system.

To change the liquid, it is advisable to go to a FANTIC MOTOR Dealer.



When the engine is hot the coolant is under pressure and reaches a high temperature. If the cap is opened there is the risk of burns to the skin. ONLY remove the coolant cap (1) when the engine is at ambient temperature.

- Make sure that the engine is cold.
- Place the vehicle on the stand.
- Keep the vehicle upright with both wheels resting on the ground.
- Turn the handlebar to the left.
- Unscrew (by turning counter-clockwise) the filler cap (1) by about one turn.
- Wait for a few seconds to allow any pressure in the system to be released.
- Unscrew the filler cap (1) by turning counter-clockwise and remove it.

FILL LEVEL

Having removed the cap, if the coolant level is visible and fully covers the plates, then it is in the condition of "fill level".

If this level has not been reached, the coolant must be topped up.

Take great care when adding the liquid not to exceed the "fill level", otherwise there could be overflow when the vehicle is running, which could affect operation.

If there is a high consumption of coolant, check for leaks from the radiator or the pipe couplings. Consult a **FANTIC MOTOR** Dealer for repairs.

CARBURETTOR/THROTTLE CONTROL

IDLING

For the maintenance intervals, see page 63 (PERIODIC MAINTENANCE CHARTS), under:

- idling.

To check the idling speed the vehicle engine must be at normal running temperature. If the check is made with a cool engine the calibration will be out of tune.

CHECK

- Run a few kilometres until normal operating temperature is reached, then stop the vehicle.
- Place it on the stand.

Take care not to touch the hot engine parts with bare skin, as there is the risk of burns. Work from the left side of the vehicle.

The engine idling speed must be approx.: 1500 ± 100 rpm.

If the engine tends to cut out, without using the throttle control, this means that the idling speed must be adjusted using the screw located on the carburettor.



ADJUSTMENT

- Adjust the screw (1) located on the carburetor (left side).
- **TIGHTENING** (clockwise), the revs increase.
- **LOOSENING** (counter-clockwise), the revs decrease.

To check correct operation and if the idling speed remains stable, twist the accelerator handle to accelerate and throttle down a few times.

NOTE: do not adjust the air adjusting screw to avoid altering the mixture settings.

If necessary, consult a Dealer.

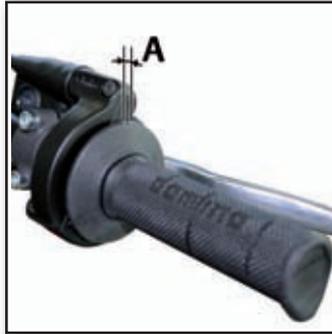
THROTTLE CONTROL

For the maintenance intervals, see page 63 (PERIODIC MAINTENANCE CHARTS), under:

- Throttle control.

CHECK

The no-load travel (A) of the accelerator handle must be 2-3 mm, measured on the rim of the actual twist grip handle.



ADJUSTMENT

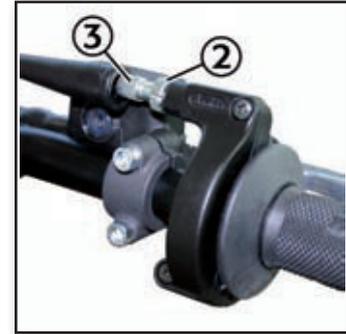
- Place the vehicle on the stand.
- Remove the protective sleeve.
- Loosen the ring nut (2).
- Turn the adjusting device (3) to reset the recommended value.

After adjustment:

- Manually lock rotation of the adjusting device (3) and tighten the ring nut (2).
- Check the no-load stroke (A).

If the outcome is positive:

- Replace the protective sleeve.



After having completed adjustment, check that the engine idle speed does not change upon turning the handlebar and that when the accelerator handle is released it returns automatically to the rest position.

SPARK PLUG

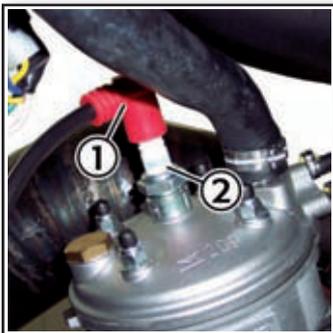
The spark plug is a very important part for good engine efficiency and special care must be given to it.

Before unscrewing the spark plug, the engine head must be cleaned with a jet of compressed air to prevent particles of sand, mud or any other type of dirt on it from entering the cylinder.

DISASSEMBLING THE SPARK PLUG

The engine must be cold for this operation.

- Remove the spark plug cap (1).
- Release the spark plug (2) using the relative wrench and then unscrewing by hand until it can be fully removed.



- Clean it with a metal brush and check that the distance between the electrodes is 0.5 -0.6 mm.
This should be done approx. once every 1000 km, while the plug must be changed once every 4000 km.
- **Refit the spark plug, inserting it first by hand and only using the wrench for the final tightening.**
- Replace the spark plug cover tube (1), ensuring that it has been inserted correctly.

Whenever the spark plug is changed, check the pitch and the reach of the thread. If the threaded part is too short, carbon deposits will build up on the thread seat thereby risking damaging the engine when the correct spark plug is refitted. Only use spark plugs of the recommended type, see page 85 (SPECIFICATIONS), otherwise engine performance and life could be adversely affected.

CHANGING THE HEADLAMP BULB

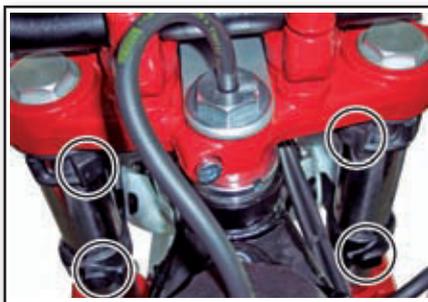
The headlamp houses:

- a position light bulb;
- a dipped/full beam bulb.



ACCESSING THE BULBS

- Place the vehicle on the stand.
- Release the four lamp-bracket flexible supports



The lamp bracket complete with headlamp remains connected to the electric cables. **DO NOT TUG ON THE ELECTRIC CABLES.**

To work more comfortably the headlamp may be detached by loosening the two side screws.

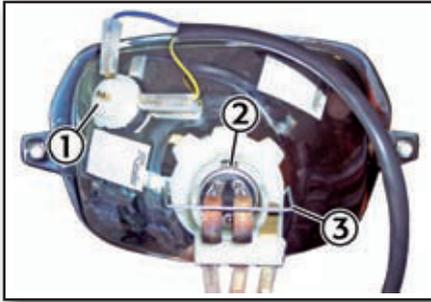
- Shift the complete lamp bracket to the side.

NOTE: handle the plastic parts with care; do not scratch or damage them.

POSITION LIGHT BULB

Do not tug on the electric cables to take out the lamp-holder.

- Grasp the lamp-holder and pull it out of its seat.
- Take out the position light bulb (1) and replace it with one of the same type.



DIPPED/FULL BEAM BULB

- Do not tug on the electric cables to remove the bulb electric connector.
- Remove the black rubber sleeve from the central lamp-holder.
- Release the lamp-holder retaining spring (3) and remove it.
- Draw out the lamp-holder (2) from the parabola seat.
- Press the bulb gently and turn it counterclockwise.
- Take out the bulb from its seat.

Once the bulb has been changed, just proceed with the disassembly stages in the reverse order in order to remount the optical unit.

REAR VIEW MIRRORS

The operations described below are valid for both rear-view mirrors.

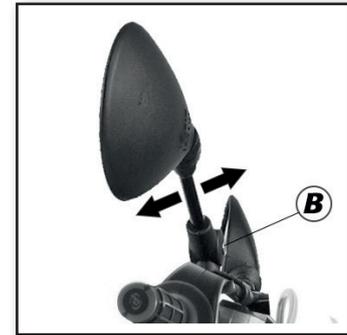
Place the vehicle on the stand and on a flat and stable surface. Loosen the lock nut "A", turn the mirror counterclockwise and remove it.

During reassembly, before tightening the nut, check that the mirror support rod is aligned with the handlebar.



REAR VIEW MIRRORS ADJUSTMENT

To adjust the rear-view mirrors, steer onto the vehicle in running position and rotate the mirror according to your needs. It is also possible to adjust the inclination of the rear-view mirror support rod. To do this, loosen the screw "B" and move the support rod sideways. Make the adjustment and tighten the screw "B".



CLEANING THE VEHICLE AND INACTIVITY

It is a good rule to clean the vehicle periodically to keep its parts in good condition.

If the vehicle is used in the following conditions, more frequent washing is recommended:

- Coastal areas or areas with a hot and humid climate in which the humidity and salinity in the atmosphere are higher than normal.
- Roads or areas where salt or chemical products are used to melt snow and ice.
- Roads or areas where there are industrial dusts or patches of tar.
- Sporting use and off-road riding.
- Presence on the vehicle body of dead insects, bird droppings, etc.

It is advisable not to stop or park the vehicle under plants or trees. In some seasons certain plants and trees release residues, resins, fruits or leaves containing harmful substances (in particular harmful for the bodywork).

RULES FOR WASHING

Do not wash the vehicle in direct sunlight, especially in summer, when the body is still warm since the detergent would dry before rinsing and could thus damage the paintwork.

Do not use liquids at a temperature over 40°C to clean the plastic parts of the vehicle.

Do not direct high-pressure air (or water) jets or steam jets onto the following parts:

- wheel hubs;
- controls located on the right and left side of the handlebar;- cuscinetti;
- bearings;
- brake tanks and pumps;
- instruments and indicators;
- silencer outlet;
- steering lock;
- radiator fins;
- fuel filler cap and other caps or plugs;
- lamps;
- electrical connections;
- decals.

Do not use alcohol, petrol or solvents to clean plastic or rubber parts or the saddle.

NOTE: to clean the external parts of the engine only, use a degreasing detergent, brushes and cloths, see page 135 LUBRICANTS table.

Using a high-pressure water jet could damage certain vehicle parts.

Use a low-pressure water jet to rinse the vehicle thoroughly and in particular the dirtiest parts. Using a soft sponge for the bodywork, wipe over the whole vehicle.

Rinse the vehicle thoroughly, always using a low-pressure water jet. Dry with a clean chamois leather.

RULES FOR END OF WASHING

Braking efficiency could be reduced after washing, since brake disks and pads are wet.

It is therefore advisable to dry the disks well and wait for the pads to dry, after which proceed with caution and repeatedly try out the brakes.

Only after meticulous and thorough washing should you proceed with polishing using silicone wax.

Do not use abrasive pastes on the vehicle, since they ruin flat varnishes.

Do not apply protective wax on the braking parts, disks and pads, as it could affect their operation.

Do not apply it on the saddle either, as it could make it slippery and therefore be the cause of a fall.

INACTIVITY

If the vehicle is not going to be used for several months, it is advisable:

- to clean and protect the painted parts by applying special waxes;
- to drain all the fuel from the tank, close the tap and make sure there is none in the float chamber. To do this, close the tank tap and start the vehicle. Wait for it to cut out on its own;
- remove the spark plug and pour a spoonful of oil for two-stroke engines into the cylinder. Replace the spark plug and use the kick starter to spread oil over the walls of the cylinder;
- periodically check the tyre pressure;
- lubricate the chain;
- cover the end of the exhaust pipe with a bag and tie it tightly to prevent humidity from entering;

- cover the vehicle with a sheet (in cotton or wool or other breathable material) that is large enough to fully cover it but without touching the ground.

AFTER A PERIOD OF INACTIVITY

- Uncover and wash the vehicle, see page 83 (CLEANING).
- Fill the fuel tank, see page 69 (FUEL).
- Carry out the preliminary checks, see page 58 (PRELIMINARY CHECKLIST).

Do a test run of a few kilometres at a moderate speed in an area with no traffic.

SPECIFICATIONS

	ENDURO PERFORMANCE	MOTARD PERFORMANCE	ENDURO CASA	MOTARD CASA
Length (mm)	2040	1985	2040	1985
Width (mm)	780	780	780	780
Height (mm)	1200	1160	1200	1160
Ground clearance (mm)	340	340	340	300
Wheel base (mm)	1395	1395	1395	1395
Saddle height (mm)	920	900	940	920
Net dry weight (Kg)	84	85	83	84
Type of engine	Minarelli 2 stroke with mixer and countershaft			
Cooling	liquid cooling system by pump			
Bore/Stroke	40,3 / 39,0	40,3 / 39,0	40,3 / 39,0	40,3 / 39,0
Displacement	49,7 cm ³	49,7 cm ³	49,7 cm ³	49,7 cm ³
Compression ratio	12,5 : 1	12,5 : 1	12,5 : 1	12,5 : 1
Engine idling speed	1200 ± 100	1200 ± 100	1200 ± 100	1200 ± 100
Speed change	6 gears	6 gears	6 gears	6 gears
Clutch	wet multiple-disk	wet multiple-disk	wet multiple-disk	wet multiple-disk
Ignition	Moric electronic	Moric electronic	Moric electronic	Moric electronic
Carburettor	Dell'Orto PHBN 16 choke Ø16 mm			

	ENDURO PERFORMANCE	MOTARD PERFORMANCE	ENDURO CASA	MOTARD CASA
Fuel	Mixture of petrol (min. 98 octane) and 2-stroke oil for 2% mixture (auto mix)	Mixture of petrol (min. 98 octane) and 2-stroke oil for 2% mixture (auto mix)	Mixture of petrol (min. 98 octane) and 2-stroke oil for 2% mixture (auto mix)	Mixture of petrol (min. 98 octane) and 2-stroke oil for 2% mixture (auto mix)
Total tank/Reserve capacity	8,5 L / 0,5 L			
Total mixer oil reservoir/Reserve capacity (warning light on inst. panel)	1,3 L / 0,5 L			
Air filter	synthetic	synthetic	synthetic	synthetic
Cooling circuit capacity	750 cc (see lubricant table)			
Gear oil	750 cc (see lubricant table)			
Primary transmission	Spiral bevel gear Ratio 1:3,55 (Z=20/71)			
Final drive	Chain 1/2"x1/4" roller 7,75mm (Z=11/58)			
Frame	Perimeter in CrMo steel			
Rear fork	In steel	In steel	With variable section in aluminum	With variable section in aluminum
Front suspension	Hydraulic telescopic fork, travel 250mm	Hydraulic telescopic fork, travel 250mm	Hydraulic telescopic fork, travel 265mm	Hydraulic telescopic fork, travel 265mm
Rear suspension	Hydraulic monodamper, bump and rebound adjustment, stroke 100 mm	Hydraulic monodamper, bump and rebound adjustment, stroke 100mm	Hydraulic monodamper, bump and rebound adjustment, stroke 100mm	Hydraulic monodamper, bump and rebound adjustment, stroke 100mm

	ENDURO PERFORMANCE	MOTARD PERFORMANCE	ENDURO CASA	MOTARD CASA
Front brake	hydraulic disk brake 260mm	hydraulic disk brake 260mm	hydraulic disk brake 260mm	hydraulic disk brake 260mm
Rear brake	hydraulic disk brake 220mm	hydraulic disk brake 220mm	hydraulic disk brake 220mm	hydraulic disk brake 220mm
Tyre rims	In aluminium alloy with tangential spokes fr. 21x1.6" rear 18x1.85"	In aluminium alloy with tangential spokes fr. 21x1.6" rear 18x1.85"	In aluminium alloy with tangential spokes fr. 21x1.6" rear 18x1.85"	In aluminium alloy with tangential spokes fr. 17x2,5" rear 17x3,5"
Front tyre/pressure	80/90x21 road 1,6 bar off-road 1,3 bar	80/90x21 road 1,6 bar off-road 1,3 bar	80/90x21 road 1,6 bar off-road 1,3 bar	100/80x17 road 1,6 bar off-road 1,3 bar
Rear tyre/pressure	110/80x18 road 1,8 bar off-road 1,6 bar	110/80x18 road 1,8 bar off-road 1,6 bar	110/80x18 road 1,8 bar off-road 1,6 bar	130/70x18 road 1,8 bar off-road 1,6 bar
Dipped/full beam	12V - 35/35 W	12V - 35/35 W	12V - 35/35 W	12V - 35/35 W
Position light	12V - 4 W	12V - 4 W	12V - 4 W	12V - 4 W

NOTES

A series of ten horizontal dashed lines for writing notes.

GUIDA RAPIDA DI RIFERIMENTO / FAST GUIDE OF REFERENCE / GUIDE RAPIDE DE RÉFÉRENCE

NUMERO CENTRO ASSISTENZA AFTERE-SALES SERVICE NUMBER NUMÉRO DU CENTRE D'ASSISTANCE

MESE TAGLIANDO SERVICE MONTH MOIS DU COUPON

NUMERO TELAIO VIN/CHASSIS/FRAME No. NUMÉRO DE CHÂSSIS

CARBURANTE / FUEL / CARBURANT

Benzina senza piombo (95 ottani)
Unleaded petrol (95 octane)
Essence sans plomb (95 octanes)

OLIO MISCELATORE / MIXER OIL HUILE DU MÉLANGEUR

OLIO MOTORE / ENGINE OIL / HUILE DU MOTEUR

Se si aggiunge olio non superare il livello massimo indicato. / When topping up with oil, do not exceed the maximum level. / En ajoutant de l'huile, ne pas dépasser le niveau maximum indiqué.

OLIO FRENI / BREAK FLUID / HUILE DES FREINS

Se si aggiunge olio non superare il livello massimo indicato. / When topping up with oil, do not exceed the maximum level. / En ajoutant de l'huile, ne pas dépasser le niveau maximum indiqué.

LIQUIDO REFRIGERANTE / COOLANT LIQUIDE RÉFRIGÉRANT

Se si aggiunge olio non superare il livello massimo indicato. / When topping up with oil, do not exceed the maximum level. / En ajoutant de l'huile, ne pas dépasser le niveau maximum indiqué.

PNEUMATICI / TYRES / PNEUS

Tipo di pneumatico e pressione di gonfiaggio con carico standard in bar.
Type of tyre and inflation pressure with standard load in bar.
Type de pneu et pression de gonflage avec charge standard en bar.

ANTERIORE / FRONT / AVANT

POSTERIORE / REAR / ARRIÈRE

TRA UN TAGLIANDO E L'ALTRO, ACCERTARSI CHE VENGANO REGOLARMENTE CONTROLLATI: MAKE SURE THAT THE FOLLOWING ARE CHECKED REGULARLY BETWEEN ONE SERVICE AND ANOTHER: ENTRE UN COUPON ET L'AUTRE, VEILLER À CE QUE SOIENT RÉGULIÈREMENT CONTRÔLÉS :

- Livello dell'olio del motore.
Engine oil level.
Niveau de l'huile du moteur.
- Livello del liquido dei freni.
Brake fluid level.
Niveau du liquide des freins.
- Funzionamento di tutte le luci.
Correct operation of all lights.
Fonctionnement de toutes les lumières.
- Livello del liquido refrigerante.
Coolant level.
Niveau du liquide réfrigérant.
- Livello dell'olio del miscelatore.
Mixer oil level.
Niveau de l'huile du mélangeur.
- Pressione e condizioni dei pneumatici (a freddo).
Tyre pressure and condition (cold).
Pression et condition des pneus (à froid).

TABELLA LUBRIFICANTI-PRODOTTI/ LUBRICANTS-PRODUCTS TABLE / TABLEAU DES LUBRIFICANTS-PRODUITS

PRODOTTI ORIGINALI ORIGINAL PRODUCTS PRODUITS ORIGINAUX	APPLICAZIONI APPLICATIONS APPLICATIONS	PRODOTTI EQUIVALENTI EQUIVALENT PRODUCTS PRODUITS ÉQUIVALENTS	OSSERVAZIONI OBSERVATIONS OBSERVATIONS
	Olio motore cambio Oil engine / gearbox Huile moteur / boîte de vitesses	API SG JASO T903:2006 MA SAE 10w40	
	Olio per miscelatore Mixer oil Mélangeur	Olio 2-tempi per miscelatori separati 2-stroke oil for separate mixers Huile 2 temps pour mélangeurs séparés	Usare solo olio sintetico Non usare olio minerale Use only synthetic oil Do not use mineral oil Utilisez uniquement de l'huile synthétique Ne pas utiliser d'huile minérale
	Grasso per cuscinetti, giunti, snodi e leveraggi Grease for bearings, couplings, joints and levers Graisse pour roulements, joints, articulations et leviers	Grasso al litio Lithium grease Graisse au lithium	

PRODOTTI ORIGINALI ORIGINAL PRODUCTS PRODUITS ORIGINAUX	APPLICAZIONI APPLICATIONS APPLICATIONS	PRODOTTI EQUIVALENTI EQUIVALENT PRODUCTS PRODUITS ÉQUIVALENTS	OSSERVAZIONI OBSERVATIONS OBSERVATIONS
	<p>Liquido refrigerante</p> <p>Coolant</p> <p>Liquide de refroidissement</p>	<p>Liquido antigelo a base di glicole etilenico con additivazione ad azione organica</p> <p>Antifreeze liquid based on ethylene glycol with organic additives</p> <p>Liquide antigel à base d'éthylène glycol avec des additifs organiques</p>	<p>Non diluire con acqua</p> <p>Do not dilute with water</p> <p>Ne pas diluer avec de l'eau</p>
	<p>Olio forcella</p> <p>Fork oil</p> <p>Huile de fourche</p>	<p>Olio Sae 15 W</p> <p>Sae oil 15 W</p> <p>Huile de Sae 15 W</p>	
	<p>Lubrificante catena di trasmissione</p> <p>Transmission chain lubricant</p> <p>Lubrifiant de chaîne de transmission</p>	<p>Grasso spray per catene di trasmissione</p> <p>Spray grease for transmission chains</p> <p>Graisse spray pour les chaînes de transmission</p>	

PRODOTTI ORIGINALI ORIGINAL PRODUCTS PRODUITS ORIGINAUX	APPLICAZIONI APPLICATIONS APPLICATIONS	PRODOTTI EQUIVALENTI EQUIVALENT PRODUCTS PRODUITS ÉQUIVALENTS	OSSERVAZIONI OBSERVATIONS OBSERVATIONS
	Olio freni Brake oil Huile de frein	Fluido freni Dot 4 o 5.1 Brake Fluid Dot 4 or 5.1 Liquide de frein Dot 4 ou 5.1	
	Pulitore per contatti elettrici Cleaner for electrical contacts Nettoyant pour contacts électriques	Pulitore contatti Contact cleaner Nettoyeur de contact	
	Carburante Fuel Carburant	Benzina super senza piombo 95 o 98 Premium unleaded petrol 95 or 98 Essence sans plomb 95 ou 98	

PRODOTTI ORIGINALI ORIGINAL PRODUCTS PRODUITS ORIGINAUX	APPLICAZIONI APPLICATIONS APPLICATIONS	PRODOTTI EQUIVALENTI EQUIVALENT PRODUCTS PRODUITS ÉQUIVALENTS	OSSERVAZIONI OBSERVATIONS OBSERVATIONS
	<p>Pasta per accoppiamento carter e coperchi motore</p> <p>Paste for carter and engine covers coupling</p> <p>Pâte pour le couplage du carter et la couverture du moteur</p>	<p>Three bond no.1215</p>	
	<p>Bloccante di sicurezza serraggi medi</p> <p>Blocking medium tightening security</p> <p>Blocage sécurité de serrage moyen</p>	<p>Frenafiletto medio</p> <p>Medium threadlocker</p> <p>Moyen frein-filet</p>	
	<p>Bloccante di sicurezza serraggi forti</p> <p>Safety locking device strong tightening</p> <p>Blocage de la sécurité de serrage forte</p>	<p>Frenafiletto forte</p> <p>Strong threadlocker</p> <p>Fort frein-filet</p>	

PRODOTTI ORIGINALI ORIGINAL PRODUCTS PRODUITS ORIGINAUX	APPLICAZIONI APPLICATIONS APPLICATIONS	PRODOTTI EQUIVALENTI EQUIVALENT PRODUCTS PRODUITS ÉQUIVALENTS	OSSERVAZIONI OBSERVATIONS OBSERVATIONS
	<p>Lubrificante sblocca bulloni</p> <p>Lubricant unlocks bolts</p> <p>Le lubrifiant débloque les boulons</p>	<p>Sbloccante lubrificante protettivo</p> <p>Unblocking protective lubricant</p> <p>Lubrifiant protecteur de déblocage</p>	
	<p>Lubrificante antiattrito per serraggi a coppia delle viti</p> <p>Antifriction lubricant for tightening torque of the screws</p> <p>Lubrifiant Antifriction pour le couple de serrage des vis</p>	<p>Olio motore generico</p> <p>Generic engine oil</p> <p>Huile moteur générique</p>	
	<p>Lubrificante per parti in gomma paraoli e OR</p> <p>Lubricant for oil seals in rubber parts and OR</p> <p>Lubrifiant pour joints d'huile dans les pièces en caoutchouc et OR</p>	<p>Grasso al sapone di litio</p> <p>Lithium soap grease</p> <p>Graisse au savon de lithium</p>	

PRODOTTI ORIGINALI ORIGINAL PRODUCTS PRODUITS ORIGINAUX	APPLICAZIONI APPLICATIONS APPLICATIONS	PRODOTTI EQUIVALENTI EQUIVALENT PRODUCTS PRODUITS ÉQUIVALENTS	OSSERVAZIONI OBSERVATIONS OBSERVATIONS
	Poli batteria Poly battery Batterie poly	Grasso vaselina bianca White vaseline grease Graisse de vaseline blanche	
	Lavaggio veicolo Vehicle wash Lavage de véhicule	Acqua a bassa pressione e temperatura ambiente e sapone liquido neutro ecologico Low pressure water and ambient temperature and ecological neutral liquid soap Eau à basse pression et température ambiante et savon liquide écologique neutre	Evitare detersivi aggressivi e acqua calda Avoid aggressive detergents and hot water Évitez les détergents agressifs et l'eau chaude

PRODOTTI ORIGINALI ORIGINAL PRODUCTS PRODUITS ORIGINAUX	APPLICAZIONI APPLICATIONS APPLICATIONS	PRODOTTI EQUIVALENTI EQUIVALENT PRODUCTS PRODUITS ÉQUIVALENTS	OSSERVAZIONI OBSERVATIONS OBSERVATIONS
	<p>Pulizia esterna impianto freno</p> <p>External cleaning of the brake system</p> <p>Nettoyage externe du système de freinage</p>	<p>Detergente spray disc brake cleaner</p> <p>Spray cleaner disc brake cleaner</p> <p>Nettoyant de frein à disque</p>	<p>Per dischi e sedi pastiglie No per pastiglie freno e parti in plastica</p> <p>For discs and seats pads No for brake pads and plastic parts</p> <p>Pour les disques et les coussins de sièges Non pour les plaquettes de frein et les pièces en plastique</p>

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