

# GPX MOTO

GPX 250e

Owners Handbook



[WWW.GPXMOTO.COM](http://WWW.GPXMOTO.COM)  
[WWW.GPXMOTOUK.COM](http://WWW.GPXMOTOUK.COM)



This service manual is edited by GPXMOTO

No part of this publication may be reproduced without authorization.

GPXMOTO reserves the right to make changes at any time without notice and without incurring any obligation.

The vehicle pictured in this owner's manual may not match your actual vehicle.

## PREFACE

Congratulations on your purchase of a GPX motorcycle. We believe that you have made an excellent choice, which will give you great and reliable performance.

This Handbook and Manual will give you an understanding of our product. It has detailed the complete range of specialized maintenance and adjustment schedules as well as the procedures required.

This document also explains extensive troubleshooting methods as well as a comprehensive technical specification. To assist you there are many photographs and guides to assist you.

Please read this manual carefully and carry out maintenance according to a professional standard. Carrying out the correct maintenance at the required schedule will effectively prolong the service life of each component, improve the motorcycle and engine performance as well as the reliability of the vehicle.

Riding motorcycles is dangerous and the GPX should not be operated without the rider wearing a helmet, goggles, boots and gloves at the bare minimum.



It is expected that the operator has a good knowledge of riding and maintaining motorcycles. If you do not, you should seek specialised riding coaching and take your motorcycle to a GPX dealer when adjustments or work is required. This is a basic handbook only. It is expected that the operator should have a much more comprehensive knowledge than this basic manual displays. If you do not, then take your motorcycle to a GPX dealer.

For the sake of technical development, GPXMOTO will reserve the right of modifying motorcycle structure, equipment, and spare parts without notice. Due to that different markets have different law's requirements, we've adjusted models accordingly, the model image in this manual may not match your actual vehicle. In addition, if there is any question concerning this manual, please visit our website [www.GPXMOTO.COM](http://www.GPXMOTO.COM) or [WWW.GPXMOTOUK.COM](http://WWW.GPXMOTOUK.COM) and consult our customer service. Alternatively you can call your GPX dealer for advice and assistance.

**The contents of this manual are subject to change without prior notice due to vehicle improvement. The actual state of the motorcycle in questions should determine the overall level of maintenance required.**

## MEANINGS OF REPRESENTATION

All work requires specialist knowledge and technical understanding. If you do not have the skill or confidence to perform that, you must go to an authorized GPX workshop or GPX after-sale service point. There, your motorcycle will be optimally cared for by specially trained experts using the specialist tools required.

Other important information:

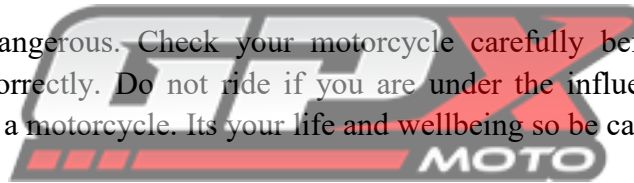
Please note that it is not practical or possible to warn you about all hazards associated with operating or maintaining a motorcycle.

Therefore, you must have basic mechanical safety knowledge and use your own good judgement. If you cannot complete the process of operating or maintaining, please consult a more experienced senior technician before operation.

---

## ADVICE

Motorcycles are very dangerous. Check your motorcycle carefully before every ride to ensure everything is working correctly. Do not ride if you are under the influence. If you cannot ride a motorcycle, do not ride a motorcycle. Its your life and wellbeing so be careful with it.



Most of off-road motorcycle fatalities are caused by head injuries. Without helmets, the chances of serious injury or death caused by head injuries are much higher. Always wear an approved motorcycle helmet and protective apparel such as goggles, gloves, knee and elbow protectors and boots while riding, which will save your life at the critical moment.

This motorcycle was designed for off road racing, therefore there is no capacity to carry a passenger. Please therefore do not use this motorcycle to carry any passengers. Ignoring this or order rules could lead to serious injury or a fatality.

Always go riding with another person so you can help each other.

Do not use non-original parts to modify this motorcycle. If you need to replace any parts, please use spare parts and accessory products that are approved and / or recommended by GPX and have them installed by an authorized GPX workshop. GPX accepts no liability for any personal modification, other products and any resulting damage or loss.

Our GPX series products are specially designed for off-road racing and riding.

Please take care of your vehicle and avoid any problem caused by improper use.

Please check your motorcycle carefully before riding and do the maintenance accordingly after use.

## **GPX MOTO**

If you crash the motorcycle, check the condition of the motorcycle before you resume your journey. Ignoring this advice could easily lead to an accident and endanger your own safety as well as others , as you may be riding a broken or faulting motorcycle .

When using this motorcycle, the temperature of the engine and exhaust pipe is very high, so it needs to a period to cool down after parking. During this period, do not touch the engine or exhaust pipe as you will scold yourself.

Do not wear shorts while riding, otherwise leg injuries may happen.



# GPX MOTO

## APPEARANCE

### GPX 250e COMPONENTS AND POSITIONS



No.	Name	No.	Name
1	Rear number plate mount	14	Rear brake disc
2	Rear light and brake light	15	Rear wheel spindle
3	Rear mudguard	16	Rear wheel / chain adjuster
4	Silencer	17	Rear wheel security bolt
5	Rear suspension compression adjustment	18	Lowering suspension adjustment hole
6	Spark plug and cap	19	Rear suspension rebound adjustment
7	Petrol tank cap	20	Engine oil filler cap
8	Clutch lever	21	Rear brake lever
9	Front brake lever	22	Engine sump shield
10	Handebars	23	Front exhaust pipe
11	Headlight	24	Compression adjustment forks
12	Front mudguard	25	Front wheel spindle
13	Front suspension forks	26	Front wheel security bolt

# GPX MOTO



No.	Name	No.	Name
27	Front brake protector	32	Gear lever
28	Petrol tank tap / switch	33	Sine stand
29	Inline petrol filter	34	Air box cover
30	Oil strainer location	35	Rear chain guide
31	Electric start motor	36	Rear sprocket

## **Tips and Tricks and keep your GPX 250e in tip top condition.**

### **Following these tips will help to serve you with a reliable and long lasting motorcycle**

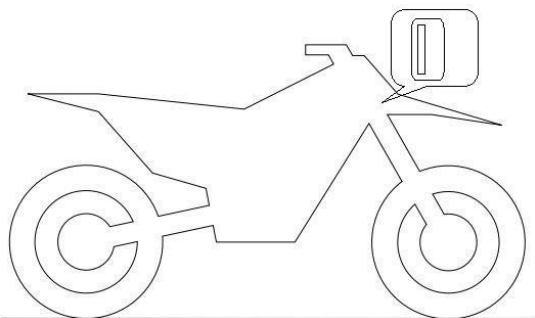
1. Read this handbook !
2. So you don't forget and over run ,keep your own dated and mileage recorded list of when you carried out this maintenance. Showing this record and keeping oil and parts receipts to a buyer in the future will help to prove you have looked after your GPX.
3. Clean the air filter and lubricate this with air filter oil after each 4 hours of riding or each competition.
4. Check and adjust your engine oil level before each ride.
5. Use good quality fully synthetic 10W/40 motorcycle oil (full specification beneath)
6. Regularly clean the oil strainer and change your engine oil every 10 hours of riding or after each competition.

## GPX MOTO

7. Check / adjust and lubricate your chain before each and every ride.
8. Wash your bike properly and carefully. Avoid the air box, carburetor ,fuel tank vent hose, bearings and electrical connector and components.
9. If you bike is running a little strange ,or not starting its highly likely that water from washing has entered the carburetor. This can happen from time to time. Deal with it in 2 minutes using only a flat ended screwdriver. Turn off the fuel and disconnect the fuel pipe from the petrol tank. Drain the carburetor using the float bowl drain screw and blow / 10 psi air line down the fuel pipe for 10 seconds. Reattached fuel line to tank and tighten drain screw. Turn on fuel and its amazing how many times this will recifiy running problems. Its also often ignored during maintainence. Its best to complete this procedure after every race or every month or 2 in any case.
10. Dry your motorcycle after you wash. Use an air line , paper or cotton towels or a leaf blower if you have one. Start at the top and down downwards towards the floor, drying the wheels last.
11. If you are not confident or don't know how to maintain a motorcycle speak to your dealer, or seasoned motorcycle mechanics , not your neighbour .
12. Lightweight dirtbikes are not like cars.They need adjusting , tweaking and maintaining regularly. Its just part of the fun. Speak to your dealer if you want reliable advice.
13. Check you brakes , throttle and clutch before each ride. Be safe.
14. If your unsure about anything ...STOP and get good advice.



## VIN CODE



Vin code of the GPX 250e ,is located on the head stock.

## CHASSIS NUMBER



## GPX MOTO



Chassis Number of GPX 250e is located on the headstock/frame/chassis under the handlebars

## ENGINE NUMBER



The engine number of GPX 250e is located on the engine case next to the oil strainer.

# GPX MOTO

## PARAMETER

DIMENSIONS AND SPECIFICATION - GPX 250e	
L*W*H(mm)	2180×820×1254
Wheelbase(mm)	1480mm
Net weight(kg)	110
Tire size	F: 80/100-21 ;R: 110/100-18. Rear will accept a 140 80/90 18" Enduro or MX tyre
Seat height(mm)	939mm. This can be reduced by 55mm to 884mm by using the 2 <sup>nd</sup> lower shock bolt , at no expense.
Min ground clearance (mm)	330mm
Tank volume(L)	9.4 litres
Engine Parameters	
Engine type	Single cylinder, air cooled four stroke , overhead cam.Idle speed 1400 rpm
Clutch type	Wet type, Multiple disk
Cylinder diameter×stroke	72×61.4mm
Displacement	229.9cc
Compression Ratio	9.2:1
Oil type /capacity	Fully synthetic 10W/40 Especially suitable for wet clutches High wear resistance API SN Plus (Euro 5 compatible) JASO MA2 1.1 Litres and also to the correct dipstick height or a level surface.
Shift type	Constant meshing two-stage transmission six-speed transmission International profile 1-N-2-3-4-5-6. Primary reduction ratio: 3.091 Transmission ratio of each gear:first gear: 2.909 Second gear: 1.786 Third gear: 1.375 Fourth gear: 1.167 Fifth gear: 0.9
Starting	12v Electric start with starter.CDI. Ignition Advance Angle: 15°
Fuel control system	Nibbi 30mm round slide carburettor with idle air and choke.
Battery	Stock 12v battery for high performance electric starting and reliable electronics . YTX7A-BS
Chain	520-43T. Front is 13 teeth and rear 43.
Frame/Shock/Brake/Wheel system Parameters	

## GPX MOTO

Frame type	Central double cradle type high-strength steel tube frame, GPX International patent design
Front shock	SZC Front suspension. 310mm travel. Comprising of quality high performance Telescopic, closed cartridge type units with adjustable compression and rebound. Seals , dust seal and range of springs available (after market), L=950mm.
Rear shock	Compression recovery dual adjustable nitrogen airbag rear shock, L=480mm, 300mm travel , CRF general configuration. Quality high performance unit with spring preload, adjustable compression as well as rebound damping
Swing arm	High strength forged aluminium alloy structure



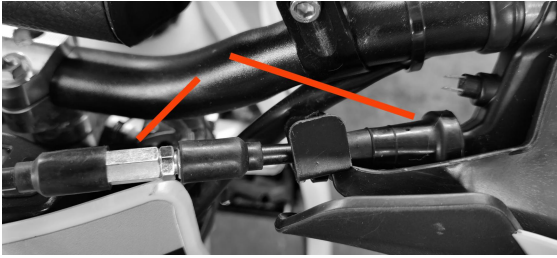
## GPX MOTO

Handlebar	Competitive high-strength aluminium alloy fat bar (imported),, material 7075 $\Phi$ 28.6mm, with GPX special ultra-soft off-road grip
F/R rims	F 1.60×21, R 2.15×18, 7050 high strength aluminium rim , forged CNC wheel hub
F brake system	Powerful Hydraulic alloy twin piston caliper with 260mm disc
R brake system	Powerful Hydraulic alloy twin piston caliper with 240mm disc
Others	
Air filter type	Sponge filter core filter type
Fuel type	92# and above grade gasoline.
Motorcyclists	1 person (rider)
Maximum load weight	120kg



## CONTROL

### CLUTCH



The clutch is controlled by the clutch lever, which is fitted on the left side of the handlebar.

By adjusting 2 the screws indicated you can change the biting point of the clutch and the distance between the clutch lever and handlebar to your preference.

### FRONT DISC BRAKE



The front disc brake is controlled by the hand brake lever, which is fitted on the right side of the handlebar.

By adjusting the small bolt on the lever you can change the biting point of the lever and the distance of the brake lever to your preference.

The front wheel adopts the floating - caliper disc brake, which is installed under the left front fork and fixed by two bolts.

**GPX MOTO**



## THROTTLE LEVER



er

The throttle lever is located on the right side of the handlebar. The throttle is very sensitive.

Turn the throttle counter clockwise to increasing the engine speed and power output. The reverse will reduce the engine speed and power output. It will back to normal smoothly once you lease the handle.

## STARTING



The start button is a square one and fitted on the right side of the handlebars, near the throttle grip.

It is expected that you will only need to press this button for a maximum of 2 seconds to start the motorcycle . Release the button as soon as the engine starts . If the engine does not start , then visit the troubleshooting pages for help.

**Attention:** When starting the motorcycle in any gear , you should operate the clutch with your left hand to avoid possible sudden forward motion when starting the GPX .

The TSE engine has a kick start also , as well as the electric start through the start button.

## STOPPING



The red stopping button is fitted on the left side of the handlebar near the grip.

## FUEL TANK SWITCH



fuel tank switch

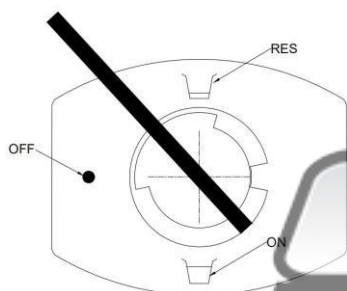
The fuel tank switch is located on the bottom left side of the fuel tank. By turning the switch, you can control the entrance of the fuel into the carburettor.

The meaning of symbols on the oil tank switch is shown as the left picture.

“ON”: indicates that the switch is opened for petrol discharge.

“OFF”: indicates that the switch is closed, and the petrol discharge is stopped.

“RES”: indicates that the reserve petrol is activated.



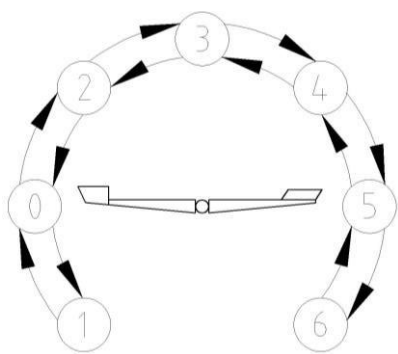
## SHIFTING



The gear shift is located on the left side of the engine. This is operated by the left foot by pushing down or by pulling up with your foot.



## GPX MOTO



The GPX engine has six gear as International Standard, and you can find the illustration on the left.



## REAR DISC BRAKE



The rear brake pedal is located on the right side of the engine and is operated by pushing down on it gently using the right foot.



The rear brake adopts a floating caliper disc brake. This is located on the right side of the rear wheel and is fixed by a disc brake bracket.



## SIDE STAND SUPPORT



The GPX has a retractable side stand for parking. When parking, make the stand is fully down. When operating the motorcycle make sure the stand is retained in the up position by use of the rubber band.



## PREPARING FOR USE

### ADVICE ON FIRST USE

1. Before your first trip, read the entire operating instructions carefully, especially the section of “Controls” and “Riding Instructions”.
2. When driving, please carry out a standardized run-in period first.
3. If any parts problems are found during using, you can repair that according to this manual or contact GPX Dealers for professional aid.
4. After each use, clean the vehicle with running water.
5. GPX is not responsible for any vehicle problems caused by malicious acts

### RUN-IN PROCESS

Motorcycle engines have a lot of relative moving parts, such as pistons, piston rings, cylinder blocks, meshing transmission gears, etc. Therefore, in the initial stage of use, the engine must be operated more gently than when riding afterwards. The running-in can make the moving parts adapt to each other, correct the working gap, and form a good smooth friction surface that can withstand larger loads. Only after standard running-in can the engine have excellent performance and reliability.

The recommended running-in steps are as follows:

1. 0-2.5h stage: Using under the throttle level of 50% ~ 75%, the speed should be changed frequently to avoid the motorcycle working at the same condition for a long time,  
Let the engine rest and cool down for 5 ~ 10 minutes after each 1-hour work.  
Do not accelerate suddenly to protect your throttle
2. 2.5-4h stage: Using under the throttle level of 50% ~ 75% throttle and work for a long time at the same condition.  
In actual working, the throttle can be up to full level, but not more than 5 ~ 10 seconds;
3. 4-5h stage: Using under the throttle level of 75% ~ 100%
4. More than 5h: increase the speed to 60 ~ 80km/h, until the full engine performance can be used.

**DANGER:** When riding a motorcycle, do not speed up regardless of the consequences. This behaviour can easily cause engine damage and also cause safety accidents.

So, please ride the vehicle properly.

## RIDING INSTRUCTIONS

### PREPARATION BEFORE RIDING

1. Check fuel level in fuel tank and replenish if necessary.
2. Check fluid level in front brake fluid reservoir and replenish if necessary.
3. Check fluid level in rear foot brake fluid reservoir and replenish if necessary.
4. Check brake pad wear condition of the front brake.
5. Check brake pad wear condition of the rear brake.
6. Check that both brakes operate correctly.
7. Check the antifreeze level.
8. Check the chain for the condition and correct tension
9. Inspect rear sprocket, engine sprocket and chain guide structure to ensure the condition is good.
10. Check the chain adjuster to ensure the lock bolts are tight.
11. Check the outer surface of the tire.
12. Check tire pressure.
13. Check battery level.
14. Check the thickness of the front disc brake.
15. Check the thickness of the rear disc brake.
16. Check the torque of each fastener.
17. Check the rear sprocket to ensure the condition is good.
18. Check engine casings and plastic cover parts to ensure a good condition.
19. Check the fuel tank switch.

### PRECAUTIONS FOR STARTING

The required to start the GPX are as follows:



1. Turn the petrol tank switch to the "ON" position;
2. Pull up the choke knob on the carburettor to activate it ;
3. Turn on the ignition key;
4. Pinch the clutch lever with the left hand;
5. Pinch the brake lever with the right hand;
6. Push the starter button until the engine starts but no longer than 2 seconds;
7. Release the starter button after the engine starts.
8. Push the choke knob down to deactivate it.

### PRECAUTIONS FOR STOPPING

1. Check the condition of the vehicle and the rider's Equipment before starting off.
2. Speed up slowly when just starting off.
3. Start in gear "1" to ensure safety.

# GPX MOTO

---

## PRECAUTIONS FOR TURNING

1. Take care to slow down in advance conditions when turning
2. Lower your centre of gravity to reduce the risk of side rolling when turning
3. Do not shift gears when turning

## PRECAUTIONS FOR ACCELERATION

1. Do not accelerate in the corner
2. Remember to shift gears after acceleration

## PRECAUTIONS FOR SHIFTING

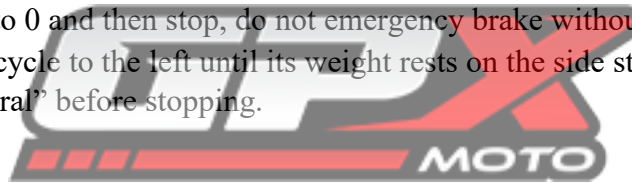
1. Pinch the clutch lever before shifting gears
2. Do not rev the engine when shifting gears
3. Do not shift gears in the corner

## PRECAUTIONS FOR BRAKING

1. Use the rear brake as your first brake operation, if necessary, use hand brake as a supplement.
2. Check fluid level in the brake fluid reservoir frequently
3. Replenish the brake fluid reservoir if necessary according with the procedure in the manual

## PRECAUTIONS FOR STOPPING & PARKING

1. Slow down gradually to 0 and then stop, do not emergency brake without emergency.
2. Slowly lean the motorcycle to the left until its weight rests on the side stand.
3. Shift the gear to “Neutral” before stopping.



# GPX MOTO

## RECOMMENDED SERVICE / INSPECTION SCHEDULE

	every 10 hours/after every race 1 hour after each ride	every 20 hours	every 30 hours
Check and charge the battery	●	●	●
Check the front disc brake	●	●	●
Check the rear disc brake	●	●	●
Check the front and rear disc brake discs	●	●	●
Inspect brake tubing for damage or leakage	●	●	●
Check the rear disc brake fluid level	●	●	●
Check the free-play of the brake pedal	●	●	●
Check the frame and swingarm	●	●	●
Check the swingarm bearing for wear			●
Check the top of the shock absorber	●	●	●
Check the shock absorber connecting	●	●	●
Check tire surface condition	○	●	●
Check tire pressure	○	●	●
Check hub bearings for loose	●	●	●
Check the wheel hub	●	●	●
Check for rim edge pulsation	○	●	●
Check the spoke tension	○	●	●
Check chain, rear sprocket, engine sprocket, guide sleeve and chain	●	●	●
Check chain tension	○	●	●
Lubricate all moving parts (chain, handlebars, etc.) and check for smooth	●	●	●
Check the front disc brake fluid level	●	●	●
Check the free play of brake handlebar	●	●	●
Check whether the steering head bearing for loose	○	●	●
Check valve clearance cold : 0.04mm~0.06mm			Every 5000 miles
Check clutch			●
Replace the cap seal and shaft seal ring of the pump			●
Change the gear oil			*After running in period change the oil every 600miles
Remove and clean oil strainer in petrol			*At each oil change*
Check the clutch and throttle cables for damage and sharp bend	●	●	●
Check that the throttle cable is intact, free of sharp bends, and set correctly	○	●	●
Clean air filter and air filter tank	●	●	●
Check whether screws and nuts are tightened	○	●	●
Replace the fuel filter	○	●	●
Check carburettor idle	○	●	●
Check front and rear light fixtures			
Final inspection: check whether the vehicle is running safely and conduct a test	○	●	●

○ One-off interval

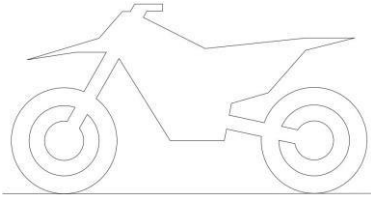
● Periodic interval

**ATTENTION:** This table is for reference only. Please adjust the maintenance cycle of the motorcycle according to the specific model and use situation.

**WARNING:** For the inspection, adjustment and replacement of the engine, please consult GPX Service Centre to avoid damage.

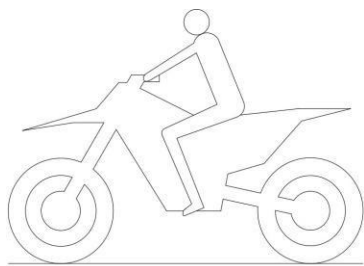
## SUSPENSION SYSTEM

CHECK THE COMPRESSION AND REBOUND OF THE VEHICLE WITH THE RIDER ON BOARD



To ensure the best driving characteristics of the vehicle and avoid damage to swingarm, shock absorbers, linkage and frame, the basic setting of the suspension components must match the driver's weight.

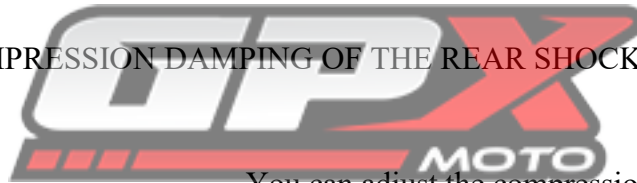
The total standard rider mass of the GPX off-road motorcycle is shown in the table below.



GPX250e	75~85KGS
---------	----------

If the rider's weight is above or below the standard range, the basic setting must be adjusted accordingly. A small weight difference can be compensated by adjusting the rear shock absorber spring preload, but if the weight difference is large, the spring must be replaced.

### ADJUSTING THE COMPRESSION DAMPING OF THE REAR SHOCK ABSORBER



You can adjust the compression damping by adjusting the chrome allen screw in the centre of the shock nut.

Turn counter clockwise to decrease damping(soft), or turn clockwise to increase damping(hard).

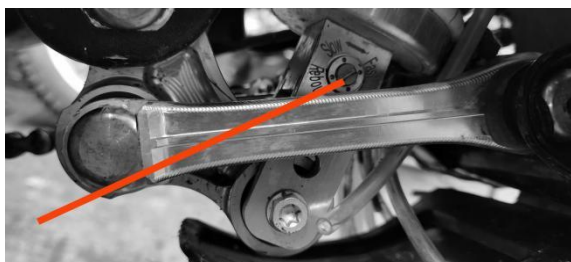
Warning - Do not loosen either of the bolts on the shock that are by the compression allen screw.





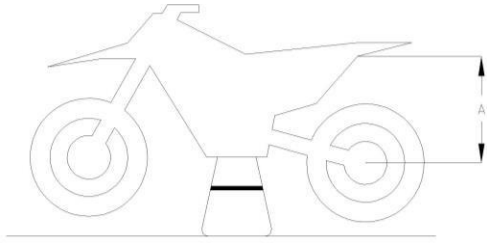
#### ADJUSTING THE REBOUND DAMPING OF THE REAR SHOCK ABSORBER

You can adjust the rebound damping by adjusting the screw with a flat bladed screwdriver.



Turn counter clockwise to decrease rebound damping(fast), or turn clockwise to increase rebound damping(slow)

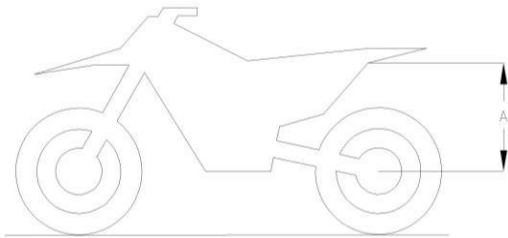
MEASURE THE DISTANCE BETWEEN THE CENTER OF THE REAR WHEEL AND THE REAR FENDER IN SUSPENSION



The measurement procedure is as below:

1. Place your motorcycle on its centre stand so that it is stable.
2. Select a fixed point on the side of the rear fender and mark it as "point 1".
3. Measure the distance from "Point 1" to the centre of the rear axle and record it as "A1".
4. Remove the motorcycle from the rack

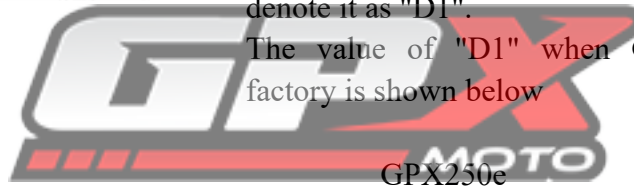
**MEASURE DISTANCE BETWEEN CENTER OF REAR WHEEL AND REAR FENDER UNDER NO LOAD**



The measurement procedure is as follows:

1. The motorcycle is up right so that the centre surface of the tire is perpendicular to the ground
2. Measure the distance from the centre of the rear wheel axle of the motorcycle to "point 1" and record it as "A2".
3. Use a single stand to support the vehicle
4. Calculate the difference between "A1" and "A2" and denote it as "D1".

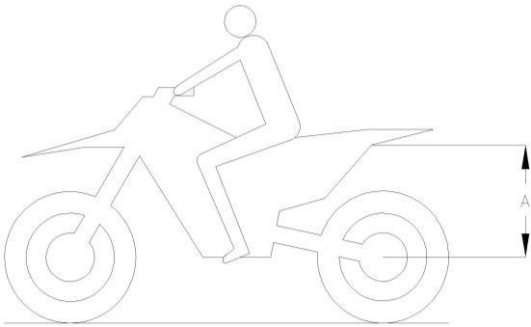
The value of "D1" when GPX motorcycle leaves factory is shown below



D1  
10~34mm

---

**MEASURE DISTANCE BETWEEN REAR WHEEL CENTER AND REAR FENDER IN DRIVING CONDITION**



The measurement procedure is as follows:

1. The driver rides the motorcycle (the engine does not start)
  2. Up right the motorcycle so that the centre surface of the tire is perpendicular to the ground
  3. Measure the distance from the centre of the rear wheel axle of the motorcycle to "point 1" and record it as "A3".
  4. The driver uses a single stand to support the vehicle and leave the seat
- Calculate the difference between "A1" and "A2" and denote it as "D2".

The factory default value of "D2":

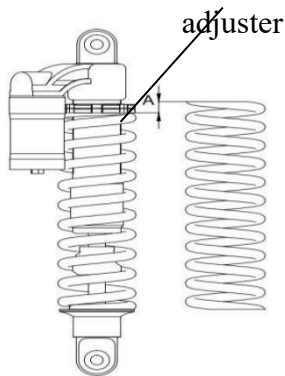
	D2
GPX	50~100mm

If "D2" measured by the customer is lower than the

factory value, you should decrease the spring preload appropriately; Conversely, increase the spring preload.

If "D2" is far less than the factory value, replace the spring with a softer one; Conversely, replace the spring preload with a harder one.

**ADJUSTING THE SPRING PRELOAD OF REAR SHOCK ABSORBER**



You can adjust the spring preload by adjuster.

Turn clockwise to increase spring preload,

Turn counter clockwise to decrease spring preload.

**CHECK FOR THE SETTING OF FRONT SHOCK ABSORBER**

The inspection procedure is as follows:

1. Place the whole motorcycle on the ground
2. Up right the vehicle
3. Hold the handlebars with both hands and press down on the front shock absorber
4. Observe the effect of pressure and rebound of front shock absorber

If it is difficult to press the front shock absorber, decrease the compression damping appropriately.

## GPX MOTO

If it is difficult to rebound the front shock absorber, decrease the rebound damping appropriately. When the ambient temperature is high, the front shock absorber should also be properly bled of air using the bleed button on the top of the fork cap. Push the bleed button for 5 seconds to release all of the air. This air bleed button is located in front of the rebound knob that you can see in the photo beneath.

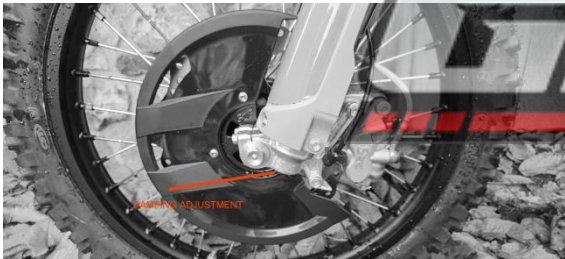
### ADJUSTING THE REBOUND DAMPING OF THE FRONT FORKS



Adjusting Steps as follows:

1. Check the front shock absorber, to determine whether there is a need to adjust the rebound damping
2. Turn clockwise to increase rebound damping.  
Turn counter clockwise to rebound damping.  
This is the same for both the left and the right fork.

### ADJUSTING THE DAMPING OF FRONT FORKS



Adjusting Steps as follows:

1. Check the front shock absorber, to determine whether there is a need to adjust the damping
2. Adjust the damping by rotating using your fingers to turn the knob.

Turn clockwise to increase damping,

Turn counter clockwise to decrease damping.

This is the same for both the left and the right fork.

### ADJUSTING THE HANDLEBAR

## GPX MOTO

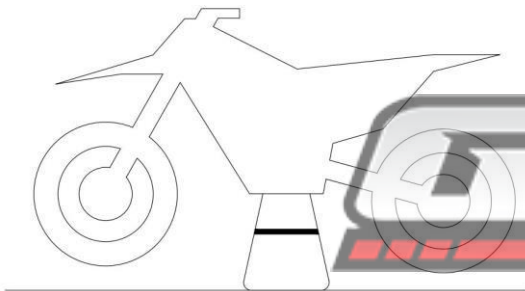


The handlebars of the vehicle can be adjusted according to the customer's driving habits. The specific steps are as follows:

1. Remove the handlebar cover and handlebar pad on the handlebar.
2. Loosen the bolts securing the upper handlebar clamp so that the handlebar can be turned.
3. Sit on the whole vehicle and hold the handlebar to the position where both hands are placed naturally.
4. Tighten the bolts of the upper handlebar clamp to the correct torque setting.
5. Observe the position of the handlebar, if not satisfied, repeat the above process.
6. Refit the handlebar cover and pad.

---

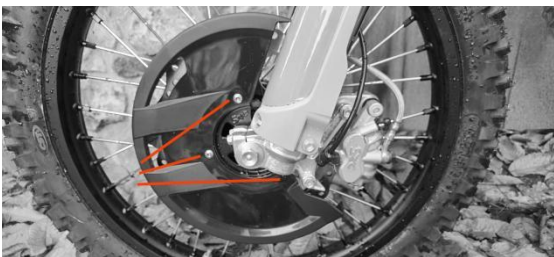
## VEHICLE MAINTENANCE PLACEMENT



Raise your motorcycle on its centre stand always when carrying out the related maintenance.

It is helpful to remove or install various parts.

## REMOVING OR INSTALLING THE DISC BRAKE COVER



Removing steps are as follows:

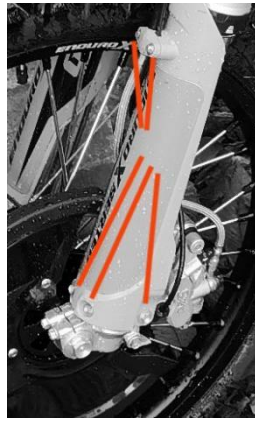
1. Turn the front wheel to the straight ahead position.
2. Use an allen key to remove the 3 mounting screws.
3. Remove the disc brake cover.

Installing steps:

The instalment should be carried out in the reverse order of removal.

## REMOVING OR INSTALLING THE FRONT FORK PROTECTION GUARDS

## GPX MOTO



Removing Steps are as follows:

Left and right are as if sitting on the motorcycle.

Left guard.

1. Remove the 2 small screws retaining the brake hose clip.
2. Remove the 3 lower screws .
3. Remove the plastic fork protection guard.

Right guard.

1. Remove the 3 lower screws .
2. Remove the plastic fork protection guard.

Installing steps:

The instalment should be carried out in the reverse order of removal.

---

## REMOVING OR INSTALLING THE FRONT BRAKE DISC CALIPER

Removing Steps are as follow:

1. Remove the front brake fluid hose clamp from the left fork protection guard.
2. Remove the front brake master cylinder from the handlebars.
3. Remove the front disc brake caliper.



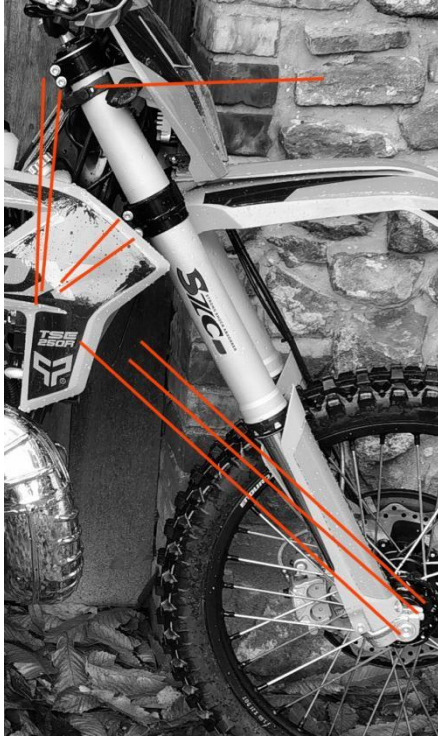
Installing Steps:

The instalment should be carried out in the reverse order of removal.

## REMOVING OR INSTALLING THE FRONT SHOCK ABSORBER



## GPX MOTO



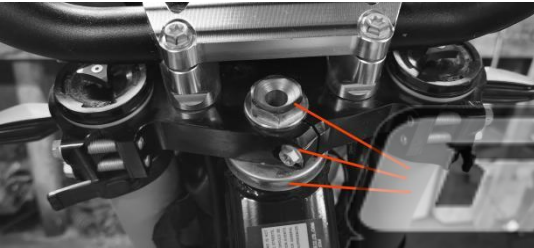
Removing Steps as follows:

1. Remove the front disc brake caliper.
2. Remove the fork protection guards
3. Remove the front wheel.
4. Loosen the 4 upper clamp bolts of each fork leg.
5. Remove the front fork leg on each side.

Installing Steps:

The instalment should be carried out in the reverse order of removal.

## REMOVING OR INSTALLING THE STEERING TRIPLE CLAMPS



Removing Steps are as follows:

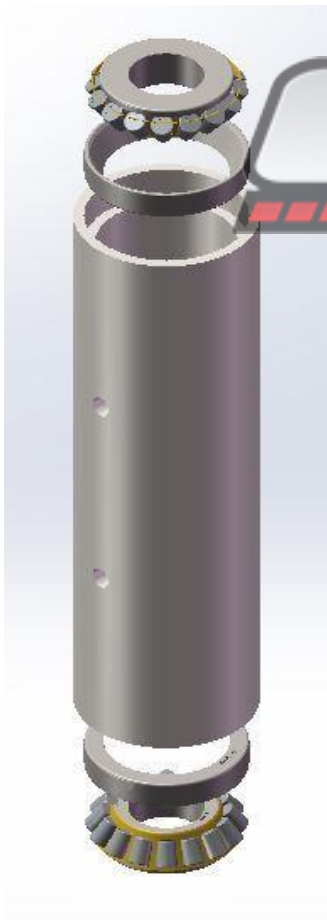
1. Remove the headlight
2. Remove the front wheel
3. Remove the front brake caliper
4. Remove both front forks
5. Remove the handlebars
6. Remove the lock nut and the punch bolt of the steering column as indicated
7. Remove the upper steering clamp
8. Remove the headstock bearings adjusting nut of the steering column
9. Remove the lower steering clamp
10. Remove the steering column
11. The installation is carried out in the reverse order of removal

## CHECK THE FRONT STEERING

Check the front steering steps are as follows:

1. Put the GPX on a stand lifting both wheels off the ground.
2. Turning the handlebars left to right to control . It should move smoothly and there should be no obstruction.
3. If you find that the steering of the GPX is feeling graunchy , stiff or is loose with excessive movement please remove the top and bottom steering clamps to check that the bearing is both clean and greased and also that it is adjusted to the correct tension. If you are in any way unsure about this , seek help from a GPX dealer.

## LUBRICATION AND INSTALLATION OF STEERING HEAD BEARING



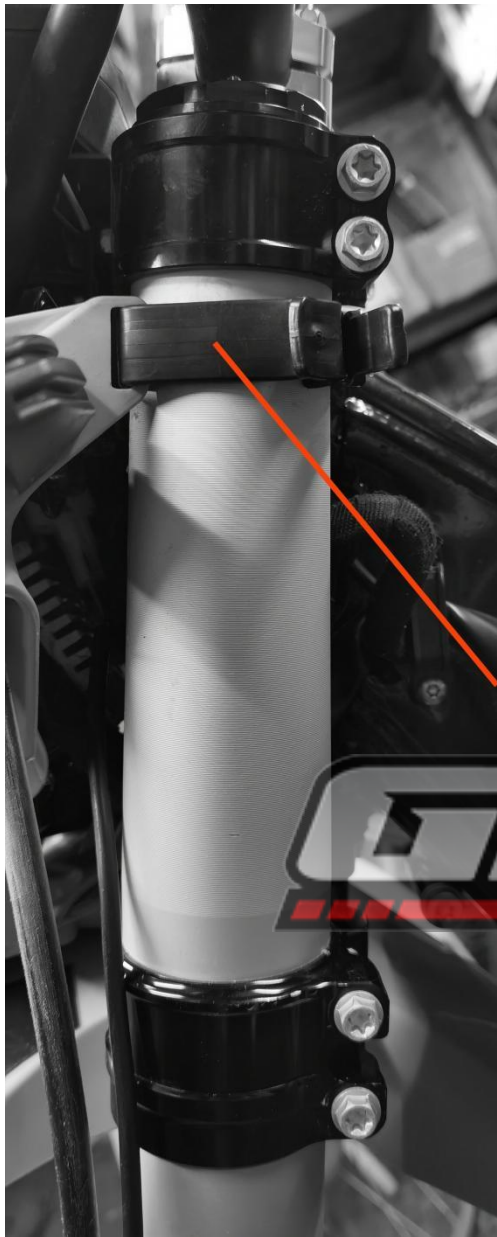
When installing the steering bearing on the head, apply a layer of lithium-based grease on the surface of the roller.

Refer to the figure on the left for specific installation.



## REMOVING OR INSTALLING FRONT HEADLIGHT

---



Removing Steps are as follows:

1. Remove or loosen the rubber fixing strap on both the left and right fork suspension leg.
2. Remove the headlight
3. Pull out the connector between headlight and main cable

Installing Steps:

The instalment should be carried out in the reverse order of removal.

## REMOVING OR INSTALLING THE FRONT FENDER

## GPX MOTO



Removing Steps are as follows:

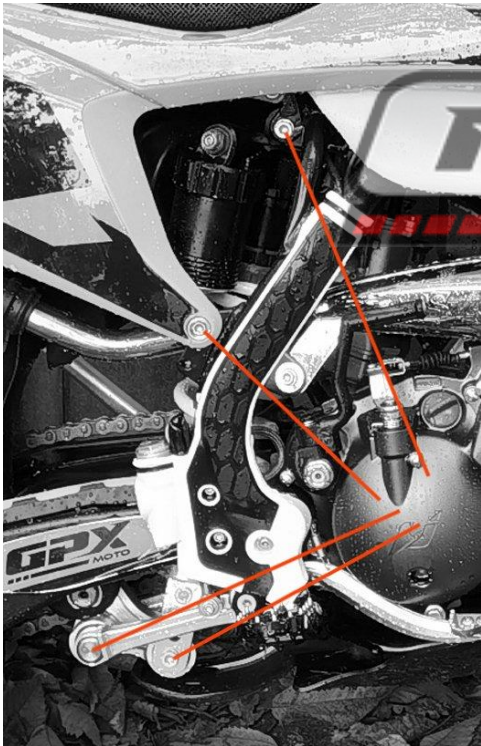
1. Remove the 2 fixing screws.
2. Pull out the Front Fender.

Installing Steps:

The instalment should be carried out in the reverse order of removal.

---

## REMOVING OR INSTALLING THE REAR SHOCK ABSORBER



Check the rear shock absorber to determine the performance of the unit.

Please follow the steps below to removing the rear shock absorber:

1. Remove the rear silencer.
2. Remove the upper and lower mounting bolts of the rear shock absorber and the sub frame bolts.
3. Remove the bolt as indicated on the lower U-shaped rocker arm.
4. Remove the connecting bolts between the rear shock absorber and the triangular rocker arm;
5. After confirming that there is no interference, take out the rear shock absorber from the side;

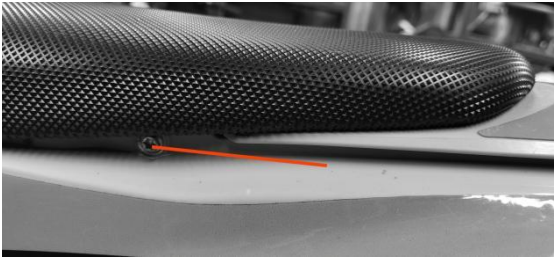
Perform the Installation in the reverse order of removal.

## REMOVING OR INSTALLING THE SEAT CUSHION

## GPX MOTO

Removing Steps are as follows:

1. Remove the one fixing bolt on the rear seat.
2. Take out the seat backwards.



Installing Steps:

The instalment should be carried out in the reverse order of removal.

---

## REMOVING OR INSTALLING THE AIR FILTER HOUSING



Removing Steps are as follows:

1. Place the left hand fingers behind the cover at position A.
2. Place the right hand fingers behind the cover at position B.
3. Pull smoothly but with good pressure.

Installing Steps:

The instalment should be carried out in the reverse order of removal , but reapply grease on the locating pins to ease installation and removal.

**NOTE:** GPX adopts a unique tool-free maintenance design. The side cover of the air filter can be removed or installed from the main body of the cover only by hands.

## REMOVING OR INSTALLING THE AIR FILTER

## GPX MOTO

Removing Steps are as follows:

1. Remove the air filter on its cage.
2. Gently stretch the air filter to remove it from the cage it is located on .

Installing Steps:

The instalment should be carried out in the reverse order of removal.

---

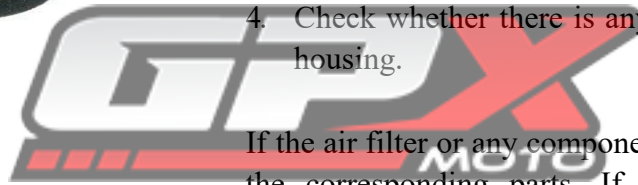
### CLEANING AND MAINTENANCE OF AIR FILTER

Before performing maintenance on the air filter parts, it is necessary to check the filter first. Follow this direction:

1. Check whether there are cracks on the surface of the air filter rubber hose that connect the carburettor to the air box.
2. Check whether the air filter sponge is damaged.
3. Check whether the lugs that connect it to the air box are damaged.
4. Check whether there is any damage to the air filter housing.

If the air filter or any components are damaged, replace the corresponding parts .If no parts are damaged, perform maintenance as follows:

1. Clean the inside of the air box so that no dirt remains on nay surfaces.
2. Remove the sponge air filter and remove the frame from within it.
3. Clean the sponge with air filter cleaner .Afterwards soak the surface of the air filter element with air filter oil. If there is any damage to the sponge replace it.
4. Clean the surface of the air filter sponge cage, let it dry naturally, and then apply a layer of oil on the surface.
5. Installation is the reverse of removal.



### REMOVING OR INSTALLING THE EXHAUST PIPE

## GPX MOTO



Removing steps as below:

1. Undo the clamp bolt joining the front to the rear exhaust.
2. Remove the rear silencer by removing the one nut behind the clamp and the two most rear fixing bolts on the silencer, as indicated.
3. Remove the rear silencer by pulling backwards firmly.
4. Undo the 2 bolts that secure the front exhaust to the cylinder head.
5. Remove the front exhaust from the motorcycle.

---

## REMOVING OR INSTALLING THE REAR SILENCER



Installing Steps:

The instalment should be carried out in the reverse order of removal. The exhaust pipe and the silencer can guide the gas emission and reduce the noise.

If the exhaust pipe is rusty or ruptured or damaged by impact, please replace it with a new one immediately. If the noise is too high or the engine performance is degraded, replace the muffler tube or repack the silencer tube with specialist wadding.

For the cleaning of the exhaust system, please consult with GPX dealers before operating.

If you need to replace the muffler tube, please follow the steps below:

- ◆ Unscrew the 2 mounting bolts of the silencer.
- ◆ Unscrew the fixing bolts of the silencer.
- ◆ Loosen the buckle at the connection between the silencer and the exhaust pipe
- ◆ Pull out the silencer backwards
- ◆ Drill to remove the rivets securing the steel front and rear caps to the silencer.
- ◆ Pull the caps away and remove the inner tube. Remove the old wadding/packing
- ◆ Firmly wrap the inner tube in new wadding.
- ◆ Insert the inner tube into the silencer and replace the end caps
- ◆ Rivet the end caps onto the central alloy pipe.
- ◆ Replace the silencer and install the fasteners

Installing Steps:

The instalment should be carried out in the reverse order of removal.



## GPX MOTO

### REMOVING OR INSTALLING THE FUEL TANK



Removing steps as below:

1. Remove the seat .
2. Remove the left and right radiator shroud screws.
3. Unscrew the single central fuel tank installation screw.
4. Remove the fuel tank from the frame.

Installing Steps:

The instalment should be carried out in the reverse order of removal.

## CHECK AND CLEAN THE CHAIN



Checking the condition of the chain:

1. Observe the chain from the rear of the vehicle to check whether the chain is skewed as a whole
2. Rotate the rear wheel by hand and observe whether the rotation of the rear wheel is easy and the chain movement is smooth
3. Carefully check the gap between the chain links to ensure there is no dirt and that it is well lubricated.

Clean the Chain:

Use a special cleaning detergent to wash the chain links. Wait until the chain is naturally air-dried, and then apply a layer of chain oil to the surface of the chain using a spray can, a brush or a pump can.

## REMOVING OR INSTALLING THE CHAIN



Removing the Chain:

1. Remove the chain split link on the chain.
2. Remove the movable section of the chain.
3. Pull out the chain from the sprocket.

Installing Steps:

The instalment should be carried out in the reverse order of removal.

The chain adjustment should be checked afterwards.

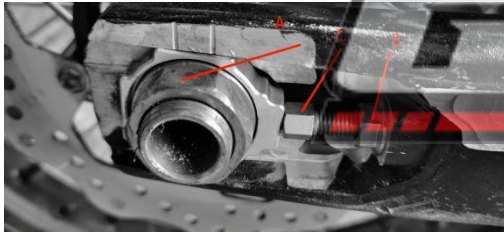
## CHECK AND ADJUST THE CHAIN TENSION



The chain transfers the power output from the engine to the wheels. It is therefore important that the chain is in good condition, is well lubricated and works correctly. It is an important part of the motorcycle. The chain needs frequent inspection and maintenance to ensure its normal use.

The chain tension can be adjusted according to requirements, the steps are as follows:

1. Stand the motorcycle with rear wheel suspended.
2. In accordance with the guide photo and at the rear of the chain guide, pull the chain upwards so that it is taut. The distance between the chain and the swinging arm should be 50 - 60mm.
3. Be aware that sometimes the chain may become slightly more loose and slightly more tight as you spin the wheel. You must find a compromise, so that the average measurement is 50-60mm.
4. If the chain does not match this measurement please adjust the chain.
5. Loosen the rear axle nut (A)
6. Loosen the locking nut (B) on both sides of the swinging arm.
7. By using the notches on the swinging arm as a guide, adjust bolt (C) to symmetrical and equal settings on both sides of the swinging arm.
8. Tighten the chain to the correct chain tension.
9. Tighten the rear axle nut.
10. Check the chain tension again and re-adjust if necessary.





## GPX MOTO

When checking the chain tension, you should also check the plastic chain guides, the chain split link and both front and rear sprocket for wear or damage .

When the chain is over-used, or the stretch exceeds 2%, the chain should be replaced. Replace and change the relevant guide rail and both sprockets at the same time. If you only replace the chain without replacing both sprockets the new chain will very quickly be worn and the service life will be much shorter. In any circumstances it is normal for these items to wear at a reasonable rate , due to the harsh condition they operate in.

We repeat , from an economic point of view, it is worthwhile to replace the entire chain drive system at the same time.

At any time, you should use the original parts from GPX factory or the ones authorized by GPX .

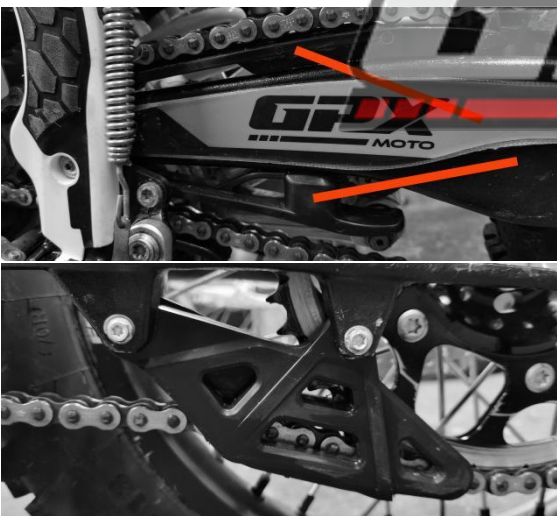
The chain needs to be lubricated regularly, see the lubrication section for details.

**NOTE:** The alternating wet and dry working environment will greatly shorten the service life of the chain and its surrounding accessories. Therefore, please follow the correct lubrication method and select a suitable lubricant for lubrication.

**NOTE:** If the chain needs to be tightened frequently, or if you find any signs of wear on the front sprocket, rear sprocket and the chain, please contact GPX dealer for a thorough inspection to avoid safety problems.

---

### CHECK THE STRUCTURE OF THE REAR SPROCKET, ENGINE SPROCKET AND GUIDE CHAIN



Check the condition of the swinging arm rubber and the chain guide as per the guide photos.

Under normal circumstances, these two parts play a role in guiding the movement of the chain. If they are over worn this will affect the transmission function and thereby be harmful to normal movement of the chain and other components of the motorcycle.

Therefore, you must change the over-worn chain guide and chain protector in order to ensure that the motorcycle works normally.

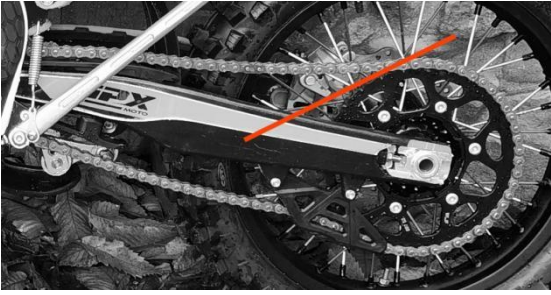
### CHECK THE FRAME

Checking Steps are as follows:

1. Check whether the paint on the surface of the frame is damaged or not.
2. Check whether the fixed points of the frame are deformed or not, especially the installation points of the engine, swinging arm and rear shock absorber.
3. Check whether there are cracks on the surface of the frame, especially on the welded areas.

### CHECK THE SWINGING ARM

## GPX MOTO



Checking Steps are as follows

- 1 Check whether there are cracks on the surface of the swinging arm
- 2 Check whether there is any deformation at the mounting point where the swinging arm joins the frame.
- 3 Check whether the paint of the swinging arm is damaged or not.

## CHECK THE THROTTLE CABLE



Checking Steps are as follows:

- 1 Turn the throttle and release, to observe whether the throttle is smooth and returns properly.
- 2 If there is excess play in the cable as you turn the throttle , this can be adjusted to the correct setting on the top of the carburettor .



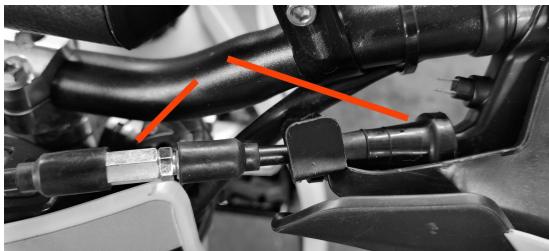
# GPX MOTO

## CHECK THE HANDLEBAR POSITION



This setting is very personal to the operator. You should sit on the motorcycle and rest your hands on the handlebars naturally, and feel whether the position of the clutch grip and brake grip are comfortable or not. If it does not feel comfortable adjust the components accordingly .

## ADJUST THE POSITION OF THE CLUTCH LEVER



The clutch position can be adjusted according to the riders wishes:

The 2 adjusters change the distance between the clutch lever and the handlebar grip .



## MAINTENANCE OF THE BRAKE SYSTEM

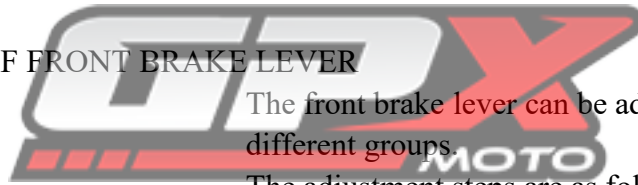
### CHECK THE FREE-PLAY OF FRONT BRAKE LEVER



Checking steps as below:

1. Rest your right hand on the right hand grip naturally
2. Use the index finger and middle finger of your right hand to check the free play. At this time, two fingers are normally required to be able to hook and pull the handle.
3. Pinch and release the handle and feel the resistance. If the lever feels soft and pulls into the handlebar with little braking power, it is possible that air has entered the hydraulic brake system. You should check the entire brake system and take measures accordingly.

### CHECK THE CABLE OF FRONT BRAKE LEVER



The front brake lever can be adjusted to suit the different groups.

The adjustment steps are as follows:

1. Loosen the fixing 10mm nut.
2. Turn the adjusting allen screw to adjust the angle of the handlebar to the position you are satisfied with.
3. Tighten the fixing nut.



**DANGER:** You should test the brake system (including front brake and rear brake) every time you go to ride the motorcycle.

# GPX MOTO

## CHECK THE DISC BRAKE



Checking Steps are as follows:

1. Check whether there are cracks, dents and other damages on the surface
2. Measure the thickness of the rear disc and compare it with the limit thickness required.
3. If the thickness of disc brake is less than or equal to the limit thickness of the disc brake, it must be replaced immediately.

The limit thickness table of disc brake is as follows:

	Limit thickness of Front Brake Disc	Limit thickness of Rear Brake Disc
GPX	2.5mm	3.5mm

## CHECK THE FRONT BRAKE LIQUID LEVEL



GPX uses hydraulic disc brakes that contain DOT 4 brake fluid. You can check the liquid level through the observation glass hole.

If the liquid level is lower than the bottom edge of the observation hole, you should immediately replenish the fluid to the upper edge.

## REFILL THE BRAKE FLUID LEVEL



You should check/refuel the liquid level regularly.

If the brake fluid is mixed with water, soil or other particles, the brake fluid should also be replaced.

It is recommended to use DOT4 brake fluid.

**Danger:** Do not mix different types of brake fluid and pour it into the brake system for use. The use of brake fluid must meet the braking requirements. Please do not use the brake fluid in an unsealed container. The brake fluid may deteriorate when exposed to the air, which will affect the braking effect. Do not use used brake fluid.

**NOTE:** You should change the brake fluid once a year, even it has not used for a long time.

**IMPORTANT** \_ The brake fluid is extremely corrosive and you should protect yourself from this . The fluid will also damage paint and aluminium , so ensure that you do not let the fluid come into contact with anything other than a disposable or old container.

## CHECK THE FRONT BRAKE PADS



Check the **thickness of the** pads of brake caliper.

You must change the pads if the thickness is less than the minimum thickness of the brake pads.

The minimum thickness of the brake pad is 2 mm.

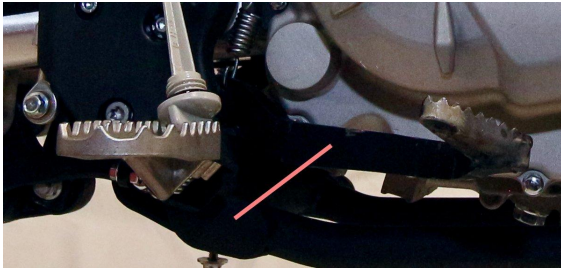
**NOTE:** The brake pads should be replaced as a complete set. If you are not sure to complete the replacement work, please go to the GPX dealer and have a professional to complete the replacement.

## CHECK THE FREE-PLAY OF FOOT BRAKE



# GPX MOTO

---



In normal use, the free-play of the brake pedal is shown in the table below.

Check the brake lever and pay attention to whether the stroke is correct.

Model	Free-Play
GPX	25~30mm




## CHECK THE REAR BRAKE DISK LIQUID LEVEL



Check the Liquid level through the Observing Hole. The liquid level should higher than minimum level as required.

You should refuel it if it is insufficient with DOT 4 brake fluid.

**NOTE:** Do not splash the brake fluid on the paint surface, which may cause corrosion.

**DANGER:** Please pay attention to check whether the brake fluid is leaking and whether the brake fluid pipe is damaged.

If so, please contact GPX dealer.

## REFILLING THE REAR BRAKE DISK BRAKE FLUID LEVEL



Refilling steps are as follows:

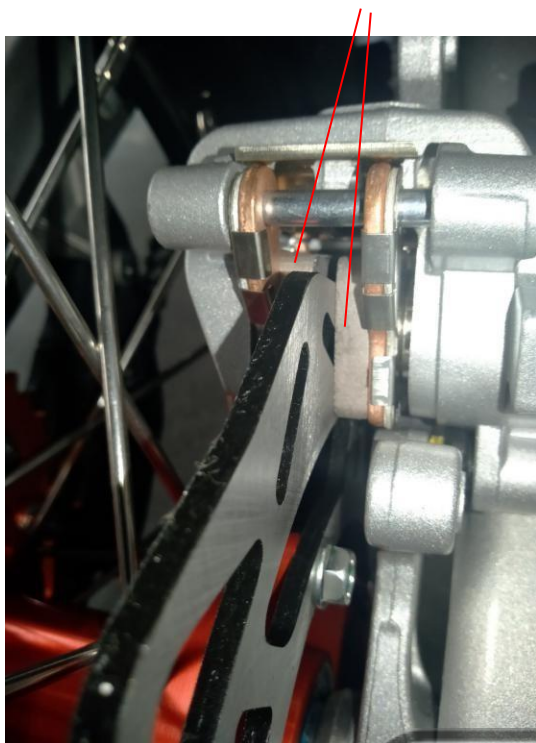
1. Remove the screw.
2. Remove the cap.
3. Refill the brake fluid to a proper level.
4. Re-load the cap.

It is recommended to use DOT4 brake fluid.



### CHECK THE REAR BRAKE PADS

---



After checking the thickness of the brake pads of the brake caliper, the thickness should not be less than 2 mm. If the thickness of the brake pads is lower than the minimum thickness, the entire set of brake pads should be replaced immediately.

#### **WARNING**

**DANGER:** If it is found that the brake system is too worn, the corresponding parts should be replaced immediately to avoid safety accidents.

The specific work should be carried out after consulting the GPX dealer.



## TIRE INSPECTION AND MAINTENANCE

### REMOVING OR INSTALLING THE FRONT WHEEL



Removing Steps are as follows:

- ◆ Lift the motorcycle off the ground and Stabilize it by using a motorcycle stand.
- ◆ Remove front disc brake cover.
- ◆ Loosen the 2 front wheel axle pinch bolts on each side.
- ◆ Holding the front wheel with one hand, withdraw the front wheel axle gradually with another hand
- ◆ Remove the front wheel

Installing Steps:

The instalment should be carried out in the reverse order of removal.

### REMOVING OR INSTALLING THE REAR WHEEL



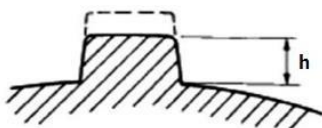
Removing Steps are as follows:

- ◆ Remove the chain.
- ◆ Loosen the rear wheel axle bolts
- ◆ Holding the rear wheel with one hand, withdraw the rear wheel axle gradually with another hand
- ◆ Remove the rear wheel

Installing Steps:

The instalment should be carried out in the reverse order of removal.

### TIRE INSPECTION



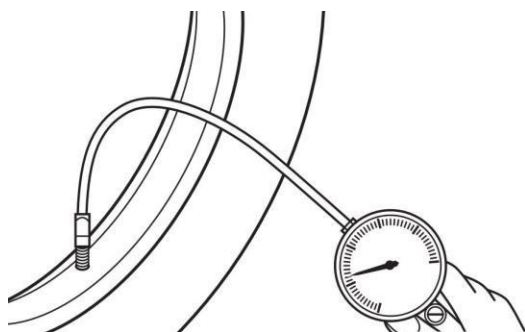
Checking Steps are as follows:

1. Check the tires if there are crosswise lines, if the tire has a nail or glass fragments in it, or if the sidewall is cracked.
2. Check the tire thread worn, if the height of tire plies lower than minimum require, replace the tire right away.

The minimum height requires: 3mm

# GPX MOTO

## CHECK TIRE PRESSURE



Check the tire pressure by using a pressure gauge. If it happens frequently with lower pressure problem, find out if there is a deflation or not and contact the GPX Dealer for help.

### Pressure advice

	Front Tire	Rear Tire
GPX	30psi	30psi

**NOTE:** Do the checking work only on cold tires (i.e., when the temperature of the tires equals the ambient temperature).

## CHECK SPOKE



Use your fingers to move the adjacent spokes to check whether the tire spokes lack tension. If you find that the spokes are loose and weak, you must check all the spokes and both wheels.

If there is any further problem, please contact the GPX dealer.

## ELECTRICAL SYSTEM

### REMOVING OR INSTALLING THE BATTERY

Removing Steps are as follows:

1. Removing the passenger seat
2. Disconnect cable from the battery
3. Remove the screw on battery holder
4. Pull the battery up and out.



Installing Steps:

The instalment should be carried out in the reverse order of removal.



### CHANGING THE BATTERY



If you found bubble appears in the surface of the battery or it needs frequent charging, you should change the battery.

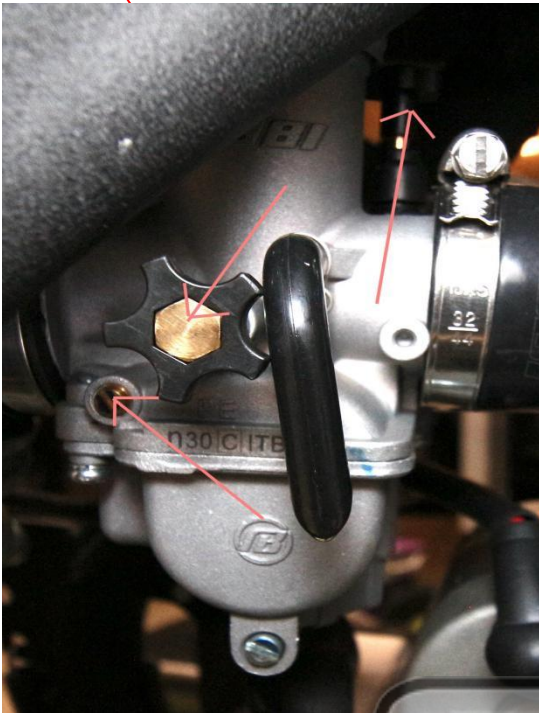
The new battery should use GPX original Battery or authorized one by GPX.

The battery size: **YTX7A-BS** 150mm x 87mm x 94mm



## THE ENGINE ADJUSTMENT

### IDLE SPEED ADJUSTMENT OF CARBURETOR



The idle speed of the carburetor can be adjusted through the idle screw and air mixture screw.

Proceed as follows:

The choke is the top item indicated in the photo.

The idle screw is the middle item indicated in the photos.

The Air idle screw is the bottom item as indicated in the photo .

1. Rotate the air screw clockwise until it reaches the top of its stroke, and then reverse one and a quarter of a turn;
2. Adjust the throttle screw to ensure that the engine can run at a certain speed when the throttle lever is completely loosened;
3. Adjust the throttle screw to reduce the engine speed as much as possible;
4. Adjust the air screw to increase the engine speed as much as possible;
5. Repeat the above steps until a satisfactory speed is obtained;
6. Check whether the throttle cable is working properly.

**DANGER:** Driving a motorcycle with a damaged throttle cable is undoubtedly a very dangerous behaviour. The normal throttle cable should have a free stroke of at least 5mm. Start the engine and turn the handlebar left and right. If the engine stalls or accelerates due to the movement of the handlebar, the throttle cable may be improperly adjusted or damaged. Make sure that the throttle cable is normal before driving the motorcycle.

### CLEAN THE CARBURETOR

## GPX MOTO

The carburettor will leave a portion of fuel after every ride. Therefore, the carburettor should be cleaned after each ride to avoid the generation of grease, stains and affect the use of the carburettor.

The cleaning steps as follows:

1. Place a container under the carburettor for receiving fuel
2. Turn off the fuel tank switch
3. Unscrew the drain bolt of the carburettor and wait for the fuel to flow out
4. After the fuel is drained, screw the drain bolt back

If you suspect the carburettor is still contaminated , a more thorough examination and cleaning process will be required. If you do not have adequate knowledge you should consult a GPX dealer.





## CHECK THE SHIFT LEVER POSITION

Gear lever



The inspection steps are as follows:

1. Raise the whole vehicle so that the centre plane of the tire is perpendicular to the ground
2. The line of sight is level with the tread surface, and observe the position of the gear lever head
3. The shift head should be level with the tread surface of the footrest or slightly lower than the tread surface

If the gear lever is higher than the tread surface, the shift head should be adjusted downwards; if the gear lever is excessively lower than the tread surface, the gear lever should be adjusted upwards.

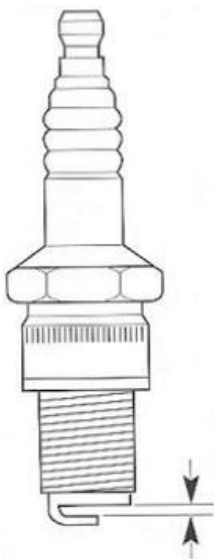
## ADJUST THE SHIFT LEVER POSITION



Adjusting Steps are as follows:

1. Loosen the fixing bolts of the shift lever.
2. Remove the shift lever.
3. Turn the shift lever to a suitable position and install the spline.
4. Tighten the shift lever fixing bolt.

## INSPECTION OR REPLACEMENT OF SPARK PLUGS



The engine spark plug torque is 25~30N•m.

The spark plug must be disassembled regularly to check the distance between the electrodes (0.6 ~ 0.7 mm). If the spark plug contains oil or cinder, wipe it off with a wire brush or similar. Use a measuring instrument to measure the distance between the electrodes and adjust them to prevent abnormal bending of the external electrodes. If the spark plug electrode is rusty, damaged, or the insulator is broken, the spark plug must be replaced.

**NOTE:** The spark plug should be checked every 20 hours accumulated and replaced every 40 hours accumulated.

**NOTE:** If the engine performance drops, replace the spark plug to restore normal performance.



# GPX MOTO

---

## LUBRICANT SELECTION

Fully synthetic 10W/40  
Especially suitable for wet clutches  
High wear resistance  
API SN Plus (Euro 5 compatible)  
JASO MA2

Lubricating oil is an important factor affecting the performance and life of the engine. It must be selected according to regulations. It is forbidden to replace it with ordinary engine oil, gear oil, vegetable oil, etc.

When the GPX leaves the factory the 250e is fitted with Fully synthetic 10W/40 grade motorcycle oil. This oil must meet the specification listed here. It must be motorcycle oil and not general car or workshop oil.

Fully synthetic 10W/40  
Especially suitable for wet clutches  
High wear resistance  
API SN Plus (Euro 5 compatible)  
JASO MA2



## LUBRICANT INSPECTION



If the engine is running, turn off the engine and wait a few minutes for the oil to reach the bottom of the crankcase. Place the engine vertically on the ground . Unscrew the engine oil dipstick and remove any oil with a clean rag/ tissue. Replace and screw in fully. Remove again and check that the oil level falls near the upper lever on the dip stick. If it does not then add the correct grade of oil to bring the level to the correct height.

If the oil level is higher than the upper graduation line, the excess oil should be discharged.

The GPX 250e engine should be fitted with 10W/40 fully synthetic motorcycle oil only. NOT car oil as car oil will damage the clutch quickly. This is the specification -

Fully synthetic 10W/40  
Especially suitable for wet clutches  
High wear resistance  
API SN Plus (Euro 5 compatible)

**GPX MOTO**

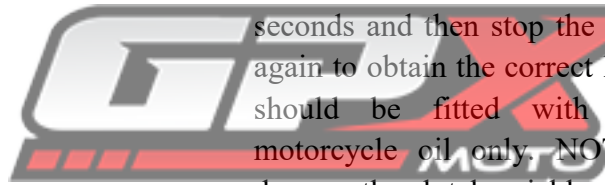
JASO MA2



## LUBRICANT REPLACEMENT



When replacing the lubricating oil, it should be done before the engine is warm and has not yet cooled, so as to ensure that the lubricating oil in the crankcase can be discharged quickly and completely. When replacing, place an oil pan under the engine and unscrew the oil bolt A to release the lubricating oil. Check the plug gasket for damage, and replace it with a new one if it is damaged. When the lubricating oil is completely discharged, install and tighten the oil drain bolt and gasket. The tightening torque is: 15 ~ 20N·m. Refill with 1.1 litres (1100ml) of new lubricating oil and check the oil position. You may think you have filled the engine to the correct level , however start the engine for 45 seconds and then stop the engine. Check the oil level again to obtain the correct level. The GPX 250e engine should be fitted with fully synthetic 10W/40 motorcycle oil only. NOT car oil as car oil will damage the clutch quickly.



It is also very important to follow the maintenance schedule and regularly clean the oil filter / strainer. Changing you oil regularly and cleaning this filter will ensure your motorcycle engine lasts a long time and gives you good performance.

To clean the oil filter / strainer , firstly drain the engine of oil. Then remove this bolt and pull out the spring and oil strainer / filter. Clean this strainer with petrol to ensure it is spotless. If there are holes , replace this immediately. Then replace the filter strainer and spring correctly as you removed it . Then replenish the engine with fresh new oil refill to the correct level. You may think you have filled the engine to the correct level , however start the engine for 45 seconds and then stop the engine. Check the oil level again to obtain the correct level. The GPX 250e engine should be fitted with fully synthetic 10W/40 motorcycle oil only. NOT car oil as car oil will damage the clutch quickly.

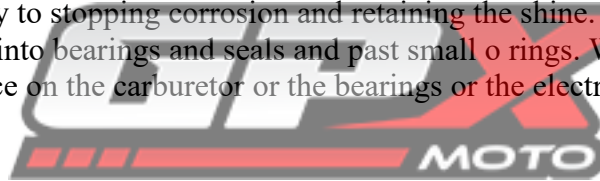




## MOTORCYCLE CLEANING

The cleaning of the vehicle is also an important part of the daily use and maintenance of the motorcycle. Frequent cleaning of your motorcycle can keep your car in a good state of motion and prolong its service life. You can clean your motorcycle through the following steps:

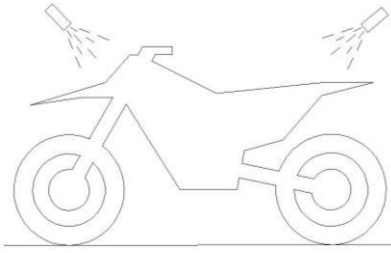
1. Cover the exhaust system to prevent water from entering;
2. Remove the plastic air box cover and air filter + filter frame . Fit a plastic inner air box washing cover over the entrance to the carburetor .Refit the plastic air box cover . This will protect water from entering the carburetor during washing. In the interim between and now and you obtaining the plastic inner air box washing cover , you can fit a polythene over the air filter foam whilst you are washing the machine. Always fit the plastic air box cover before washing the exterior of the machine. NEVER clean the inside of the air box with a hose or flowing water. If you clean the inside of the air box , do this with by fitting the plastic inner air box washing cover.
3. Seal the lock and all connectors with tape;
4. Use a low-pressure water spray device to remove the mud and dirt on the surface;
5. Use a special motorcycle cleaner to clean particularly dirty places;
6. Flush with low-pressure water flow;
7. Let the motorcycle air dry naturally;
8. Drive the motorcycle for a short period of time until the engine reaches the working temperature;
9. Lubricate the chain and all other parts that need to be lubricated.
10. After washing its is always best to dry the motorcycle with an air line or a garden leaf blower . This will contribute greatly to stopping corrosion and retaining the shine. Pressure washers are extreme and they force water into bearings and seals and past small o rings. With this in mind remember not to use high water force on the carburetor or the bearings or the electric connectors and components AT ALL.



## STORAGE

### PREPARING FOR LONG STORAGE

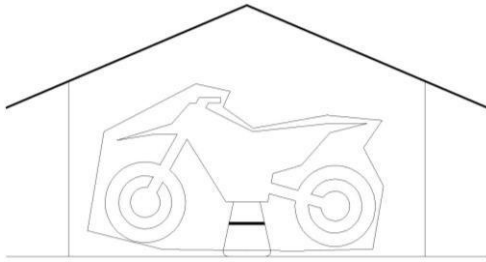
## GPX MOTO



If you want to garage the motorcycle for a longer period, take the following steps.

1. Block the exhaust port of the muffler tube;
2. Remove the battery
3. Clean the motorcycle
4. Wait for the motorcycle to dry naturally;
5. Empty the fuel tank (if not used for a long time, the gasoline will deteriorate);
6. Lubricate the chain;
7. Apply oil to all unpainted metal surfaces to avoid rust;
8. When storing the motorcycle, keep the motorcycle wheels suspended. If this condition cannot be achieved, you can use cardboard to pad under the motorcycle tires;
9. Cover the motorcycle to prevent dust and dirt.
10. Move the motorcycle into a dry room and place it.





**NOTE:** When applying anti-rust oil, please do not splash the oil on the brake and rubber parts, otherwise the rubber may be aged.

## PREPARING FOR USE AFTER LONG STORAGE

After the motorcycle has been stored for a long time, please follow the steps below when it is put into use:

1. Take out the blockage in the exhaust port of the muffler tube;
2. Tighten the spark plug;
3. Fill the fuel tank with fuel;
4. Install the battery;
5. Check the items that need to be checked before daily driving;
6. Routine lubrication for motorcycles.

