

STARTING PROCEDURE 250 MX Fi KS

Cold engine start (temperature under 35°C)

1. Shift the transmission into neutral.
 2. Push the cold starter lever on the handlebar (1) and keep it pushed.
 3. While keeping the throttle closed, operate the kickstarter pedal (2), starting from the top of the kickstarter stroke, down to the bottom with a rapid, continuous motion.
 4. About a minute after the engine starts, release the cold starter lever.
- If idling is unstable, rotate the idle speed adjustment knob, on the left side (3). The idle speed must be kept high, preferably between 2500 and 2800 rpm, this will help also the next start.



Hot engine start (temperature over 35°C)

1. Shift the transmission into neutral.
2. While keeping the throttle closed, repeat the cold engine start procedure, but release the cold starter lever only few seconds after the engine is running.

If difficult to start after stalling

1. Shift the transmission into neutral.
2. While keeping the throttle fully opened, push the engine stop button and operate the kickstarter pedal (2), starting from the top of the kickstarter stroke, down to the bottom with a slow, continuous motion for about 5 times to discharge the excessive fuel from the cylinder.
3. While keeping the throttle closed, repeat the hot engine start operation.

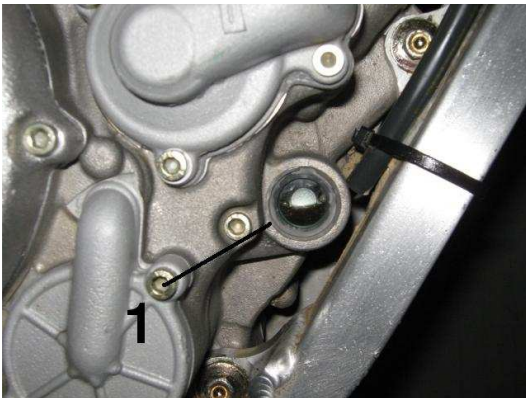
NOTE: EACH TIME YOU WANT TO START THE ENGINE, OPERATE THE KICKSTARTER PEDAL 1-2 TIMES ONLY WHEN NECESSARY AND ONLY USING THE FULL AVAILABLE STROKE.

DO NOT USE THE PEDAL REPEATEDLY AND/OR FOR PARTIAL STROKES, OPERATING THE PEDAL ON THIS TYPE OF EFI BATTERYLESS MOTORCYCLES, WILL CAUSE THE SAME FOULING GENERATED BY THE THROTTLE OPERATION OF THE 4T CARBURETTOR MOTORCYCLES.

CHECK LEVEL ENGINE OIL

WARNING . Keep the motorcycle on flat ground and in a vertical position.

Before start-up the engine verify the engine oil level visible in the windows on the right side of the engine (1). If it is too low or cannot be seen at all you must incline the motorcycle for few seconds and when check the the oil through the window with the motorcycle in vertical position. If the oil is not visible it's necessary top-up.



Shift the transmission into neutral and start-up the engine.

WARNING Keep the engine at the idle speed for three minutes.

Stop the engine and after two minutes verify the oil on the window. If it is too low or cannot be seen at all you must top-up.

Adding oil

If necessary add oil through the hole (2). The oil level must be visible 1/3 in the window. Close the oil screw.



Remove excessive oil

If necessary remove excessive oil through the hole (3). The right level is 1/3 of the window. Close the screw.



Replacing oil

Unscrew the down caps (3 and 4) and upper (2). Allow the oil to flow out. To be sure there isn't oil in the engine move the motorbike. Remount the cap 3 and 4 and add oil from the upper cap (2).

Oil quantity

Replace oil..... 1200 ml

Replace filter..... 1250 ml

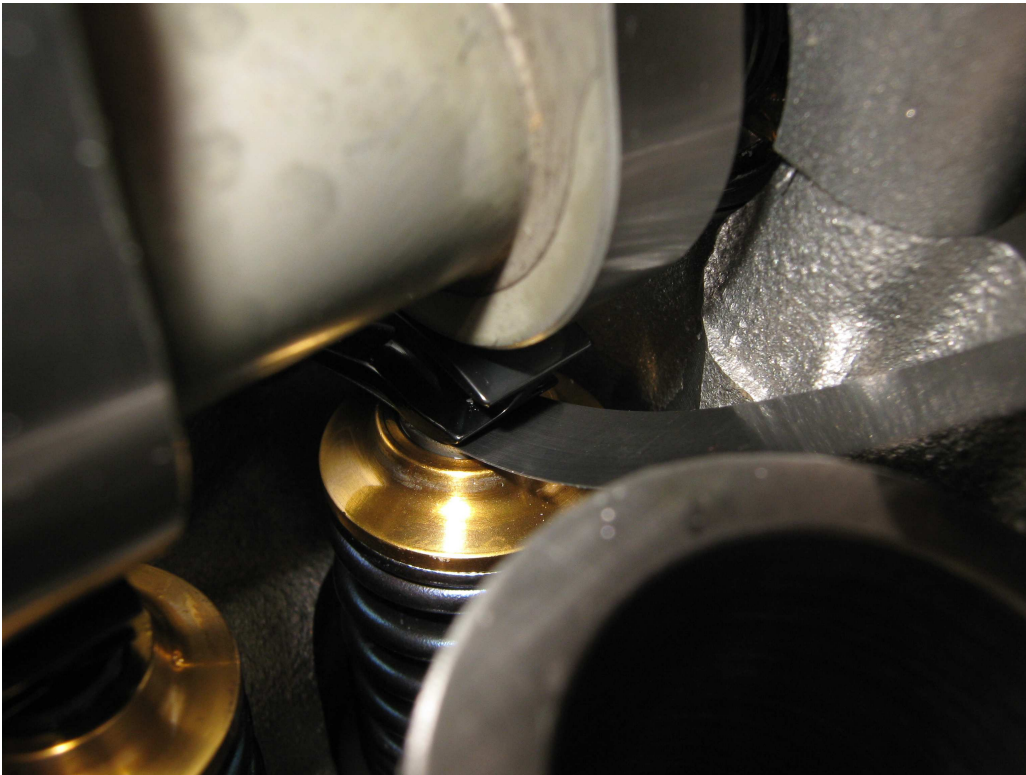
Top overhaul..... 1350 ml

VALVE CLEARANCE

The checking of the valve clearance should be performed while the engine is cold.

Remove the fuel tank, disconnect the fuel pump sub-harness connector and the spark plug cap, unscrew the cylinder head bolts, remove the cylinder head, verify the piston is at the top of the compression stroke (rotate the crankshaft until the timing mark on the cam sprocket aligns with the head).

Verify the valve clearance inserting the feeler gauge like the photo:



-INTAKE 0.10 – 0.15 mm

-EXHAUST 0.15 – 0.20 mm

If the valve clearance is not correct you must change the right shim thickness to have the right measure.

SPARK PLUG: Use only spark plug NGK R0045J-10