

OWNER'S MANUAL

MANUEL D'UTILISATEUR



YCF MOTORCYCLE COMPANY - FRANCE

WARNING



This mini motorcycle not being licensed for use on the public highway, please note that it is forbidden and dangerous to use it in this perspective. Elements normally associated with security necessary for use on public roads (left & right turn indicators, tires...) as well as registration are not part of this mini Motorcycle's features because it was not manufactured for this purpose. This mini motorcycle is not intended to be operated at night and is meant for recreational use or for use in competitions. It should be used on special and certified tracks only, away from public paths.

The use of this mini motorcycle implies full acceptance of all notices, warnings and safety instructions as indicated in the Owner's Manual and portrayed by the safety sticker on the mudguard.

The importer and the retailer are not responsible for any inaccuracies in this Owner's Manual nor non maintenance or misuse of this mini motorcycle, including off-road use in particular.

This vehicle meets CE standards. During the purchase of your machine a certificate of compliance was supplied to you, it is to be stored with care.



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SECTION I – GENERAL INFORMATION

In order to familiarize yourself with your new mini motorcycle it is imperative that you read the entire Owner's Manual over carefully prior to operation. This will ensure that you are well aware and conversant with the various controls, characteristics, location of parts and accessories, working and limits of the mini motorcycle for your safety. The Owner's Manual is also aimed at providing basic information on some of all the possible techniques, methods and other helpful tips, including using and stopping your mini motorcycle, for safe riding.

Once you are familiar with these instructions, you will be able to explain other drivers that you know how to use all its features and possibilities.

This Owner's Manual has been prepared to acquaint you with the rules and regulations and help you have a complete working knowledge about the mini motorcycle and its parts. With this information, you should be able to understand and perform basic skills such as riding, transporting and storing your mini motorcycle safely.



1.1 Safety information

Please read the **safety guidelines** below prior to using your mini motorcycle. Failure to observe the instructions, precautions or procedures accompanied by this symbol, even in part, raises a distinct possibility of a serious hazard, which may result in serious injury, or even death.



1. This YCF mini motorcycle is not licensed for use on the public highway, and can be used only on closed and private tracks or for closed-track races (see your local Highway Code for further guidelines).
2. This mini motorcycle is meant for personal use or for use in competitions
3. The presence of an adult driver is mandatory for use by minors. The mini motorcycle is not intended for children under the age of 14 unless supervised by a member of an approved sports association (e.g. the Motor Sports Association of Great Britain) within the context of a Mini motorcycle apprenticeship, training, competition or recreation.
4. This Mini motorcycle is not intended to be operated at night as not fitted with lighting and light-signaling devices.
5. This Mini motorcycle is designed for use by one experienced adult driver only. Do not attempt to carry a passenger.
6. We do recommend that you are in good physical condition and possess good athletic ability. To ride safely, off-road drivers need good hand-eye coordination, agility, a sense of balance and good judgments.
7. Always wear protective clothing, including an approved safety helmet fitting correctly to your head size, eye protection/goggles, elbow/knee/wrist sliders, boots, gloves as well as ear plugs. Never wear loose clothing that could get caught up in the moving parts.
8. Proper maintenance is crucial to the mini motorcycle's safety and reliability. Always perform the pre-operation checks as outlined in this Owner's Manual.
9. Never start the engine in a closed place. Exhaust emissions contain carbon monoxide, a colorless and odorless gas whose harmful effects can lead to unconsciousness or even death when inhaled. Always turn off the engine before refueling (beware of overfilling the tank and fuel overspills). Avoid smoking and keep away from flames, heat sources and sparks.



10. Do not, under any circumstances, ride your motorcycle after consuming alcohol, drugs or any other substances likely to cause serious injury or even death.
11. The Mini motorcycle owner alone is responsible for his/her safety and should always have a full insurance cover against damage to property or damages caused to himself/herself or to others
12. Do not remove any safety devices covering the moving parts or the heating system.
13. Consider the high vibration environment when riding your mini motorcycle.



WEIGHT GUIDELINES

Your YCF Mini motorcycle is designed for use by one experienced adult driver. Attempting to carry a passenger would be the likely result of a dangerous situation, with subsequent serious injury.

Maximum load capacity: (Including the weight of the driver and the protective clothing).

MODEL	MAXIMUM LOAD CAPACITY
YCF 50AE	45KG / 99LB
LITE 88S / START 88SE	80KG / 176LB
LITE 125 / START 125 / START 125SE / LITE 150 / LITE 150L / PILOT 125 / PILOT 150E / FACTORY 150 SP2 / FACTORY 190 SP3 DAYTONA / SM 125 / SM 155 / SM 190 / BIGY 125 / BIGY 150 / BIGY 150E FACTORY / BIGY 190 FACTORY DAYTONA	100KG / 220LB

Load Capacity Guidelines

We do recommend that you do not carry any objects on this Mini motorcycle.

- Never exceed the maximum load value.
- Always check the wear and inflating pressure of both tires before riding.

Warning



Carrying a passenger may cause an accident and you can be seriously hurt or death may result. Do not carry a passenger or any baggage, as it may cause an accident that can lead to serious injury or death.



PARTS AND ACCESSORIES

The use of new accessories or non-genuine accessories can make the vehicle unsafe.

It is essential that you read the following guidelines before you consider applying for modifications or adding additional accessories.

Accessories

Use only YCF original accessories. If otherwise, the installation of any - unless selected and tested by YCF – non-genuine accessory makes you responsible in full.

Modifications

YCF suggests neither to remove any original device, nor to modify the mini motorcycle in any way that could change its shape or its working (including its handling, stability and the effectiveness of the braking system). For this reason, any modifications made to the mini motorcycle (e.g. alteration and/or removal of components) make the warranty null and void and relieve YCF of all responsibility.

Warning



Altering or using ranges of non-genuine accessories can lead to serious injury or death. Always consult the Owner's Manual and obey the suggestions and instructions in the warning, as well as accompanying text herein.

SAFETY LABEL

This page contains information about the location of safety labels on your mini motorcycle. Some of the labels warn you against potential hazards likely to cause serious injury. Others provide important safety information. Please read these labels carefully and do not remove them under any circumstances.



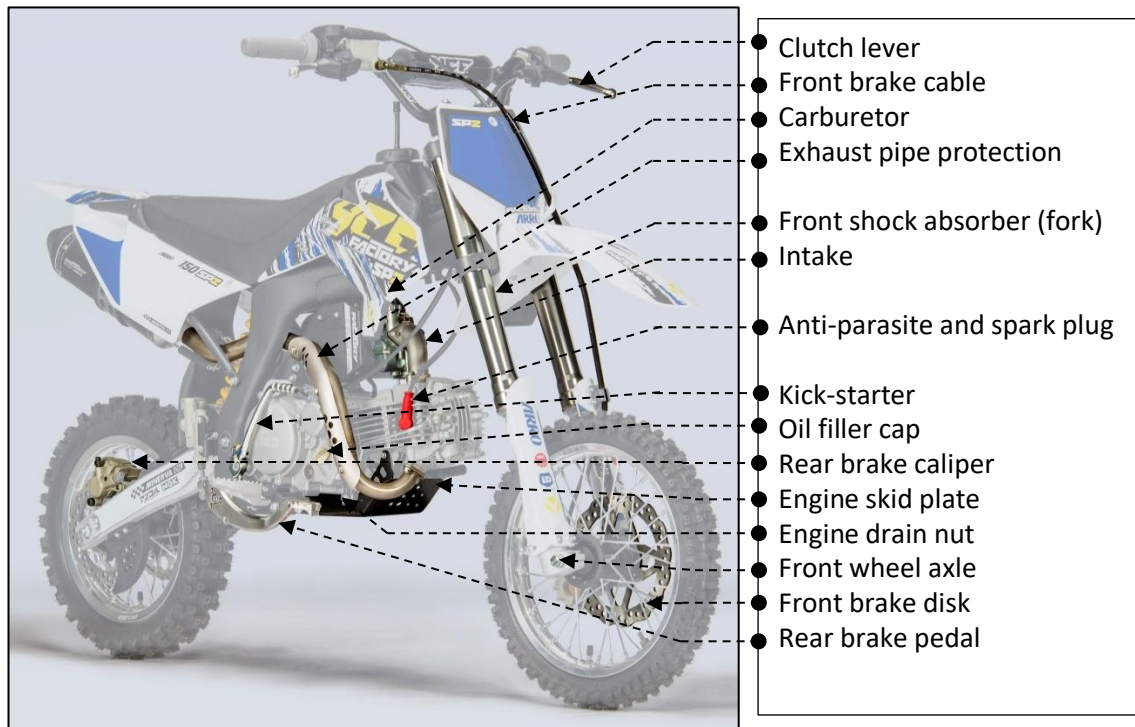
I.3 Quick start

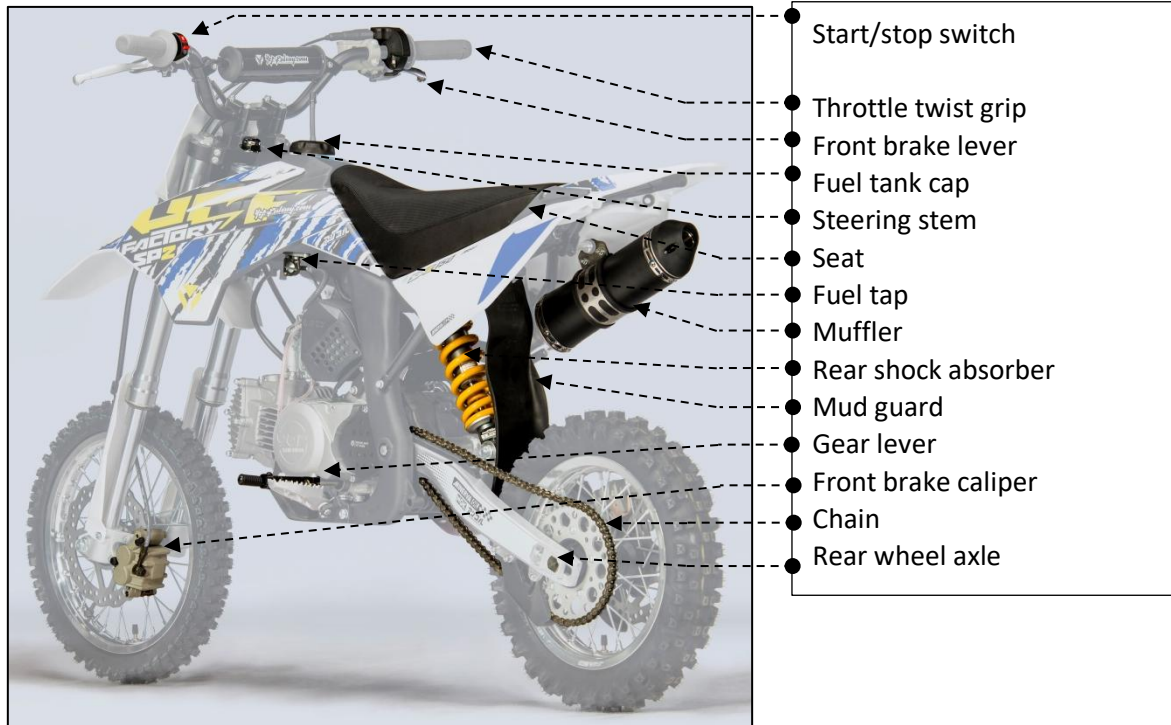
KEY COMPONENTS

This section reviews the location of all Controls and Instruments necessary for safe riding on your Mini motorcycle. Please review this section thoroughly to become familiar with it and get tips on how to keep your Mini motorcycle riding experience enjoyable.

- (A) Fuel tap
- (B) Cold start lever (choke lever)
- (C) Kick-starter
- (D) Handlebar position adjustment
- (E) Throttle twist grip
- (F) Front brake lever
- (G) Clutch lever
- (H) Start/Stop switch
- (I) Battery charging plug
- (J) Gear lever
- (K) Rear brake pedal
- (L) Side stand

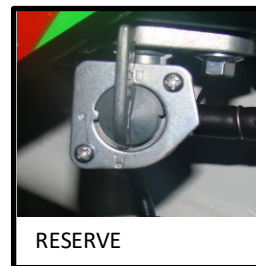
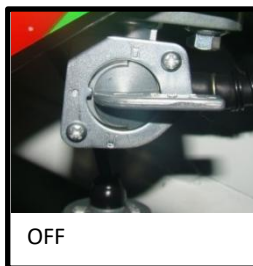


KEY COMPONENTS LOCATION (Right front side)

KEY COMPONENTS LOCATION (Rear left side)

(A) Fuel tap

This component controls the fuel flow from the fuel tank to the carburetor.

***ON***

To start the engine, turn the fuel tap lever to the "ON" position to allow fuel to flow.

OFF

When you have finished riding, turn the fuel tap lever to the "OFF" position.

RESERVE

Turning the fuel tap to "RES" allows fuel to flow from the reserve fuel supply to the carburetor.

Reserve fuel: 0.98 L (0.26 U.S Gallons) it is imperative that you fill up the fuel tank as soon as possible to avoid running out of fuel. Once the fuel tank refilled, turn the fuel tap lever back to the "ON" position.



(B) Cold start lever

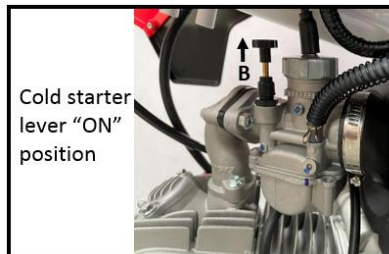
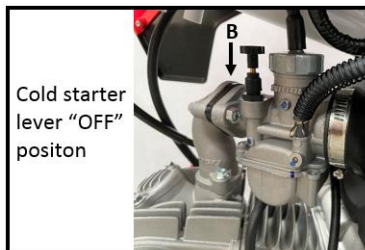
It is used to facilitate cold starting by slightly enriching the fuel-air mixture during start-up when it is cold.

Carburetor model :

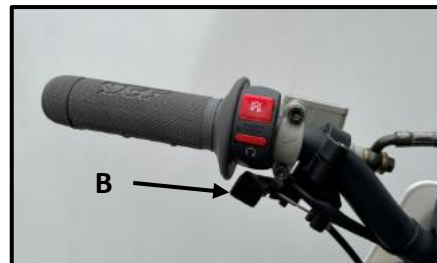
-PZ18FL-SP



-PE19FL-SP-PE24FL-SP-PE28FL-SP



The YCF 50AE features a handlebar-mounted starter button. Press and hold the starter button to start the motorcycle. Release the starter button once the motorcycle starts.



(C) Kick-starter

Located on the right handlebar, it is the lever in front of the right-hand grip that actually starts the mini motorcycle. Using your right foot, swivel the kick-starter and press down while turning the throttle. Press all the way down and let the kick-starter swing back into its initial position.

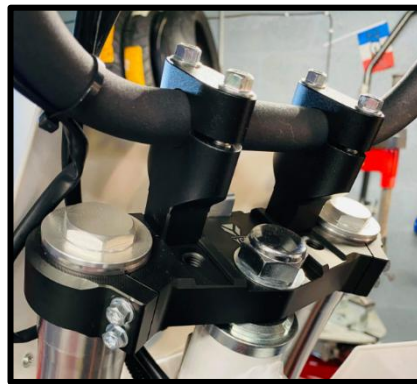


(D) Handlebar position adjustment

You have the option to adjust the handlebar position: front / rear, according to the rider size.

Installation

Disassemble the handlebar in order to access to the two BTR screws, you have now the possibility with the two threaded holes to move forward or move back the bar mount and adjust the handlebar position.

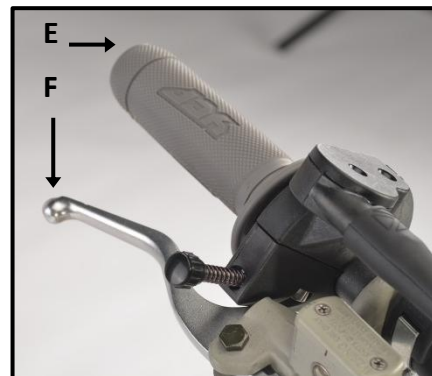


(E) Throttle twist grip

It controls the fuel air-mixture supplied to the engine, which regulates engine speed. To increase engine speed, rotate the throttle twist grip back towards you slightly using your right hand. To decelerate, rotate the twist grip forward. Do not release your hands while riding as serious injury or death may occur. Always keep both hands on the handlebars.

(F) Front brake lever

Located on the right side of the handlebar, it is used to slow or stop your mini motorcycle. To apply the front brakes, pull the lever down towards you. Do not pull the lever too hard to avoid accidents.

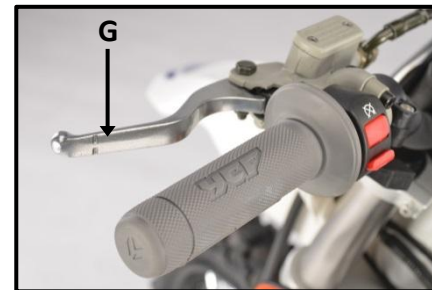


(G) Clutch lever

The clutch lever is located on the left side of the handlebar. It is used to engage/disengage the clutch ensuring a smooth change of gears. Press the hand grip with your left hand each time you want to switch gears.

IMPORTANT NOTICE: it is always necessary to use the clutch lever to change speeds, at the risk of damaging the gearbox.

If your motorcycle is provided with a semi-automatic engine, there will be no clutch lever as there is it not needed.



(H) Start/stop switch

Located next to the left throttle, the start/stop switch enables and disables the engine instantly. If you lose traction of the mini motorcycle, or crash and skid on the side, simply push the button to stop the engine.



There is the possibility to set a remote cut to two free plugs. Located in the middle of the harness under the seat (reference YC50-1518).



(I) Battery charging plug

All motorcycles with electric starter are equipped with a charger plug in order to charge the battery without taking plastics apart. (Reference: YC50-1514 EUROPE, YC50-1514-05 USA, YC50-1514-03 AUSTRALIA)



(J) Gear lever

It is used to shift gears using your left foot. As most motorcycles, your Mini-Motorcycles uses a one down-four up shift pattern, meaning that first gear is found by pressing the shift lever down with your left foot. Tap the shift lever upward with your left foot to engage neutral. Only shift into neutral when at a complete standstill. Pull in the clutch and downshift into first gear.



(K) Rear brake pedal

Using your right foot, press down the pedal to reduce the pace of the motorcycle according to the situation.

**(L) Side stand**

It is used to support your mini motorcycle so that it stands straight up while parked. While still seated on the mini motorcycle, use your left foot to lower the stand. Release the handlebar grip once your mini motorcycle is secured to the ground.



PREPARING TO RIDE

Before using this mini motorcycle for the first time, make sure you are aware of all the characteristics listed in this Owner's Manual and know how to use the controls on your motorcycle, as it requires an adequate level of knowledge. In addition, it is essential that you are completely familiar with all the safety features, operational instruments and in general, possess a thorough understanding of how to correctly operate the mini motorcycle. Failure to observe the indications outlined in this Owner's Manual can lead to accidents, with subsequent serious injury or even death.

PILOT PROTECTIVE EQUIPMENT

Proper safety gear is integral to your safety when riding a mini motorcycle.

While riding your mini motorcycle, make sure that you wear:

- a properly-fitted and approved helmet
- protective goggles
- gloves
- elbow/knee/wrist sliders
- reinforced boots
- and ear plugs



Warning



Failure to wear a helmet increases the risk of serious injury or even death in the event of an accident. Make sure that you always wear an approved helmet with appropriate protective clothing during driving.



PREPARING YOUR MOTORCYCLE

Off-road riding can damage your machine. It is imperative that you inspect your motorcycle prior to riding it, ensuring that it will operate in a safe manner. Please review the following information so that you can avoid disaster.

Warning



Proper and preventive maintenance are keys to providing yourself with a safe riding. Failure to properly maintain and inspect your mini motorcycle may lead to accidents, with subsequent serious injury or even death. It is therefore important that you carry out the checks described below thoroughly before each ride to ensure your mini motorcycle is in perfect working order.

Visually inspect the following components before riding your mini motorcycle:

Fuel	Unscrew filler cap and check level. Refuel as required. Also make sure that the filler cap is securely in place and closed.
Leaks	Check the underside of the mini motorcycle for any fuel, oil or fluid leaks.
Engine oil	Check the level. Add as appropriate.
Spark plug and cap	Check that the spark plug and the spark plug cap (antiparasite) fit tightly and securely.
Tires	Check inflating pressure using a manometer and wear thoroughly. Inflate to required pressure as appropriate.



Rims and spokes	Check spokes' tightness to prevent from rim damage using a 5.5 mm YCF torque wrench.
Drive chain	It is imperative that the drive chain is adjusted before each ride to ensure safe and effective transmission of power. Failure to maintain proper chain adjustment may result in major engine damage.
Cables	Check all control cables and housings thoroughly. Replace or tighten as appropriate.
Nuts and bolts	Check that all nuts and bolts are secure using the relevant socket wrench. Conduct both a pre- and post-ride inspection. Tighten as appropriate.
Throttle twist grip	Check the free play of the throttle and adjust as appropriate. Check that grip rotates smoothly and returns to closed position when released.
Brakes	Pull lever and apply both the front and rear brakes to check brake operation. Lubricate as appropriate.
Rear shock absorber	Check the front disc brake lever when squeezed. Sit on the mini motorcycle to press it down pushing the front fork further down. Repeat to ensure that the front fork operates smoothly.



STARTING THE ENGINE

Please follow all the instructions as mentioned below when starting your mini motorcycle.

To start the engine:

- make sure the gears are in neutral
- turn the fuel tap lever to the "ON" position.

TIP: to check that gears are in neutral position, push the mini motorcycle forwards and backwards. When it is in any other gear, the mini motorcycle will not move from its stationary position without drive from the engine

If the engine is cold:

- pull up the choke to engage the lever,
- kick-start the mini motorcycle while at the same time letting off some gas.

To do this, use your right foot to firmly and quickly press down on the kick-start lever.

NB: Due to the small size of the mini motorcycle, there is no need to apply excessive force to kick the engine over.

- after warming up the engine for a short time, return the choke lever to its original position.

If the engine is already warmed up, or the weather is warm:

- never use the kick-starter. Just twist the throttle grip to kick the engine over.

Caution: Be very careful not to over-use the choke, as damage to the engine and cylinder threads may occur.



STARTING AND STOPPING YOUR MOTORCYCLE

Setting the motorcycle in motion (once the engine is started)

1. Ensure that the side stand is fully retracted.
2. Press the clutch lever/hand grip using your left hand.
3. Shift into first gear using your left foot.
4. Release hand grip slowly and rotate the throttle twist grip.

Shifting gears

1. Press the clutch lever/hand grip using your left hand.
2. Release the throttle twist grip using your right hand.
3. Release the clutch lever/hand grip and rotate the throttle twist grip slowly to move the Mini motorcycle forward.

Braking and stopping

1. For safe and effective braking, apply both brakes simultaneously with moderate pressure while releasing the throttle.
2. Make sure to press the clutch lever/hand grip using your left hand before coming to a complete stop.
3. Shift down through the gears using engine braking to also aid the slowing effect.
4. Cornering: be careful when applying the brakes with the mini motorcycle leaned into a corner, as it may slip, which could lead to an accident. Reduce speed BEFORE entering the curve and proceed slowly

CAUTION: Riding on poor road or in rain: use extra caution, operate at reduced speed, and never apply the brakes or throttle suddenly, as your traction may be impaired in such adverse conditions.

Switching off the engine

1. To stop the engine, shift down and/into neutral, push the engine start/stop switch using your left thumb.

Parking

1. Lower the side stand using your left foot. If you are done riding for the day, turn the fuel tap to the "OFF" position.



TRANSPORTING YOUR MOTORCYCLE

As your YCF motorcycle is not licensed for use on the public highway, it needs to be transported by a licensed vehicle to reach dirt or off-road tracks. For a safe transportation of your motorcycle on a trailer or in a truck bed or in a van, please use the following checklist.

1. Ensure that the engine is not running/off and the fuel tap is closed.
2. Use an approved motorcycle trailer loading ramp.
3. Use wheel chocks to secure the front wheel of your mini motorcycle to a mounting surface.
4. Attach the straps to the tie down points on your mini motorcycle. Using tie-downs, wrap one end around one side of the handlebar, then attach another tie-down to the opposite side of the handlebar and front corner of the trailer. Also wrap a tie-down strap around the rear frame of the mini motorcycle.
5. Tighten the straps until the front suspension is approximately half way compressed.
6. Attach the straps to the anchor hooks of your transport vehicle provided for this purpose.

CAUTION: Always use approved motorcycle tie-down straps. Do not use any standard ropes as ropes have a tendency to loosen and may cause the motorcycle to shift or even fall out of the truck or trailer, that could lead to a serious accident you would be responsible for.

Before transporting your motorcycle:

1. Once your transportation vehicle loaded with the motorcycle, make sure the maximum permissible laden weight is respected.
2. Make sure to adapt the tires' pressure of the transporting vehicle to the load.
3. Check with your insurance company about your coverage for this operation.



MOTORCYCLE STORAGE OR IMMOBILIZATION

If you are planning to store your mini motorcycle for a minimum of one-month period, please follow these guidelines:

1. Thoroughly clean the entire mini motorcycle.
2. Lubricate the drive chain and control cables as shown in the tables of preventive maintenance in this manual.
3. In a ventilated place, start and run the engine for about five minutes.
4. Switch off the engine and drain the old engine oil.
5. Using semi synthetic oil 4T 10W40 OFF-ROAD, refill the crankcase all the way up to the filler cap hole.
⇒ See the table page 126 to know the quantity of engine oil required according to your motorcycle type.
6. Empty both the fuel and carburetor tanks. This will reduce the chances of the fuel becoming contaminated.
7. Empty the carburetor into an approved petrol container (check with local authorities regarding used fuel disposal obligations).
8. Remove the spark plug. Spray fogging oil directly into the cylinder and kick the engine over a few times so that the cylinder gets coated. Put the spark plug back.
9. Place the mini motorcycle on an YCF aluminium stand or a centre stand or a solid box so that the tires do not touch the floor. If you cannot get a stand easily to prop up your mini motorcycle, then use the side stand and place some wooden boards under the tires.
10. Tie a plastic bag over the exhaust pipe to prevent moisture from entering.
11. Finally, cover the mini motorcycle to keep the dust and grime off it using a soft cotton bed sheet, not plastic. Plastic prevents air from circulating beneath the cover and enables dirt to accumulate as well.



Warnings



Exhaust engine oil is toxic. It must not be disposed neither with common wastes nor in nature nor stored in a place not specifically made for this purpose. Contact your local authorities on how to properly dispose of the exhaust engine oil to avoid environment pollution.



Petrol is highly flammable and explosive. You can be burned or seriously injured when handling fuel. Always refrain from smoking when standing near your mini motorcycle. Make sure that you only operate your Mini motorcycle in a well-ventilated area. After refueling screw the fuel cap tightly and immediately wipe the overflow fuel with a clean cloth.

RESTART AFTER IMMOBILIZATION

After your mini motorcycle has been stored for any period of time, it is imperative to follow these guidelines to ensure a proper return to service:

1. Remove the cover.
2. Clean the entire motorcycle. Depending on storage conditions you may be able to wipe down the mini motorcycle with a damp cloth to remove any loose dust.
3. Drain the oil that was in the engine during the storage period. *Read page 126.*
4. Refill the fuel tank with petrol.
5. Lubricate the drive chain, as instructed in the tables of preventive maintenance in the Owner's Manual.
6. Test ride the mini motorcycle at low speeds to ensure that all the functions and components are still functioning properly.



SECTION II – MAINTENANCE & OVERHAUL

II.1 Maintenance program

This section addresses the key periodic checks and maintenance operations required to carry out basic maintenance of your mini motorcycle. Regular care and proper maintenance will extend the life of your mini motorcycle and ensure it stays in good working condition for a safe ride. Although some complex tasks of such operations must be performed only by an authorized YCF dealer, you can carry out other basic operations and keep your mini motorcycle in perfect running order, provided you possess the required skills.

It is mandatory that you perform the recommended maintenance as outlined in this section. This will prevent major repairs due to dysfunction or neglect. Keeping your mini motorcycle Maintenance Book accurately updated is also important, so that you can keep track of your maintenance work in order to avoid omitting a known possible issue.

In addition to the above, this section also provides adjustment procedures. You will be able to perform some of these adjustments for a safer ride. Above all you will become knowledgeable with the functionalities of your mini motorcycle.



BREAK-IN PERIOD

The very first hours of operation on your new mini motorcycle is called "break-in period". During this time:

- before each ride, in a ventilated area, make sure to let the engine warm up for a few minutes,
- avoid abrupt acceleration.

After one hour of soft-style ride on your new motorcycle, you must:

- empty the fuel tank
- drain the engine oil (see page 126)

⇒ Then your motorcycle is ready for normal operation.

Warning



Failure to observe the indications provided can reduce performance and shorten the life of your mini motorcycle.

GENERAL MAINTENANCE AND SERVICE

Performing routine maintenance, service and adjustments is essential to a safer mini motorcycle riding. Please follow the guidelines as outlined in this Owner's Manual for procedures that will enhance your motorcycle experience and make your mini motorcycle perform better, thereby reducing the risk of maintenance-related accidents.

Please allocate the necessary time for maintenance – your safety is at stake! Do not be careless about maintenance, as this could lead to serious injury or even death.



Warning

Proper maintenance of this mini motorcycle is imperative. Failure to perform routine maintenance items as outlined in this Owner's Manual may lead to serious injury or even death.

Maintenance safety precautions

- Do not perform any maintenance tasks while the engine is running.
- Do not start the engine in closed places. Ensure the area is well ventilated to avoid inhalation of carbon monoxide (CO).
- Do not perform any maintenance tasks while the engine is hot or still warm. Let it to completely cool down before carrying out any maintenance tasks.
- Unless instructed otherwise in this Owner's Manual, do not perform any maintenance tasks while the motorcycle is running, as your hands or loose clothing could get caught in moving parts.
- Use a flat ground. Do not perform the required maintenance on a slope, as this could result in a severe accident.
- Never clean the parts or accessories using petrol or other highly flammable cleaning agents. They must be cleaned using agents such as kerosene only.

YCF designed a comprehensive maintenance schedule to assist you with keeping your mini motorcycle in perfect running order and help you avoid preventable mechanical failure. However, you must be committed to follow the schedule or breakdowns may occur. Improper maintenance of your motorcycle may result in accidents that could lead to serious injury or even death.

If you have adequate mechanical skills some routine maintenance tasks can be performed by yourself. If you are not mechanically inclined it is best to transport your mini motorcycle to your nearest YCF dealer so that they can perform the required maintenance. Also, some tasks are reserved for skilled personnel. Therefore, if you are unsure what to do, check with such experts.



MAINTENANCE PLANNING**ENGINE PARTS**

	PART \ FREQUENCY	Periodicity			
		Each ride	3 hours	30 hours	60 hours
ENGINE PARTS	Air filter				
	Clutch control system				
	Front sprocket				
	Fuel lines and connexions				
	Fuel tank cap				
	Drain engine oil				
	Anti-parasite				
	Spark plug cleaning				
	Spark plug gap adjustment				
	Throttle free play adjustment				
	Valve adjustment				

Caption :



= to be performed by an accredited YCF dealer



= check, adjust, lubricate, tighten as required and clean, replace if needed



CYCLE PARTS

Captions :



= to be performed by an accredited YCF dealer



= check, adjust, lubricate, tighten as required and clean, replace if needed

	PART	FREQUENCY	The first 3 hours	Periodicity		
				Each ride	30 hours	60 hours
CYCLE PARTS	Brake pads and brake discs					
	Drive chain					
	Front fork					
	Screws, nuts and lock					
	General lubrication					
	Rear shock absorber					
	Rear sprocket					
	Side stand					
	Steering stem bearings					
	Swing arms bearings					
	Tyres, spokes and rims					



II.2 Main parts specifications tables

FUEL & LUBRICANTS

FUEL		
Fuel tank capacity (reserve included)	YCF 50AE	2 litres
	All designs of START / PILOT / LITE / SM / FACTORY	3.8 litres
	All designs of BIGY	5.8 litres
Fuel reserve	All designs of YCF	1 litre
Recommended fuel	Unleaded gasoline (octane rating 95 or higher)	E5 (GB symbol)

LUBRICANTS			
Engine oil capacity	After drain	0,7 litre	
	After disassembly	0,9 litre	
Oil pump rotor		Standard	Repair limit
	Tip clearance	0,15	0,20
	Body clearance	0,15-0,21	0,27
	Side clearance	0,03-0,09	0,15
Air filter oil	AIR FILTER OIL SPRAY		
Engine oil	4T 10W40 OFF-ROAD semi synthetic oil		
Drive chain lubricant	CHAIN OFF-ROAD grease		



TABLE OF ENGINE SPECIFICATIONS

ENGINE	CAPACITY	POWER (KW)	ENGINE SPEED (RPM)	STARTER	CLUTCH TYPE	GEARS
YCF 50AE	50cc	1,8	6000	Electric	Automatic	
LITE 88S	88cc	3,8	8000	Kick	Semi-automatic	4 (N-1-2-3-4)
LITE 125	125cc	5	8000	Kick	Manual	4 (N-1-2-3-4)
START 88SE	88cc	3,8	8000	Electric/Kick	Semi-automatic	4 (N-1-2-3-4)
START 125SE	125cc	6.3	7500	Electric/Kick	Semi-automatic	4 (N-1-2-3-4)
START 125	125cc	5	8000	Kick	Manual	4 (N-1-2-3-4)
PILOT 125 BIGY 125 / SM 125	125cc	7,2	9500	Kick	Manual	4 (N-1-2-3-4)
LITE 150 / LITE 150 L	150cc	6,8	7500	Kick	Manuel	4 (N-1-2-3-4)
PILOT 150E	150cc	6,8	7500	Electric/Kick	Manual	4 (N-1-2-3-4)
FACTORY 150 SP2 SM 155	150cc	10,5	9500	Kick	Manual	4 (N-1-2-3-4)
BIGY 150E FACTORY	150cc	10,2	9500	Kick	Manual	4 (N-1-2-3-4)
BIGY 150	190cc	8,2	8000	Kick	Manual	4 (1-N-2-3-4)
FACTORY 190 SP3 DAYTONA SM 190 DAYTONA BIGY 190 DAYTONA	190cc	18	12500	Kick	Manual	4 (1-N-2-3-4)



CARBURETOR SETTINGS TABLE

CARBURATOR	Main jet		Slow jet	Mixing screw	Needle clip
					
	Use the size indicated below		USE THE SIZE INDICATED IN THIS TABLE	TIGHTEN DOWN THEN LOOSEN THE NUMBER OF ROTATIONS INDICATED IN THIS TABLE	ADJUST THE CLIP AT THE POSITION INDICATED IN THIS TABLE
	FACTORY SETTING (WITH SPARK ARRESTOR)	FACTORY MUFFLER			
YCF 50AE	50	X	30	1	2
LITE 88S	90	X	32	2	3
START 88SE	80	X	35	1	3
LITE 125	100	X	38	2,5	3
START 125 / START 125SE	95	X	32	1	3
PILOT 125	98	X	40	1	3
LITE 150 / LITE 150L	100	X	38	3	3
PILOT 150E	98	X	38	1	3
FACTORY 150 SP2	105	105	40	1	3
SM 125	102	X	40	1	3
SM 155	110	X	40	1	3
BIGY 125 / BIGY 150	98	X	40	1,5	3
BIGY 150E FACTORY	105	105	40	1	3
FACTORY 190 SP3 DAYTONA / SM 190 DAYTONA / BIGY 190 FACTORY DAYTONA	115	115	42	2	3



VALVES SPECIFICATIONS TABLE

Valves	
Intake	0.10
Exhaust	0.10

II.3 Torque tables

STANDARD TORQUE VALUES

FASTENER TYPE	TORQUE N.m (kgf.m)	FASTENER TYPE	TORQUE N.m (kgf.m)
5 mm hex bolt and nut, pan head screw #6	4,9 (0,5)	5 mm pan-head screw	3,9 (0,4)
6 mm hex bolt and nut, pan head screw #6	9,8 (1,00)	6 mm pan-head screw	8,8 (0,9)
8 mm hex bolt and nut, pan head screw #6	22 (2,2)	6 mm flange bolt (8 mm head, small flange)	8,8 (0,9)
10 mm hex bolt and nut, pan head screw #6	34 (3,5)	6 mm flange bolt (10 mm head) and nut	12 (1,2)
12 mm hex bolt and nut, pan head screw #6	54 (5,5)	8 mm flange blot and nut	26 (2,7)
		10 mm flange bolt and nut	39 (4,0)

NOTES:

1. Apply locking agent to the threads.
2. Lubricate the threads and flange surface.
3. U-bolt
4. ALOC bolt/screw; replace wit



SPECIFIC TORQUES TABLE

No	Description	Unit (N.m)
1	Front axle bolt	47
2	Front pinch bolts	20
3	Swing arm pivot bolt	40
4	Rear axle bolt/Nut	54
5	Engine mount bolt	35
6	Upper triple clamp (front fork/top)	15
7	Rear shock nut	29
8	Handle bar clamp	24
9	Muffler	29
10	Bolts on discs (front/rear brakes)	35
11	Sprocket	32
12	Chain guard	20
13	Foot peg engine mount bolt	24
14	Side stand	35
15	Front brake calliper	24
16	Front brake reservoir	13
17	Lock nut for steering stem	54
18	Lower triple clamp bolt (front fork/bottom)	10
19	Lower handle bar clamp	35
20	Oil drain bolt	24



SPECIFIC TORQUES TABLE FOR ENGINE AND FRAME

- Listed below are the recommended torque values for most fasteners.
- Other fasteners should be tightened to the standard torques values as listed above.

ENGINE	QTY	Thread DIA.(mm)	Torque N.m (kgf.m)
Oil drain plug	1	10	12 (1,2)
Oil drain valve	1	12	25 (2,5)
Valve adjustment clearance	2	30	12(1,2)
Valve adjustment locknut	2	5	8,8 (0,9)
Steering gear adjustment locknut	1	8	12 (1,2)
LUBRICATION SYSTEM	QTY	Thread DIA.(mm)	Torque N.m (kgf.m)
Oil pump attachment screw	3	6	7,8 (0,8)
Oil pump cover attachment screw	3	5	4,9 (0,5)
CYLINDER HEAD/VALVES SPECIFICATIONS	QTY	Thread DIA.(mm)	Torque N.m (kgf.m)
Cylinder head acorn head	3	6	11 (1,1)
Cylinder nut	1	6	11 (1,1)
Rocker arm cover bolt (on right side)	2	6	9,8 (1,0)
Camshaft gate entry valve bolt	2	5	8,8 (0,9)
CYLINDER/PISTON	QTY	Thread DIA.(mm)	Torque N.m (kgf.m)
Drive chain sprocket mounting bolt	1	8	9,8 (1,0)
ALTERNATOR/TIMING CHAIN TENSIONER	QTY	Thread DIA.(mm)	Torque N.m (kgf.m)
Flywheel bolt	1	10	41 (4,2)
Timing chain tensioner seal	1	14	23 (2,3)
Adjustment bolt, camshaft tensioner	1	8	16 (1,6)
CRANKCASE/GEARSHIFT LINKAGE	QTY	Thread DIA.(mm)	Torque N.m (kgf.m)
Gearshift drum bearing set bolt	1	6	12 (1,2)



FRAME/FRAME BODY PANEL/EXHAUST SYSTEM	QTY	Thread DIA.(mm)	Torque N.m (kgf.m)
Side stand adjustment bolt & nut	1	10	see page 2-10
Muffler hold-down screw	1	8	32 (3,3)
Exhaust pipe protector bolt	3	6	15 (1,5)
Fuel tank hold-down bolt	2	6	12 (1,2)
Exhaust pipe cover bolt	4	5	5,9 (0,6)
MAINTENANCE	QTY	Thread DIA.(mm)	Torque N.m (kgf.m)
Fuel tap bolt	2	6	8,8 (0,9)
ENGINE SYSTEM	QTY	Thread DIA.(mm)	Torque N.m (kgf.m)
C-Clamp screw	1	4	1,0 (0,01)
IGNITION SYSTEM	QTY	Thread DIA.(mm)	Torque N.m (kgf.m)
Ignition coil bolt	1	5	5,9 (0,6)
ENGINE ASSEMBLY	QTY	Thread DIA.(mm)	Torque N.m (kgf.m)
Engine mounting bolt & nut	2	8	31 (3,2)
Drive gear box mounting plate nut	2	6	12 (1,2)
REAR WHEEL/BRAKES/SHOCK ABSORBER	QTY	Thread DIA.(mm)	Torque N.m (kgf.m)
Spoke	32	BC 2,9	2,9 (0,3)
Rear wheel axle bolt & nut	1	15	59 (6,0)
Drive sprocket nut	4	8	32 (3,3)
Rear suspension arm brake nut	1	6	9,8 (1,0)
Swing arm pivot nut	1	10	39 (4,0)
Rear shock absorber bolt & nut	2	10	34 (4,5)



FRONT WHEEL/FORK/STEERING STEM	QTY	Thread DIA.(mm)	Torque N.m (kgf.m)
Engine stop switch hold-down screw	2	4	2 (0,2)
Handlebar clamp top stem face bolt	4	6	9,8 (1,0)
Handlebar clamp bottom stem face bolt	2	10	47 (4,8)
Lower fork shear pin	2	8	32 (3,3)
Brake lever adjustment screw	1	6	2,9 (0,3)
Brake lever adjusting nut	1	6	5,9 (0,6)
Spoke	32	BC 2,9	2,9 (0,3)
Front wheel axle nut	1	15	59 (6,0)
Front brake lever screw	1	6	9,8 (1,0)
Fork bolt	2	10	23 (2,3)
Front fork top nut	2	20	23 (2,3)
Fork socket-head screw	2	8	20 (2,0)
Steering column nut	1	22	74 (7,5)
Steering column upper thread	1	22	
Throttle valve housing bolt	1	5	3,9 (0,4)



II.3 Main parts adjustments and preventive maintenance

THROTTLE GRIP OPERATION/FREE-PLAY ADJUSTMENT

Your mini motorcycle's throttle valve inside the carburetor regulates the amount of vaporised fuel injected into the cylinders, therefore controlling the engine revolution speed. It is imperative that this part of the mini motorcycle remains in good working condition. Excessive cable play will hinder the throttle response. On the opposite, if there is no play in the throttle, your mini motorcycle will run nippily and quite unpredictably when the throttle grip is twisted.

Throttle Free-play Adjustment Procedure

1. Slide the dust cover (A) away from the upper end of the accelerator/throttle cable.
2. Loosen the locknut (B) and turn adjuster (C) until the specified accelerator/throttle cable free-play is obtained.
3. Tighten the locknut against the accelerator/throttle cable adjuster securely.
4. Slide the dust cover over the adjuster.



If you encounter a problem after adjusting the free-play from the top:

1. pull the rubber boot off the top of the carburetor and make the adjustment at the lower end of the cable. Tighten the locknut and put the rubber boot back in place.
2. Check for frayed cable or damaged cable housing. Turn the handlebar to the left and right while twisting the throttle. It should move smoothly.
3. Then, start the engine in neutral and turn the handlebar to the left and right to make sure the engine idling has not changed. Changes imply a problem with the cable system. Please contact your nearest authorised YCF dealer for repair.

CARBURETOR ADJUSTMENTS

If your motorcycle stalls too frequently or races while running, adjusting the idle can help.

LEFT SIDE

- (A) Idle adjustment screw
- (B) Idle air & fuel mixture screw
- (C) Float bowl drain screw



Idle adjustment procedure

1. Turn screw (B) in clockwise until it stops, then unscrew exactly 2 turns, near its lowest possible setting.
2. In an aerated area, start and warm up the engine for about 10 minutes (only start the engine outdoor).
3. Adjust/correct the idle speed to a slow 900 ± 50 rpm by turning screw (A) out counter-clockwise.
4. Twist the throttle several times to ensure proper adjustment and that the idle speed remains constant.
5. Then, start the engine in neutral and turn the handlebar to the left and right to make sure the engine idling has not changed. Changes imply a problem with the cable system. Please contact your nearest authorized YCF dealer for repair.

Warning



Do not start the engine in closed places under any circumstances. Your mini motorcycle emits carbon monoxide gas (CO), colorless and odorless, whose harmful effects can lead to serious injury or even death when inhaled.

ENGINE OIL

To achieve their best performance, the transmission and the clutch, as major components of your mini motorcycle's engine, require oil to operate. The engine transmission oil and the oil filter must be changed at the same time according to the tables of preventive maintenance and checks otherwise this will cause damages to your engine. Adherence to the tables of preventive maintenance and checks will extend the life of your engine and reduce its wear.

Recommended engine oil		
API type	SF SG SJ JASO MA 2	
Viscosity (weight)	SAE 10W/40	
Recommended oil	4T 10W40 OFF-ROAD semi synthetic oil	

Advices regarding engine oil

Change engine oil every three hours of use.

Only use YCF recommended oils.

Do not use the following types of oil: non-detergent, plant-based (castor oil is a plant-based oil)

Do not use oil additives.

Warning



The safe operation of your mini motorcycle will be impaired if proper engine oil maintenance is not carried out according to the tables of preventive maintenance and checks. Using dirty or contaminated oil could lead to an engine or transmission seizure with subsequent serious injury or even death.



Oil level inspection

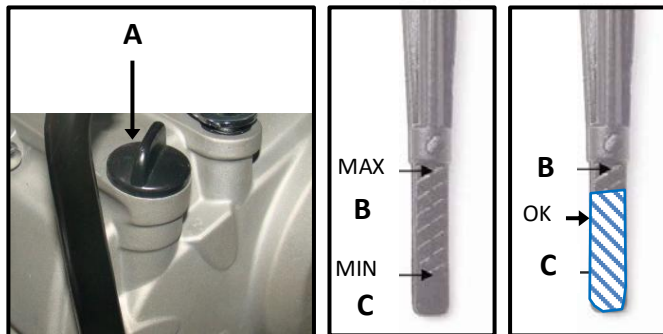


RIGHT SIDE OF THE ENGINE

(A) Engine oil cap/Oil level dipstick

(MAX) Oil maximum level mark

(MIN) Oil minimum level mark



How to check the engine oil level

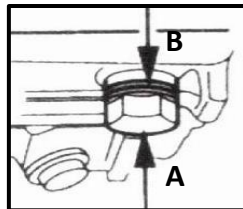
1. Position your mini motorcycle on a flat terrain.
2. Wipe the engine clean around the cap/dipstick (A).
3. In a aerated area, start and let the engine idle for a few minutes. Stop the engine. Wait a few minutes for the oil to settle.
4. Unscrew and remove the cap/dipstick, then thoroughly wipe the dipstick clean with a cloth.
5. Lift the mini motorcycle upright.
6. Re-insert the dipstick.
7. Then remove the dipstick and take note of where the oil level is in relation to the indicator marks. If the oil level is getting near or has reached the maximum level mark (B), there is no need to add oil. However, if the oil level is closer to/below the minimum level mark (C), you need to adjust the oil level as necessary by adding oil to bring the level up to the upper mark. Beware of overfill.
8. Re-insert the dipstick fully and secure the oil cap tightly.



Engine oil change

ENGINE RIGHT SIDE

- (A) Oil drain/release bolt
(B) Drain plug sealing washer



How to change the engine oil:

1. Position your mini motorcycle on a flat terrain.
2. In an aerated area, warm up the engine to drain contaminants thoroughly. Stop the engine and wait 3 minutes for the oil to settle.
3. Slide a shallow pan under your mini motorcycle, right under the oil drain.
4. Remove the oil drain/release bolt (A) and allow the oil to drain.
5. Tilt the mini motorcycle gently from side to side to ensure complete draining.
6. Once the oil is drained, replace and torque the drain plug (B) to the specified torque: 2.4 Nm (2.4 kgf-m-18 lb-ft)
7. Pour in new oil type 10W-40 in the required amount: see table below.
8. Tighten the oil drain plug/bolt assembly and replace the cap.
9. Run the motorcycle at idle for 5 minutes, then turn off the engine and wait again 3 minutes for the oil to settle.
10. Re-check your oil level and top up if necessary.
11. Clean all areas suspected of leaks.

Warning



Engine oil is highly toxic. Contact your local authorities on how to correctly dispose of the exhaust engine oil in order to avoid environmental pollution. You should never throw in used engine oil down the drain or into your dustbin.



Oil engine quantity		
YCF 50AE FACTORY 190 SP3 DAYTONA BIGY 190 FACTORY DAYTONA	LITE 88S LITE 125 START 88SE / START 125 / START 125SE LITE 150 / LITE 150L PILOT 125 PILOT 150 FACTORY 150 SP2 BIGY 125 BIGY 150	SM 125 SM 155 SM 190 DAYTONA
700mL (23.7oz)	800mL (27.1oz)	600mL (20.3oz)



FUEL

Recommended fuel

It is not recommended to use fuels with an octane rate lower than 87 that would produce sustained audible knocks, as engine damage will occur and would reduce efficiency and power as well. YCF supports the use of cleaner-burning fuel. So the use of unleaded petrol is highly recommended. Finally, do not fill the fuel tank with an oil/petrol mixture.

Oxygenated fuels

The alcohol blends (such as methanol, ethanol, MTBE) are commonly used instead of standard gasoline. Please check with your authorized YCF dealer prior to using anything other than standard gasoline.

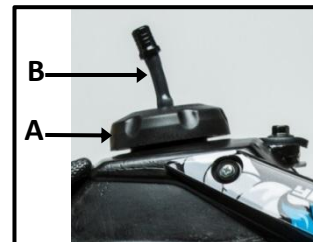
Refuelling procedure

FUEL TANK CAPACITY		
Fuel tank capacity (reserve included)	YCF 50AE	2 litres (67.6oz)
	All START / PILOT / LITE / SM / FACTORY	3.8 litres (128.5)
	All BIGY	5.8 litres (196.1oz)
Fuel reserve	All YCF motorcycles	1 litre (33.8oz)

(A) Fuel cap

(B) Breather cap

1. Rotate the fuel cap (A) counter-clockwise to open.
2. Make sure the breather cap (B) is removed.
3. Add fuel up to the top of the fuel tank (never over the base of the fuel cap). Be careful not to overfill the tank.
4. After refuelling, rotate the fuel cap clockwise until it is secure
5. Wipe the overflowed fuel with a clean cloth if needed.



Warning



Petrol is highly flammable and explosive. Handling fuel can cause burns or serious injuries. Never smoke close to your motorcycle. Make sure that you only operate your motorcycle in a well-ventilated area. After refuelling screw the fuel cap tightly and immediately wipe the over-spilled fuel with a clean cloth.



MODULAR SEAT SYSTEM

Your YCF Mini motorcycle comes with a standard modular seating arrangement allowing easy maintenance. The seating arrangement includes the driver's seat, the fairing, the rear (number) plate and the rear mudguard – all in one!

- (A) External bolts
- (B) Internal bolts
- (C) Rear bolts
- (D) Modular system



Removing the saddle

1. Remove both external bolts (A).
2. Remove both internal bolts (B).
3. Remove both rear bolts underneath the saddle (C).
4. Pull the modular seat system (D) off the seat post.

Putting the saddle back on

1. Slide in the new saddle(D) back towards the fuel tank.
2. Clip the new seat to the frame
3. Put back the six bolts (A, B and C)
4. Ensure a secure fixing is obtained.

Warning

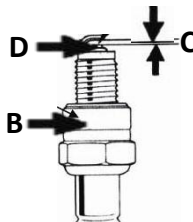
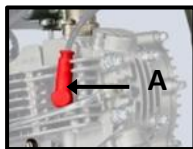


Upon installing your new saddle, tighten all screws and bolts. Failure to install the seating arrangement properly can lead to accidents, with subsequent serious injury or even death.

SPARK PLUG

Spark plug maintenance should be conducted as per the instructions in the tables of preventive maintenance and checks.

- (A) Spark plug cap
(B) Spark plug
(C) Gap
(D) Centre electrode



General maintenance

1. Remove the spark plug cap (A) (antiparasites).
2. Place the wrench over the spark plug (B).
3. Turn it in carefully then remove the wrench once the spark plug has been loosened.
4. Inspect the spark plug electrode (D) for any signs of chips, cracks or abnormal wear. Also look for black residues or oil.
5. Use a metal brush and fuel to clean the spark plug.
6. In case of chips, cracks or abnormal wear or corrosion, proceed to immediate replacement of the spark plug.
7. Check the spark plug gap (C) and find the correct slot using a spark plug gapping tool. The correct spark plug gap should read: 0.60 – 0.80mm (0.023 – 0.031 in)
8. Thread the spark plug into the hole in the cylinder and tighten to specifications.
9. Put the spark plug cap back on the wire.

Reference bougie		
YCF 50AE START 88SE LITE 88S / LITE 125 START 125SE SM 125 / SM 155 LITE 150 / LITE 150L PILOT 150 FACTORY SP2 BIGY 150 BIGY 150 FACTORY	NGK CR7HSA	
START 125 PILOT 125 BIGY 125		NGK D8EA
FACTORY SP3 DAYTONA SM 190 DAYTONA BIGY 190 FACTORY DAYTONA		NGK ER9EH

Warning



Do not attempt to handle or touch the spark plug while the engine is running. Allow the engine to cool down completely before removing the spark plug to avoid serious or burn injury.

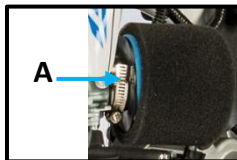


AIR FILTER

A dirty or clogged air filter leads to a variety of problems including lower air intake, reduced engine power, increased fuel consumption and a higher incidence of fouled spark plugs. After each use of your motorcycle, please follow the instructions below.

(A) Clamp screw

For models : START88SE / START 125SE / LITE



Clean and maintain the air filter

1. Loosen the clamp screw (A) and remove the cover to the air filter
2. Remove the air filter.
3. Use a mild detergent such as dish soap with water to wash both sides of the filter. Rinse thoroughly and allow to air dry for 24 hours.
4. Inspect the air filter and look for signs of dirt or build-up. If damaged, replace it with a new one.
5. Once dry, apply a thin layer of fresh oil special for air filter and rub the areas gently to help remove any excess of oil (do not over-oil as it will cause poor air intake)
6. Put the (new) air filter back into the housing and re-attach with the clamp screw.

*For the models **PILOT 125 and 150, FACTORY 150 SP2 and FACTORY 190 SP3** also **all BIGY**, the air filter is integrated into the air box. To reach it, simply unscrew the airbox screw (B), then release the upper clips (C) to gain access to the air filter. In addition to the filter foam, also clean the inside of the cover following the same procedure described above for Filter A.



CLUTCH SYSTEM

When shifting into the next gear the clutch should provide smooth engagement to all the gears easily without chattering. You will know you need to adjust the clutch when you feel it "slipping".

- (A) Clutch lever
- (B) Rubber protection
- (C) Adjuster



Clutch adjustment

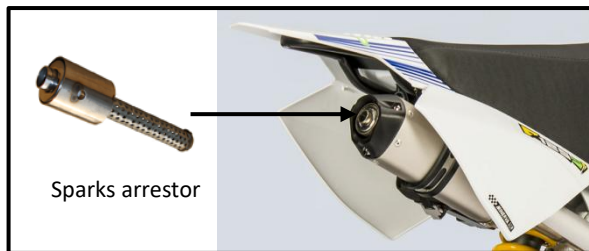
1. Check free-play at the clutch lever. If it goes beyond 5mm (0.20 inch), then adjustment is necessary.
2. To retain the clutch cable, turn the dial (C) forward.



SPARKS ARRESTOR

The spark arrestor in the exhaust system is designed to prevent the potential for sparks from exiting the exhaust pipe, where sparks may constitute a hazard to the surrounding environment.

NB: not applicable for Canada (competition motorcycle).



Warning



Before adjusting the exhaust system please make sure that the engine is switched off and wait until the exhaust pipe has thoroughly cooled in order to avoid the risk of serious burns. Engine and exhaust pipe become hot very quickly during riding. Always wear protective clothing such as long pants and boots before proceeding.



Do not under any circumstances start the engine without the sparks arrestor properly installed on your mini motorcycle, which, if ignited by a spark or a flame, can lead to serious burns, with subsequent personal injury or even death.

FRONT SUSPENSION

With a well-functioning front and rear suspension you are able to ride your mini motorcycle safely and with stability. When visual inspection indicates that some suspension parts may be worn or damaged, contact your nearest YCF dealer to check your mini motorcycle for replacement parts if necessary.

Front suspension adjustments

(A) Top adjustment screw

(B) Low adjustment screw

1. Pull the front brake lever in and hold it there.
 2. Press downwards on the handlebar and let it go upwards. The whole set of movements should be very smooth and show a swift rebound.
 3. Make a visual check of all bolts and screws.
- ➔ If any bolt or nut is rusted or damaged, contact your nearest YCF dealer to check your mini motorcycle for replacement parts.

For FACTORY 190 SP3 DAYTONA and BIGY 190 FACTORY DAYTONA motorcycles, equipped with **"ENGI" fork**, there are two possible regulations:

- at the top, the relaxation or "the bounce" or "recovery"
- below, the regulation in compression.

For these two regulations, just squeeze (tighten) the screws of the tube of fork clockwise:

- those from above (A) to harden the relaxation
- and those from below (B) to harden the compression.



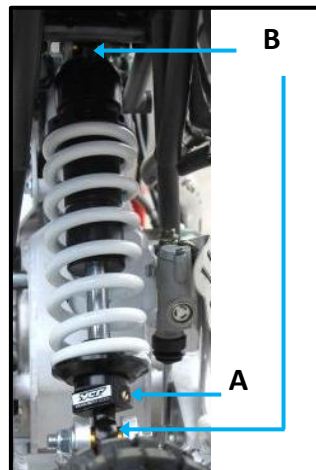
REAR SUSPENSION

Rear suspension inspection and adjustments

(A) Adjustment screw

(B) Shock absorber attachment points

1. Place your mini motorcycle on a centre stand. Push hard against the side of the rear wheel to check for any free-play, which may indicate worn swing arm bearings.
 2. Make sure all bolts (B) are tightened just enough to secure the assembly.
 3. Adjust the rear shock absorber bounce:
 - a. To harden the rear suspension, turn the adjustment screw (A) clockwise
 - b. To soften the rear suspension, turn the adjustment screw counter-clockwise.
- ⇒ When visual inspection indicates that the rear suspension may be damaged or leak, contact your nearest YCF dealer to check your mini motorcycle for replacement parts if necessary.



Warning



The rear shock absorber contains highly compressed flammable gas. Do not try to open or disassemble it in any way. Keep it clear of open flames or extreme heat under any circumstances.



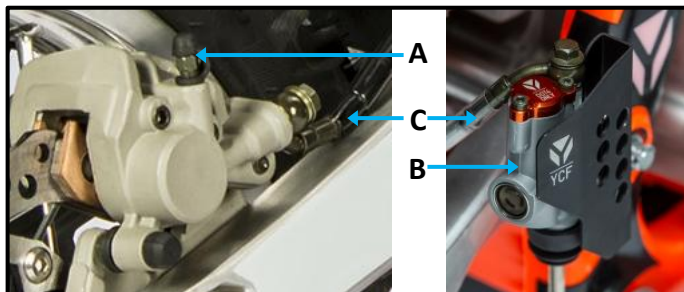
BRAKES

All YCF motorcycles are equipped with state-of-the-art disc brakes, both front and rear. The only maintenance you can perform by yourself is replacing brake pads. Before riding, always check the braking system according to the instructions provided in the tables of preventive maintenance and checks of this Owner's manual.

Brake system bleeding (front and rear)

Only an authorized YCF dealer can perform this maintenance task.

- (A) Brake caliper bleed screw
- (B) Brake fluid reservoir
- (C) Brake fluid hose



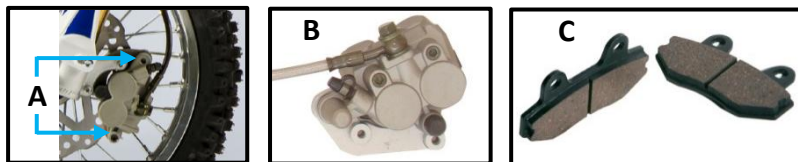
Warning



Proper brake adjustment and operation is critical to the safe operation of your mini motorcycle. Lack of maintenance of the braking system can increase the risk of accidents, with subsequent serious injury or even death.

Front brake pads replacement

- (A) Brake caliper-mounting bolts
(B) Caliper assembly
(C) Brake pads



1. Push the brake pads against the sides of the caliper's mouth to compress the pistons
2. Unscrew the caliper bolts (A) from the fork assembly.
3. Pull the brake pads (C) out of the caliper.
4. Insert a set of new brake pads into the caliper's mouth.
5. Screw the caliper assembly into place. Tighten the caliper's bolts and test the brake lever repeatedly.

Warning



Proper brake adjustment and operation is critical to the safe operation of your mini motorcycle. Lack of maintenance of the braking system can increase the risk of accidents, with subsequent serious injury or even death.



Rear brake pads replacement

- (A) Caliper bolts
(B) Caliper assembly
(C) Brake pad



1. Remove the rear wheel.
2. Unscrew the pair of caliper bolts (A).
3. Remove the caliper assembly (B).
4. Pull the brake pads (C) out of the caliper.
5. Insert a new brake pad on the caliper's piston (the small one if they have different sizes).
6. Insert a new brake pad on the inner side of the caliper assembly (the big one if they have different sizes).
7. Screw the caliper assembly into place. Tighten the caliper's bolts.
8. Replace the caliper dust seals and test the brake lever repeatedly.

Warning



Proper brake adjustment and operation is critical to the safe operation of your mini motorcycle. Lack of maintenance of the braking system can increase the risk of accidents, with subsequent serious injury or even death.



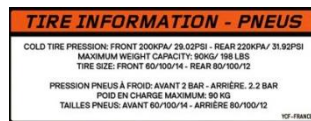
TIRES & TUBES

Tires are an essential safety factor on your mini motorcycle. They must be properly inflated and free from excessive tread wear to maintain adequate traction levels and ensure longevity.

Tire pressure measurement

Maintaining proper tires inflation ensures tire durability and maximum tread life. The proper tire pressure also prevents your tires from sharp rocks and other obstacles damages that may be encountered off-road. It is mandatory to measure the tire pressure when tires are "cold." Failure to do so will result in an inaccurate pressure reading.

Tire pressure	
Front	2 bar (KG) ou 29PSI
Rear	2.2 bar (KG) ou 32 PSI



Check the tires' condition

Before riding, always check the wear of the tires as follows

1. Look for crevices and fissures, protruding nails and glass splinters, as well as rocks or other embedded foreign bodies. Remove these particles before riding.
2. Check the depth of the tire tread. Have the tire replaced when the tread depth at the center is less than 5 mm (0.2 inches) or when you notice reduced tire traction.
3. Check the valve stem. Any tilt in the valve stem tells that the tube is not centered over the hole.

➔ If so, please contact an authorized YCF motorcycle dealer, as this can cause tire puncture with subsequent accident.

Warning



Maintaining correct tire inflation pressure is paramount to optimise your safety as well as your Mini motorcycle's performance. Never ride your Mini motorcycle if the tires are insufficiently inflated, over-inflated or worn out. Failure to overlook these warnings may lead to the deflation of the tires and loss of control of your Mini motorcycle, with subsequent serious injury or even death.



Inner tube replacement

A timely puncture repair must be performed by a skilled technician. We strongly recommend asking your authorized YCF dealer to replace an inner tube.

Tire replacement

When your tires have worn down or become damaged, it is a sign that it is time to change them for new ones. Please make sure to use only the types approved for your YCF mini motorcycle.

NB: When replacing a tire, we also recommend replacing the inner tube as well. Therefore, ask your YCF dealer to perform both tire and inner tube replacement.

Tire size : front-rear		
YCF 50AE	2.50/10	–
	2.50/10	
LITE 88S	2.50/10	–
START 88SE	300/10	
LITE 125	60/100/14	–
START 125		
START 125SE		
PILOT 125		
LITE 150		
PILOT 150		
FACTORY 150 SP2	80/100/12	
FACTORY 190 SP3 DAYTONA		
SM 125	110/90/12	
SM 155	–	
SM 190 DAYTONA	80/100/12	
LITE 150L	90/100/14	–
BIGY 150		
BIGY 150 FACTORY	70/100/17	
BIGY 190 FACTORY DAYTONA		

Warning



For safety reasons, selecting the right tires for your mini motorcycle is imperative. Using tires of a different brand or type can adversely affect the handling and stability of your mini motorcycle, increasing the risk of accidents with subsequent serious injury or even death. Use only the type specified in this Owner's Manual.



WHEELS

Proper wheel maintenance ensures safer motoring, for the reason that the wheels are in direct contact with the ground, thus providing stability.

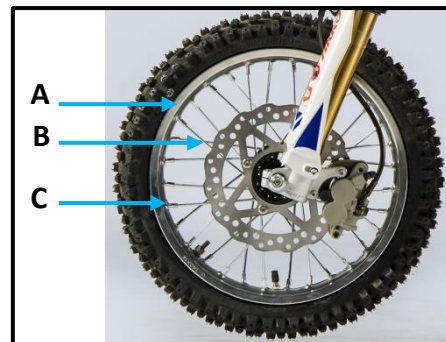
During the initial adjustment period up to approximately 50 km (31 miles) depending on the terrain, your new motorcycle's wheels will "seat". Therefore, it is imperative to check your wheels and look for any loose spokes. Uneven or loose spokes are likely to cause a warp in the rim and lead to a failure of the spoke nipple. Ultimately the wheel spokes will break or wiggle and the wheel will become unstable, which can lead to subsequent accident.

Rims and spokes

- (A) Rim
- (B) Spoke
- (C) Spoke nipple

Wheel balancing

1. Tighten any loose spoke: place your YCF spoke wrench on the spoke nipple (C) and turn it clockwise.
 2. Lift the wheel, make it turn and observe the wheel's shape.
- ➔ If you notice any unbalanced wheel symptoms, then contact your nearest authorized YCF mini motorcycle dealer for repair.



Assembly and disassembly of the wheels

It is strongly recommended that you do not remove and replace the wheels of your mini motorcycle yourself. If you notice a problem with one of the wheels, then contact your nearest authorized YCF mini motorcycle dealer for repair. However, if you are an experienced motorcycle mechanic, you can follow the instructions below to remove the wheels.

FRONT WHEEL

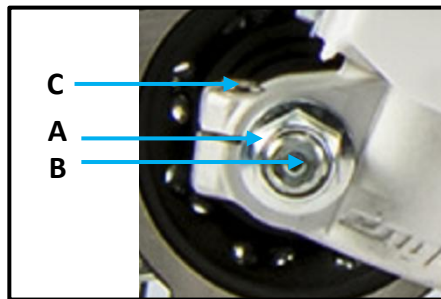
- (A) Front axle nut
- (B) Front wheel axle
- (C) Pinch bolts

Front wheel removal

1. Place the motorcycle on a centre stand for stability.
2. Unscrew the front axle nut (A), remove the front wheel axle (B).
3. Loosen the pinch bolts or nuts (C).
4. Pull the front wheel out.

Front wheel installation

1. Follow the same procedure as above in reverse order.
2. Torque the axle to 47 Nm (35 lb-ft) to ensure that the wheel spins freely and smoothly.
3. Torque the pinch bolts to 15 Nm (11 lbf-ft).
4. Check front brake adjustment.



REAR WHEEL

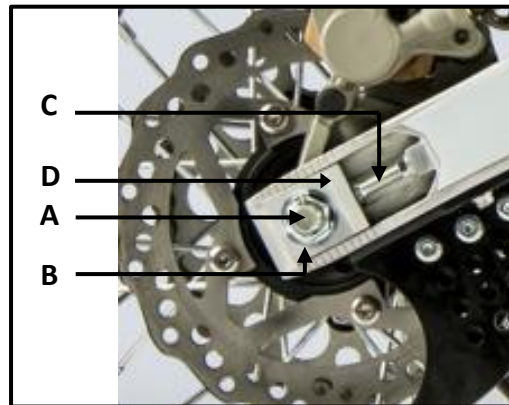
- (A) Rear wheel axle
- (B) Rear axle nut
- (C) Lock nut
- (D) Chain-adjuster bolt

Rear wheel removal

1. Place the motorcycle on a centre stand for stability.
2. Unscrew the rear axle nut (B) and remove the rear wheel axle (A).
3. Slide wheel forward and disengage the chain.
4. Pull the rear wheel.

Rear wheel installation

1. Follow the same procedure as above in reverse order.
2. Spin the rear wheel to ensure proper installation.
3. Press down the rear brake smoothly to ensure proper adjustment. Adjust as needed.
4. Ensure proper drive chain adjustment. Adjust as needed, while backing off the lock nut (C) and tightening the axel block (D).



SIDE STAND

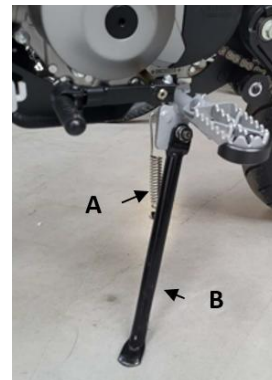
The side stand enables you to keep your motorcycle upright while parked. While using the motorcycle, it must be folded along the motorcycle for obvious safety reasons.

(A) Side stand spring

(B) Side stand

1. Check that the side stand spring (A) has good tension or is not under any twisting position.
2. Check that the side stand (B) is functioning properly.

NB: If you intend to ride on a muddy, or dry and sandy terrain, it is recommended to lubricate the pivot area with clean grease and the side stand pivot bolt using fresh engine oil.



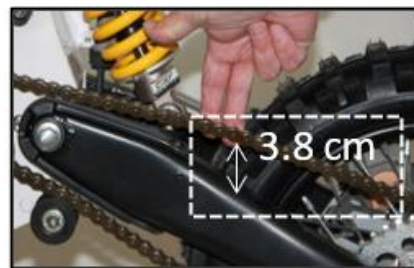
DRIVE CHAIN

Drive chain inspection

It is imperative that the drive chain is checked according to the maintenance procedures shown herein before and after riding. This method will extend the life of the chain of your mini motorcycle and avoid damage to the sprockets and to other parts near the chain.

Measuring the drive chain free-play

1. Place the mini motorcycle on its side or centre stand.
2. Due to uneven tread wear the rear wheel must be turned so that the chain pulls taut at the tightest part of the crank's rotation. Then measure the chain slack by pulling the chain up (half-way between the front and rear sprockets).
3. Slack is determined by the vertical movement on the bottom part of the chain. Proper slack distance must be 3.8 cm (1.5 inches) with the slack measured out of the bottom run of the chain to the top of the swing arm with no tension on the wheel. Measure from the lower chain guard (rearmost point on the rear sprocket).



Warning



Never repair the drive chain of your mini motorcycle while the engine is running as it may cause serious injury or even death. Before checking the drive chain, make sure the engine is turned off.

Drive chain adjustment

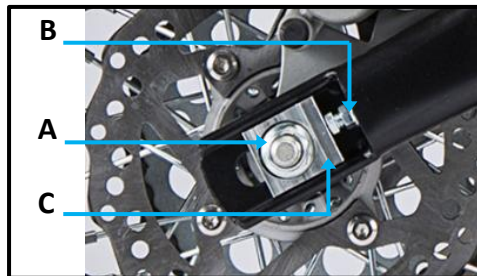
Should the visual inspection reveal an unacceptable amount of slack in your chain (it must be 1.5 in), it means that the looser or tighter sections need to be adjusted. Please follow the instructions below to adjust accordingly.

REAR WHEEL

- (A) Axle nut
- (B) Lock nut
- (C) Axle block

Chain slack adjustment

1. Loosen the axle nut (A).
2. Loosen the chain adjuster lock nuts (B) on both sides of the swing arm with a wrench.
3. Turn the chain-adjuster bolts (C) on both sides of the swing arm clockwise an equal number of turns to increase tension or counter-clockwise to decrease it.
4. Tighten the chain adjuster lock nuts on both sides of the swing arm.
5. Re-measure the chain slack.



Warning



Never ride your mini motorcycle when the drive chain is worn out or improperly adjusted. Failure to consider this warning can lead to, among other things, the chain jumping off the sprockets or getting caught on moving motorcycle parts, with subsequent serious injury or even death.

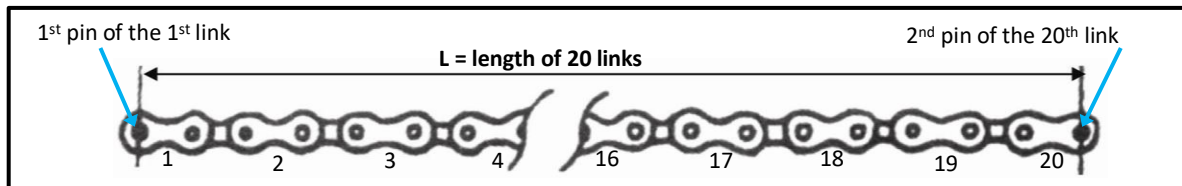


Measure drive chain slack

It is imperative to replace the drive chain when the chain stretch exceeds 5% of its original length.

The best way to measure the chain is by measuring the length of 20 links and comparing this value to a reference.

1. Tighten the **chain adjusters** to move the rear axle rearward until the **drive chain** is **tight** (no slack).
2. Measure the length of 20 links from the 1st pin of the first link to the second pin of the 20th link. On the straight part of the chain from pin center of the first pin to pin center of the 21st pin. If your measurement exceeds the service limit indicated in the table below, then it is time to replace the chain!



Length of 20 link	
Standard (new chain)	L=10.0 in (254mm)
Service limit	L=10.2 in (259mm)

Control of parts associated with the chain

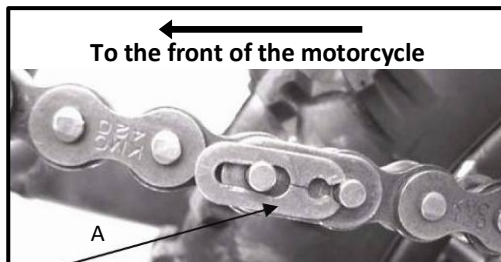
1. Examine the front and rear sprockets spacing as well. If the chain is worn out, then replace the sprockets as well.
2. Rotate the rear wheel to also inspect the drive chain for damaged rollers for wear. If there is any irregularity, replace the drive chain.
3. Lubricate the chain thoroughly using the recommended CHAIN OFF-ROAD grease.



Drive chain removal and cleaning

If the drive chain appears especially dirty due to muddy or sandy off-road conditions, it should be removed and cleaned in order to extend its life.

(A) Master link retaining clip



1. To remove the clip on the master link (A), pull out the retaining clip with a needle-nose plier. Be sure not to damage the clip, as this will cause the retaining clip to slide back. You can now remove the drive chain.
2. Thoroughly dissolve the accumulated dirt using heavy oil such as kerosene. Then let it dry completely.
3. Visually inspect the drive chain for any damages. If you notice damage, have it replaced.
4. Lubricate the drive chain, including the rollers, the bushings and the rings.
5. Thread the chain over the swing arm and around the new sprockets. Then connect the open ends of the chain with the master link. To ease the assembly, hold the chain ends against adjacent rear sprocket teeth while inserting the master link. Install the master link retaining clip so that the closed end of clip faces the direction of the chain's rotation.



Chain assembly for YCF 50AE

On YCF 50AE, chain is fitted with an external nut. It is located on the swing arm.



II.4 Cleaning

Maintaining your mini motorcycle in a first class condition will enhance its longevity; give you a sense of pride and the advantage in keeping up appearances. Detecting leaks, cracks and other potential issues before they become a major cause of accidents will also be easier.

Cleaning recommendations

IMPORTANT: Always wash your motorcycle when the engine is cold. If not, let the engine to cool down completely.

IMPORTANT: **Before washing your motorcycle, please make sure both the muffler and the air filter are blocked off*.**

1. **Plug the end of your mini motorcycle muffler using a cloth or sponge so that water does not enter.**
2. **Put a plastic bag in place over the air filter in the air box. Secure with a rubber band in order to protect the air filter from water.**
3. Give your mini motorcycle a hose down with cold water.
4. Wash your mini motorcycle using a dish soap (or other mild detergents **) and scrub it down with a sponge.
5. Clean out/scrape off any mud, dirt and grease using a mild degreasing cleaner.
6. Rinse thoroughly.
7. Use a chamois or soft clean cloth to dry off your mini motorcycle.
8. Lubricate the drive chain well.
9. In a ventilated area, start the engine and keep it running for five minutes.
10. As a precautionary measure, ride off with a low engine speed and apply the brakes several times. This will dry out the various moving parts and help ensure that they operate in proper working order.

*Do not have either the carburetor or the muffler inhale water, as it may hydro-lock the engine. Hydro-lock is not covered by the warranty under any circumstances.

**Do not use any harsh detergents or other chemical solvents. Such cleaning agents may damage various parts of your mini motorcycle.



SECTION III – TROUBLE-SHOOTING TIPS

This section will help you determine the possible malfunction symptoms and apply the most relevant troubleshooting sequence. It is always a good idea to review these tips to refresh your skills prior to and after riding your mini motorcycle. The sooner you get to know your mini motorcycle and practice your skills, the better you are in a position to determine what can potentially cause damage to it. Please review this section regularly to keep yourself up-to-date/catch up on how to fix some urgent malfunction.

Engine is difficult to start

This is one of the most common causes of engine failure. There are many reasons, including the following:

- Fuel tank empty
- Fuel tap lever to the "OFF" position
- Spark plug loose or damaged threads
- Engine "flooded"

Poor braking

The most noticeable signs of unsatisfactory braking, among other problems, may be caused by:

- Improper adjustment
- Brake fluid too low
- Air bubbles in the rear brake calliper
- Worn-out pads and/or discs

Clutch dysfunction

Some areas of concern, that may lead to poor clutch control, are the following:

- Improper cable adjustment
- Friction plates damaged and/or worn out
- Clutch plates damaged and/or worn out
- Used, dirty or too viscous engine oil.



SECTION IV – MISCELLANEOUS INFORMATION

This section concludes the “Owner’s Manual” with various topics to further help you understand your responsibilities as a new mini motorcycle owner. It is imperative that you adhere to the guidelines as described in this Owner’s Manual, for your safety and in compliance with environment protection.

Please note that it is your responsibility as a mini motorcycle driver to use only the fuel products, as outlined in this Owner’s Manual. Failure to observe this warning can destroy your mini motorcycle but can harm the environment as well.

ENVIRONMENTAL PROTECTION

Please help protect the environment as well as the whole planet by strictly adhering to the following guidelines:



Use special and certified tracks only: drive your mini motorcycle in areas designed for off-road use. **Do not drive on the public highway or inside protected areas.** For your safety and the preservation of the environment, please only use authorized in-bike trails and dirt roads.



Use appropriate cleaning agents: Only use biodegradable detergents/degreasers to clean your mini motorcycle.



Liquid waste disposal: Please contact your local City Council or environmental agency to locate your nearest Community Recycling Centre in your area and get instructions on the best ways to dispose of non-recyclable waste. Do not throw in used engine oil down the drain or into your dustbin – illegally dumping waste can be very harmful to the environment.



EMISSION CONTROL INFORMATION

YCF designed two systems to cut carbon monoxide and hydrocarbon emission, to conform, at the time of initial retail purchase, to all local regulations. Both the exhaust and crankcase emission control systems are outlined below.

Exhaust emission control system

The fuel and ignition systems of your mini motorcycle both designed for lean burning provide more efficient fuel use and low exhaust emission, thereby reducing pollution of the atmosphere.

Crankcase emission control system

Your YCF mini motorcycle's engine is equipped with a closed crankcase system designed to prevent the release of crankcase emissions into the atmosphere. Exhaust gases return to the combustion chamber via the carburetor where they dilute the air/fuel mixture.



TAMPERING WITH THE EMISSION CONTROL SYSTEM IS PROHIBITED

In other word, it is strictly forbidden, for everyone, to remove or make ineffective any element of the motorcycle designed to control gas emission, (except during maintenance, repair or replacement), prior or after its sale or delivery to the ultimate purchaser or while it is in use.

The use of the mini motorcycle after such a device or element of design has been removed or made ineffective by any person is also forbidden.



AMONG THOSE ACTS PRESUMED TO CONSTITUTE TAMPERING ARE THE ACTS LISTED BELOW:

- ⇒ The removal or piercing of any part of the air filter
- ⇒ The removal or piercing of any part of the carburetor or replacement of any part of the intake system
- ⇒ The removal or piercing of the magneto ignition system
- ⇒ The removal or piercing of the spark plug



NOISE CONTROL SYSTEM

TAMPERING WITH THE NOISE CONTROL SYSTEM IS PROHIBITED:



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

AMONG THOSE ACTS PRESUMED TO CONSTITUTE TAMPERING ARE THE ACTS LISTED BELOW:



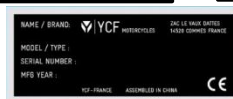
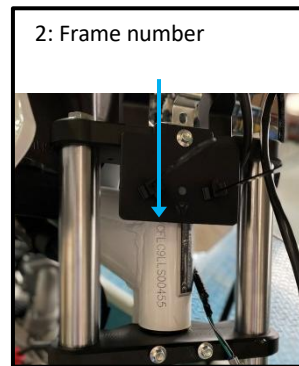
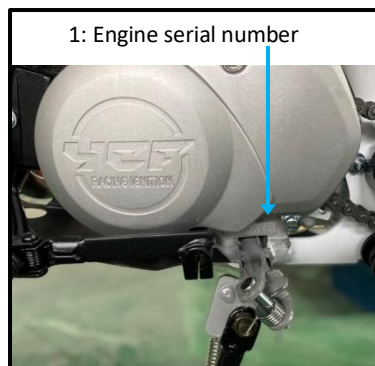
- ⇒ The removal of the muffler, the baffles, or any other internal or external component of the exhaust system.
- ⇒ The modification of the muffler, the baffles or any other internal or external component of exhaust system that may result in increased noise levels.
- ⇒ The removal of the air filter.
- ⇒ The replacement of any exhaust or muffler components with components other than those that do meet applicable laws and regulations.



VEHICLE IDENTIFICATION NUMBERS

Here is described the location of the two main motorcycle identifications numbers:

- (1) The frame number, on the front of the frame.
- (2) The engine serial number, on the right side of the engine below the flywheel cover.



OVERALL MINI MOTORCYCLE OWNERSHIP SATISFACTION

As our valued customer, your satisfaction is our #1 concern. It is important to us that you enjoy your new YCF mini motorcycle and obtain satisfaction from the authorized YCF mini motorcycle dealer where you purchased it. We are committed to providing with a first-class customer service every time.

Should you have any difficulties or questions regarding your mini motorcycle, please contact your nearest authorized YCF mini motorcycle dealer. Your authorized dealer is well-trained in all aspects of warranty, motorcycle repair and performance. We are confident that he is in a position to quickly respond to your requests, large or small.

If for some reason your YCF mini motorcycle dealer cannot assist you in a satisfactory manner, **we encourage you to contact YCF directly – in writing - and thoroughly document your question/issue.** Our customer service team will review all queries and respond accordingly.

When writing to YCF regarding an issue with your Mini motorcycle, please include the following information:

- Local dealer contact details and date of purchase of your YCF Mini motorcycle
- Your Mini motorcycle identification numbers
- Specific timeline regarding your issue (actions taken by yourself and your local dealer regarding the repair)



Please send all written correspondence to:
YCF SUNDAY MOTORS
Lieu dit les barrières,
14710 Formigny FRANCE



Tel : (0033) 2.31.102.000
Fax : (0033) 2.31.102.010
Mail : contact@ycf-riding.fr



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MAINTENANCE LOG BOOK

OWNER	
NAME	
PHONE NUMBER	
MAIL	
ADDRESS	

YCF MINI MOTORCYCLE	
TYPE	
PURCHASE DATE	
FRAME NUMBER	
ENGINE NUMBER	

DEALER	
NAME	
PHONE NUMBER	
MAIL	
ADDRESS	





FIND ALL YCF OWNER'S MANUALS HERE



YCF MOTORCYCLE COMPANY - FRANCE

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