HUNTER MOTORCYCLES®

MAVERICK MV500

OWNER'S MANUAL

Foreword

Thank you for purchasing a HUNTER MAVERICK MV500 motorcycle.

This Owner's Manual introduces the operational procedures, main specifications, layout, adjustment methods, maintenance knowledge and warranty requirements of the motorcycle. It will assist you to master the basic operating methods of the motorcycle and the ability to identify common faults, which can effectively protect the driving safety, reduce motorcycle failures, guarantee the best performance, and improve the service life of the vehicle.
This manual is one of the necessary accessories of the motorcycle. If the motorcycle is resold to others, the manual such be included with the motorcycle. The contents of this manual is owned by Hunter Motorcycles an should not be copied or reprinted without the written consent of the company.

Warning / Attention

Please fully read this manual before attempting to start or operate the motorcycle. Ensure that you fully understand the entire contents and the key points that must be remembered. We have used words such as "warning" and "attention" to emphasize points of particular importance. Please understand the definition:
Warning - the term indicates the safety of the driver, ignoring this may lead to injury.
Attention - this term indicates operational or maintenance matters related to the vehicle.

Do not undertake to operate or do any maintenance or adjustment of the motorcycle unless you are sufficiently experienced and competent to do so. If you are unsure about any operational method, maintenance, adjustment or condition with your motorcycle, consult with your Hunter dealer before taking any other action. Hunter Motorcycles does not accept any responsibility for damage, loss, accidents or injuries that may occur as either a direct or indirect result of improper operation, incorrect, incomplete or faulty maintenance or adjustments to the motorcycle.

Contents

1. Safe driving of motorcycles

When driving a motorcycle, you must pay attention to driving safety. You should not drive the motorcycle before fully understanding the safety requirements and al the operational functions and procedures of the motorcycle..

Safe Driving Rules

Before operating the motorcycle, please ensure that:

1. You hold a current, appropriate Driver's License for operating a motorcycle.
2. You are familiar with all the functions and correct operating procedure of the motorcycle.
3. You are wearing all the necessary protective clothing- including a helmet and goggles.

When operating the motorcycle, please ensure that:

1. You are wearing bright colored clothing to help ensure that you are visible to other drivers.
2. Do not follow too closely behind or in the blind spot other vehicles.
3. Never exceed the speed limit regulations and always focus while driving.
4. Keep both feet on the footrests and both hands on the handgrips while the motorcycle is moving.
5. Comply with all local traffic rules and regulations.
6. Always use the turn indicators when appropriate.
7. Never operate the motorcycle under the influence of alcohol or other drugs.
8. Never lend the motorcycle to someone who does not have an appropriate driver's license.

Safety Accessories

While operating the motorcycle, please ensure that:

1. You always use your personal safety wear and protective equipment such as helmets, protective masks, dustproof glasses, gloves, etc.

2. During driving, the exhaust system will become hot. In order to avoid contact and burn, the rider should wear long boots or clothing that can cover the legs.

3. Driver and Passenger should not wear loose and large clothing, so as not to cover the handle, footrest or wheel, accidental injury.

★ Motorcycle Modification

There are many accessories on the market that can be fitted to your motorcycle however, we recommend that you do not modify the motorcycle without first consulting with you Hunter motorcycle dealer. Hunter Motorcycles is not responsible for any accident, injury or losses caused or contributed to by the modification of your motorcycle.

Warning / Attention

It is illegal to modify the design of your motorcycle or replace the original parts with parts that modify the structure or function of your motorcycle. This includes, amongst other things, modifying or replacing fuses with the incorrect capacity fuse.

★Inspection before riding

Before operating the motorcycle, pleasure ensure that you inspect and check the function of all controls and components, including:

Items	Details of Inspection
Handlebar	Unrestricted turning, secure and not loose
Brake	The front brake lever and rear brake pedal should have the apropriate free travel and the rear brake light should be on when braking.
Remaining fuel	Enough fuel to ride as planed
Throttle	Throttle grip and clutch lever have the apropriate free travel, operate smoothly and quickly
Clutch	Clutch cables has apropriate free travel and operates smoothly
Tire	Correct air pressure, sufficient tire tread with no cracks or damage
Chain	Check for correct tension and well lubricated.
Lights、Horn	Check that the lighting system and horn are functioning correctly.
Lubrication oil	Check that the oil level is correct
Instrument	Check that all instruments are functioning and that the display does not indicate a malfunction of any component / system.

Driving essentials

Warning / Attention

1. If you are driving a new motorcycle for the first time, we recommend that you find a non-public road where you can practice riding until you are familiar with the controls and method of operating the motorcycle.

2. One-handed driving is the most dangerous. Keep your hands firmly and keep your feet on your feet. Under no circumstances should you drive with your hands.

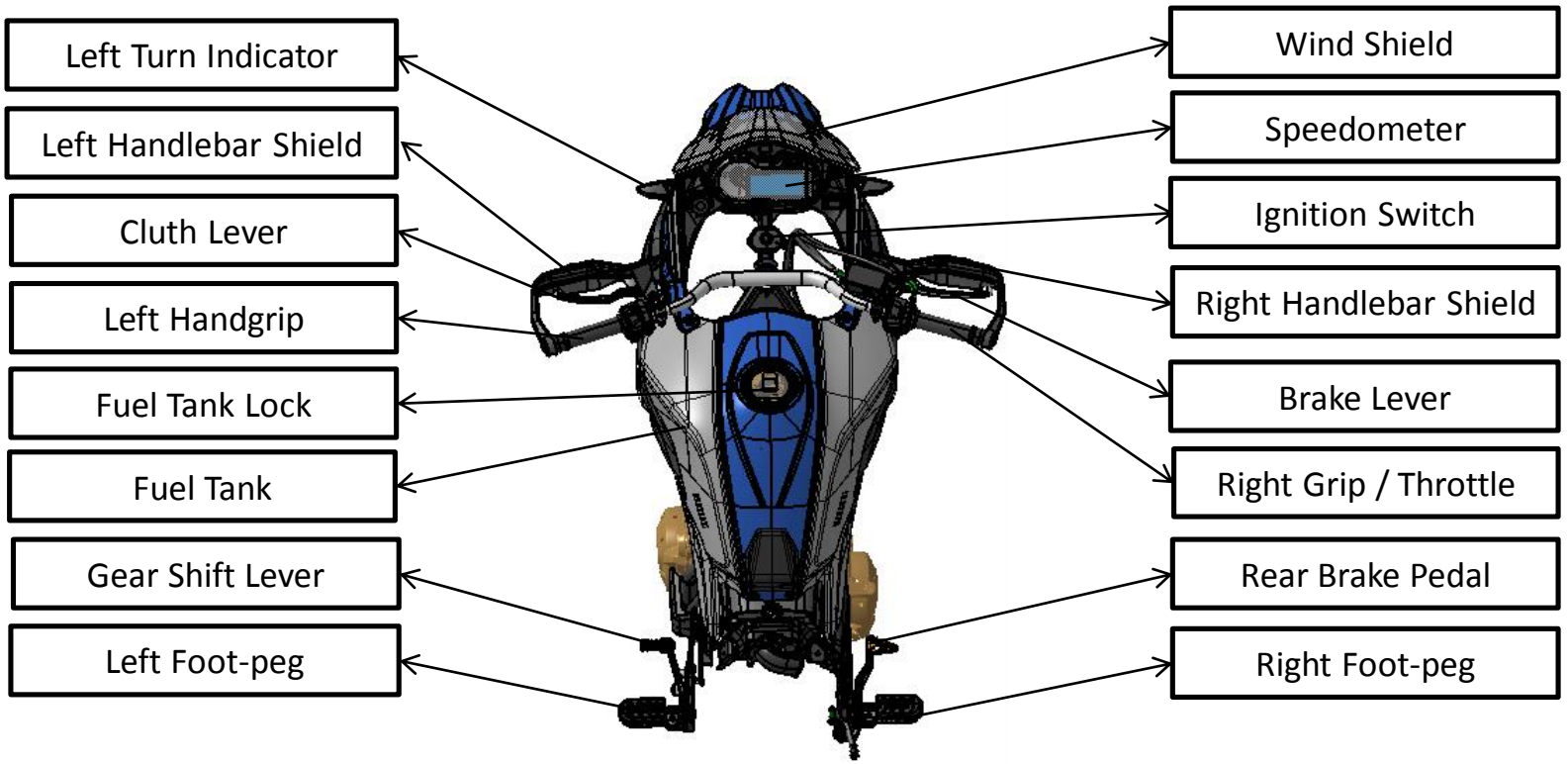
3. Do not shift gears while cornering, and reduce the speed to safe speed before turning.

4. The road surface is damp and smooth, and the tire friction is small. The braking capacity and cornering ability are naturally reduced, so it is necessary to slow down beforehand.

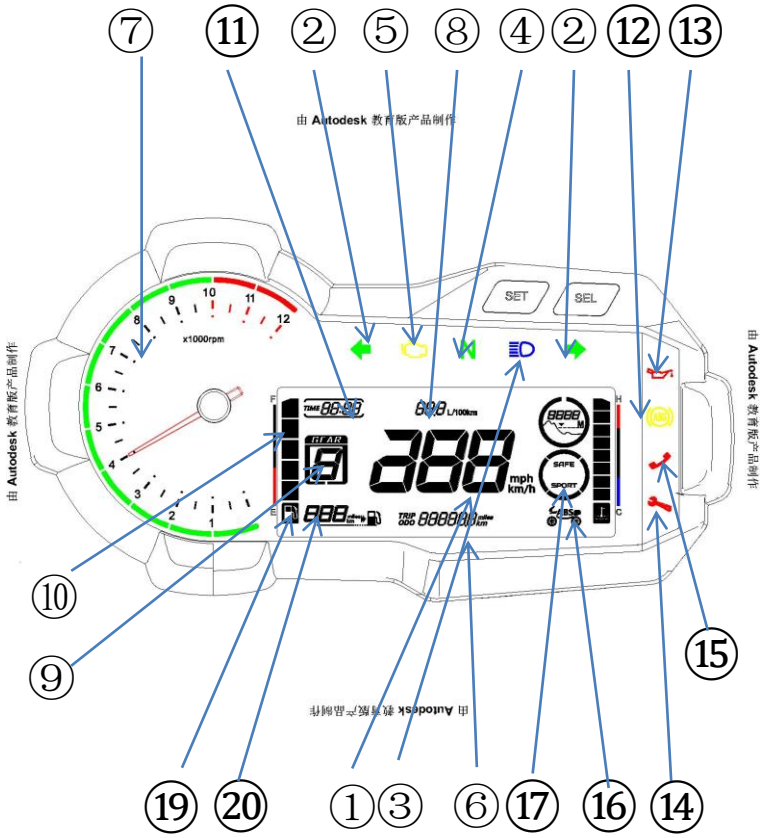
5. Crosswinds are usually the easiest to occur at the exit of a tunnel. When passing through a valley or a large vehicle that is overtaken by the rear, you must be careful and slow down.

6. Follow the traffic rules and speed limit.

2. Identification of Controls



No.	Name	Note
①	Speedometer	Km/hr
②	Turn Indicator	Turn indicator lights
③	High Beam	Turn the high beam on, the indicator is on
④	Neutral	Neutral gear, the indicator is on
⑤	EFI status	EFT fails, the indicator is on
⑥	Odometer	The mileage tavelled
⑦	Tachometer	The engine rotation speed（RPM）
⑧	Fuel consumption	The fuel consumption
⑨	Gear indicator	The current gear status
⑩	Fuel indicator	Remaining fuel
⑪	Timing	Current time
⑫	ABS	ABS fails, the indicator is on
⑬	Oil indicator	Oil is not enough, the indicator is on
⑭	Maintenance Reminder	When mileage reaches 1000KM, the indicator light is on for the first time, at 3000KM the indicator light is on for the second time and then at every 5000KM thereafter. When the Press and hold SEL” to turn off the indicator.
⑮	Incoming call	The indicator is on with incoming call
⑯	ABS Status	When ABS works, it is on
⑰	Power Mode	Safe Mode (SAFE） - Sport Mode (SPORT）
⑱	Altitude	Altitude（Clearance±100m）
⑲	Fuel indicator	Low fuel, it will flash
⑳	Cruising mileage	Remaining range based on remaining fuel and average fuel consumption



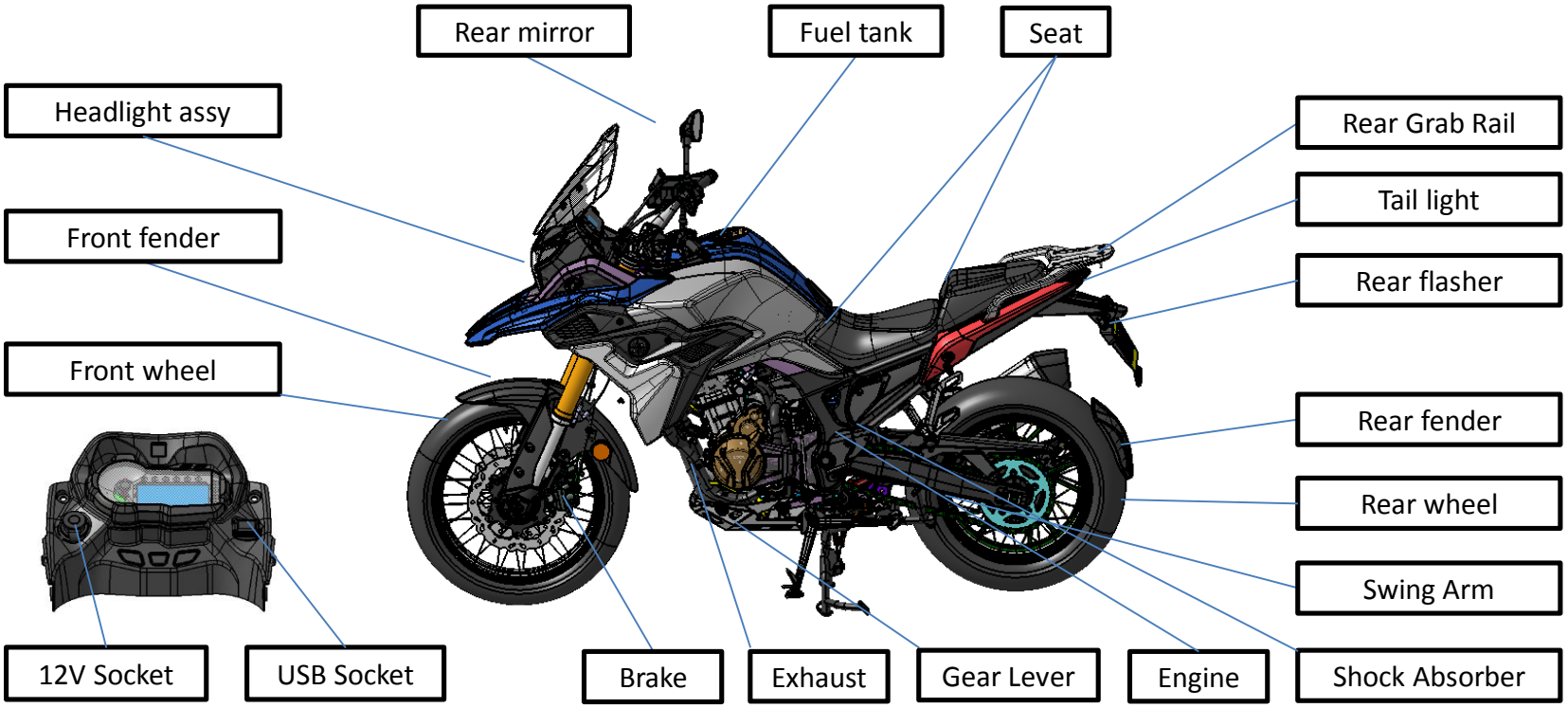
Note：Introduction of the Speedometer operation

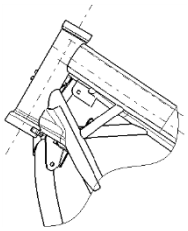
Time adjustment:
At the same time, press and hold the SET+SEL button for 3 seconds (until the time icon on the meter flashes) to enter the time adjustment mode.Time flashing (unit: hour): Press SET to adjust the time increment.Press and hold SET for 3 seconds to switch to time flashing (unit: second): adjust by SET increment.After the time is confirmed, press and hold the SET button for 3 seconds (save/exit) until the time does not flash, and the time adjustment is completed
.
Mileage operation:
Single-point SET button to enter the mileage function mode. Single point SET View switch total mileage/small mileage.Clear the small mileage: Enter the small mileage interface, press and hold the SET button for 3 seconds (to the meter icon to display 0km/h), complete the small mileage clear, and record the next new mileage.

ABS mode operation and function switching:
The single-point SEL button enters the ABS mode interface, and the single-point SEL can perform ABS safety mode (SAFE) and sport mode (SPORT) switching. In safe mode (SAFE): Press and hold the SEL button for 3 seconds to enter the ABS function area.

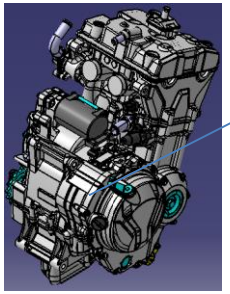
The analog icon on the lower right of the meter: the rear wheel flashes, indicating that the rear wheel ABS is off. The analog icon on the lower right of the meter: the front/rear wheels flash simultaneously, indicating that the front/rear ABS is off at the same time. The analog icon on the lower right of the meter: the front/rear wheels are simultaneously displayed (not flashing), indicating that the front/rear ABS is simultaneously turned on.

Similarly, the single-point SEL button enters the sport mode (Sport): press and hold the SEL button for 3 seconds to enter the ABS function area. The analog icon on the lower right of the meter: the rear wheel flashes, indicating that the rear wheel ABS is off. The analog icon on the lower right of the meter: the front/rear wheels flash simultaneously, indicating that the front/rear ABS is off at the same time.The analog icon on the lower right of the meter: the front/rear wheels are simultaneously displayed (not flashing), indicating that the front/rear ABS is simultaneously turned on.

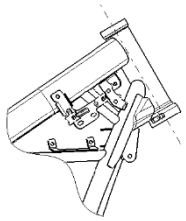




VIN Code engraved on the left side of the steering head



The Engine No. is stamped in this location

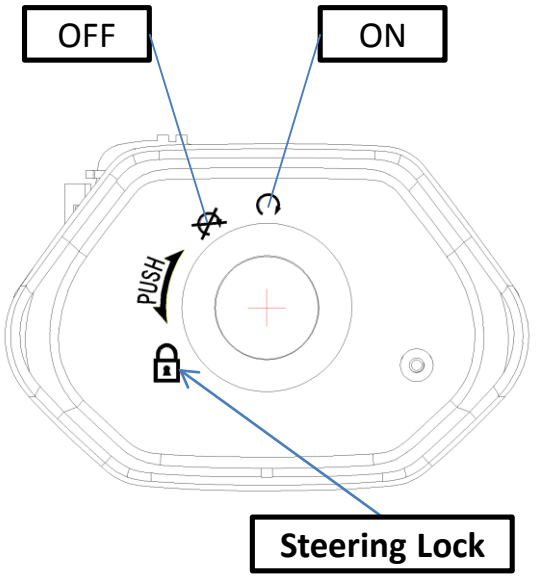


Vehicle label is riveted to the right of the steering head

3. Operation of the Motorcycle

Ignition Switch

Position	Function	Note
OFF	When parking,(the electricity is off）	Key can be pulled out
ON	Turn on, or driving	Key couldn't be pulled out



Steering Lock

Turn the direction to the left, then turn the key into the "OFF" position and rotate counterclockwise until "PUSH" and remove the key. If you want to unlock, just turn the key clockwise.

Engine Starting

1. Ignition switch key placed in "ON" position
2. Flameout switch placed in " " position.
3. Confirm the neutral gears, indicator is on
4. Confirm the fuel remaining

Note: Ensure the engine is in NEUTRAL gear position before starting.

Engine Cut Off

1. Release the throttle and lower RPM
2. Put it in Neutral gear
3. Turn Ignition switch 70 “OFF” position

Warning / Attention

1. **Only start the motorcycle in a well ventilated area.**
2. **When stopping (including long-term parking), the ignition switch must be placed in the "OFF" or "PUSH" position to ensure the safety of the vehicle and prevent electricity leakage.**

Run-in Procedure

The first 1,500 kilometers on the motorcycle is the “Run-in” period. Adhering to the correct Run-In Procedure during this period is a CRITICAL element in ensuring the optimum reliability, performance and longevity of your motorcycle.

The principal elements are to allow the engine to “warm up” sufficiently before use, avoid over revving the engine, avoid over loading the engine, shift slowly and smoothly through the gears, vary engine speeds and travel speeds regularly and strictly limit the top travel and engine speeds. This is especially important during the first 500 Km, after which the run-in variables may be progressively increased until your motorcycle is fully run-in at 1,500 Km.

See “Run-In procedure on your Hunter Flash Disc for more details. If you are unsure about any aspect of the procedure, consult with your Hunter dealer BEFORE using your motorcycle.

Warning / Attention

Conducting the proper Run-In of your motorcycle is critical to allow all moving parts to become properly conditioned and ultimately effects the integrity of the motorcycle. Not following this procedure may cause serious damage to the motorcycle and cause the warranty to be null and void

Note: After driving 1500km, the motorcycle can be operated normally however, you should not every exceed 9,000 RPM or exceed the legal speed.

.

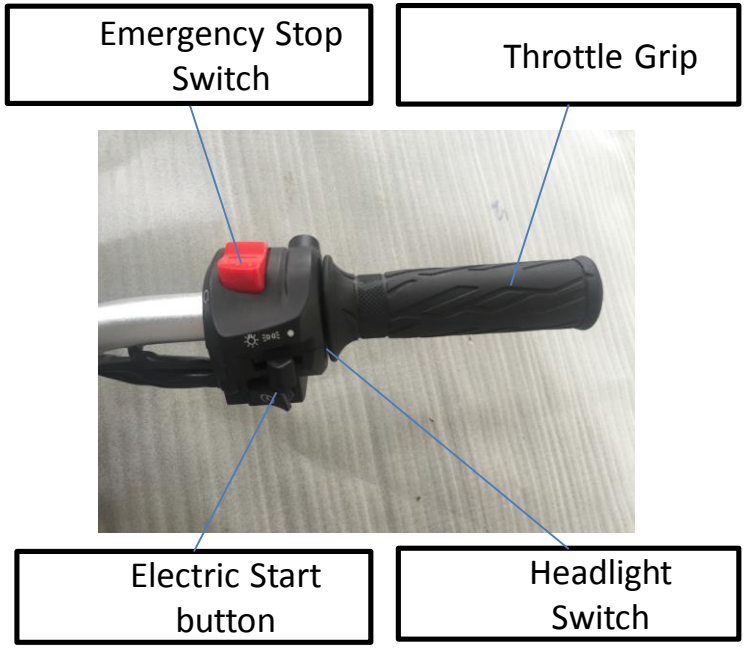
If you are unclear or do not completely understand the Run-In procedure requirements, please consult with your Hunter Dealer before operating the motorcycle.

Fuel Filling

When filling the fuel tank please ensure :

1. The capacity of the fuel tank is 20 liters. Do not over fill the tank.
2. Always ensure that the engine and ignition switch are turned off before filling the fuel tank.
3. Only use PERTANAX or other unleaded fuel with an octane rating of 95 or greater.

Right Handle Bar Controls



1. Head Light Switch

The Headlight Switch has 3 positions:

 and ● （White color）。

“  ”： Headlight & Taillight on.

“  ”： Taillight only on.

“●”： Headlight & taillight off.

Note: Headlight and taillight will be on only when the motorcycle ignition switch is on.

2. Electric Start Button

The electric start button is located under the headlight switch. When the emergency stop switch is placed in the “  ” position and the engine is in neutral, pressing this button will start the engine.

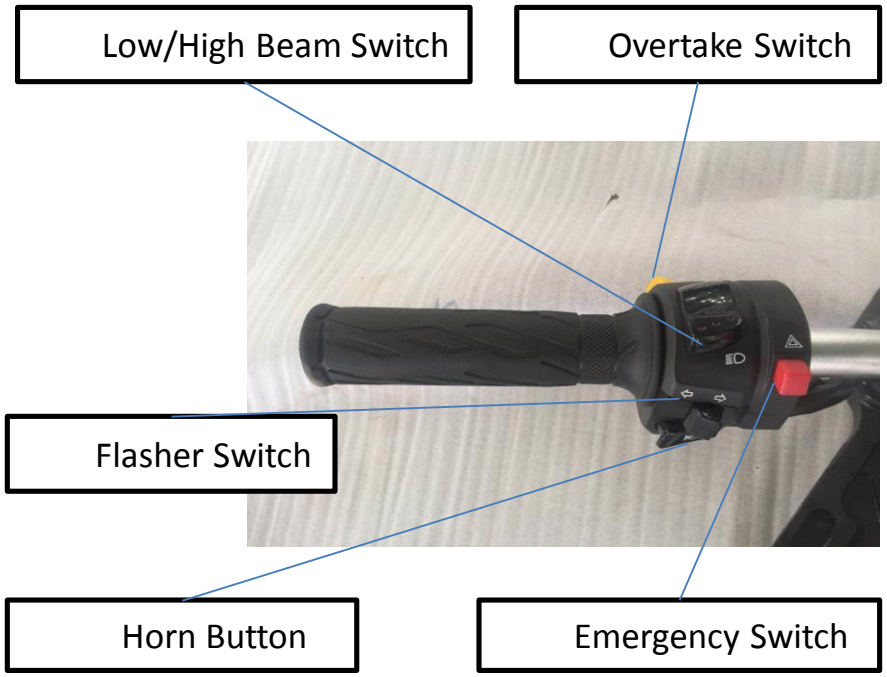
3. Emergency Stop Switch

The Emergency Stop Switch will immediately stop the engine.
This switch must be in the “” position to start the engine

Warning:

If the engine does not start immediately, do not continue to crank the engine for more than 5 seconds. Check the fuel supply and re-try starting the engine. If it still does not start, contact your Hunter Dealer.

Left Handle Bar Controls



1. **Dipping Switch**

   Beam position

   Beam position

2. **Flasher Switch**

   To indicate a left turn, move the switch to the left ←,
   To indicate a right turn, move the switch to the right →

3. **Horn Switch**

   Press to activate the horn.

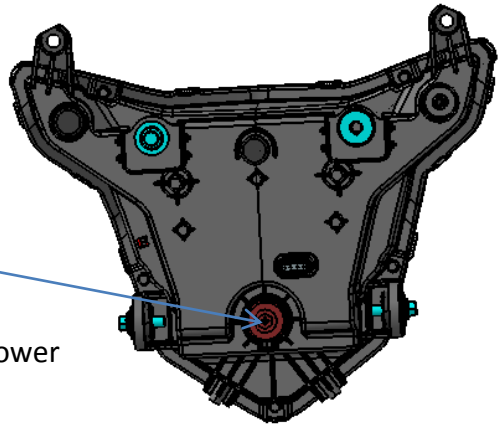
4. **Overtake switch：**

   Press momentarily to indicate overtaking.

5. **Hazard Light Switch**

   Use to indicate a hazard situation.

Headlight Adjustment



Turn the Adjusting Screw counterclockwise to raise the Headlight. Turn clockwise to lower the Headlight.

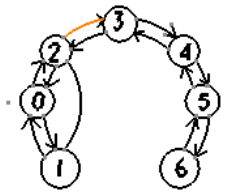
Warning：

Ensure that you always use your Indicator Lights to signal your intention to turn or change lanes. After completing the manoeuvre, ensure that you turn off the Indicator light.

Gear Shifting

1. With the engine at idle speed and the clutch disengaged (clutch lever depressed), step on the gear shift lever and push it downwards to shift into 1st gear.
2. Gradually increase the engine speed and slowly release the clutch lever. These two actions must be coordinated simultaneously to ensure a smooth take off.
3. When the motorcycle reaches the appropriate speed, reduce the throttle and depress the clutch simultaneously, lift the gearshift lever upwards with your toe to shift into 2nd gear. Slowly release the clutch whilst simultaneously increasing the engine speed.
4. Repeat this process from shifting up into higher gears or downwards into lower gears.

Gear Shift Lever



Warning while driving

1. Avoid unnecessary engine idling.
2. Riding with the clutch partially depressed will cause excessive clutch wear.
3. When decreasing speed or riding up an incline, shift to a lower gear in order that you do not place the engine under excessive load.

Warning / Attention

1. **As you increase you speed of travel, the braking distance must be lengthened accordingly. Always maintain enough distance between you and the vehicle in front of you to allow sufficient distance for safe braking.**
2. **It is very dangerous to use the front brake and the rear brake separately (independently). Doing so can cause the wheels to skid and loss of control. Take extra care when braking on wet or smooth roads and in corners. A sudden braking on uneven or smooth roads can cause the motorcycle to lose control.**

ABS System

Component:

The ABS unit consists of a hydraulic control unit, an ECU control unit and a motor. A wheel speed sensor is mounted on the front and rear wheels.

Brief introduction to the brake system principle:

The brake system uses disc brakes, so the front and rear wheel brakes are equipped with ABS function. In normal operation mode, the brake system functions the same as the brake system without ABS. Only when the wheel tends to lock, this information is fed back to the ABS control unit through the wheel speed sensor, and the ABS will recognize the brake pressure to start working. This adjustment can be felt by a slight jump on the brake hand lever or brake pedal.

Warning light:

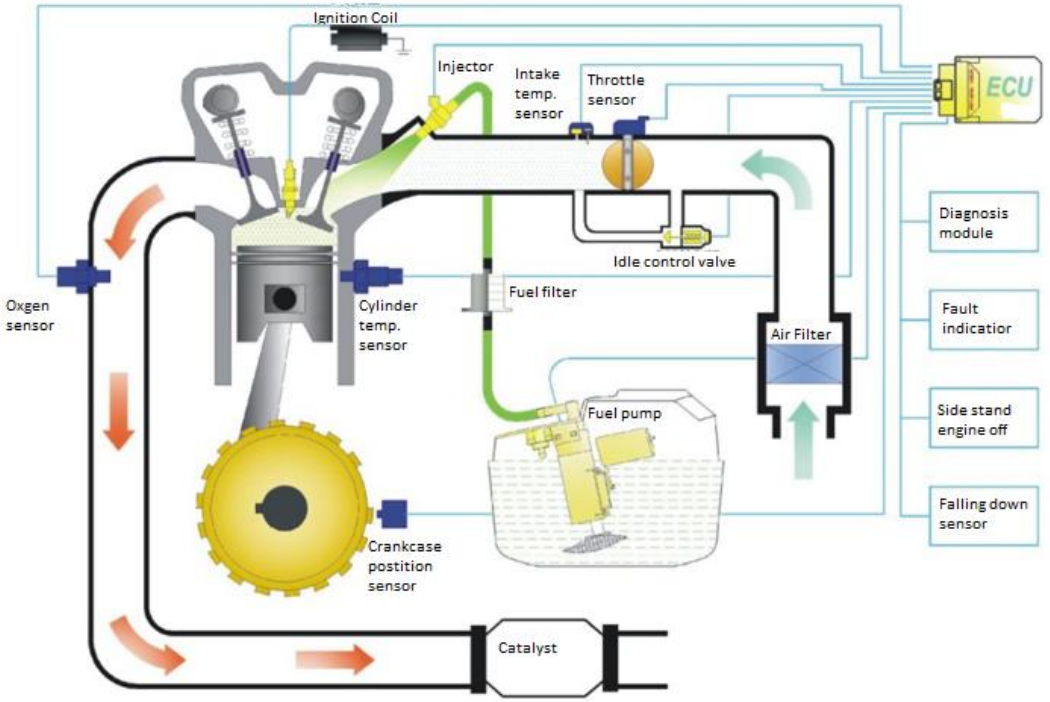
After the ignition switch is turned on, the ABS warning light is on. When the first riding speed is over than 5km, after the self-test, the alarm light is off, and then in the same ignition cycle, if there is no abnormality, the alarm light remains off, and the ABS works normally. If the ABS is constantly lit during driving (≥5km/h), or suddenly lights up during driving, there is a fault in the ABS. At this time, ABS cannot be activated normally, ABS function is invalid, and maintenance is recommended. But the brake system itself still works, but the ABS adjustment system is out of order.

4. Inspection, adjustment, and maintenance

EFI

The main function of the EFI system is to atomize the fuel supplied from the fuel tank and mix it with air to form a uniform mixture and inject it into the combustion chamber. The electric spray system is mainly composed of an electronic control unit (ECU), a nozzle, a throttle body Assy., a sensor, an oil pump Assy., an oxygen sensor and etc.
The EFI system can precisely control the mixing ratio of air and fuel entering the engine cylinder, combustion process and exhaust gas conversion to optimize engine performance, improve drivability, and more strictly control the exhaust gas from the motorcycle to the air pollution.

Structure diagram



EFI Principles

The engine EFI system controls and adjusts various control objects according to engine operating conditions. Such as: fuel quantity, ignition timing, excessive working condition compensation, idle speed and so on.Engine operating conditions are generally divided into: starting conditions, idle conditions, stable operating conditions, excessive operating conditions and heavy load conditions.

When the engine is in the starting condition, the basic fuel injection amount required by the engine is calculated by sampling the engine block temperature, the intake air temperature and the pressure, etc., and the driving circuit drives the injector and the idle speed control valve to operate, and according to the battery Signals such as voltage, atmospheric pressure, and start-up duration are constantly being corrected.

When the engine is in idling condition, according to the engine temperature, different idle target speeds are set, and the intake air amount is controlled and adjusted by the idle speed control valve, and then the current speed is corrected by controlling the ignition advance angle and the idle speed control valve. Target speed deviation.

When the engine is in stable condition (ie, normal working condition), the current engine speed and current load are calculated by sampling the crank position sensor and the intake pressure sensor, and the basic fuel injection amount and basic are obtained according to the speed and load information. Ignition advance angle, and then by sampling each sensor signal and obtaining information such as oxygen sensor voltage, cylinder temperature, intake air temperature, battery voltage, etc., to correct the basic fuel injection amount and ignition advance angle to obtain the final fuel injection amount and ignition. The advance angle data is then used to command the drive circuit to drive the injector and the ignition coil to control the operation of the engine. When the engine is in excessive working condition, the current working condition information, such as sudden acceleration, sudden deceleration, slow acceleration, etc., is calculated by sampling the engine load and the throttle position, and the basic quantity and correction calculated in the steady state condition are determined. Increase the excessive working condition compensation after the quantity.

When the engine is under heavy load conditions, the current speed, load, throttle position, catalyst temperature, etc. are sampled, and the mixture is enriched according to the calculation to meet the performance requirements and the three-way catalytic converter protection.

Spark plug inspection

1. Open the spark plug cap and use a spark plug wrench to unscrew the spark plug.
2. Clean the spark plug. If the spark plug is corroded or there is too much deposit, replace the spark plug.
3. The spark plug gap is adjusted to 0.8mm-0.9mm.
4. Please use the specified spark plug CPR8EA-9 (NGK).

Warning / Attention

1. Spark plugs must not be over tightened or cross-threaded to avoid damaging the threads of the cylinder. When removing the spark plug, do not allow impurities to enter the engine through the spark plug hole.
2. The spark plugs for this type of motorcycle are carefully selected to suit most of the working range. If the color of the spark plug is not the same as the standard spark plug, it is best to consult with your Hunter dealer before replacing the spark plug with different heat resistance range, because the selection of the improper spark plug will cause serious damage to the engine and can cause your Warranty to be null and void.

Air cleaner inspection

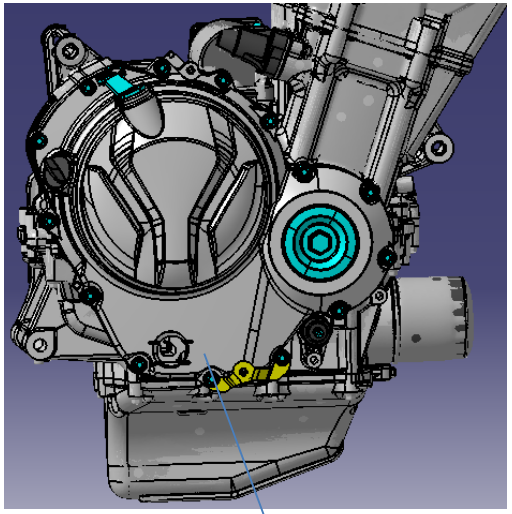
For the special air filter, the exhaust nozzle is installed to improve the air flow and filtration efficiency. The exhaust nozzle is connected to the engine crankcase, so that the crankcase exhaust gas enters the combustion chamber through the filter and burns again without being directly discharged into the atmosphere. Remove the air filter to check for contamination.(Disassembly) Remove the end cover of the air filter, and pull out the screw to disassemble the air filter. Replace with a new air filter and reassemble.

Note: The filter element of the assembled air filter should be in good condition, otherwise the engine will absorb dust and dirt and shorten the service life of the engine. Avoid water in the air filter when washing the motorcycle. Do not use gasoline or a low-burning cleaning agent to clean the filter element.

Oil inspection

★ Always check the oil before driving. When checking the oil, stop the motorcycle on the Double Stand on a flat surface and wait for at least 1 minute, then view the oil level in the oil sight hole glass. The oil level should be between the minimum and maximum lines.

★ Only use high quality oil of the correct SG and its grade.
Use 10W/30 in winter and 15W/40 in summer.



Oil Sight Glass.

Oil change

The oil should be replaced in the following order when the engine is hot:

1. Place the motorcycle on the Double Stand on a flat surface.
2. Place a tray under the engine and unscrew the oil pan screw from the oil pan and release the oil into the tray.
3. Screw out the Fine Oil Filter and clean it.
4. Re-install the fine oil filter, tighten the oil drain plug, and add new oil via the filler port.
5. Start the engine and let it idle for a few seconds.
6. Turn off the engine and wait for about one minute to check the oil level through the Oil Sight Glass. When checking the oil level, the motorcycle should be horizontal and vertical. If the oil level is below the lower line, add more oil until the level is between the minimum and maximum lines.
7. The total volume of oil from empty to full is 2700ml.

Check and adjust throttle operation

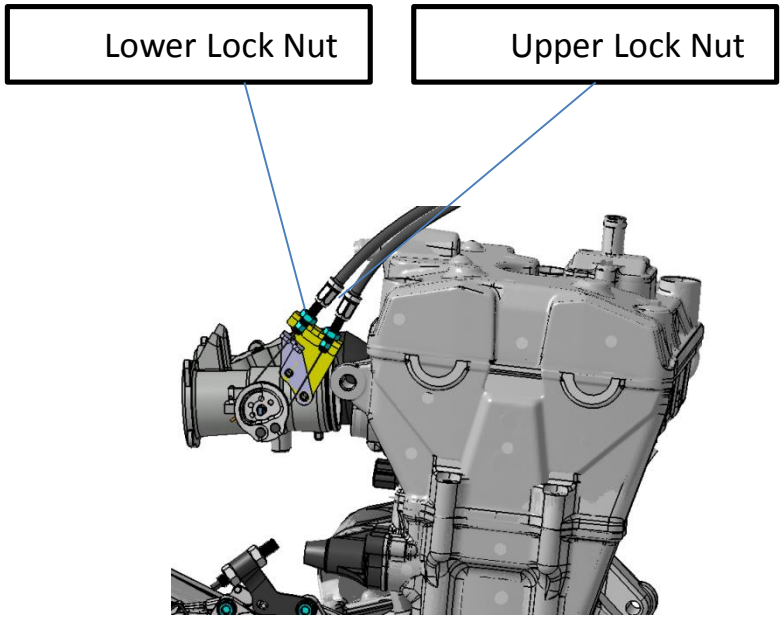
1. Check the hand throttle handle to ensure that it rotates smoothly and freely from fully closed to fully open and returns freely.

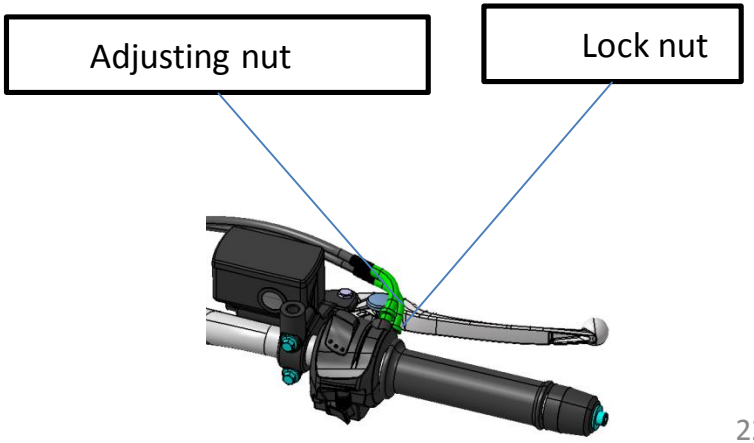
2. Check the hand throttle handle free travel. The standard free travel distance is about (3 ~ 5) mm of free rotation. (The free stroke adjustment method is: loosen the upper and lower lock nuts of the throttle cable, then adjust the throttle cable adjusting nut until the free travel is correct and then re-tighten the throttle cable lock nut).

3. Check the throttle cable for visible damage. Replace if damaged.

4. Place one drop of oil onto the feral at the injection end of the throttle cable

5. Note: After adjustment, please start the engine check and rotate the handle bars fully from one side to the other. Ensure that the cable is not pulling on the throttle (increasing RPM) when the handle bars rotate. If rotating the handle bars effects the RPM, re-adjust (increase) the free travel in the cable. If after increasing the free travel, rotating the handle bars still effects the RPM, the cable either require re-routing or replacing.





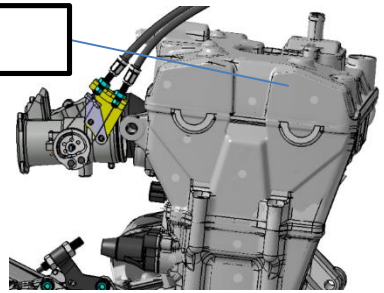
Check and adjust valve clearance

The correct valve clearance if critical for the optimum and safe operation of the engine. Minor incorrect value adjustment will cause poor performance and loss of power. Major incorrect valve adjustment can cause serious damage to the engine. Therefore, the valve check must be checked regularly.

The inspection and adjustment of the valve clearance should be carried out when the engine is cold. The inspection and adjustment methods are as follows:

1. Remove the cylinder head cover.
2. Unscrew the viewport cover on the right crankcase cover and use a 14mm socket wrench to turn the crankshaft clockwise so that the piston reaches the top dead center of the compression stroke (turn the crankshaft until the T engraved line and the right crankcase cover on the primary drive tooth) The timing mark gap at the edge of the hole cover is aligned, and the "IN" and "EX" lines of the driven sprocket end of the camshaft are parallel to the cylinder head cover mounting surface.
3. Insert the standard feeler gauge between the exhaust valve adjustment washer and the exhaust rocker arm to measure the clearances. The exhaust valve clearance standard is 0.27±0.03mm.
4. If the valve clearance is not within the above range, remove the hexagon socket head bolt on the side of the cylinder head, screw it into the threaded hole of the rocker shaft with M6 long bolt, pull out the rocker arm shaft, make the valve rocker arm retreat, and then use the suction iron. The rod is sucked out of the adjusting gasket, and the appropriate valve adjusting gasket is replaced to adjust the valve clearance within the specified range.
5. After adjusting the exhaust valve clearance, continue to rotate the crankshaft 180° clockwise. At this time, the “IN” and “EX” markings of the camshaft sprocket end face are exactly perpendicular to the cylinder head cover mounting surface, and then adjust the intake valve in the same way.
6. The intake valve clearance should be 0.16±0.03mm. Finally continue to rotate the crankshaft to the timing position to re-measure the intake and exhaust valve clearance.
7. When all valves are set to the correct clearance, install the hexagon socket screw and tighten the torque 13-17N*m.
8. Reinstall the cylinder head cover, depending on the hole cover.

Valve cap



Warning / Attention

Valve clearance adjustment should only be done by an experienced, competent mechanic. Valve adjustment done by anyone other than an authorized Hunter service center will cause your Warranty to be null and void.

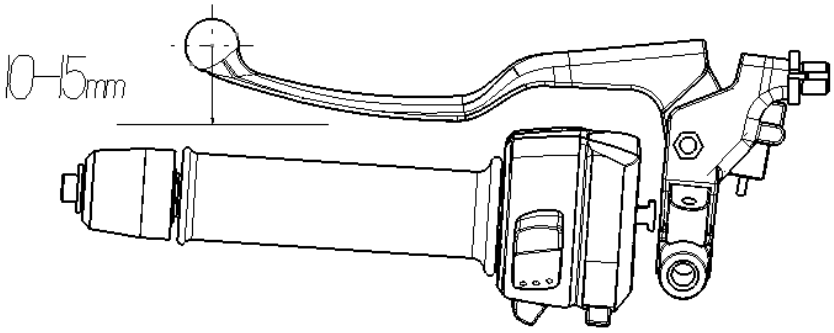
Clutch lever adjustment

Adjusting the clutch should be done with the engine off.

The free travel in the clutch lever should be between 10 – 15mm. To adjust :

1. Loosen the lock nut on the clutch line and adjust the clutch lever to the specified amount of free travel.
2. If a large range of adjustment is required, adjust the clutch adjustment stud on the right cover of the engine.
3. If there is insufficient adjustment available, the clutch cable may require replacing. Consult with your Hunter dealer.

After adjustment, start the engine and confirm that the clutch is working properly. If the adjusted clutch is slippery or not sufficiently disengaging the clutch to allow the gears to be easily engaged, it needs to be re-adjusted.

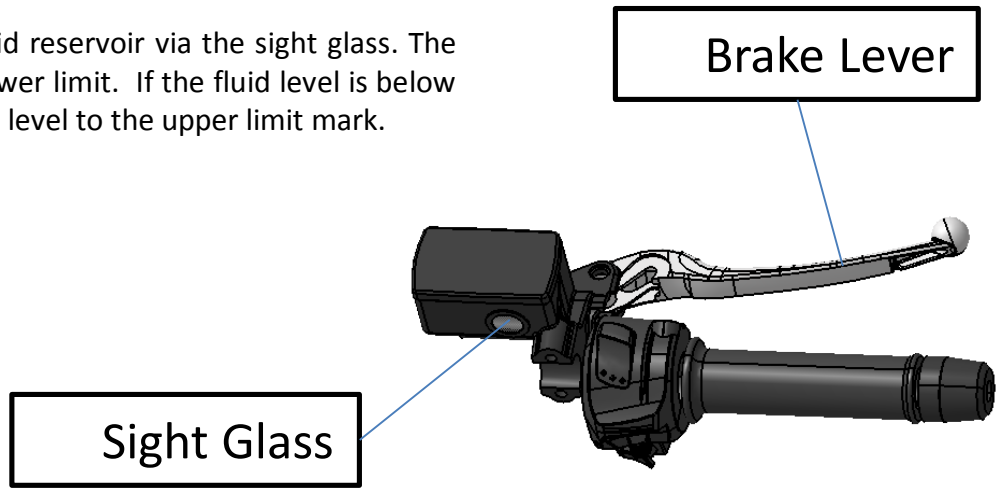


Inspect Front Brake

The front brake of this motorcycle is disc type configuration, which has the advantages of stable braking performance, safety, reliability, labor saving and good heat dissipation.

The travel of hand front brake hand lever should be between 1- - 20mm. If the travel is greater than this, adjustment is

Check the fluid level of the master cylinder fluid reservoir via the sight glass. The fluid lever should be between the upper and lower limit. If the fluid level is below the lower limit, add new brake fluid to bring the level to the upper limit mark.



Danger:

1. **ONLY USE DOT4 BRAKE FLUID**.
2. When the front brake handle is soft or slack, it indicates that there is air in the hydraulic brake system and the air MUST be removed from the system.
3. Brake fluid can not be mixed. Different DOT rating and different brands of brake fluid can not be mixed, otherwise the performance of hydraulic brakes will be seriously compromised.
4. Always use new, freshly opened Brake fluid. NEVER re-use brake fluid or fluid that has been opened for any period of time.

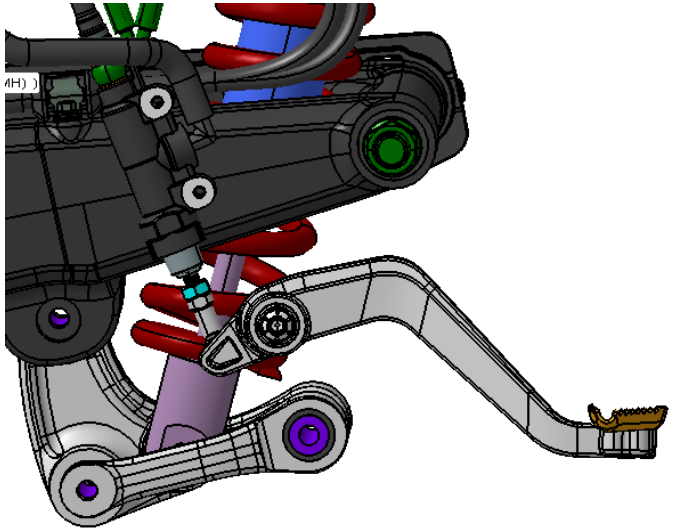
Inspect the Rear Brake

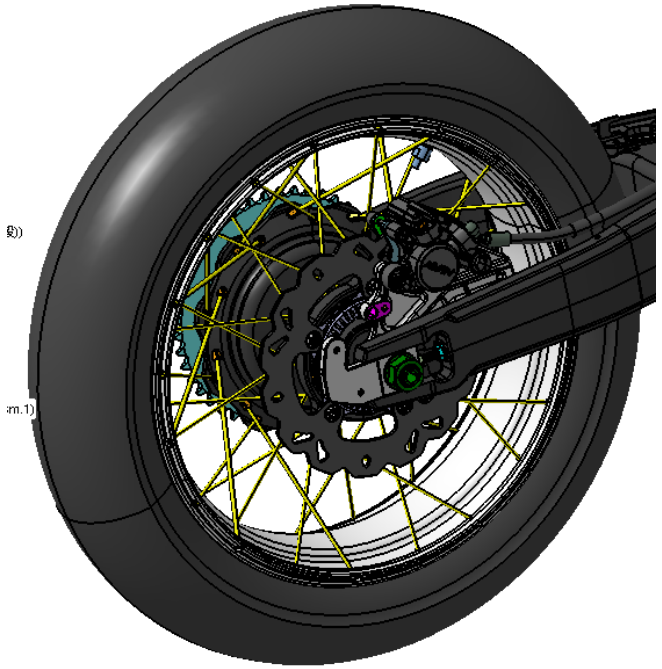
1. The free travel of the rear brake pedal can be adjusted by the adjusting nut at the brake ram, so that the free travel of the rear brake pedal is the standard value. After the pedal is braked several times, then release and rotate the rear wheel assembly to ensure that the rear wheel rotates freely.

2. When the brake pedal handle is soft or slack, it indicates that there is air in the hydraulic brake system and the air MUST be removed from the system.

3. Remove the rear brake disc and check the wear of the brake discs. If the thickness is less than the maintenance limit of 2.0mm, it should be replaced.

4. The standard distance of the rear brake pedal stroke is 20mm-30mm.



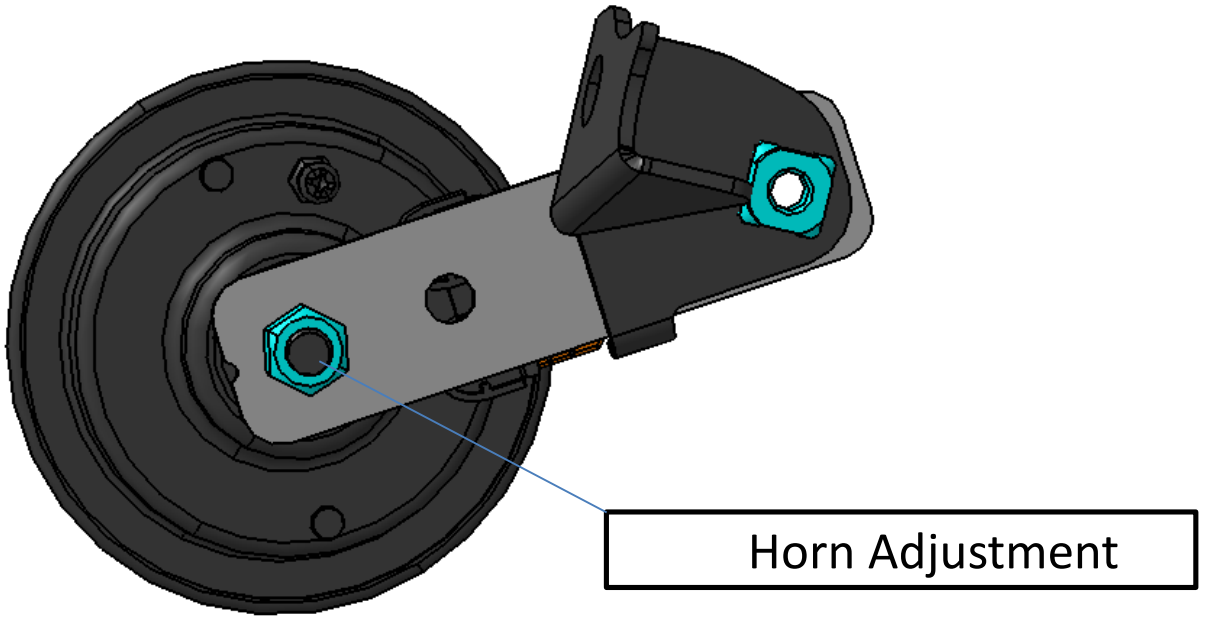


Warning / Attention

The incorrect adjustment or failure of the braking system can be extremely dangerous and could result in serious accident, damage or injury.
When ever you have adjusted the brakes, ensure that you test that the brakes are functioning on a quite section of road, away from traffic, before proceeding to normal

Horn adjustment

After the motorcycle has been running for a while, the horn fixing nut and adjusting screw may become loose. If this happens, the electric horn may fail to function properly. Check that the horn is functioning correctly before very ride.
If the horn fails to make the correct sound, you need to adjust the horn fixing nut and adjust the the screws for maintenance.



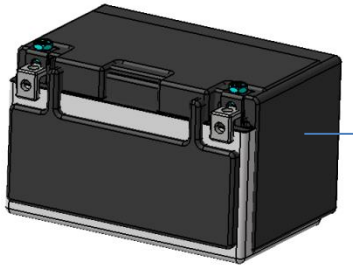
Battery maintenance

1. Remove the seat cushion.
2. Remove dust and corrosive substances from the battery surface.
3. Replace the terminal clamp when it is severely corroded.

Note: When disassembling the battery, first remove the negative terminal clamp (-) and then remove the positive terminale clamp (+). When installing, first install the positive (+), then install the negative (-), be sure to avoid the positive terminal (+) contact with the motorcycle chassis.

Ensure that the terminal clamps are secured tightly.

The battery is filled with sulfuric acid, and it causes serious damage if it comes into contact with the eyes and skin. It should be washed immediately, rinse it with water for 5 minutes and seek medical attention immediately.



Battery

Main Fuse replacement

Set the ignition switch to the "OFF" position when replacing. Please use the main fuse of the specified specifications: (30A).

Install the fuse in the fuse box correctly.

If a new fuse blows (burns) immediately after the fuse is installed, it indicates that there is a fault or short circuit in the electrical system. Please consult with your Hunter dealer.

Do not use higher rated fuses (30A) or attempt to replace a fuse using wire or any other material. This can cause serious damage to the motorcycle or cause a fire..

Avoid water entering the battery area when washing the motorcycle.

Sub Fuse replacement

Set the ignition switch to the "OFF" position whenever replacing the fuses.

The sub fuse specifications are shown on the right.

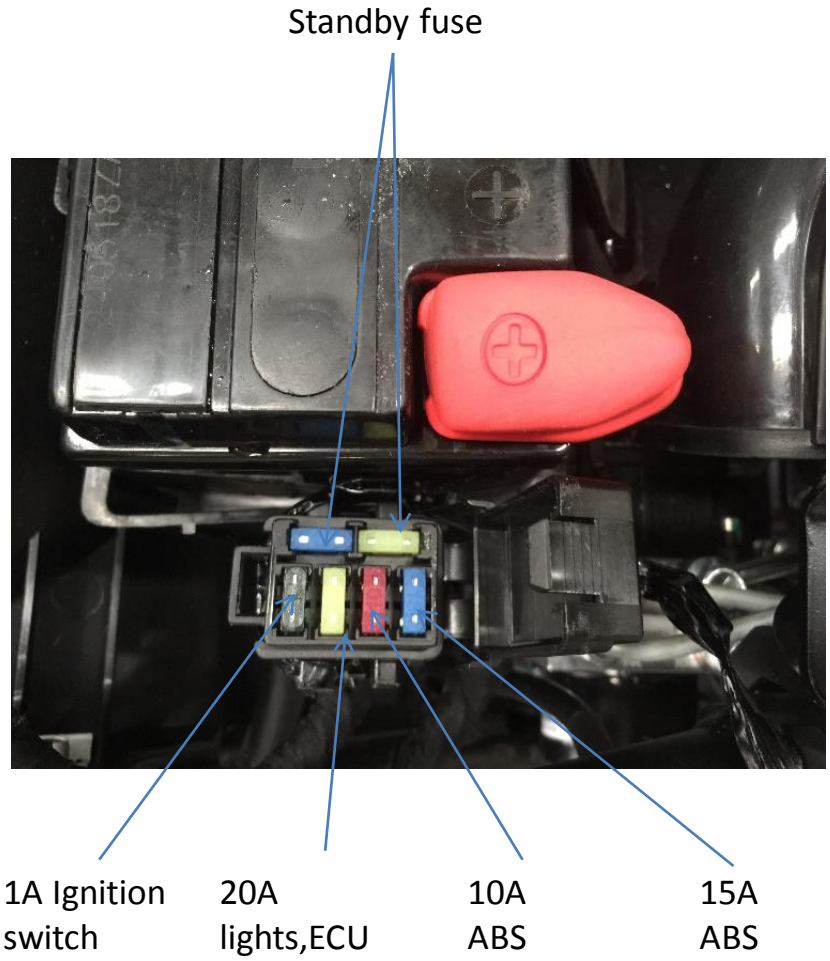
Install the fuse in the fuse box correctly.

If a new fuse blows (burns) immediately after the fuse is installed, it indicates that there is a fault or short circuit in the electrical system. Please consult with your Hunter dealer.

Note:
Avoid water entering the fuses area when washing the motorcycle.

Warning:

Do not use fuses other than the specified specifications. Otherwise, it will have serious adverse effects on the circuit system, and even cause fire or burn the vehicle and lose engine power, which is very dangerous.



Tire inspection

Check the tires regularly. Be sure to check the air pressure and depth of the tire tread as well as inspect for cracks and visible damage to the tire. The correct tire pressure is critical to ensure the safe operation of th motorcycle and maximum service life of the tire.

Tire Pressure

Insufficient tire pressure not only accelerates tire wear, but also seriously affects driving stability. Insufficient air pressure makes turning difficult; however, if the air pressure is too high, the contact area of the tire is reduced, and it is easy to slip and lose control. The tire must be kept within the specified limits.

* Front wheel pressure: 200KPa-220kpa
* Rear wheel pressure: 220kpa-250KPa

Tire Specification

Front tire specifications: 110/80-19
Rear tire specifications: 150/70-17

Cleaning

You have purchased a high quality, awesome looking motorcycle. It deserves to be kept clean ! Keeping your motorcycle clean will also will help prevent the body paint from fading and rust and oxidation forming on metal components.

Note: Avoid the use of excessive water pressure while washing the motorcycle. Excessive pressure may do damage to the paint and other components.
Avoid spraying water directly onto / into the following areas / components:

1. Wheel hub
2. Exhaust pipe
3. Fuel tank and lower seat cushion
4. Lamps and lights
5. Steering lock and ignition switch
6. Speedometer and gauges

When cleaning the motorcycle, apply the following procedure:

1. The motorcycle should first be sprayed down with clean water to remove excessive dirt and grit.
2. Wash the entire motorcycle using a soft sponge and a mild, neutral detergent. (DO NOT USE HARSE DETERGENTS)
3. Rinse sufficiently with clean water to ensure that all detergent has been removed.
4. Dry the motorcycle using a chamois or soft, absorbent cloth.
5. Re-lubricate all external moving parts that would normally be lubricated.
6. Run the engine for 5 minutes to help evaporate moisture from around the engine and electrical components.
7. Check the brake system before and during first riding the motorcycle after washing.

Storage

If the motorcycles is to be stored for a long period of time, it should be protected from moisture, sun, rain, etc., to avoid unnecessary damage. The following additional actions should be done:

1. Change the engine oil.
2. Lubricate the all external moving parts that would normally be lubricated.
3. Discharge the fuel tank and the fuel of the EFI system, turn off the fuel switch, inject anti-rust liquid into the tank and cover the fuel tank cap.
4. For motorcycles that will be in storage for more than one month, be sure to drain the fuel from the fuel tank and fuel injectors.
5. Remove the spark plugs, inject 15-20mL of pure oil into each cylinder and then re-install the spark plugs.
6. Remove the battery and store it in a cool, ventilated place. It is recommended that you charge it once a month.
7. Make sure the motorcycle is clean, apply a fixing polish to the painted components and an anti-rust oil to the easy-to-rust parts.
8. Place the motorcycle on the Double Stand on a solid, flat surface.
9. Iensure that the tires are inflated to the normal operating pressures.
10. Cover the motorcycle with a soft, non-abrasive cover.

Warning / Attention

Fuel is highly flammable. Only do refueling or draining of fuel in a well ventilated area with the engine turned off. It is extremely dangerous and strictly forbidden to smoke in places where fuel is being stored, refueled into the motorcycle or drained from the motorcycle.

Removal from storage

1. Remove the cover and clean the motorcycle.
2. If themotorcycle has been in storage for more than 4 months, the engine oil should be replaced.
3. Replace the battery after charging it.
4. Drain the anti-rust liquid from the fuel tank, thoroughly rinse the inside of the tank with fuel, refit the tank and fill with fuel.
5. Ensure that all the external parts that would normally be lubricated are sufficiently lubricated.
6. Complete a thorough inspection of the motorcycle to ensure that all components and systems are in good condition and operating correctly.
7. Before you begin normal riding of the motorcycle, first test that all controls and operating systems are functioning properly whilst riding the motorcycle on an isolated section of road at low speed.

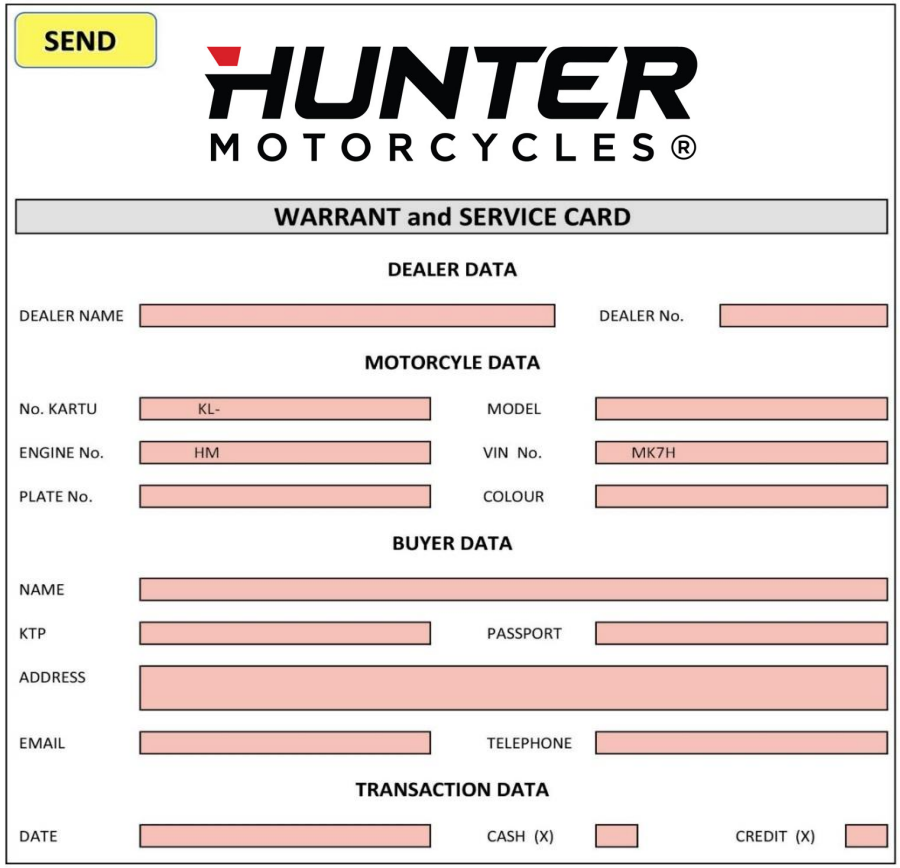
General Maintenance

It is the Owner's responsibility to carry out the regular inspection and general maintenance of the motorcycle. Damage occurring as a result of the Owner's failure to carry out such inspections and general maintenance, may render any resulting damage void of warranty.

Most of the inspection and general maintenance items are described in this manual but should also include the inspection and maintenance of any condition that could affect the performance, safety and or the ongoing condition of the motorcycle.

If you have any doubts or are unsure about the necessary inspection or maintenance of your motorcycle, please consult with you Hunter dealer

5 . Warranty and Service Card



SEND

HUNTER MOTORCYCLES®

WARRANT and SERVICE CARD

DEALER DATA

DEALER NAME		DEALER No.	

MOTORCYLE DATA

No. KARTU	KL-	MODEL	
ENGINE No.	HM	VIN No.	MK7H
PLATE No.		COLOUR	

BUYER DATA

NAME			
KTP		PASSPORT	
ADDRESS			
EMAIL		TELEPHONE	

TRANSACTION DATA

DATE		CASH (X)		CREDIT (X)	

ATTENTION PLEASE

1 . At the time of purchasing your Hunter motorcycle, the Dealer shall enter the required data onto the Warranty and Service Card including Dealer Data, Motor Cycle, Buyer and the Transaction.
2 . Please check that the data entered by the Dealer is correct and complete.
3 . After the Dealer enters the required data, the Dealer shall save the file to the computer system and upload the file to your Hunter Flash Disc.
4 If at any point in the future you notice that the said data is incomplete or incorrect, you should return your Hunter Flash Disc to the Dealer. The Dealer will correct the data accordingly and save the corrected Warranty and Service Card file to the computer system and your Hunter Flash Disc.

6 . Routine Maintenance

Routine Maintenance is extremely important to ensure the ongoing condition and longevity of the motorcycle. The required Routine Maintenance intervals are set in kilometers (the kilometers that the motorcycle has travelled according to the motorcycles Odometer) as specified in the Schedule Routine Maintenance on your Warranty and Service Card. This is the MINIMUM Routine Maintenance interval requirement. If you are using your motorcycle in unusually dusty, wet or humid conditions, the motorcycle should be serviced more frequently.

★ The Warranty and Service Card will be provided to you on a Hunter Flash Disc by the Hunter dealer at the time of purchasing your Hunter motorcycle.

Warning / Attention

During the period of the Warranty, the Routine Maintenance MUST be done by an Authorized Hunter Dealer or Authorized Hunter Service Center and performed at each period in strict accordance with the Routine Maintenance schedule included on the Warranty and Service Card. Failure to complete any Routine Maintenance during the Warranty Period, by or before your motorcycle Odometer readings as specified in the Scheduled Routine Maintenance, will render your warranty null and void.

ALL Routine Maintenance done to your motorcycle MUST be entered onto your Warranty and Service Card. See the following pages for clarification on the data that should be recorded.

After your warranty has expired, maintenance may be done by any qualified mechanic or motorcycle service center however, we strongly advise that you continue to have the Routine Maintenance performed by an Authorized Hunter Dealer or Authorized Hunter Service Center.

Even after the expiry of the Warranty period, you should continue to have all maintenance and work history recorded on your Warranty and Service Card

Scheduled Routine Maintenance

SCHEDULED ROUTINE MAINTENANCE						
500 km	1,000 km	2,000 km	5,000 km	8,000 km	11,000km	14,000 km
483	992					
09/02/2020	21/05/2020					
JKT002	JKT002					
CHT023	CHT023					
17,000 km	20,000 km	23,000 km	26,000 km	29,000 km	32,000 km	35,000 km
Actual km						
Date						
Dealer No.						
CHT No.						
38,000 km	41,000 km	44,000 ,km	47,000 km	50,000km	53,000 km	56,000 km
Actual km						
Date						
Dealer No.						
CHT No.						
59,000 km	62,000 km	65,000 ,km	68,000 km	71,000km	74,000 km	77,000 km
Actual km						

1 . All Routine Maintenance done to the motorcycle must be recoded in the "Scheduled Routine Maintenance section of the Warranty and Service Card.

2 . Every time Routine Maintenance is carried out on your motorcycle, the Dealer will record the details including "Actual Kilometers" at the time of service, "Date", Dealer No. and the CHT No. (Technician) who carried out the work.

3 . After entering all data pertaining to the Routine Maintenance, the Dealer will save the data to the computer system and upload the revised Warrantu and Service Card file to your Hunter Flash Disc.

Work History

WORK HISTORY			
DATE	DESCRIPTION OF WORK	DEALER No.	CHT No.
06/09/2020	Fit “Turnout” type Exhaust, “low Rise” Handle Bars and Headlight	JKT003	CHT023
	with type LED HDL002C		
17/11/2020	Fit Hand Grip set type HNG006B	JKT003	CHT023

1 . All work done to a Hunter motorcycle (not including Routine Maintenance), whether done at the time of Routine Maintenance or any other time must be recorded in the "Work History" section of the Warranty and Service Card.

2 . Every time work is carried out on the motorcycle, the Dealer shall record the "Date", "Description of the Work", "Dealer No." and the "CHT No." (Technician) who carried out the work.

3 . After entering the Work History data, the Dealer will save the data to the computer system and upload the revised Warranty and Service Card file to your Hunter Flash Disc.

Replacing a Lost or Damaged Flash Disc

If in the event that your Hunter Flash Disc (which includes your Warranty and Service Card) is lost or damaged, your Hunter dealer will replace your flash disc as follows;

1. You will be required to show the STNK for the motorcycle and your KTP to verify your ownership of the motorcycle.

2. The dealer will upload your current Warranty and Service Card file from their computer to a new flash disc.

3. You will be required to purchase the new Hunter flash disc at normal retail price or alternatively, provide your own flash disc.

7 . Warranty

Your motorcycle is covered with Hunter Motorcycle Warranty. Please ensure that you have read and fully understand all the terms and conditions of this Warranty (hereunder). We wish to offer the best possible customer service and we have provided a very comprehensive warranty for Hunter motorcycles however, there are numerous terms and conditions pertaining to the use and care of the motorcycle with which you must abide. Failure to abide by these terms and conditions may result in the warranty being deemed null and void.

HUNTER WARRANTY

PT Indo Pacific Net, operating under the name Hunter Motorcycles Indonesia (HMI), is the holder of the exclusive license rights to manufacture, assemble, distribute and sell of Hunter Motorcycles and associated parts and accessories in all regions of Indonesia. HMI provides warranty for all new Hunter Motorcycles sold in Indonesia, providing that the motorcycle is maintained and used appropriately, with the terms and conditions of this warranty, as follows:

ARTICLE 1

HMI provides warranty for new Hunter motorcycles under the following conditions:

- *The Warranty Period is valid for three (3) years or 30,000 km (whichever is reached first) commencing from the date of purchase of the motorcycle.*
- *The first two (2) years or 20,000 Km (whichever is reached first) of the Warranty Period provides for either the replacement or repair of parts, including labor costs.*
- *The third one (1) year or 10,000 Km (whichever is reached first) of the Warranty Period provides for either the replacement or repair parts only (excluding labor costs).*

ARTICLE 2

The warranty is only valid at Authorized Hunter Dealers (AHD) in Indonesia for Hunter motorcycles that have been maintained and used appropriately and only for the replacement or repair of parts that have failed or suffered damage as a result of:

- *Improper assembly / production process.*
- *Failure of materials / material flaws.*
- *Faulty or non-functional equipment.*

as determined in accordance with an analysis performed by AHD.

ARTICLE 3

Warranty claims should be lodged and will be processed as follows:

- *All warranty claims must be lodged within the Warranty Period.*
- *Warranty work can only be done by an AHD within Indonesia and with the presentation of a valid Warranty and Service Card.*
- *Deliver the motorcycle to an AHD, together with the Warranty and Service Card File as evidence that the Periodic Maintenance has been conducted correctly and completely by an AHD in accordance with the Periodic Maintenance Schedule on the Warranty and Service Card.*
- *Fill out and complete the Claim Form provided by the AHD.*
- *The analysis and assessment of warranty claims shall be done by the AHD.*
- *Acceptance of your claim is entirely at the discretion of HMI through the AHD and HMI reserves the right to accept or reject a claim based on the compliance with terms and conditions of this warranty.*
- *Ensure that the Warranty and Service Card File has have been updated correctly and completely by the AHD after the completion of any service, maintenance and or warranty works.*
- *If you think that the analysis of a warranty claim by the AHD is wrong, you can direct your complaint, including details of your full name, the name of the AHD, the motorcycle engine number, frame number, purchase date, odometer reading and the specific details of your claim / complaint directly to HMI for consideration (contact details are included on this website).*

ARTICLE 4

The motorcycle warranty is conditional to the following:

- *For the duration of the Warranty Period, the motorcycle MUST be inspected, maintained and serviced regularly and all Routine Maintenance MUST be completed by an AHD in accordance with the Scheduled Routine Maintenance, that specifies the distance or time schedule, (whichever is reached first) for each maintenance item. Failure to have the motorcycle maintained and serviced regularly and have all Routine Maintenance completed by an AHD in accordance with the Scheduled Routine Maintenance schedule as shown on your Warranty and Service card will render the warranty null and void.*
- *The Warranty and Service Card File must be updated completely and correctly by an AHD after each Routine Maintenance and or warranty work that is completed. Failure to keep the Warranty and Service Card File up to date may result in the warranty being deemed null and void.*
- *Ensure that you understand and implement the ongoing inspection and General Maintenance of the motorcycle and if you are aware of any part or condition that requires attention, correction, repair or replacement, take the motorcycle immediately to an AHD and report the condition without delay. Failure to report such a condition immediately may render that condition (and any other claim that results from or is contributed to by that condition) to be deemed as excluded from this warranty.*

- *Use only high quality Engine Oil SAE10W / 40 API SG as standard engine oil.*
- *Parts replaced under this warranty by AHD will deem to be owned by HMI.*
- *The warranty for the Battery is limited to claims related to material defects or production faults, within a period of three (3) months from the date of production of battery or 5,000 km, whichever is reached first.*
- *The motorcycle shall not be used for commercial purposes (including rental or leasing) whereby the motorcycle is driven by someone other than the owner of the motorcycle. Such use will render the warranty null and void.*
- *The lodging of a false or fraudulent warranty claim will render the warranty null and void.*

ARTICLE 5

Hunter motorcycle warranty does not apply to or cover the following conditions:

- *Replacement of a complete Hunter motorcycle unit.*
- *Repair or replacement of any items that have not been regularly inspected, maintained and serviced in accordance the General Maintenance described in the Owner's Manual and the Scheduled Routine Maintenance as specified on the Warranty and Service Card, regardless of the use of free service coupons or not.*
- *Any damage, deterioration or failures due to the use of the motorcycle in competitions, such as racing, rally, motorcycle races, use under abnormal conditions including off-road use, if the motorcycle is rented / leased, loaned or used commercially.*
- *Damage or failures resulting from or associated with adjustments, maintenance and / or repairs on the motorcycle done by anyone other than an AHD.*
- *Either direct or indirect damage caused by a fall or accident. Indirect namely: damage caused by accidents involving other motorcycles, vehicles or third parties.*
- *Damage caused or contributed to by alteration, supplementation or modification of the motorcycle or replacement with spare parts or accessories that are not genuine Hunter products. For example: exhaust modification, CDI, tires, front and rear shock breakers, fuses, accessories, extras such as lights, alarms and others.*
- *Damage caused by or contributed to from the use of fuel and / or lubricant (oil) that does not comply with the specifications included in the Owner's Manual.*
- *Damage as a result of occurrences such as the forces of nature, natural disasters, fire, riot, attempted theft, contaminated with chemicals, sea water, salt, tree sap, bird droppings, etc.*
- *Damages caused by or contributed to from the negligence of the owner or failure to inspect and complete General Maintenance of the motorcycle in accordance with the instructions in the Owner's Manual.*
- *Damage caused by or contributed to from the motorcycle being used or operated under extreme or abnormal conditions or failure to use the motorcycle in accordance with the instructions in the Owner's Manual. For example; carrying excessive loads, the use of oil or petrol additives, failing to clean the Air Cleaner after use in extremely dusty conditions, failing to follow the correct Running–In Procedure, riding the motorcycle on the beach, full or partial submersion in water, water damage due to cleaning or using the motorcycle in extreme off road conditions.*

- *Damage due to inappropriate or incorrect storage and / or transport.*
- *The onset of the symptoms of normal use according to the Manufacturing Standard, such as noise, vibration, oil seepage, dulling or deterioration of surface finishes and other occurrences that do not affect the function of the motorcycle.*
- *Parts normally damaged / consumed / worn resulting from the general use or maintenance / repair of the motorcycle, such as fuel filters, oil filter, the air filter, brake fluid, brake pads, brake discs, canvas clutch, clutch plate, front and rear gear sprockets, drive, bolts and nuts, cables, rubber footrests, hand grips, motor starter carbon brushes, radiator hoses, water impellor, fuel hose, spark plugs, nuts, bolts, washers, pins, bulbs and light lenses, mirrors, steering wheel locks, tyres or inner tubes, seat upholstery, rubber parts, plastic parts, gaskets, oil seals, engine oil, gear oil, grease, battery fluid, paint and chrome, etc.*
- *Damage, fading, tarnish, flaking, peeling, oxidization or any other form of deterioration of any surface finish including but not limited to paint, lacquer, powder coating, galvanizing, polish, chrome or decals.*
- *Claims for the loss of time or the cost of transporting the motorcycle to and from an AHD, telephone costs, compensation costs, lodging expenses, hiring or using alternate personal transportation, property damage, injury to people, damage or loss of other equipment or property or any claims from third parties.*
- *A motorcycle, regardless if it was not immediately used starting from the date of purchase or was never used at all, but has exceeded the Warranty Period.*

--------oooo0oooo--------