



OUTLAW

OWNER'S MANUAL

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ATTENTION

PLEASE UNSURE THAT YOU HAVE FULLY READ AND UNDERSTAND ALL THE INFORMATION IN THIS OWNER'S MANUAL BEFORE YOU ATTEMPT TO START THE ENGINE OR OPERATE THIS MOTORCYCLE. IF YOU NOT UNDERSTAND OR ARE UNSURE ABOUT ANY INFORMATION, DATA, PROCEDURES OR SPECIFICATIONS IN THIS MANUAL, YOUR AUTHORIZED HUNTER DEALER WILL GLADLY ASSIST YOU.

PREFACE

This manual introduces you to the basic operation and method of maintenance of this motorcycle. Please read the manual carefully before driving the motorcycle. Proper operation and maintenance of the motorcycle will ensure less trouble and optimum performance and service life. Our authorized Hunter Dealers in various locations throughout Indonesia will be only too pleased to provide you with more technical consultations and after-sales services.

The data, instructions, specifications, and pictures demonstrated in the manual are based on the latest design information available at the time of publishing this document. Our company reserves the right to make changes at any time without notice of changed parameters and other information. Thank you for purchasing a Hunter motorcycle.

The product is in accordance with QC/T29116-93 standard.

IMPORTANT NOTICE

The engine of this motorcycle is a highly engineered piece of equipment and rotates at high speed. In order to make sure that the engine runs normally, prolong its service life and to safeguard your interests, please operate the motorcycle according to the following "Run-in" procedure":

1. During the first 1,000 km, avoid applying full throttle and never labour the engine. The rotating speed should be strictly restricted to less than 6000 Rpm.
2. After the first 500 km, 1,000 km, 4,000 km and every 4000 km thereafter, please clean the engine, change the engine oil and have the motorcycle serviced by an authorized Hunter Dealer in accordance with requirements of this Owner's Manual and the Warranty Card.

Special Attention

If you operate the motorcycle without following traffic regulations and the instructions in this manual or under abnormal conditions such as driving on extremely bumpy roads or overloaded, accidents or equipment damage may occur. This manual should be considered a permanent part of the motorcycle and should remain with the motorcycle when resold. The company reserves all the rights of this manual. No part of this publication may be reproduced without written permission of the company, and any violation will be brought to justice.

MOTORCYCLE SAFETY

WARNING

You should not attempt to start the engine or ride the motorcycle before you have thoroughly read and understand this manual and you have thoroughly checked your motorcycle.

SAFE RIDING RULES & POINTS TO REMEMBER

- Before starting your engine, you must thoroughly check the motorcycle to ensure that everything is functioning correctly and in good condition.
- All motorcycle drivers must possess a valid Motorcycle Driver's License.
- Never lend your motorcycle to any rider without a valid Driver's License.
- Wear bright colored clothing to help make you clearly visible to other vehicles and pedestrians.
- Do not ride extremely close to other motorcycles or other vehicles. Maintain a safe distance.
- Use your signal devices such as turn signal lights and horn properly.
- Lane sharing is prohibited in many places and can be very dangerous.
- Obey the speed limits and NEVER travel faster than appropriate for the prevailing road conditions.
- Keep both hands on the handlebars and both feet on the foot pegs while riding.
- The passenger should hold on firmly to the driver's waist with both hands and keep both feet on the passenger foot pegs.
- Strictly obey all local traffic regulations and use common sense at all times.

PROTECTIVE APPAREL

- Motorcycle riders often have their heads injured if an accident occurs. In order to ensure personal safety, both the rider and the passenger should always wear a certified helmet.
- Both the rider and passenger should also wear protective apparel including, goggles, boots, gloves etc.
- The temperature of the muffler is very high when the engine is operated. The passenger should wear boots or shoes high enough to cover his/her ankles to prevent his /her feet from being burnt on the exhaust.
- The rider should wear close-fitting clothes to prevent clothes from catching on the handlebars, kick starter, foot pegs and tyres.

MODIFICATIONS

WARNING

Any modification of the motorcycle or change of its original equipment may render the motorcycle unsafe or illegal. If you have any suggestions regarding modifications, you are welcome to inform us through our website. It is advisable to modify your motorcycle only after having received a written approval from Hunter Motorcycles Indonesia. Modification without our approval will invalidate your Warranty and you will be responsible for all consequences.

LOADING

WARNING

The motorcycle is sensitive to changes in weight distribution. Improper loading of cargo can impair the motorcycle's performance and stability.

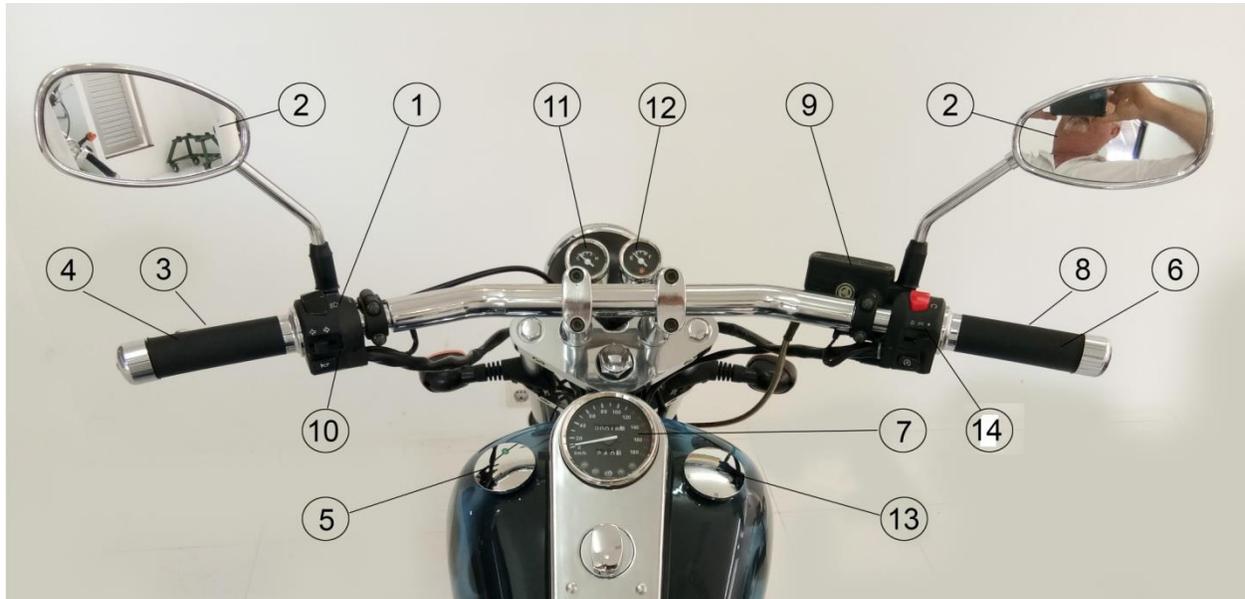
- Keep cargo low and close to the center of the motorcycle.
- Load weight equally on both sides of the motorcycle to minimize imbalance. As weight is located further from the center of gravity, handling is proportionally, adversely affected.
- Properly adjust the tire pressure and the spring of the rear shock absorber according to the load weight and road conditions.
- Firmly mount loads on the motorcycle in order to ensure stable handling.
- Avoid fastening large or heavy loads to handlebars, front forks or dashboard, otherwise it can adversely affect stability and handling.
- NEVER exceed the maximum weight limit of 150 kg.

ACCESSORIES

- Accessories produced by our company have undergone special design and testing for use on this motorcycle. These accessories are entirely optional for users.
- Users will take sole responsibility is selecting, installing and using accessories that not produced by our company.
- Carefully check your accessories and ensure they are out of line of sight, ensure they do not reduce distance between them and the ground or side dip angle, nor interfere with the suspension, inhibit full movement of the steering or affect handling of the motorcycle.
- Avoid attaching any electrical accessories as this may overload or damage the motorcycles electrical system.

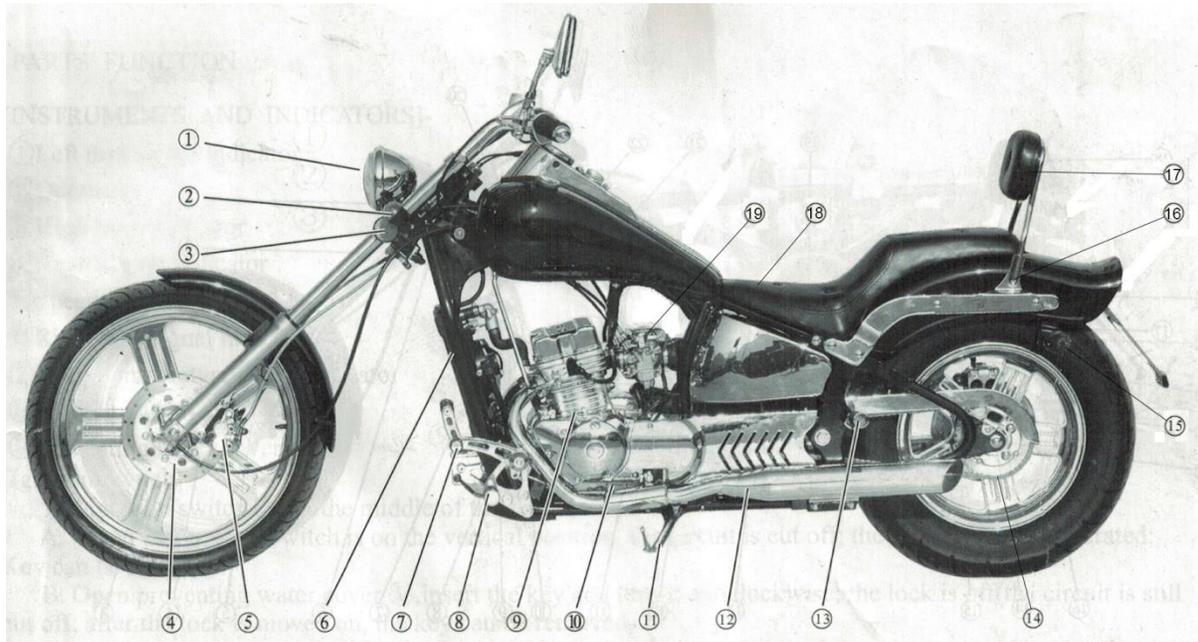
INSTRUCTIONS

PARTS LOCATION

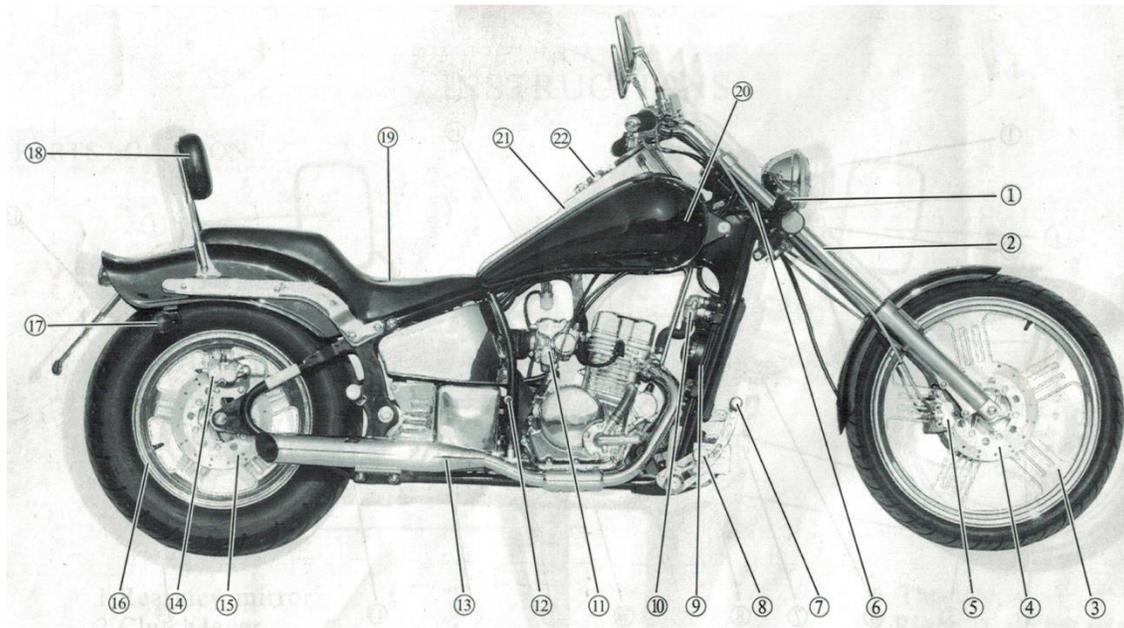


1. Left Handlebar Controls
(Horn Button, Headlight Dimmer
Switch and Turn Signal Switch)
2. Rear View Mirror
3. Clutch Lever
4. Left Handlebar Grip
5. False Fuel Tank Cap
6. Throttle Hand Grip
7. Speedometer

8. Front Brake Lever
9. Brake Fluid Reservoir
10. Indicator Switch
11. Temperature Gauge
12. Fuel Contents Gauge
13. Fuel tank Cap
14. Right Handlebar Controls
(Starter Button, Headlight Switch
and Engine Cut-off Switch)



- | | | | |
|------------------------|---------------------|-----------------------|-----------------------|
| 1. Head Light | 6. Radiator Cover | 11. Side Stand | 16. Back Rest Bracket |
| 2. Left Font Indicator | 7. Gear Shift Pedal | 12. Left Exhaust | 17. Back Rest Pad |
| 3. Side Reflector | 8. Left Footpeg | 13. Passenger Footpeg | 18. Seat |
| 4. Left Disc Brake | 9. Engine | 14. Drive Chain | 19. Fuel Injection |
| 5. Left Brake Caliper | 10. Serial Number | 15. Rear Indicator | |



- | | | | |
|---------------------|---------------------|--------------------|-----------------------|
| 1. Rear Indicator | 6. Frame No. Plate | 11. Fuel Injection | 16. Rear Wheel |
| 2. Front Suspension | 7. Rear Brake Pedal | 12. Charger | 17. Turn Signal Light |
| 3. Front Wheel | 8. Foot Peg | 13. Right Exhaust | 18. Back Rest |
| 4. Front Brake Disc | 9. Radiator | 14. Brake Caliper | 19. Seat |
| 5. Brake Caliper | 10. Temp Sensor | 15. Brake Disc | 20. Fuel Tank |

PARTS FUNCTION

Instruments and Indicators

1. Temperature Gauge
2. Odometer
3. Left Turn Indicator
4. High Beam Indicator
5. Switch Dust Cover
6. Fuel Gauge
7. Speedometer
8. Right Turn Indicator
9. Neutral Gear Indicator
10. EFI Warning Light
11. Ignition Switch



Always note your instruments while riding.

Ignition Switch

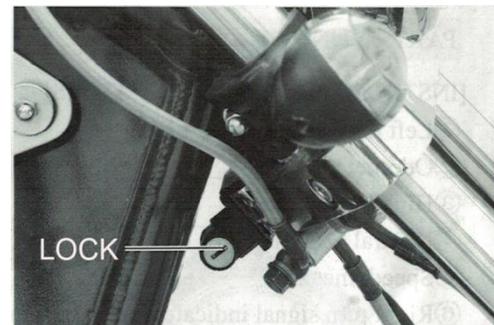
The Ignition Switch is located on the Tank Dash Board below the Speedometer.

1. When the Ignition Switch is in the vertical position, the circuit is in the “Off” position, the engine can not be operated and the key can be taken out.
2. Open the Ignition Switch Dust Cover; insert the Ignition Key, then press inwards and turn the key 90 degree clockwise. The circuit is now in the “ON” position. In this position the key can be removed and the engine can be started.
3. If you rotated the key 90 degrees anti-clockwise, the circuit is in the “Park” position. In this position the key can be removed and the motorcycles park lights can be activated however the engine can not be started.

Steering Lock

The Steering Lock is below the Steering Stem. To lock the steering, turn the Handlebars all the way to the left, insert the key into the lock, apply slight pressure inwards while turning the key clockwise and then remove the key.

It is a wise practice to always leave the steering in the “locked position” when the motorcycle is not in use.

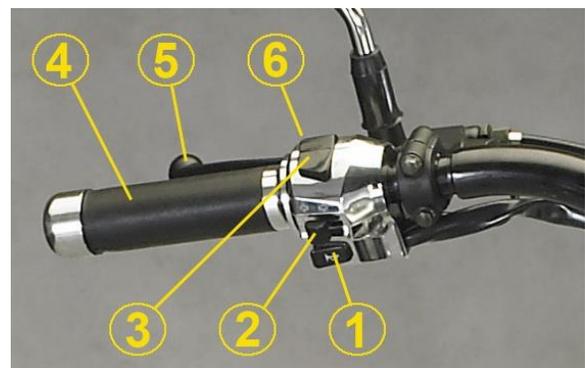


Left Handlebar Controls

1. Horn Button
2. Turn Signal Switch
3. Headlight Beam Switch
4. Left Hand Grip
5. Clutch Lever
6. Passing Switch (Yellow)

Horn Button

Press the horn button to sound the horn if necessary.



Headlight Dimmer Switch

Rock the toggle to the forward position for High Beam (the indicator light will illuminate blue). For Low Beam, rock the toggle to the backward position.

Turn Signal Light Switch

The Turn Signal Light Switch has three positions. If you intend to turn left, move the Turn Signal Light Switch to the left. Both the front and rear left Turn Signal Lights will flash. Alternatively, move the Turn Signal Light Switch to the right, both front and rear right Turn Signal Lights will flash. Press the Turn Signal Light Switch inwards and switch will automatically return to mid / off position

Passing Switch

The Passing Switch is on the left handlebar controls. When on Low Beam, pressing the Passing Switch will illuminate both the low and high beam lights together. Release the switch and the headlight will return to low beam light only.

Use the Passing Switch when overtaking at night, instead of constantly turning on and off the Headlight Beam Switch. This allows simple, safer operation when passing.

Right handlebar Controls

1. Electric Starter Button
2. Headlight Switch
3. Engine Cut-off Switch
4. Throttle Grip
5. Brake Fluid Reservoir
6. Brake Fluid Level Indicator
7. Front Brake Lever



Electric Start Button

WARNING

BEFORE ATTEMPTING TO USE THE ELECTRIC START BUTTON, ensure that you have fully read and understand the Engine Starting Procedure described later in this manual. Failing to follow the correct procedure will result in the ECU (Electronic Control Unit) disconnecting internally and you will need to return your motorcycle to an Authorized Hunter Dealer to reset the ECU before you can start the engine.

Headlight Switch

The head light switch has three positions.

- When in the center position, all lights are turned off.
- When the switch is rocked into the forward position, the Headlight, Taillight, Gauge Lights and License Plate light are on and illuminated (this is the position for riding).
- When the switch is rocked into the back position, only the Park Lights will be illuminated. This is the position for parking the bike at night on a roadway.

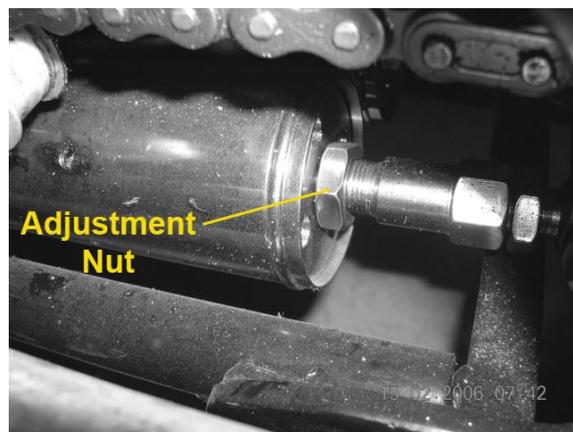
Engine Cut-off Switch

The Engine Cut-off is located on the right handlebar controls. When moved into the forward position, the engine's ignition circuit is "cut off", the engine can be cranked but the engine will not start. This position can be used to stop the running engine. When moved to the backward position, the engine's ignition circuit is "on" and the engine can be started. Note: the Engine Cut-off Switch must be in this position to start the engine.

Rear Shock Absorbers

The two Rear Shock Absorbers are under the middle of the frame. The shock absorbers have four adjustment positions for different road and driving conditions. The spring tension can be adjusted in order to achieve the best handling and maximum rider comfort.

We strongly advise that unless you are already very familiar with the adjustment of shock absorbers and the effect of such adjustment, you should first seek the advice of your Authorized Hunter Dealer before adjusting.



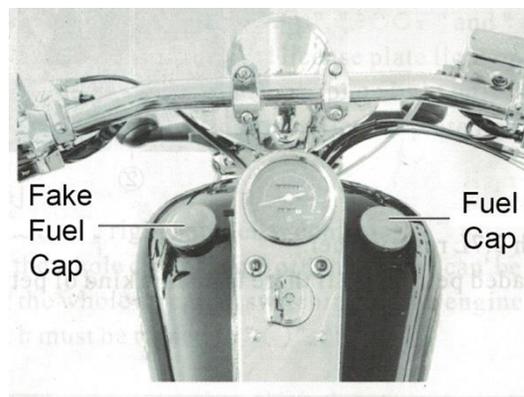
Fuel Tank and Fuel Cap

The Fuel Tank capacity is 13.5 liters.

We recommend that you use unleaded petrol with a 90 octane rating. If this kind of petrol is not available, you can use low leaded petrol with an octane rating greater than 90.

DO NOT USE FUEL WITH AN OCTANE RATING LOWER THAN 90.

The Right side Fuel cap is the functional Cap. To open the Fuel Cap, unscrew anti-clockwise. Note – the left side Fuel Cap is a fake cap and does not open.



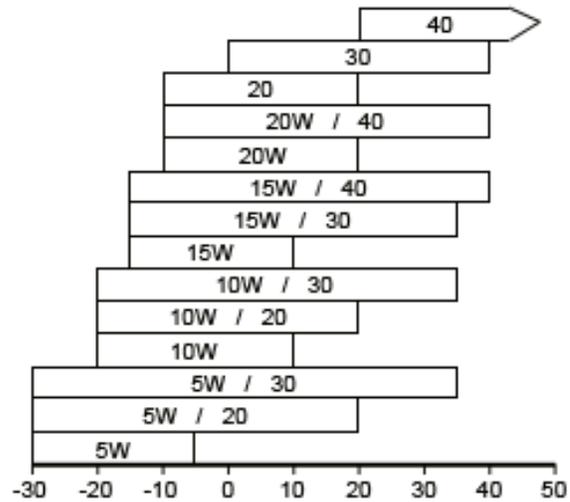
CAUTION

Always ensure that the Engine is turned off before refueling. Don't overfill the Fuel Tank (there should be no fuel in the filler neck – at least 4cm below the top of the tank). After refueling, make sure that Fuel Cap is closed securely. While refueling, fuel should be filtered through the filter at the mouth of the filler neck. Never remove this filter or you will risk allowing contamination to enter the Fuel Tank.

ENGINE OIL

Engine oil quality is the chief factor affecting engine performance and service life. It is critical that engine oil is selected according to the correct specifications and is not superseded or replaced by general engine oil, gear oil, vegetable oil or any other substitute. Using the incorrect engine oil could result in severe damage to the engine and void your warranty.

The motorcycle is filled with SAE10w/40 API SG engine oil at our factory. If you want to change the oil for other engine oil, use only quality engine oil certified to meet or exceed the specifications for service SG. The viscosity grade of engine oil should be based on the atmospheric temperature in your riding area as per the adjacent table. To change engine oil, you should drain existing oil out of crankcase, clean the case with detergent kerosene and then refill with new oil according to the procedure described in this manual.



Select the correct oil viscosity according to the atmospheric temperature in the area that you are using the motorcycle.

TUBELESS TYRES

Proper air pressure will provide the maximum stability, riding comfort and tyre life.

| LOAD | TYRE PRESSURE (kpa) | TYRE PRESSURE (kpa) |
|------------------------------|---------------------|---------------------|
| Driver Only | Front : 225 (33psi) | Rear : 225 (33psi) |
| Driver plus Passenger | Front : 220 (33psi) | Rear : 250 (36 psi) |

WARNING

Operation with excessively worn tyres is hazardous and will adversely affect traction, stability and handling. Improper tyre inflation will cause abnormal tread wear and create a safety hazard. Under inflation may result in the tyre slipping on or coming off the rim and causing an accident.

NOTE:

The manufacture’s recommended pressure for the standard tyres is 276kpa (40psi). We suggest that this pressure is too high for optimum traction and recommend using slightly lower pressures, as listed in the table above.

Tyre pressure should be checked before you ride while the tyres are cold. Check tyres for cuts, imbedded nails or other sharp objects. Check tyres for dents or deformation. If there is any damage, see your authorized service dealer for repair or replacement. Replace tyres before tread depth at the center of the tire reaches the following limit:

Minimum tread depth is Front @ 1.5 mm and Rear @ 2.0 mm

OPERATION

PRE-RIDE INSPECTION

It is VERY IMPORTANT that you always inspect your motorcycle before you ride it. The items here will only take a few minutes to check and can save troubleshooting time while you are driving and ensure your safe riding.

- Oil level - check the level and if necessary, add oil. Check for oil leaks.
- Front and Rear Brakes - check operation and if necessary adjust free play.
- Tyres - check condition and pressure of both tyres. If necessary, change or repair.
- Throttle - check for smooth opening, that the throttle is fully closing in all steering positions and check for free-play of the Throttle Grip. If necessary, adjust or change.
- Lights and Signals - check that the Headlight, Taillight, Turn Signals and Horn function properly, if necessary, adjust or repair.
- Chain – check the Drive Chain functions correction and is lubricated properly. Replace if severely worn or damaged.
- Steering - check the smooth, unrestricted turning of the steering.
- Check that all bolts, nuts, screws, fasteners and fittings are firmly secured. If you find anything that if not properly secured, re-tighten it to the correct tension. If you are unsure regarding this procedure, take your motorcycle to a Hunter dealer.

STARTING OF ENGINE

WARNING

NEVER run the engine in areas without good ventilation.

NEVER start the engine unless the gears are in Neutral position.

NEVER press the Starter Button before the ECU has had time to warm up. Doing so will cause the ECU to disengage and will require resetting by an Authorized Hunter Dealer. Read the following starting procedure carefully.

1. Stand the motorcycle into the vertical position and raise the Side Stand. (Note: the Side Stand is fitted with a sensor to prevent the engine starting whilst it is in down position)
2. Ensure the Gear Lever is shifted to the Neutral position.
3. Ensure the Engine Cut-off Switch is in the ON position (Toggle in down position).
4. Lift the Ignition Switch Dust Cover, which hinges to the right.
5. Insert the Ignition Switch Key into the Ignition Switch and turn it 90 degrees clockwise to unlock the Ignition Switch.
6. Turn the Ignition Switch clockwise to the "ON" position
7. When the Ignition Switch is first turned to the ON position, you will hear a buzzing sound. This sound is the ECU unit warming up. It takes approximately 5 seconds of the ECU to warm up, at which point the buzzing sound will stop.
8. Press the Electric Starter Button to start the Engine.

CAUTION: never press the Electric Starter Button until the ECU unit has finished warming up and the buzzing sound has stopped.

NOTE:

1. Don't press the electric button for more than 3-5 seconds at a time.
2. Release the starter button immediately after the engine has started.
3. Don't press the starter button while the engine is running.
4. If the engine fails to start after 3 tries, allow to rest for several minutes before trying again.

SHIFTING GEARS

After starting the engine, allow it to warm up for several minutes before riding the motorcycle.

1. While the engine is at idle, depress the Clutch Lever and press down with your foot on the Gearshift Pedal to shift it down one position into low gear (first gear).
2. Gradually accelerate the engine and slowly release the Clutch Lever simultaneously. As the motorcycle moves forward, fully release the Clutch Lever.
3. When changing to a higher gear, depress the Clutch Lever, lift the Gearshift Pedal up to shift into second gear. Repeat this process for changing into other gears.

WARNING

Never shift gears without first depressing the clutch and decreasing the throttle, or else the engine, driving chain and other components may be subject to damage.

RUN-IN PROCEDURE

Adhering to the correct Run-In Procedure is a CRITICAL element in ensuring 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 you Hunter Flash Disc for full details. If you are unsure about any aspect of the procedure, consult with your Hunter dealer BEFORE using your motorcycle.

Run-in Speeds

| <i>GEAR</i> | <i>SPEED</i> |
|-------------|--------------|
| First | 0 ~ 15km/h |
| Second | 10 ~ 30km/h |
| Third | 20 ~ 45km/h |
| Fourth | 30 ~ 55km/h |
| Fifth | 50 ~ 70km/h |

BRAKING

When wanting to slow the motorcycle down, decrease the throttle first and then apply both front and rear brake together to slow down or stop.

To apply an emergency brake, close the throttle first, depress the clutch and promptly apply both the front and rear brakes at the same time.

Independent use of only the front or rear brake reduces braking performance and rapidly applying a single brake may cause the front or rear wheel to lock and skid, resulting in loss of control of the motorcycle and bringing about an accident.

When approaching a corner or turn, reduce the throttle and slow the motorcycle down by applying both front and rear brakes at the same time before reaching the corner. Do not apply the brakes whilst in the turn or corner, otherwise it may cause loss of control and a skid or overturn. When riding on wet or loose surfaces, maneuver steadily.

STOPPING

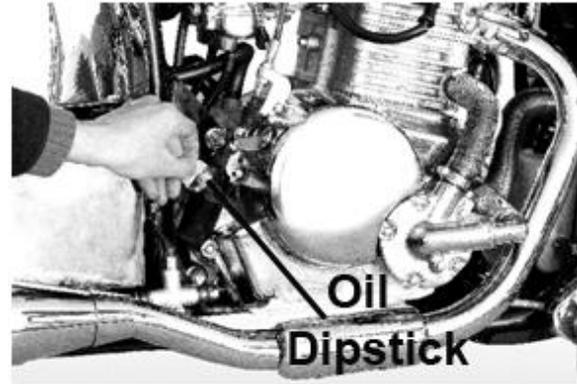
Gradually release the throttle, decelerate the motorcycle, and then gently apply both front and rear brakes together to stop steadily, turn off the Ignition Switch and lock the Steering Lock. In case of emergency, press the Engine Cut-off Switch to cut off the engine. Use the Side Stand to support the motorcycle.

General Maintenance

ENGINE OIL and FILTER

[Engine Oil Level Check]

Check the engine oil level every day before riding the motorcycle. There is a Dipstick behind the left Crankcase cap for checking the oil level. The level must be maintained between the upper and lower marks on the Dipstick. **Stand the motorcycle vertically** on level ground. Remove the Dipstick. Wipe it clean and re-insert the Dipstick without screwing it in. Remove the Dipstick again and check the oil level on the stick. If required, add oil (Use only oil certified to meet the service requirements of SAE 10W/40 API SG. Fill to the upper mark. Do not overfill. Reinstall the Dipstick and check for oil leaks.

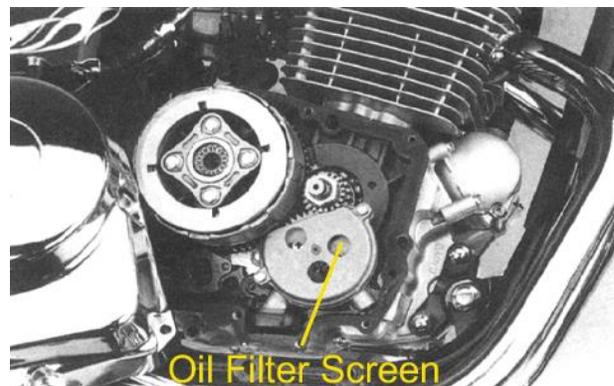
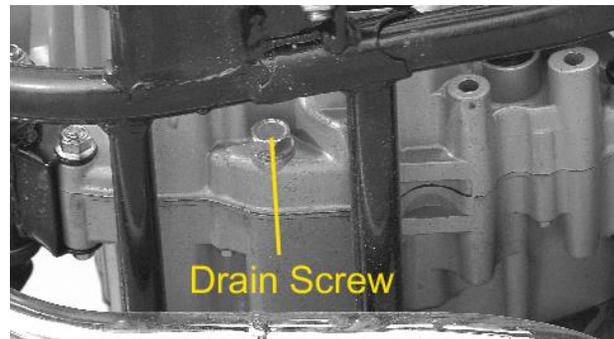


CAUTION: Running the engine with insufficient oil can cause serious engine damage.

[Engine Oil Change and Filter Cleaning]

Warm up the engine for five minutes and drain the engine oil after turning off the engine. Place an empty container under the engine. Unscrew the Drain Screw (1) to drain the oil completely, then replace and tighten the Drain Screw. Add approximately 1.6 liters of kerosene to the engine. Turn the Engine Cut-off Switch to the off position so that the engine can't start. Press the engine Starter Button and rotate the engine several times to clean the components in the crankcase. Leave the motorcycle / engine on the Side Stand for several hours. Drain the kerosene (tilt the motorcycle from side to side to ensure that all the kerosene has drained from the engine) and re-tighten the Drain Screw. Add 1.9 liters of new engine oil (of the correct specification). If you go to an Authorized Hunter Dealer, you can request that they open the right Crankcase and clean the Oil Filter Screen (2) – this should be done with every 3,000 kilometer service.).

Note: When riding on dusty roads, you should change the engine oil and clean the oil filter more frequently.



SPARK PLUGS

[Spark Plug Selection]

- When riding usually at low speeds or under low temperatures in winter, you are recommended to select A5RTC or CR5HSA spark plugs, of which the center electrode is black.
- When riding at high speeds or under high temperature in summer, we recommend to select A7RTC or CR7HSA spark plugs, of which center electrode is gray.
- You are recommended to select AR6HSA (fitted by the factory) under normal conditions.



[Spark Plug Inspection]

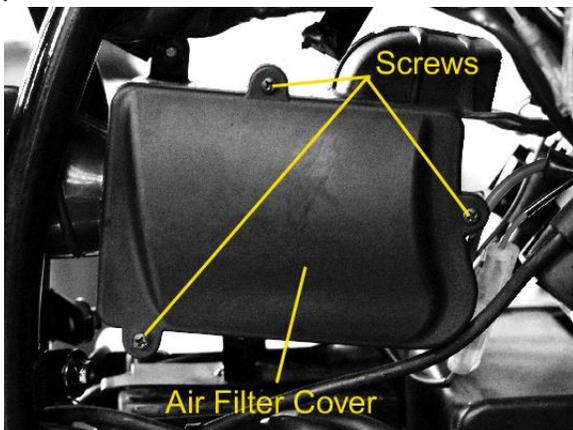
- Disconnect the spark plug lead from the spark plug.
- Clean any dirt from around the spark plug bases.
- Remove the spark plug using a spark plug wrench and clean any deposits or carbon fouling with a wire brush.
- Inspect the electrode and central porcelain for damage or erosion.
- If there is erosion or damage, replace the plug.
- Check the gap of spark plug electrode using a feeler gauge. Adjust the gap to 0.6-0.7 mm.
- Make sure the plug washer is in good condition.
- Thread the spark plug back in by hand to prevent cross-threading and then tighten it with a spark plug wrench.

AIR CLEANER REPLACEMENT

The air filter should be serviced at regular intervals. Service more frequently when riding in unusually wet or dusty conditions.

Remove the seat the protect plate, screw out the screws, remove the Air Filter Cover and take out the Air Filter Elements and then replace with a new Air Filter Elements.

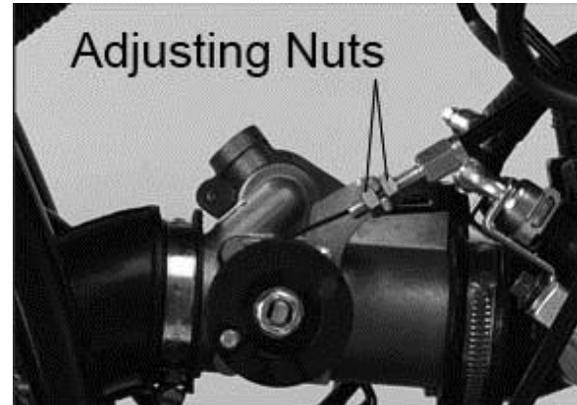
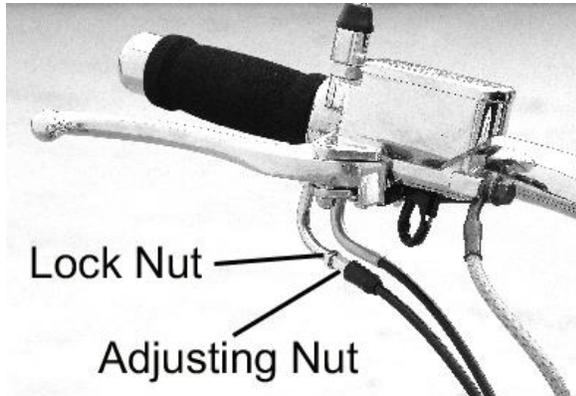
Please use Air Filters specifically manufactured and sold by Hunter Motorcycles. Use of the incorrect air filter can hinder performance and damage the engine.



THROTTLE INSPECTION and ADJUSTMENT

[Throttle Cable Inspection]

Check the throttle is fully opening and closing smoothly in all steering positions. Check that the Throttle Cable between the Throttle Grip and the Fuel Injection Unit is properly positioned and not kinked or restricted. If the cable is twisted or damaged, replace. If the cable is in an incorrect position, adjust accordingly. If the cable is twisted or damaged, replace.

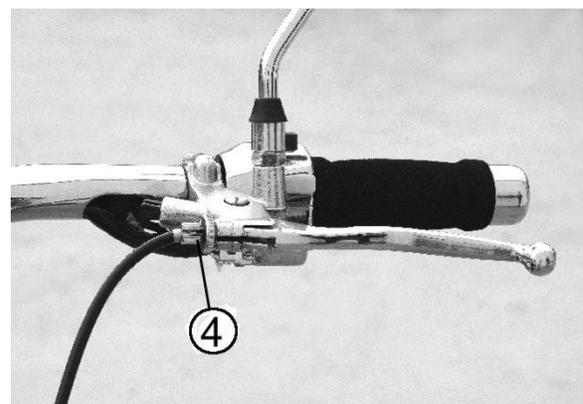
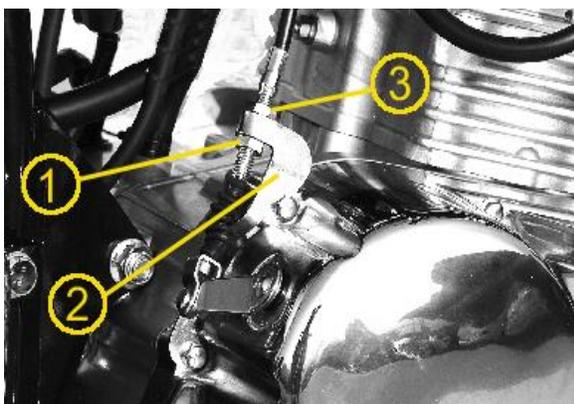


[Throttle Adjustment]

Free-play in rotating the Throttle Grip should be between 2 to 4 mm. If necessary, unscrew the Lock Nut and turn the Adjusting Nut to achieve the correct amount of free-play. If there is insufficient adjustment, you can also adjust the Adjusting Nuts at the Throttle Cable Locator at the Fuel Injection unit.

CLUTCH ADJUSTMENT

Free play at the tip of the Clutch Lever (on the left side of the Handlebars) should be 10 to 15 mm. If adjustment is necessary, unscrew the Lock Nut (1) at the Clutch Cable Locator (2) on the crank case and adjust the Adjustment Nut (3) accordingly. Turn clockwise to decrease the free play or counter clockwise to increase the free play. Clutch adjustment can also be achieved by using the adjusting the Adjustment Adaptor (4) at the base of the Clutch Lever.



DRIVING CHAIN CHECK, ADJUSTMENT AND LUBRICATION

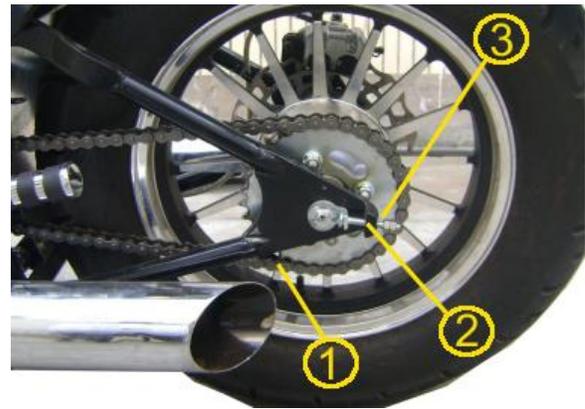
[Driving Chain Check]

Check for wear of the Drive Chain (1). Lubricate it when it is lacking oil. Use a lift stand to raise the Rear Wheel off the ground so that it can be spun by hand freely. Ensure that the motorcycle is secure and can't fall from the stand. Move the Gearshift Pedal to the neutral gear position. Place your finger midway between the front and rear sprockets and lift the Drive Chain up and down. There should be between 10 to 15 mm of vertical movement in the chain.

NOTE: When installing the Driving Chain Lock Click, keep the mouth of the Clip opposite to the normal moving direction of the chain.

[Driving Chain Adjustment]

Loosen the nut of the rear Wheel Axle (4) and then tighten the Adjusting Nut (3) on the Chain Tensioner (2) in order to pull more tension and tighten the chain. Ensure that there is equal tension of both the left and right Chain Tensioners. When you have achieved the correct chain tension, re-tighten the rear Wheel Axle Nut (4).



[Driving Chain Lubrication]

Remove the Chain Lock Clip (1) with pliers, remove the chain master link and disconnect the chain. Remove the chain from the motorcycle and clean the chain in detergent solvent. Dry the chain and inspect it carefully for wear and or damage and if necessary, replace the chain. Lubricate the chain with an appropriate amount of motor oil or chain lubricating oil. Re-install the drive chain and adjust to the correct tension.

FRONT DISC BRAKE and BRAKE FLUID

[Brake Fluid]

Pay attention to the fluid level in the Brake Fluid Reservoir on the right side of the Handlebars. Due to a natural slow deterioration of the brake fluid and Brake Disc wear, the level of brake fluid in the reservoir will slowly descend.

Regularly check the level of the brake fluid in the Level Indicator Glass and add fluid if necessary. Use **ONLY DOT 4** Brake Fluids.

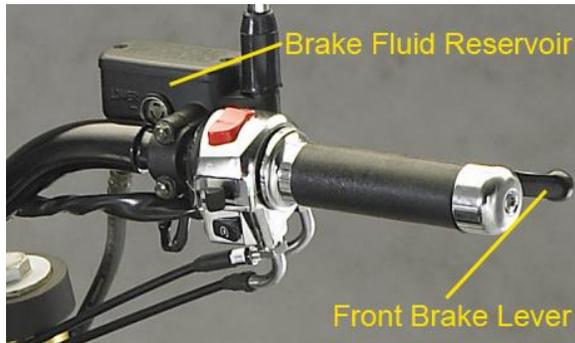
This should be checked regularly and is a very important part of the motorcycle maintenance.

WARNING

The brake fluid is very corrosive. If it is accidentally ingested, spit it out and see a doctor immediately. Avoid contact with your skin and eyes. If contacted, wash briskly with plenty of water and see a doctor if necessary.

Never use old or pre-use fluid or fluid that has been left in an open container. Never use fluid that has been stored for a long period of time, as it may have absorbed moisture from the air and will damage the braking system.

If brake fluid is spattered or spilt onto plastic or painted surfaces, wash it off immediately with warm soapy water as it may corrode or damage the surface.



[Brake Disc]

It is normal for the Brake Disc to be subject to wear. In order to ensure that the Brake System can function properly and reliably, replace the disc if it is damaged or extremely worn. The wear limits of motorcycle Brake Disc is 3.5 mm, as marked on the Brake Disc.

WARNING
Do not immediately ride your motorcycle after you have just replaced the disc with a new one. First you must depress and release the front Brake Lever several times until the Brake Disc fits the Brake Calipers well and the front Brake Lever returns to its normal full, open position after releasing each depression, with the correct free play.



[Brake System]

A pre-ride inspection must be performed on the following items before riding the motorcycle:

- Check the fluid level in the Brake Fluid Reservoir.
- Check the brake system for fluid leakage.
- Check the Fluid Tubes and the Brake Fluid Reservoir for leaks or cracks.
- Check for wear of the Brake Disc and ensure that it has not reached the wear limits.
- Ensure the correct amount of free play in the brake lever.

WARNING
The Disk Brakes are a critical part of your motorcycles operation and safety equipment. Ensure that it is checked and serviced regularly. It is advisable to have your break system checked regularly by and Authorized Hunter Dealer.

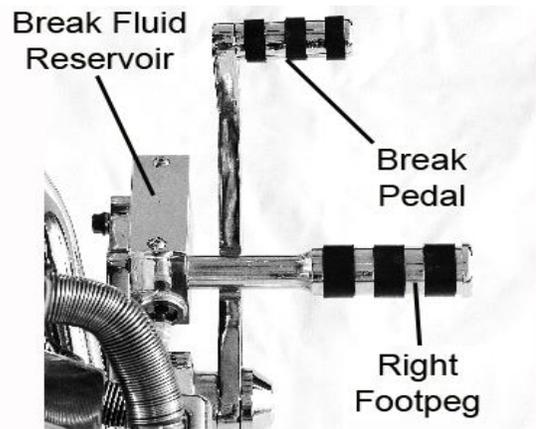
REAR DISC BRAKE and BRAKE FLUID

[Brake Fluid]

The Brake Fluid Reservoir for the rear Disc brake is located adjacent to the Brake Pedal on the right hand side of the motorcycle. Both the Front and Rear Brake Systems use DOT 4 Brake Fluid.

[Brake Disc]

All the same conditions regarding the Brake Disc apply to both the Front and Rear Brake Systems. Both Discs should be regularly checked for wear and or damage and replaced when necessary.



WARNING

This motorcycle's Brake System has been filled with DOT 4 Brake Fluid at the factory and we recommend that you continue to use DOT 4. You may change to DOT 3 Brake Fluid if you want however; you can not mix Brake Fluid types. Therefore, if changing to DOT 3, you must first completely drain all the DOT 4 Brake Fluid and thoroughly flush the Brake System before filling the system with DOT 3.

FRONT WHEEL DISASSEMBLY and REPLACEMENT

Support the motorcycle on a Lift Stand so that the Front Wheel is clear of the ground. Unscrew the Brake Disc Lock Bolt and disassemble the Speedometer Cable. Unscrew the Axle Nut, slide out the front Wheel Axle and take off the Front Wheel (including Brake Disc). To replace the Front Wheel or Disc Brake, unscrew the brake disc lock bolt (5) and take off the Brake Disc. Reverse order for assembly.



REAR WHEEL DISASSEMBLY and REPLACEMENT

Use a lift jack to raise the motorcycle's Rear Wheel off the ground. Ensure the motorcycle is secure and can't fall from the jack. Unscrew the rear Brake Adjusting Nut, secure the head of the Axle Bolt with a wrench and unscrew the Axle Nut. Slide out the Rear Axle. Move the Rear Wheel forward and remove the Drive Chain from the Rear Sprocket. Take out the Rear Wheel.

The Front / Rear Wheel Axle Nut torque should be set at 40 – 5-Nm. Check the brake function after adjusting the brakes or after installing the Drive Chain or wheels. To do this, spin the wheel by hand and then apply the brake. The wheel should spin freely and stop immediately under break. As soon as the brake is rereleased, the wheel should spin freely again. It is normal to hear a slight rubbing sound from the Brake Pads touching the Brake Disc when the wheel is spun by hand.



BATTERY MAINTENANCE

The motorcycle is supplied with a 12V 9 Ah DC lead-acid battery.

Operating the motorcycle with insufficient electrolyte in the Accumulator will cause sulfurization and damage the polar plates. If the electrolyte in the Accumulator is excessively low, it will lower the strength of the current and make it hard to start the engine or produce problems and damage to the electrical system. If this ever occurs, take you motorcycle to an authorized Hunter Dealer for inspection.

Regularly check the electrolyte level in the Battery, which is under the right side of the frame cover. The electrolyte level should be between the upper and lower levels marked on the front side face of the Accumulator. If the electrolyte is below the lower level mark, take the Battery out of the motorcycle, remove its caps and add distilled water carefully up to the upper level mark.

Caution

- When checking electrolyte or adding distilled water, make sure that the air tube is well connected to the air outlet of the Battery.
- Use only distilled water. Tap water will shorten the service life of the Battery.
- Remove the Battery from the motorcycle to prevent its discharge and or leakage when you are not using your motorcycle for a long period of time.
- When removing the Battery, disconnect then negative wire first.
- Fully charge the Battery before storage and store in a well ventilated area out of direct sunlight. If you want to store the Battery in the motorcycle, you should disconnect the negative wire from the Battery.
- Regularly clean both the positive and negative terminals after removing the Battery.
- When reinstalling the battery, connect the positive wire first and ensure that both wires are tightened correctly.
- If replacing the Battery, ensure you use a battery with the correct specifications.

COOLING SYSTEM

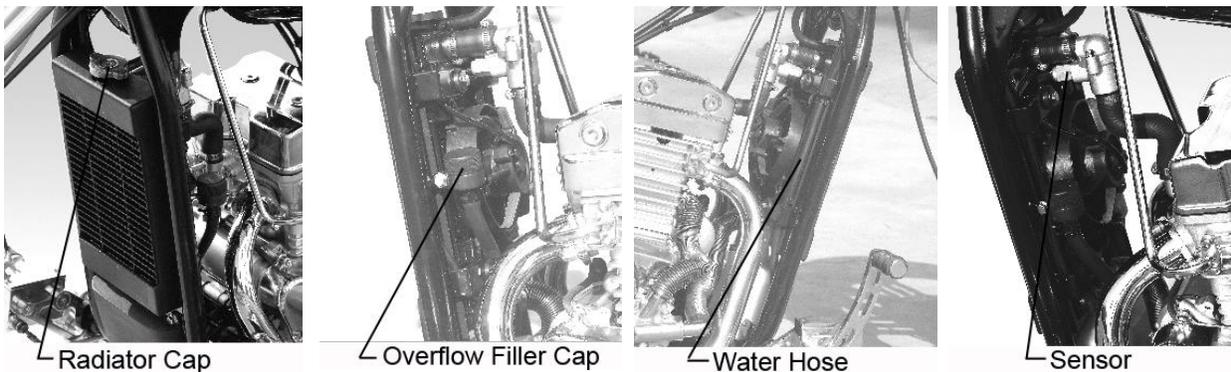
[The coolant]

The coolant consists of refrigerant and distilled water and has the function of anti-freezing. The coolant will prevent the engine from overheating while at idle or travelling at low speeds.

[Adding Coolant]

To add coolant, use the following procedure:

1. Place the motorcycle on the Side Stand on flat ground.
2. Unscrew the Radiator Cap and pour in the coolant into the Radiator until filled.
3. Screw the Radiator Cap back on to the Radiator.
4. Start the motorcycle engine. When the temperature of the coolant reaches about 80 degrees, stop the engine for 5 minutes then open the Radiator Cap. If the coolant level has reduced, add more coolant until filled. Repeat this process three times.
5. The total capacity of coolant is approximately 1600 ml.



[Replacement of Coolant]

When the coolant has become dirty or at regular maintenance periods, the coolant should be replaced. Follow this procedure:

1. Place the motorcycle on the Side Stand on flat ground.
2. While the engine is still at room temperature, place a container under the Radiator and remove the Radiator Cap.
3. Unscrew the Coolant Release Bolt at the back of the Radiator and drain the coolant. Re-tighten the bolt.
4. Fill the coolant in accordance with the method previously described.

[Function of Sensor]

If the temperature of engine reaches about 125 degrees Celsius, the Sensor Switch will automatically activate and the Temperature Alarm Lamp on the Instrument Panel will light up. If this occurs, you should turn off the engine and allow it to cool down before further use. Failing to do so could seriously damage the engine.

Caution

Please only use 3500 anti-freezing, anti-corrosion coolant.
The coolant is toxic – avoid eye and direct skin contact and should never be consumed.
DO NOT open the Radiator Cap when the engine is at high temperature. The water will be under pressure and can spurt out causing injury.
Drain all coolant from the system before working on the Cooling System.

[Servicing the Cooling System]

1. Completely check the cooling system every 1,000 km.
2. Check that there are no leaks, especially around the Water Pump and Water Tubes.
3. Check whether the Circulator is damaged or worn.
4. Press the Water Tubes by hand to see whether they have cracks and replace is necessary.
5. If you detect any leaks in the system, take your motorcycle to an Authorized Hunter Dealer.

FUSE REPLACEMENT

Remove the right guard board by loosening the hex bolt on the main seat and open the Fuse Box (white) to replace the fuse. There are 2 spare fuses for your motorcycle. Reinstall the cover after replacing the fuse. The specified fuses are 15 Amp.

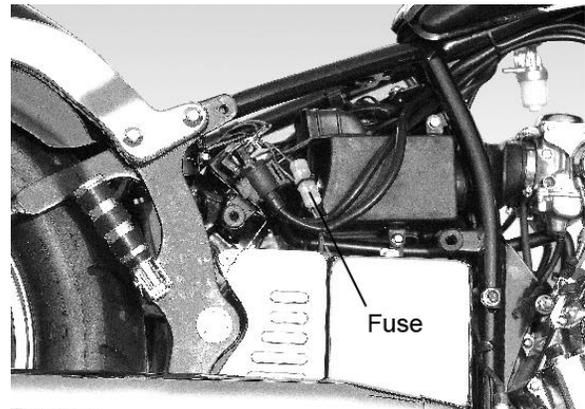
When frequent fuse failure occurs. It usually indicates a short circuit or an overload in the electrical system. See your Authorized Hunter Dealer for repair.

Caution

Replace only with the specified rated fuse. **Never** use other conductive materials as a substitute for a fuse. This can cause very serious damage to the motorcycle's electrical system.

Turn the Ignition Switch off before checking or replacing fuses to prevent accidental short-circuiting. To replace the fuse in the fuse box, remove and replace the fuse using pliers.

See your Authorized Hunter Dealer if you are unsure about any electrical issues.



CLEANING

Clean your motorcycle regularly to protect the surface finishes and inspect for damage, wear and oil leakage.

Caution

- High pressure water can damage certain parts of the motorcycle. Avoid spraying high pressure water at the following areas – Ignition Switch, Handlebars, Instruments, Muffler outlet and under the Seat.
- Prevent water from flowing into the Muffler, Spark Plugs and the Battery.
- After cleaning, rinse the motorcycle thoroughly with plenty of clean water.
- Dry the engine thoroughly. Start the engine and let it run for several minutes.
- Test the brakes before riding in traffic. Several applications may be necessary to dry the brakes out and restore normal braking.

STORAGE GUIDE

Extended storage, such as for winter (exceeding one month) requires that you take certain steps to reduce the effects of deterioration from non-use of the motorcycle. In addition, necessary steps should be taken **BEFORE** storing the motorcycle for extended periods.

Clean and dry the motorcycle. Wax all painted surfaces.

Drain the Fuel Tank. Spray the inside of the Fuel Tank with aerosol rust-inhibiting oil.

Remove the Spark Plugs and pour in a tablespoon (15-20 ml) of clean engine oil into each cylinder. Turn off the Engine Cut-off Switch to Off position and then press the Starter Button several times and then reinstall the Spark Plugs.

Remove the Battery. Store in a well-ventilated, dry and cool area protected from direct sunlight. Note: To remove the Battery, disconnect the negative wire first and then positive wire. When reinstalling, attach the positive wire first and then the negative wire with the Ignition Switch in the closed position.

Inflate the tyres to the recommended pressures and place the motorcycle on blocks to raise both tyres off the ground.

Cover the motorcycle using cloth or other strong air-permeable materials and store in a well-ventilated area, free of rain and direct sunlight.

REMOVAL FROM STORAGE

1. Uncover and clean the motorcycle.
2. Check the Battery voltage. When the voltage is below 12.3 volts, slowly re-charge then re-install the Battery
3. Drain any rust-inhibiting oil from the Fuel Tank. Fill the Fuel Tank with fresh Petrol.
4. Perform all pre-ride inspection checks.
5. Test ride in a safe area from traffic check that the motorcycle functions properly.

GENERAL CHECKS

It is the Owner's responsibility to carry out proper general checks of the motorcycle. Damage occurring as a result of the Owner's failure to carry out proper general checks, may render any such damage void of warranty.

Clean the motorcycle of dust and mud with dry cloth regularly. Dry the motorcycle when wet. Apply a little rust-inhibiting oil on zinc-coated and chrome-coated parts. Wax the painted parts to keep them bright and elegant. Lubricate all moving Part.

Check / inflate both front and rear tyres to the pressure requirements specified in this manual.

Check that all bolts, nuts, screws, fasteners and fittings are firmly secured.

Check the Drive Chain tension and adjust if required.

Check Engine Oil and Brake Fluid levels and add if required.

Check for both front and rear brakes and adjust or if they necessary.

GENERAL MAINTENANCE

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

Most of the 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 general maintenance of your motorcycle, please consult with you Hunter dealer

WARRANTY AND SERVICE CARD

SEND

HUNTER
MOTORCYCLES®

WARRANT and SERVICE CARD

DEALER DATA

DEALER NAME DEALER No.

MOTORCYCLE DATA

No. KARTU MODEL

ENGINE No. VIN No.

PLATE No. COLOUR

BUYER DATA

NAME

KTP PASSPORT

ADDRESS

EMAIL TELEPHONE

TRANSACTION DATA

DATE CASH (X) CREDIT (X)

NOTE: Your Warranty and Service card will be provided to you on a Hunter Flash Disc by the dealer at the time of purchasing you Hunter motorcycle.

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.

ROUTINE MAINTENANCE

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.

*** WARNING ***

During the period of your Warranty, the Routine Maintenance must be done by an Authorized Hunter Dealer 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.

Your Warranty and Service Card file is included on your Hunter Flash Disc. Ensure that ALL Routine Maintenance is properly recorded onto your Warranty and Service Card by the dealer and that the Warranty and Service Card file is then updated on your Flash Disc.

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.

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 with type LED HDL002C | JKT003 | CHT023 |
| 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.

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.

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