BLUR 150/220

SERVICE MANUAL

Manufactured by Motive Power Industry Co., Ltd

PREFACE

This manual provides every service specialist with professional techniques of maintenance and repairing for BLUR . It provides a detailed guide for those who may concern with how to maintain, repair, reassemble, and change parts of their scooters.

This manual includes 2 kinds of engine displacement:

- **BLUR 150 : abbreviated as “BLUR-150” is 4 stroke engine (4T), 150cc displacement.**
- **BLUR SS220i: abbreviated as “BLUR SS220” is 4 stroke engine (4T), 220cc displacement.**

At every section, we illustrate each important point by assembling procedures, explosive diagrams and photographs.

Although we have tried our best to make this manual as perfect as possible, please kindly inform us if any fault needs to be corrected in this manual.

Thank you for purchasing our Genuine scooters.

FACTORY
Motive Power Industry Co.,Ltd.

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1、 **The specification of BLUR (ALLORO)**

1.1 BLUR 150

SPECIFICATION							
BRAND			Genuine	FRAME			STEEL PIPE
MODEL			BLUR-150	SUSPENSION		FRONT	TELESCOPE
DIMENSION	LENGTH		1885 mm			REAR	SWING
	WIDTH		730 mm	TRANSMISSION		PRIMARY	DIRECT
	HEIGHT		1170 mm			2ND	42/15*42/13
	AXLE DISTANCE		1365 mm			CLUTCH	CENTRIGUAL
WEIGHT	GROSS	FRONT	55 KG			SHIFTING	V-BELT C.V.T
		REAR	77 KG	TIRE		FRONT	120/60-13
		TOTAL	132 KG			REAR	130/60-13
	PASSENGER		2 (110KG)	BRAKE		FRONT	DISK
	TOTAL	FRONT	95 KG			REAR	DISK
		REAR	147 KG	SPEEDOMETER			140 km/hr
		TOTAL	242 KG	LIGGHT		HEAD(HI、LO)	12V-35W/35W
PERFORMAN	TOP SPEED		87 km/hr			REAR	12V-5W
	FUEL CONSUMPTION		40 km/l			BRAKE	12V-21W
	GRADIENT		24°			SIGNAL	12V-10W*4
ENGINE	ENGINE MODEL		C5M	HORN			DC 12V
	FUEL		92 UNLEADED	SILENCER			DIFFUSER
	STROKE		4T AIR FORCED	EXHAUS		PARTICLE	BELOW 15 %
	CYLINDE	BORE	φ57.5 mm			CO	BELOW 4.5%
		STROKE	58.6 mm			HC	BELOW 7000 ppm
		CYLINDER	SINGLE	EXHAUST LAYOUT			RIGHT
	DISPLACEMENT		152.1 cc	LUBRICATE			SEPARATE PUMP & SPLASH
	C.R.		9.4：1				
	MAX H..P.		7.7kw/7250rpm	FUEL TANK			7.5 L
	MAX TORQUE		10.6N-M/6250rpm				
	LAYOUR		HORIZONAL				
	IGNITION		CDI				
	STARTING		ELECTRIC & KICK				

1.2 BLUR220

SCOOTER SPECIFICATION							
BRAND			Genuine	FRAME			STEEL TUBE
MODEL			BLUR-SS220I	SUSPENSION		FRONT	TELESCOPE
SCALE	LENGTH		1885 mm			REAR	UNI-ABSORBER
	WIDTH		730 mm	TRANSMISSIO		1ST REDUCTION	0.81~2.43
	HEIGHT		1170 mm			2ND REDUCTION	8.077
	WHEEL BASE		1365 mm			CLUTCH	CENTRIFUGAL
MASS	MASS OF VEHICLE	FRONT	57 KG			GEARBOX	C.V.T.
		REAR	87 KG	TYRE		FRONT	120/60-13
		TOTAL	144 KG			REAR	130/60-13
	RIDER		2 (150KG)	BRAKE		FRONT	DISK
	TOTAL MASS	FRONT	115 KG			REAR	DISK
		REAR	179 KG	SPEEDOMETER			199 km/hr
		TOTAL	294 KG	LIGHT		HEAD LAMP	12V-60W/55W
PERFORMANCE	TOP SPEED		110 km/hr			TAIL LAMP	12V-5W
	FUEL CONSUMPTION		33 km/l			BREAKING LAMP	12V-21W
	HILL CLIMB		30° ↑			TURNING LIGHT	12V-16W*4
ENGINE	TYPE		C8E5	HORN			DC 12V
	FUEL		92 UNLEADED	MUFFLER			C-D ABSORPTION
	CYCLE/COOLING		4T/FORCE AIR&OIL COOL	IDLE EMISSION		PARTICLE	BELOW 15 %
	CYLINDER	BORE	φ67.5 mm			CO	BELOW 3.0%
		STROKE	61.5 mm			HC	BELOW 1600 ppm
		NUMBER	SINGLE	EXHAUST DIRECTION			RIGHT HAND SIDE& BACKWARD
	DISPLACEMENT		220 cc	LUBRICATION			COMPRESS & SPLASH
	COMPRESSION RATIO		10.0 : 1	E. E. C.			NO
	MAX POWER		11.0kw/7000rpm	P. C. V.			YES
	MAX TORQUE		16.5N-M/5500rpm	CATALYST			YES
	ARRANGEMENT		HORIZONTAL	S. A. I.			YES
	IGNITION		TRANSISTOR				
	STARTER		ELECTRIC				
RREMARK	1. FUEL SUPPLY : INJECTION						

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(1)**The operation notice：**

1.For parts like the gasket, o-ring, clips and circlets, please change a new part whenever re-assembled.

2.When trying to tighten screws or nuts, please lock tightly according to each recommended locking torque and in the sequence of the ”X” pattern.

3.Please use PGO or PGO recommended parts.

4.After dismantling, please clean all parts involved or used for checking and grease all contact surfaces when reassembling.

5.Use grease recommended by PGO.

6.When removing the battery, please disconnect the negative pole(-) first. However, please connect the positive pole(+) first when assembling.

7.Before installing a new fuse, please be sure that the specification is correct.

8.After reassembling, please re-confirm that all connecting point, locking parts, circuits, polar characteristics are functioning well before selling out.

(2) Locking Torque Value:

1. 4T Engine (150/220CC)

NO	Locking location	Q'ty	Thread dia. (mm)	Locking torque (kg-m)
1	Fixing nut (Tappet screw nut)	2	5	0.7~0.8
2	Nut of oil pump sprocket	1	6	0.7~1.0
3	Cylinder head bolt A (intake)	2	6	0.9~1.1
4	Guiding pin bolt, chain extensioner	1	6	0.4~0.6
5	Screw, chain extensioner	2	6	0.9~1.1
6	Cylinder head bolt B (Exhaust)	2	8	2.0~2.3
7	Flange nut, cam shaft holder	4	8	2.0~2.3
8	Gear oil drain bolt	1	8	1.7~2.0
9	Spark plug	1	10	1.2~1.3
10	Nut of fly wheel	1	12	5.0~6.0
11	Fixing nut, clutch outer	1	12	5.0~6.0
12	Nut, driving plate	1	12	5.0~6.0
13	Bolt of engine oil drain	1	12	2.5~3.0
14	Bolt of 2nd oil filter	1	12	0.8
15	Nut (LH thread), one-way clutch	1	22	9.0~10.0
16	Cap, coarse oil filter	1	30	1.5~2.0

2. Chassis

NO	Locking location	Q'TY	Thread dia. (mm)	Locking torque (kg-m)
1	Air bleed bolt of caliper	1	6	0.6
2	Brake arm bolt, front drum	1	6	0.8~1.0
3	Brake arm bolt , rear drum	1	6	0.8~1.0
4	Nut of starter relay	2	6	0.5~0.6
5	Front brake caliper bolt	2	8	2.0 ~ 3.0
6	Bolt of disk	3	8	2.5~3.0
7	Locking nut, steering stem	1	10	3.5~4.5
8	Rear shock absorber bolt(lower)	1	10	3.5 ~ 4.5
9	Rear shock absorber bolt(upper)	1	10	3.5~4.5
10	Chassis bolt, engine hanger bracket	2	10	4.5 ~ 5.0
11	Engine bolt, engine hanger bracket	1	10	3.0 ~ 4.0
12	Hose bolt, master cyl. & caliper	2	10	2.5 ~ 3.0
13	Front axle nut	1	12	4.5 ~ 5.5
14	Nut, swing arm & connecting rod	1	14	4.5 ~ 5.5
14	Rear axle nut	1	16	10.0~11.0

3. Other parts standard torque values:

No	Item	Torque kg-m
1	5mm bolt and nut	0.45-0.6
2	6mm bolt and nut	0.8-1.2
3	8mm bolt and nut	1.8-2.5
4	10mm bolt and nut	3.0-4.0
5	12mm bolt and nut	5.0-6.0
6	5mm screw	0.35-0.5
7	6mm screw	0.7-1.4
8	6mm flange bolt and screw	1.0-1.4
9	7mm flange bolt and screw	1.0-1.4
10	8mm flange bolt and screw	2.0-3.0
11	10mm flange bolt and screw	3.0-4.0

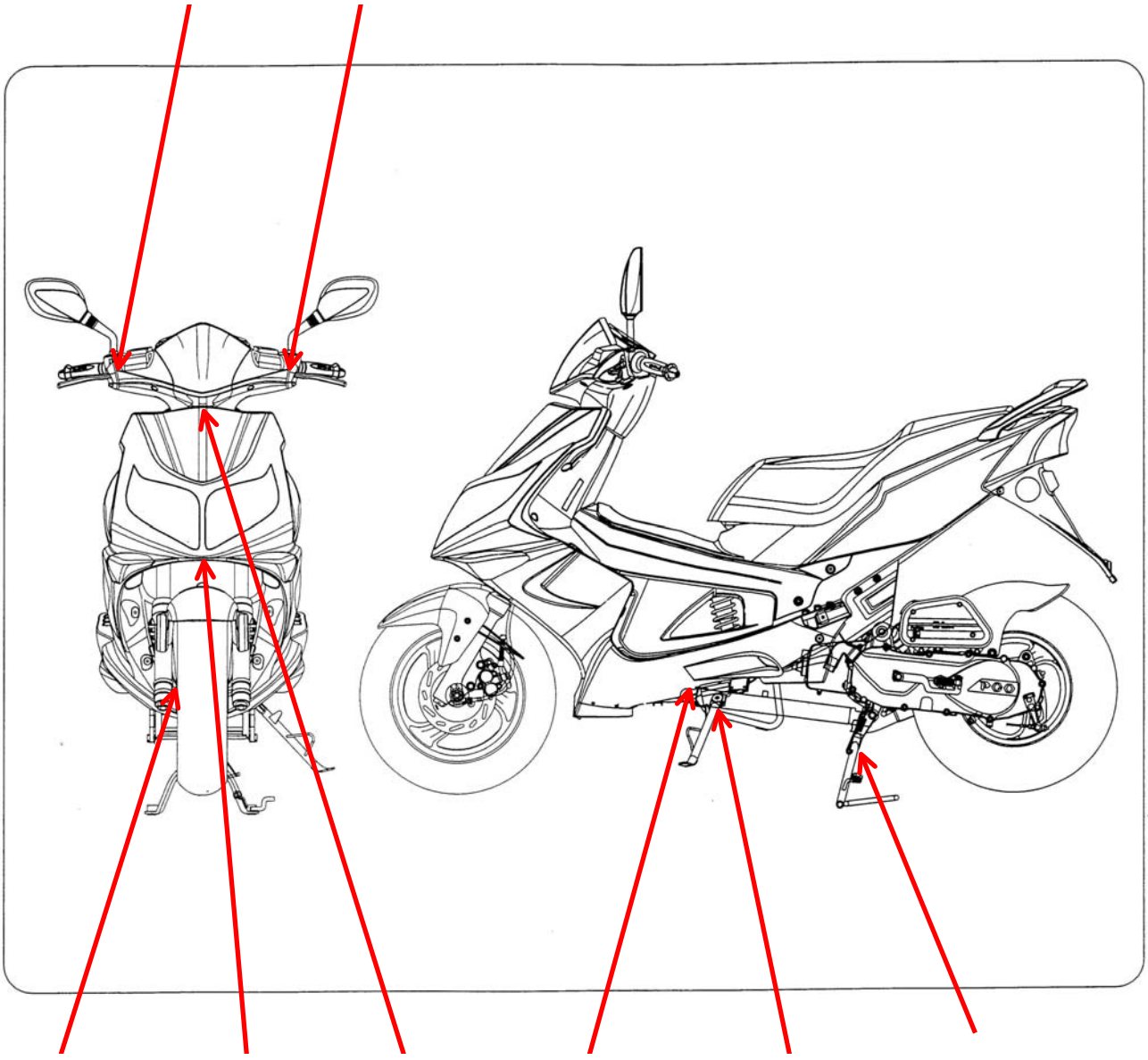
(3)Lubrication instruction

A. 4T Engine (150 /220cc)

NO	Lubrication location	Oil type	Remarks
1	Crankcase: rotating part, Sliding part	premium 4 stroke motorcycle oil or SAE15W40	Auto-Separated Lubrication ➢ BLUR-150 Total 1000 c.c. Replacement 800c.c ➢ BLUR220 Total 1400 c.c. Replacement 1000c.c
2	Cylinder: rotating part, Sliding part.		
3-1	Drive gear box(BLUR-150)	SAE85-140	Total 110 c.c. Replacement 90c.c
3-2	Drive gear box(BLUR-220)	SAE85-140	Total 130 c.c. Replacement 110c.c
4	Gasket of starter shaft	Clean grease	(#3)
5	Start idle gear sliding parts	Clean grease	(#3)

C. Chassis appearance

1. Apply oil : #1, #2



2. Apply grease (#3, #4, #5. #6 ,#7, #8)

D.Wheel bearing

(4)PERIODICAL MAINTENANCE TABLE

Item	*Model 4T*	*Checking Content*	*MONTHS/DISTANCE(IN MILE)FOR CHECKING*						
			1 or 200 mile	**3 or 1800 mile**	**6 or 3600 mile**	**9 or 5400 mile**	**12 or 7200 mile**	**15 or 9000 mile**	**18 or 10800 mile**
Engine oil*	4T	BLUR 150:800cc total 1000cc BLUR 220:1000cc total 1400cc	R	Replace it initially 200 mile, and then replace it per 1800mile					
Oil Filter	BLUE-150	Replace	R	replace it per 3600mile					
Coarse oil filter* (on oil draining bolt)	4T	Clean or replace it if necessary	C	clean it initially 200mile and then replace it per 3600mile if necessary					
Air cleaner	4T	Crack and blockage check.		I					
Air filter	4T	Clean or replace it if required		I	I	I	I	I	I
Gear oil*	4T	BLUR-150: 90cc, total 110 cc BLUR-220: 110cc, total 130 cc	R	R	I	I	R	I	I
Disk & drum brake	4T	Leaking and function check		I	I	I	R	I	I
Clutch shoes*	4T	Check or replace it if necessary			I	I	I	I	I
Tires	4T	Worn-out check or replace it if necessary		I	I		I		I
Wheel bearing*	4T	Fasten tightly if loosen		I	I	I	I	I	I
Front fork*	4T	Leaking and function check	I		I	I	I	I	I
Steering head bearing*	4T	Check looseness. Adjust it if required			I		I		I
Rear absorber*	4T	Leaking and function check			A		A		A
Main/Side Stand	4T	Function check or replace it if required		I	I		I		I
Nuts, bolts, fasteners	4T	Tighten it if required		I	L	I	L	I	L
Battery	4T	Recharge the battery it required. Clear the poles.		I	I	I	I	I	I
Valve gap*	4T	BLUR150: 0.08mm/ IN&EX BLUR220: 0.08mm/ IN&EX	Adjust it when necessary		C	I	C	I	C
Spark plug*	4T	Clear or replace if required		I	A		A		A
V belt*	4T	Worn out check or replace if necessary.			R	I	R	I	R
Fuel feeding system*	EXCEPT EMS	Crack and blockage check. Replace it if necessary.							
Fuel feeding system *	EMS ONLY (Injection)	Inspect hose, clamp, and replace the filter per 11200mile			I		R		I
Engine idle speed*	4T	4T engine: 1700±100 rpm	A	A	I		I		R
Carburetor idle A/F Adjustment*	4T	Check and adjust referring to CO/HC Percentage.	A	A	A	A	A	A	A
EMS function check*	EMS ONLY (Injection)	Inspect EMS function, and clear the defect memory if necessary		I	A	A	A	A	A

REMARKS：

1. **A**: adjust **C**: clean **I**: inspect, or replace if necessary **L**: lubricate **R**: replace
2. Items with "*" mark indicate our recommendation to have it done by Genuine dealer.

NOTE 1：

For 4T engine, the engine oil shall be changed completely after run-in period 300km or one month later. This can make sure the engine runs smoothly.

NOTE 2：

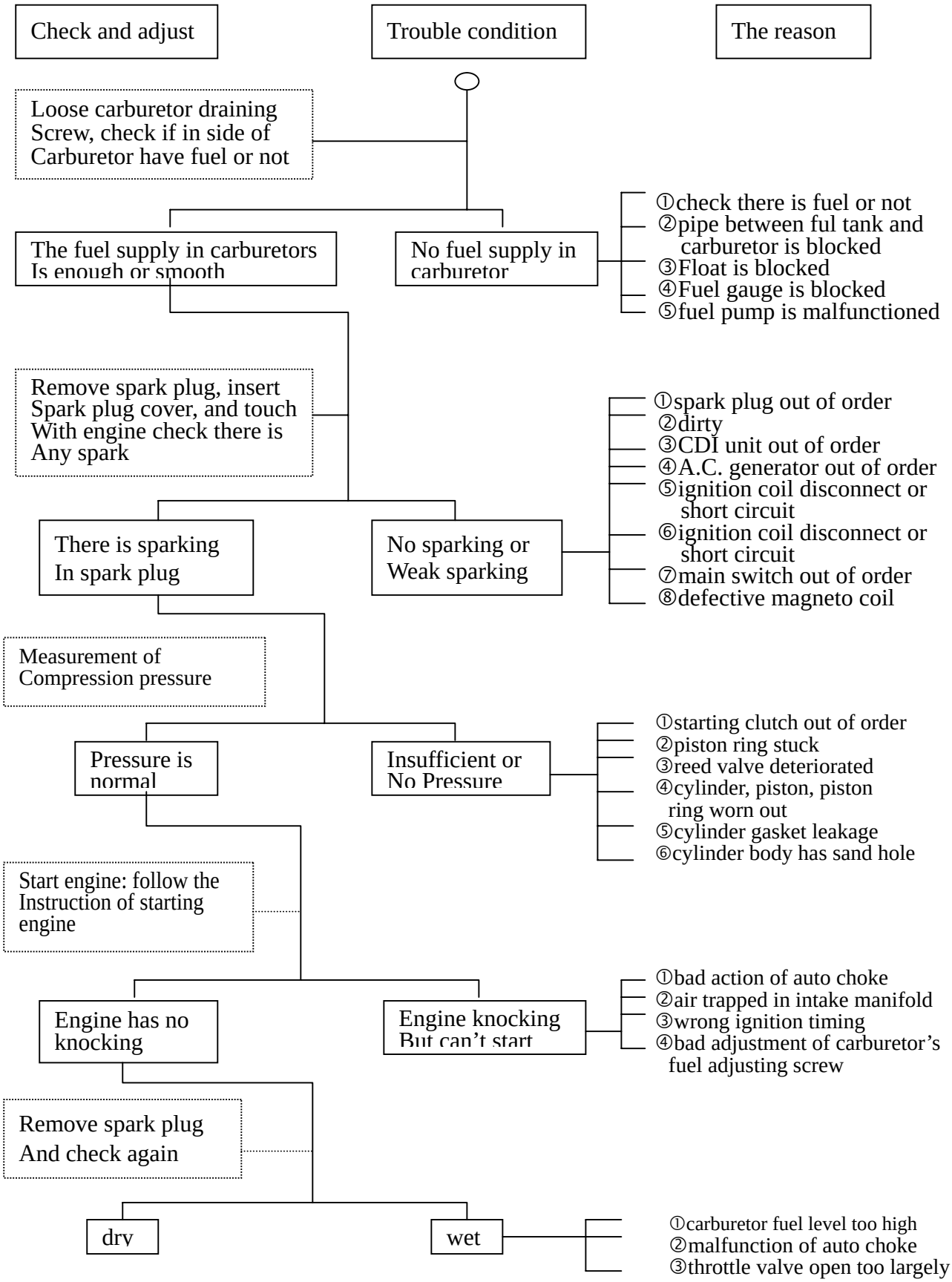
The exchange of brake fluid

1. After disassembling of brake main cylinder or caliper, do change the new fluid.

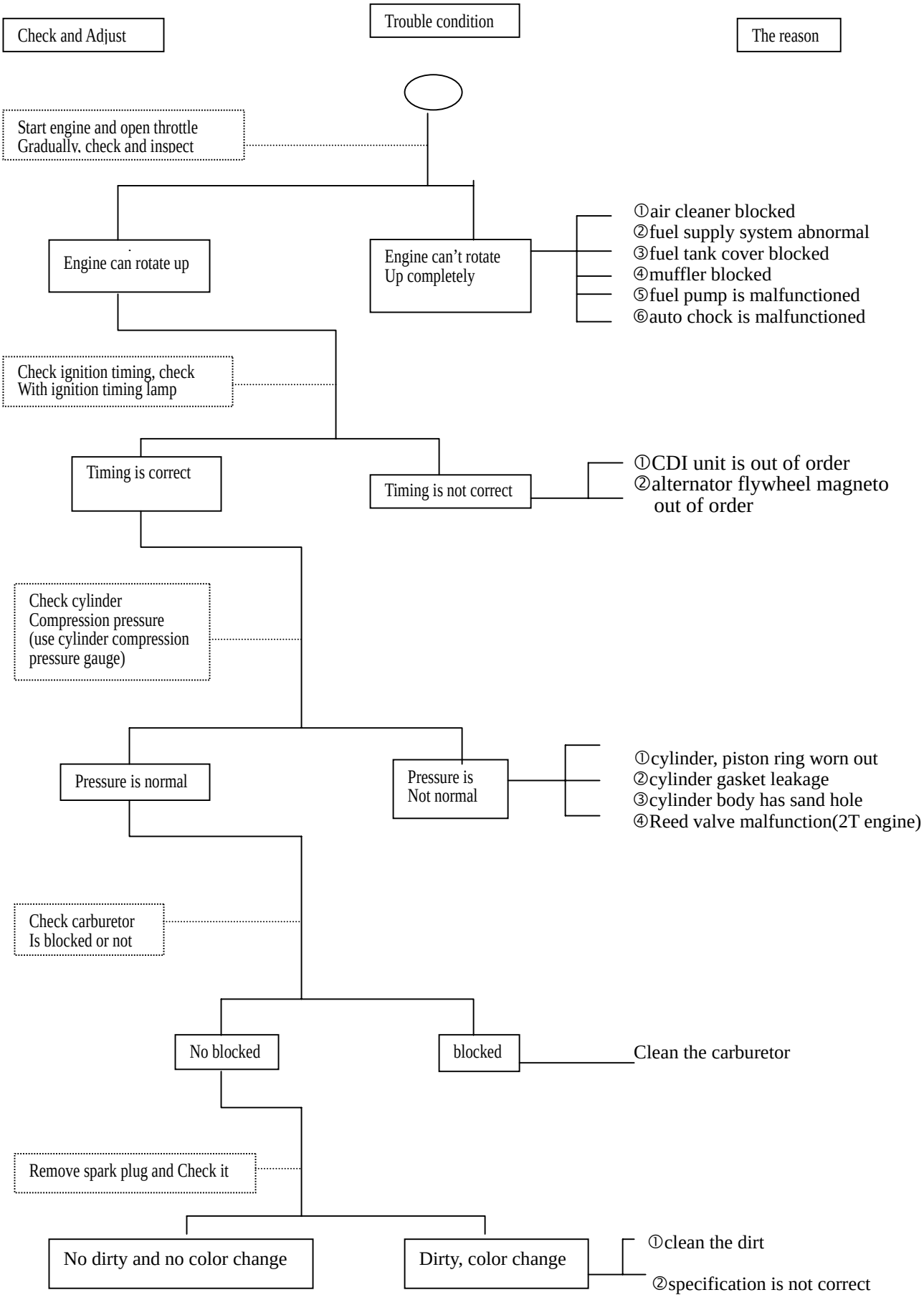
2. Check the fluid level often, Refill if necessary.
3. Change the oil seal of main cylinder and caliper every two years.
4. Change the brake fluid hose every four years.

(5)Trouble shooting:

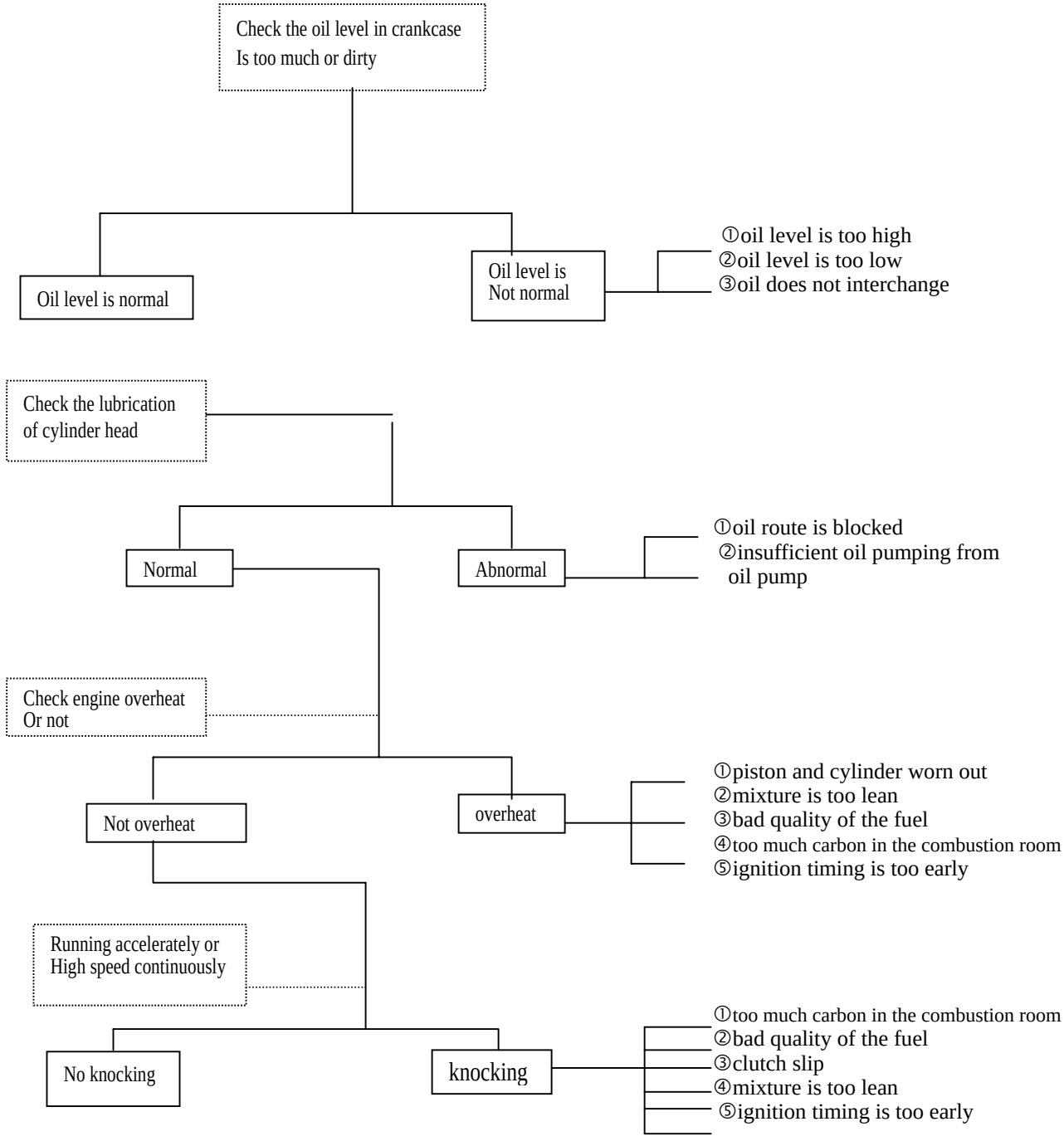
1.difficult starting or can't start:



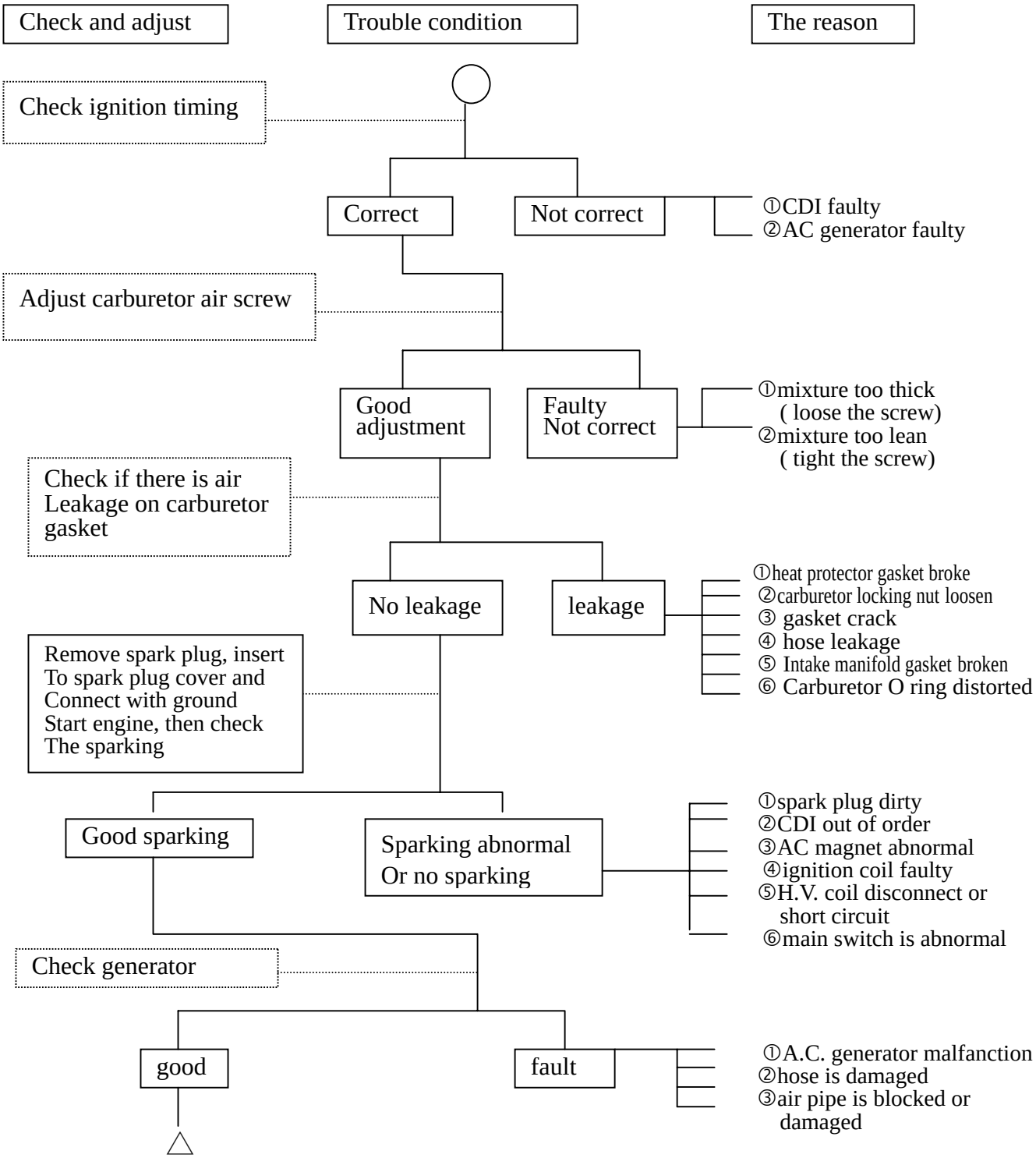
2.Weak acceleration:



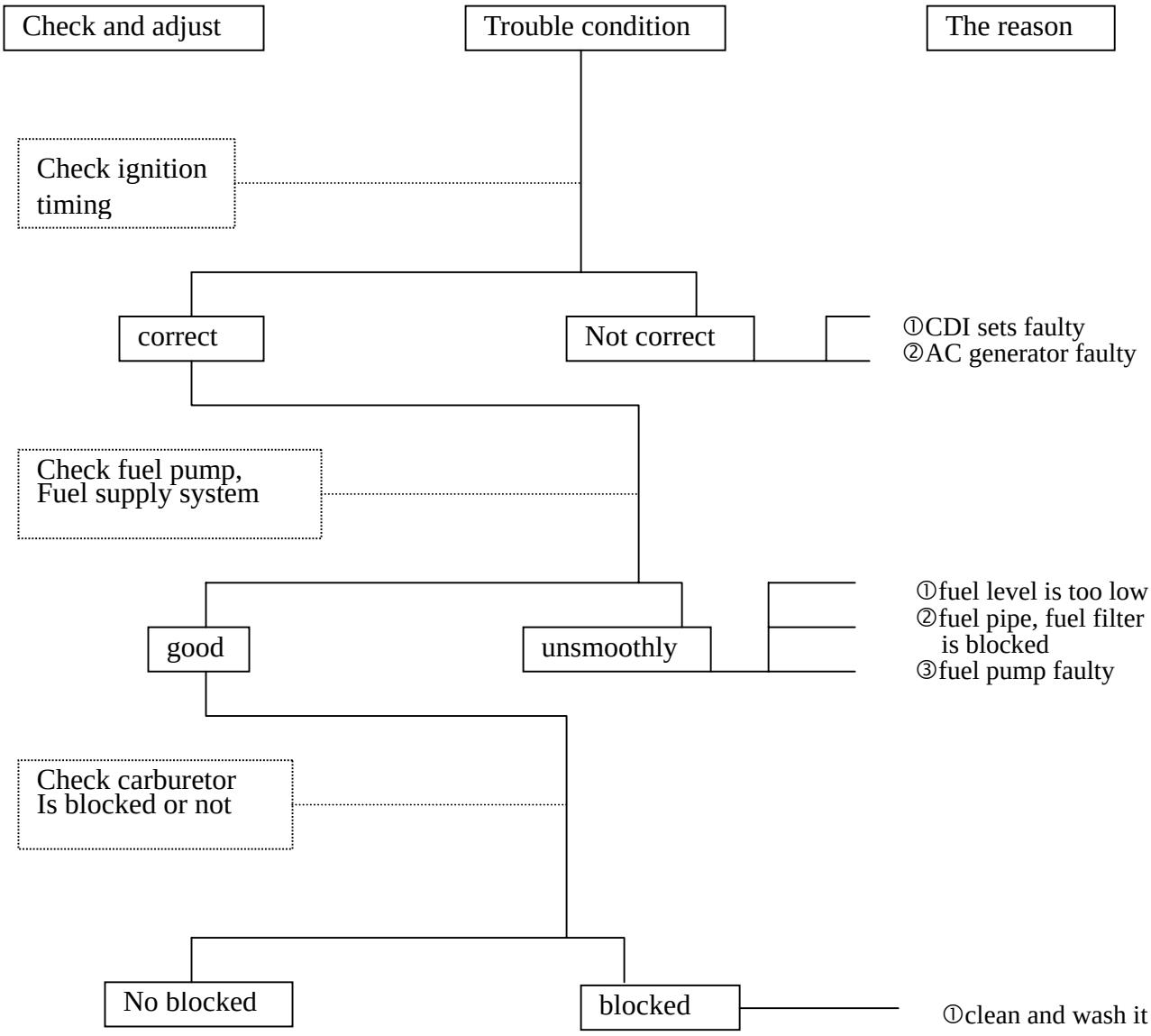
For 4T engine only:



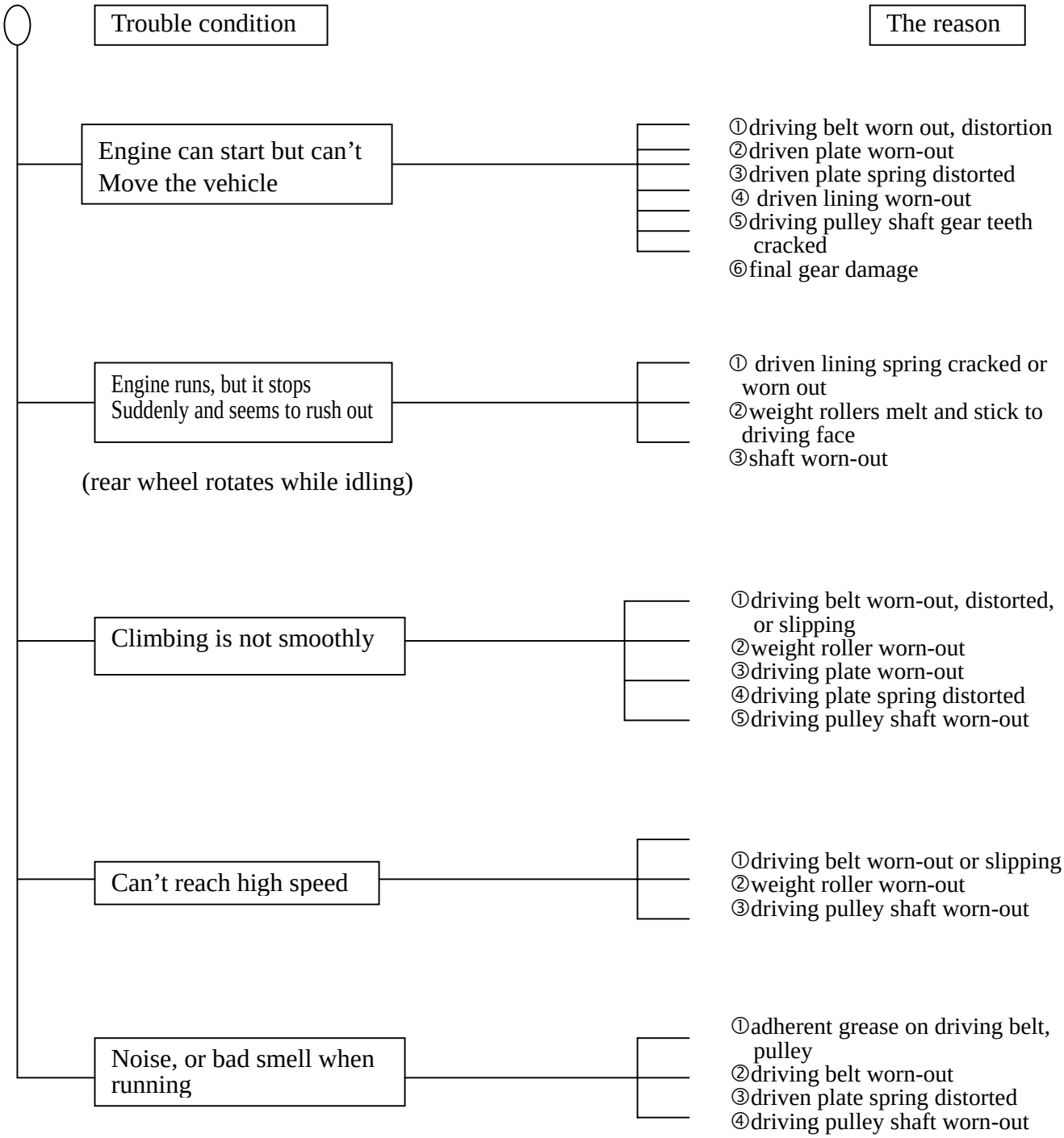
3.Engine running unsmoothly (low speed and idling)



4.Engine running unsmoothly (high speed)



5.Clutch, drive and driven pulley



6.Handlebar steering astrayed when running.

Trouble condition	The reason
	(front and rear wheel pressure are normal)
Handlebar operates heavily	①steering column lock screw locked too tightly ②steel ball cracked
Front and rear wheel swings	①rear, front wheel bearing swings ②front, rear wheel rim distorted ③loosen front axle nut
Handlebar astrayed to one direction	①front and rear wheel center not well-allined ②front fork crooked

7.Front, rear damper not in balanced

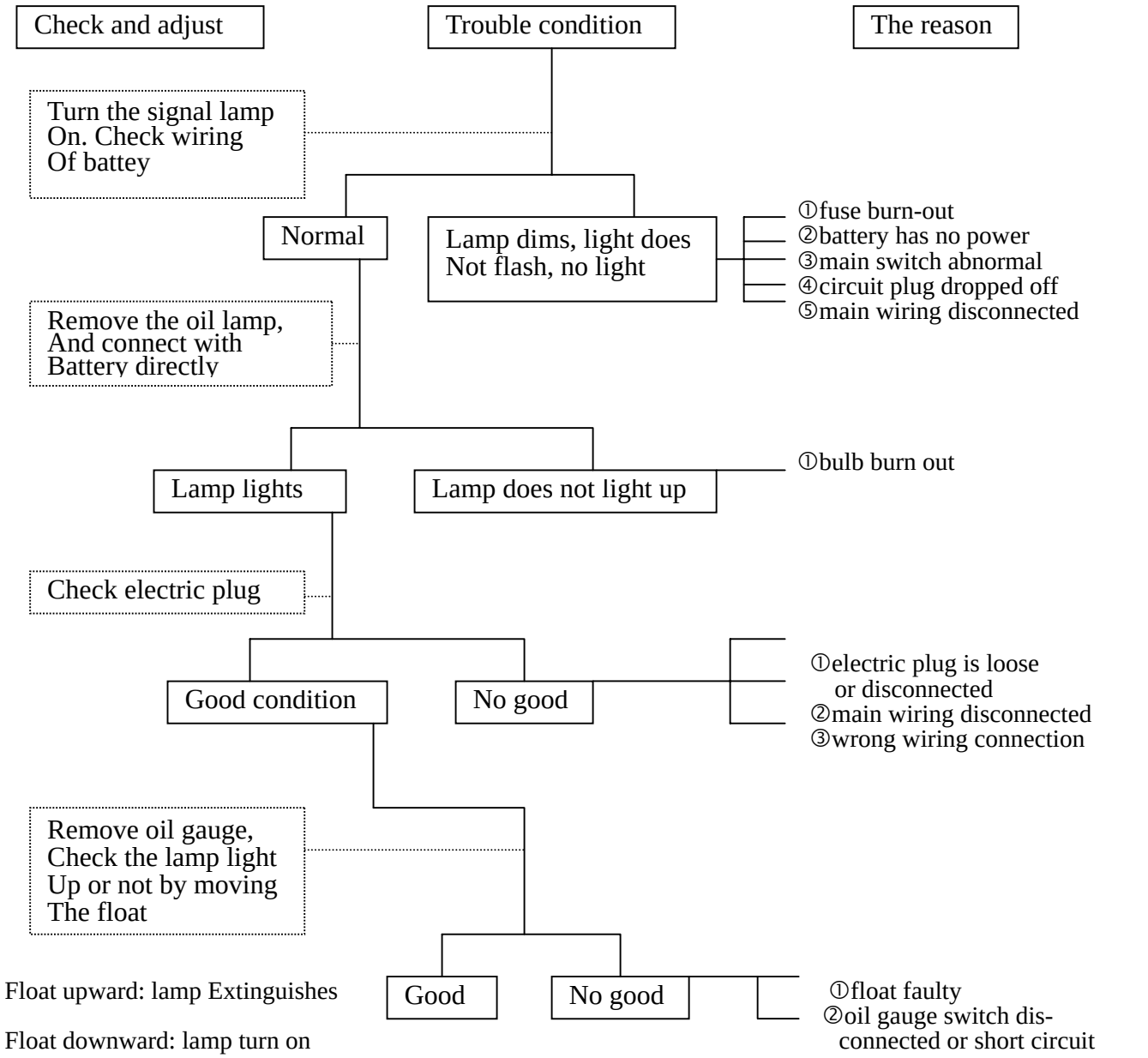
Trouble condition	The reason
	(front and rear wheel pressure is normal)
Damper is too soft	①damper spring is too soft ②carrying weight is too large ③damper oil leakage
Damper is too hard	①front fork guide rod crooked ②damper and damper cover cracked
Damper has abnormal noise	①problems in damper tube and spring ②damper and damper cover cracked

8.Brake disorder.

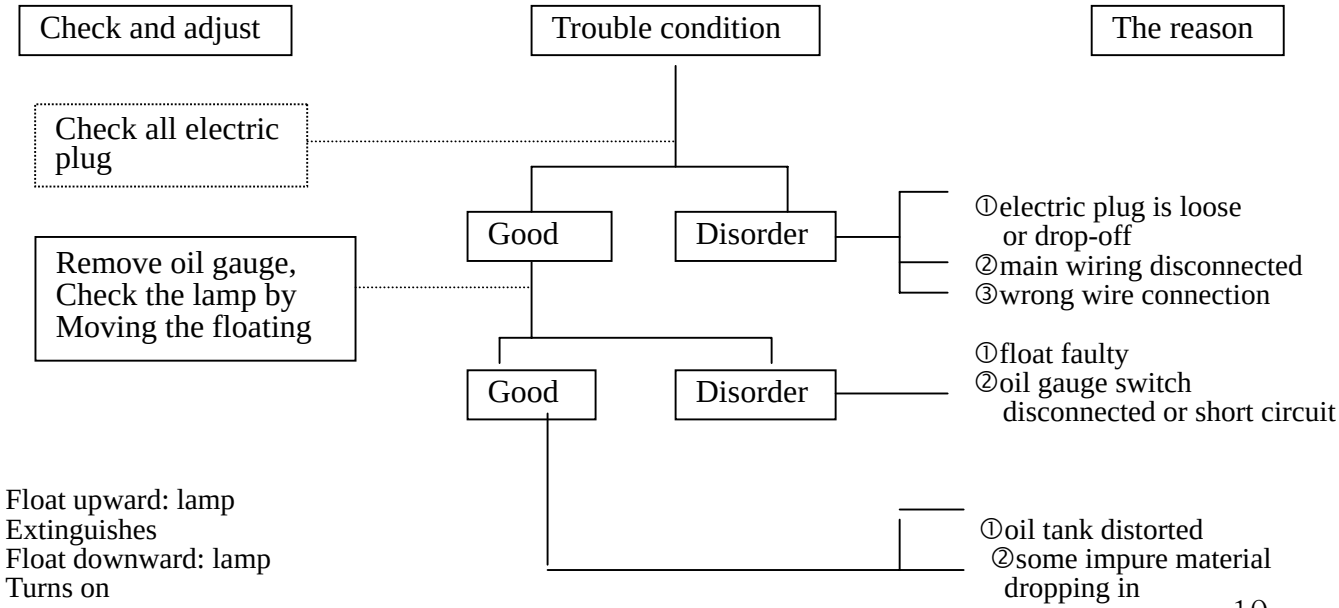
Trouble condition	The reason
	(adjustment according to standard procedure)
Brake plate"△"mark points to "△"mark	①brake lining worn-out ②bake lining cam worn-out ③brake cam worn-out ④brake hub worn-out
Noise when brake	①brake lining worn-out ②unknown materials attached on brake lining ③Contact surface of the wheel hub becomes rough
Faulty performance	①brake cable over stretching or moving unsmoothly ②brake contacting surface with brake lining does not contact 100% ③water or sand drop into brake mechanism ④some grease on brake lining surface

9.Oil indicator malfunction (Only available for 2T engine)

(a)The oil lamp doesn't light up, (when the main switch is at "ON"position)

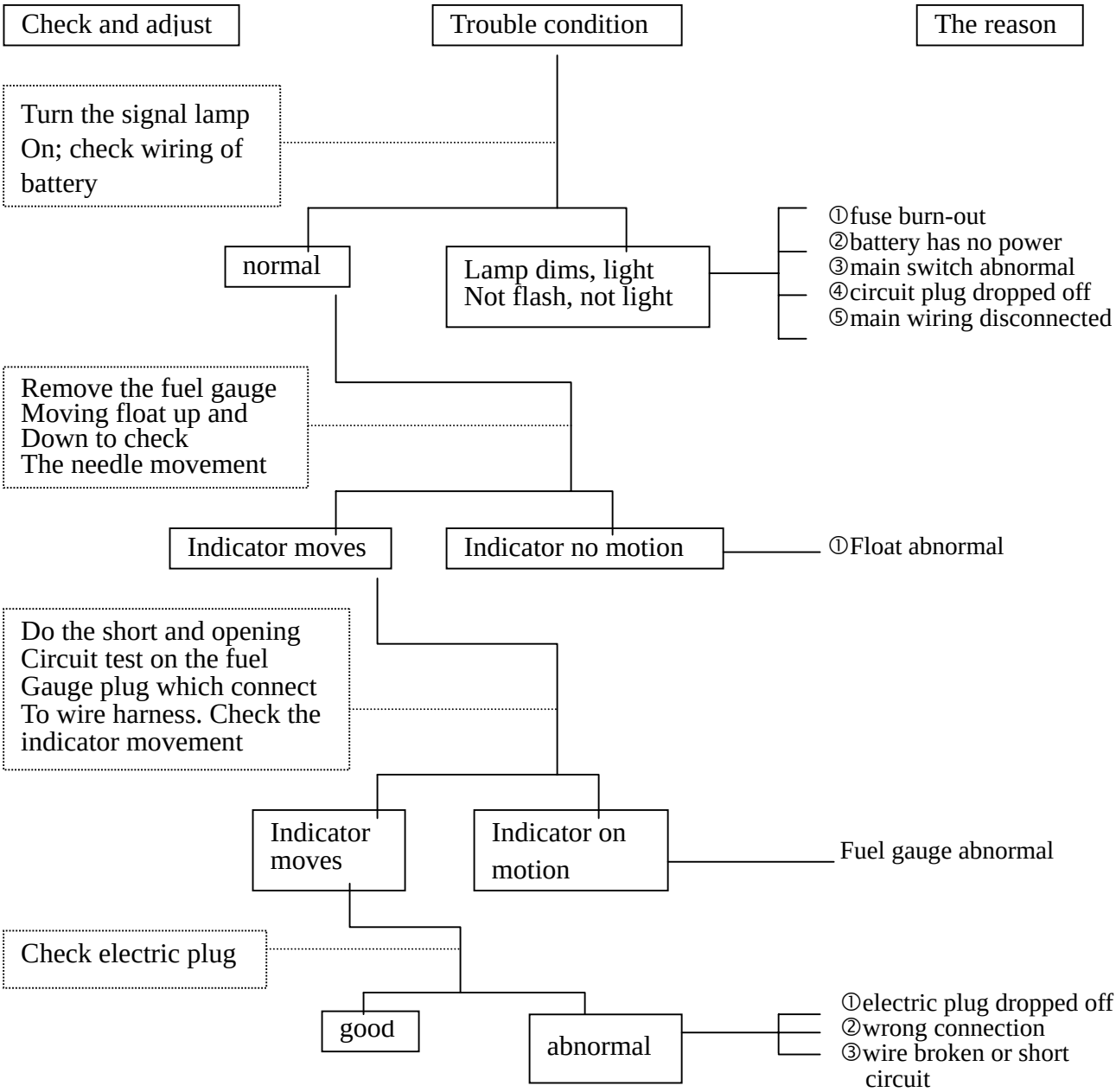


(b)Oil is enough but the indicator turns on all the time (when the main switch is "ON")

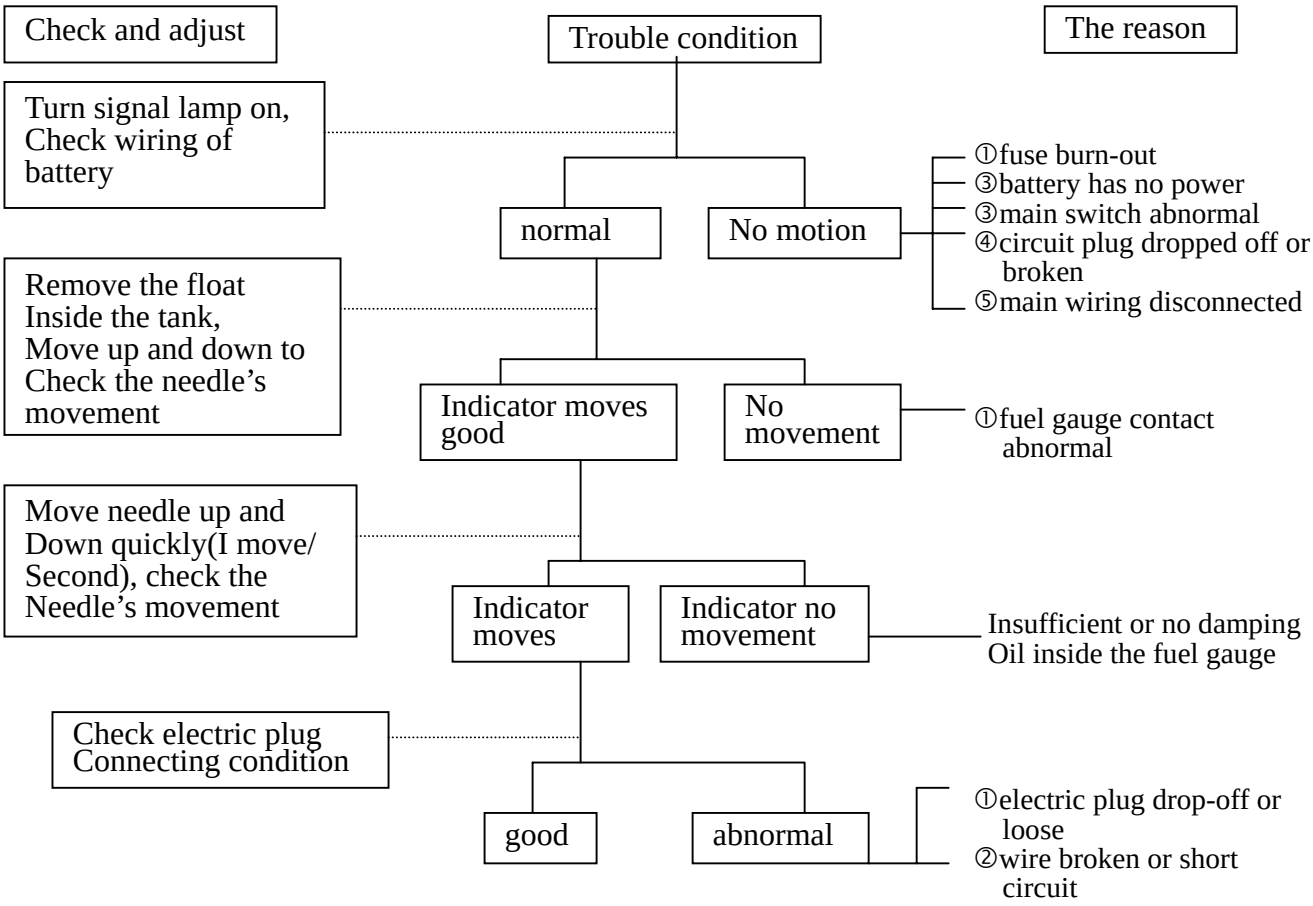


10.Fuel indication malfunction

(a)wrong fuel level indication(when the main switch is “ON”)

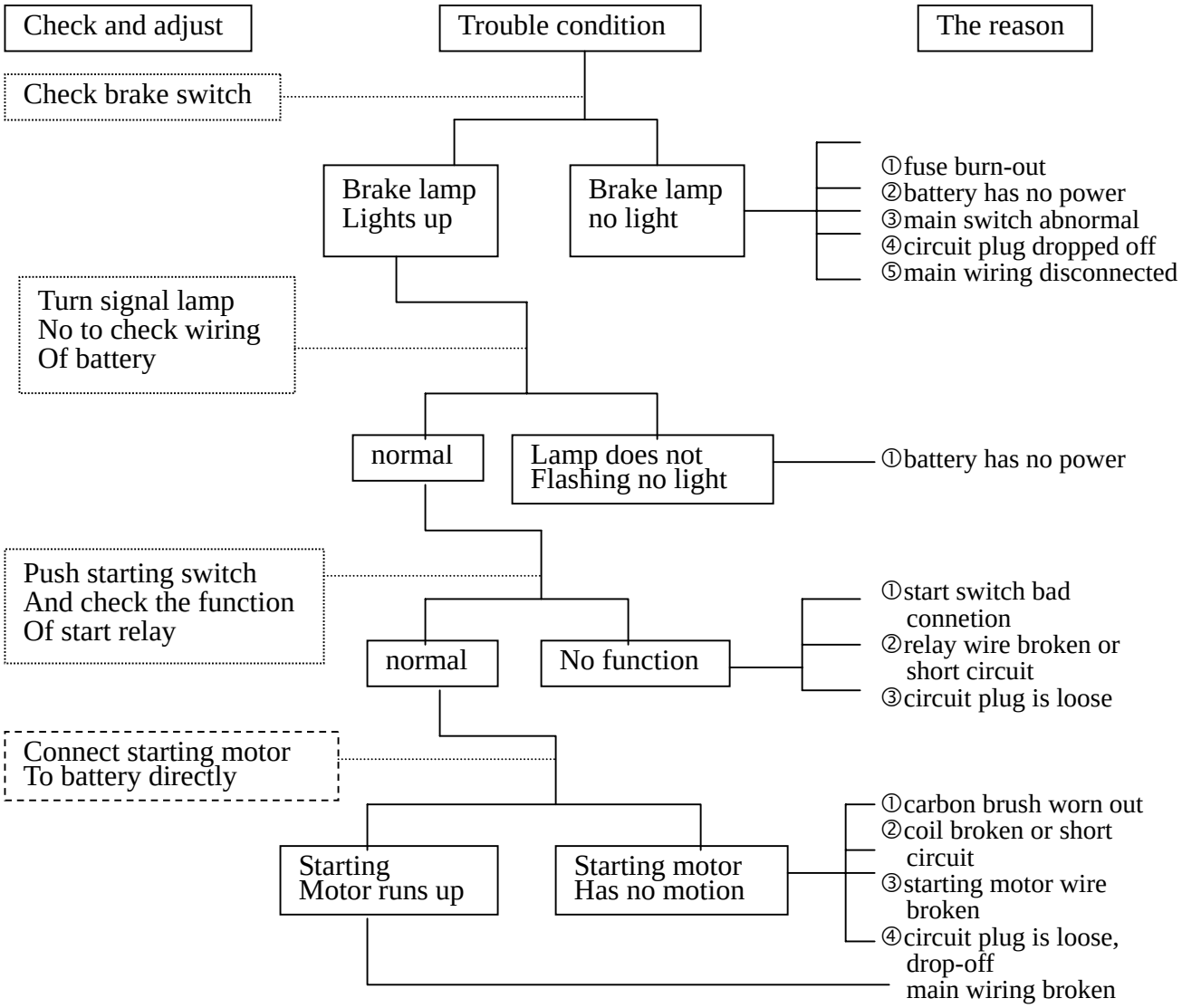


(b)Fuel gauge needle is not steady and sometimes moves up and down (when the main switch is “ON”)

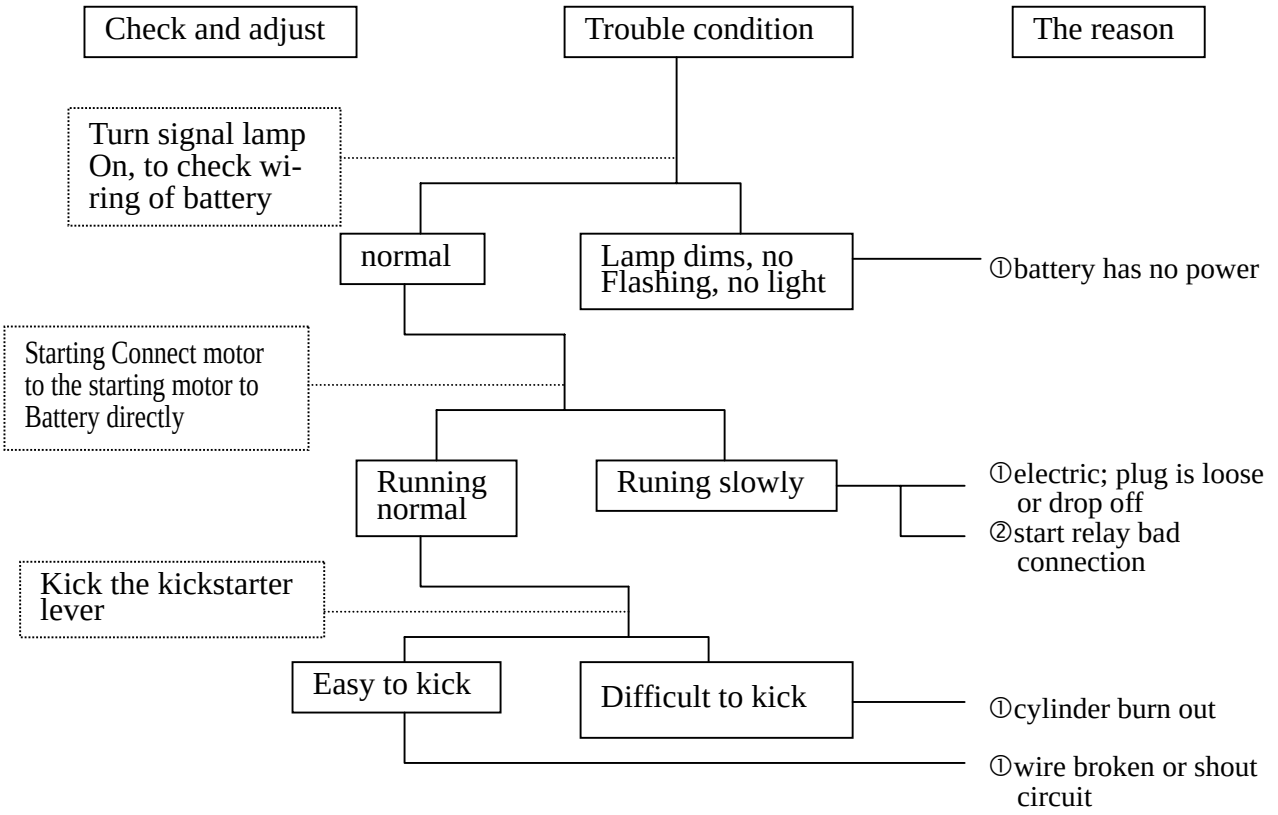


11.The starting motor abnormal

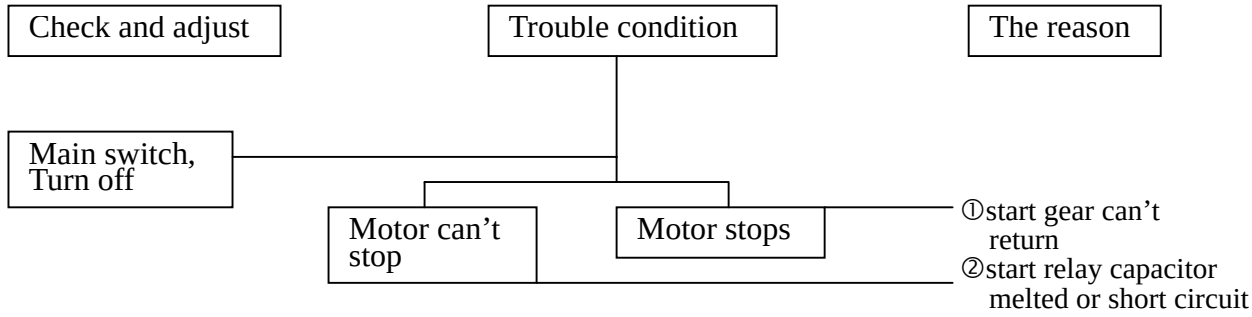
(a)Starting motor can not rotate



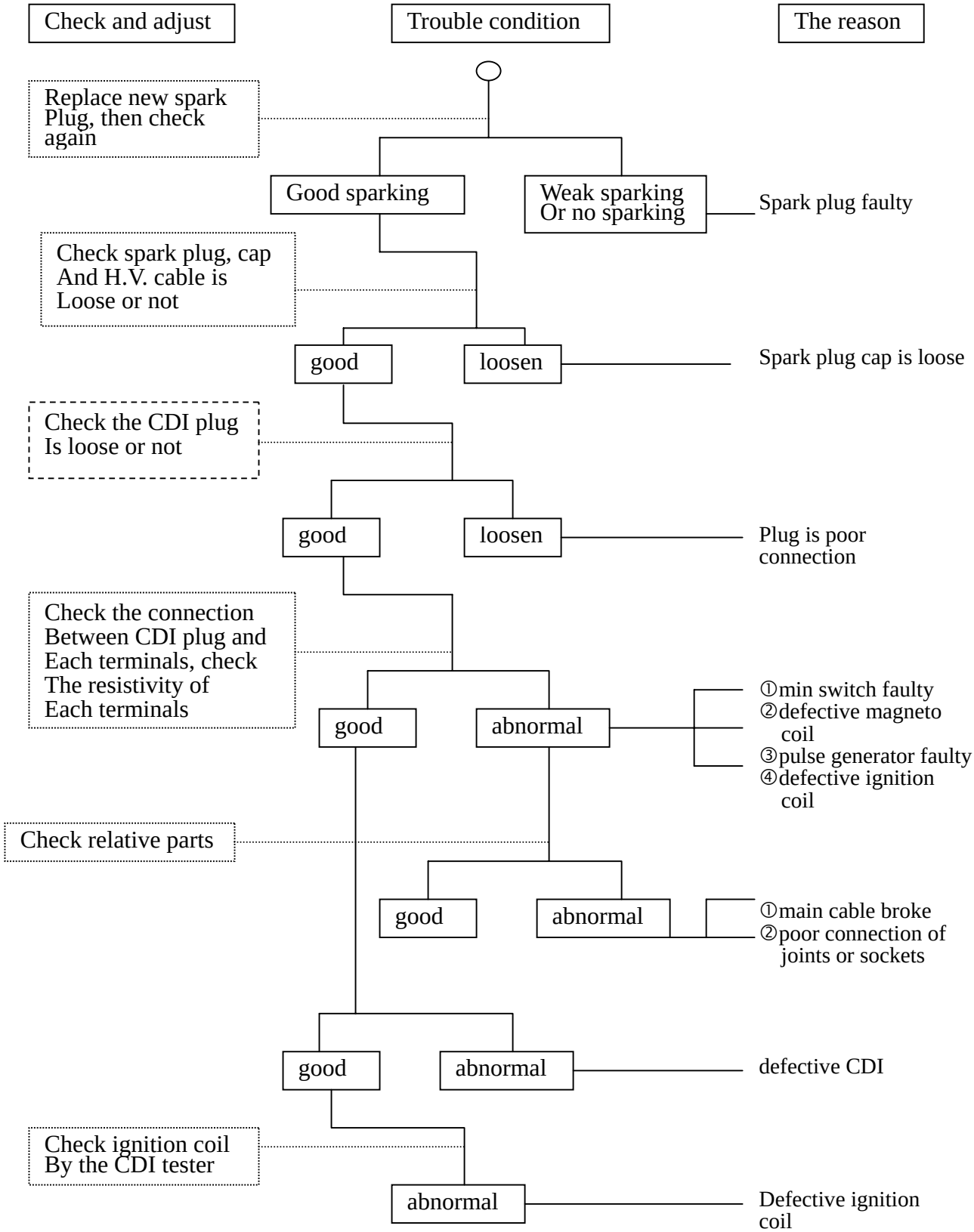
(b)Starting motor running slowly or no pick-up



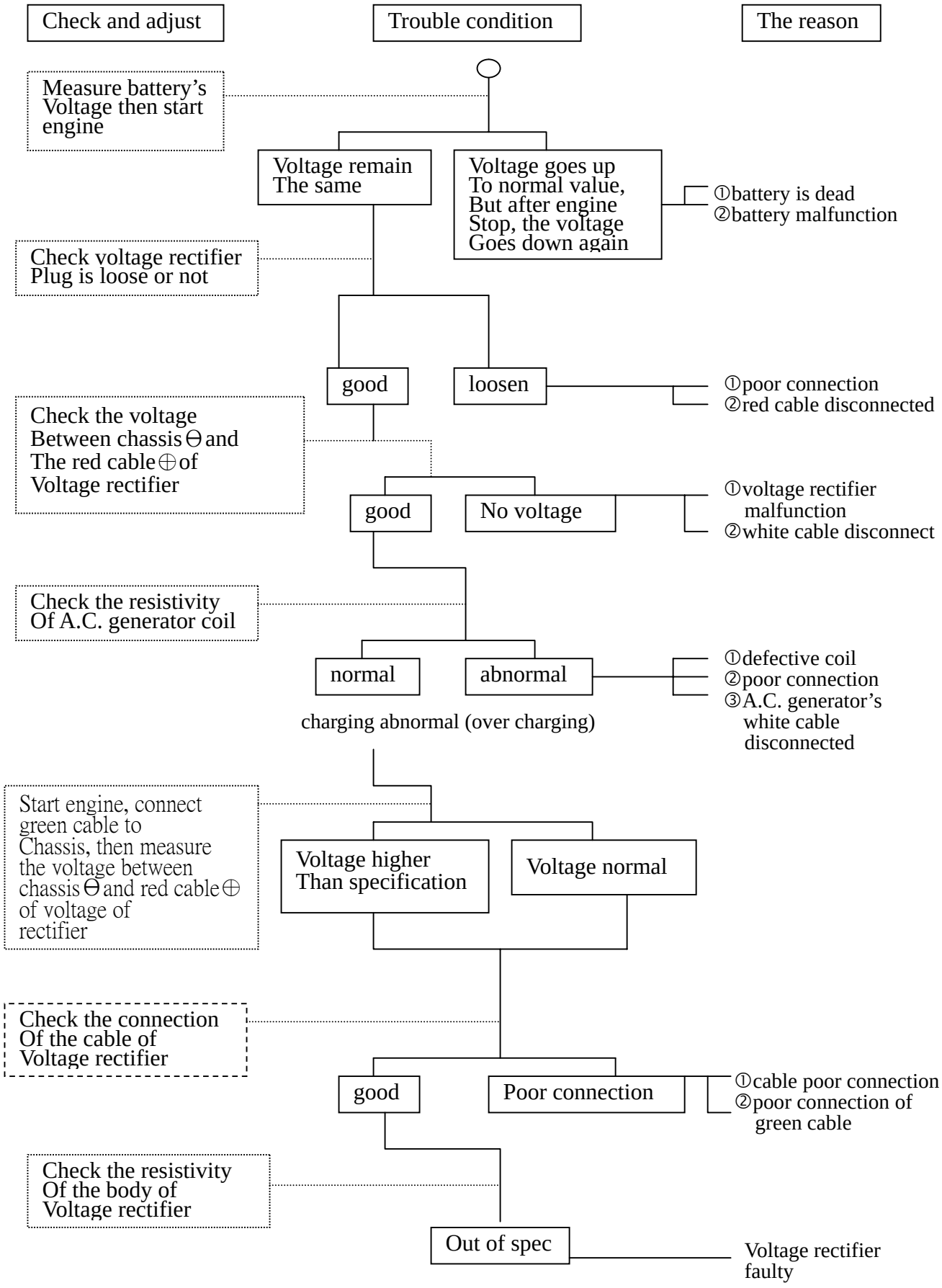
©Starting motor can not stop after starting



12.No sparking



13.Charging abnormal(battery over charging or over discharging)



Procedure to maintain the Electronic Management System (EMS)

■ Systematic procedure to diagnose any troubles for reparation

Items to be checked first prior to any diagnoses for engine troubles:

1. Make sure of the engine trouble indicator normally running;
2. Check with a trouble diagnosis meter to ensure no trouble information recorded;
3. Check any trouble phenomenon hinted by the vehicle owner and trouble-related conditions.

External check:

(1) Check any leakage from a fuel hose.
(2) Check any leakage from a vacuum pipe.
(3) Check any jam, leakage, flattening, or damage at an air inlet.
(4) Check the ignition system for break or aging of any high-voltage cable and ignition status.
(5) Check grounding of any wire harness clean and securely fixed.
(6) Check any sensor or actuator's connector loosened or poorly contacted.

Note: Repair any trouble specified herein first which may affect the subsequent diagnoses or reparation.

■ **Diagnosis assist:**

1. Make sure of no engine-related trouble records;
2. Make sure of any offered troubles;
3. Follow the said procedure to complete inspections and find no any unconformable situation;
4. Do not ignore any effect from maintenance, cylinder pressure, mechanical timing, or fuel on the system;
5. Replace ECU for tests.

In the event of any trouble eliminated, ECU should be the source of trouble; if not, install the original ECU and repeat the procedure to recheck.

■ **Trouble:**

- Engine not running or slowly running during start-up
- Engine running but start-up failing during start-up
- Trouble of hot start
- Trouble of cold start
- Trouble of start-up anytime despite RPM normal
- Start-up normal but idle speed unstable anytime
- Start-up normal but idle speed unstable during warm-up
- Start-up normal but idle speed unstable with warm-up finished
- Start-up normal but idle speed unstable or stall with load such as front lamp applied
- Start-up normal but idle speed too high
- RPM low or stall during acceleration
- Acceleration slow
- Acceleration powerless; performance bad

(1) Engine not running or slowly running during start-up

General trouble location: 1. Battery; 2. Start motor; 3. Main wiring or power switch; 4. Engine mechanism.

Procedure for general diagnoses:

No.	Operating Procedure	Detection Results	Subsequent Steps
1	Check the voltage between two battery terminals with a multi-meter to ensure the voltage between 11 and 12V during start-up of the engine.	Yes	Next step
		No	Replace the battery.
2	Keep the power switch “ON” and check the voltage at the positive terminal on the start motor over 8V.	Yes	Next step
		No	Fix or replace wiring harness.
3	Remove the start motor and check its status for open circuits or jam attributed to lubrication insufficient.	Yes	Fix or replace the start motor.
		No	Next step
4	For any trouble in winter only, check lubricant in the engine wrong for big resistance of the start motor.	Yes	Change applicable lubricant.
		No	Next step
5	Check mechanical resistance inside the engine causing the motor not running or slowly running.	Yes	Correct resistance inside the engine.
		No	Repeat the said step.

(2) Engine running but start-up failing during start-up

General trouble location: 1. Oil tank empty; 2. Fuel pump; 3. RPM sensor; 4. Ignition coils; 5. Engine mechanism.

Procedure for general diagnoses:

No.	Operating Procedure	Detection Results	Subsequent Steps
1	Connect a fuel pressure gauge before the fuel inlet of the nozzle; press the power switch repeatedly if necessary or start the engine to check the fuel pressure at 300kPa or so.	Yes	Next step
		No	Repair the fuel supply system.
2	Connect the EMS diagnosis tester and check “Engine RPM”; start the engine to check any **RPM signal output.**	Yes	Next step
		No	Correct circuits of the RMP sensor.
3	Disconnect the ignition cable and connect a spark tester; start the engine and check any high-voltage flash (blue/white).	Yes	Next step
		No	Repair the ignition system.
4	Check pressure of the engine cylinder and find any possibility of pressure insufficient.	Yes	Eliminate any mechanical trouble of the engine.
		No	Next step
5	Connect an EMS adapter and press the power switch to check voltages at Pins **5#, 10#, and 23#**; check grounding at Pins **2#** and **21#.**	Yes	Diagnosis assist
		No	Repair the relevant circuits.

(3) Trouble of hot start

General trouble location: 1. Water in fuel; 2. Fuel pump; 3. Engine temperature sensor; 4. Ignition coils

Procedure for general diagnoses:

No.	Operating Procedure	Detection Results	Subsequent Steps
1	Connect a fuel pressure gauge before the fuel inlet of the nozzle; start the engine to check the fuel pressure at 300kPa or so.	Yes	Next step
		No	Repair the fuel supply system.
2	Disconnect the ignition cable and connect a spark tester; start the engine and check any high-voltage flash (blue/white).	Yes	Next step
		No	Repair the ignition system.
3	Press the engine temperature sensor connector and start the engine; check if the engine successfully started. (Or **install a series-connected resistor (300Ω) in lieu of the engine temperature sensor at the engine temperature sensor connector.** Check if the engine is successfully started.)	Yes	Correct circuits or replace the sensor.
		No	Next step
		No	Next step
4	Check fuel and observe any trouble attributed to fuel just added.	Yes	Replace fuel.
		No	Next step
5	Connect an EMS adapter and press the power switch to check voltages at Pins **1#, 19#, and 29#**; check grounding at Pins **8#** , 35#and **36#.**	Yes	Diagnosis assist
		No	Repair the relevant circuits.

(4) Trouble of cold start

General trouble location: 1. Water in fuel; 2. Fuel pump; 3. Engine temperature sensor; 4. Nozzle; 5. Ignition coils; 6. Air throttle and & idle air bypass; 7. Engine mechanism.

Procedure for general diagnoses:

No.	Operating Procedure	Detection Results	Subsequent Steps
1	Connect a fuel pressure gauge before the fuel inlet of the nozzle; start the engine to check the fuel pressure at 300kPa or so.	Yes	Next step
		No	Repair the fuel system.
2	Disconnect the ignition cable and connect a spark tester; start the engine and check any high-voltage flash (blue/white).	Yes	Next step
		No	Repair the ignition system.
3	Press the engine temperature sensor connector and start the engine; check if the engine successfully started. (Or **install a series-connected resistor (2500Ω) in lieu of the engine temperature sensor at the engine temperature sensor connector.** Observe if the engine is successfully started.)	Yes	Correct circuits or replace any sensor.
		No	Next step
4	Slightly pull the throttle to check if the engine is easily started.	Yes	Clean the air throttle and the idle air bypass.
		No	Next step
5	Disassemble the nozzle and check any leakage or jam in the nozzle with a nozzle cleaner & analyzer.	Yes	Replace the defective nozzle.
		No	Next step
6	Check fuel and observe any trouble attributed to fuel just added.	Yes	Change fuel.
		No	Next step
7	Check pressure of the engine cylinder and find any possibility of pressure insufficient.	Yes	Eliminate any mechanical trouble of the engine.
		No	Next step
8	Connect an EMS adapter and press the power switch to check voltages at Pins **1#, 19#, and 29#**; check grounding at Pins **8#** , 35#and **36#.**	Yes	Diagnosis assist
		No	Repair the relevant circuits.

(5) Trouble of start-up anytime despite RPM normal

General trouble location: 1. Water in fuel; 2. Fuel pump; 3. Engine temperature sensor; 4. Nozzle; 5. Ignition coils; 6. Air throttle and & idle air bypass; 7. Air intake; 8. Ignition timing; 9. Spark plug; 10. Engine mechanism.

Procedure for general diagnoses:

No.	Operating Procedure	Detection Results	Subsequent Steps
1	Check any jam of the air filter and leakage of the air intake.	Yes	Repair the air intake system.
		No	Next step
2	Connect a fuel pressure gauge before the fuel inlet of the nozzle; start the engine to check the fuel pressure at 300kPa or so.	Yes	Next step
		No	Repair the fuel supply system.
3	Disconnect the ignition cable and connect a spark tester; start the engine and check any high-voltage flash (blue/white).	Yes	Next step
		No	Repair the ignition system.
4	Check the spark plug in the cylinder and its model and gap conformable to specifications.	Yes	Next step
		No	Adjust or change the spark plug.
5	Press the engine temperature sensor connector and start the engine; check if the engine is successfully started.	Yes	Correct circuits or replace the sensor.
		No	Next step
6	Slightly pull the throttle to check if the engine is easily started.	Yes	Clean the air throttle and the air intake for idle speed.
		No	Next step
7	Disassemble the nozzle and check any leakage or jam in the nozzle with a nozzle cleaner & analyzer.	Yes	Change the defective nozzle.
		No	Next step
8	Check fuel and observe any trouble attributed to fuel just added.	Yes	Change fuel.
		No	Next step
9	Check pressure of the engine cylinder and find any possibility of pressure insufficient.	Yes	Eliminate any mechanical trouble of the engine.
		No	Next step
10	Check if mechanical ignition timing of the engine is conformable to specifications.	Yes	Next step
		No	Correct ignition timing.
11	Connect an EMS adapter and press the power switch to check voltages at Pins **1#, 19#, and 29#**; check grounding at Pins **8#** ， 35#and **36#.**	Yes	Diagnosis assist
		No	Repair the relevant circuits.

(6) Start-up normal but idle speed unstable anytime

General trouble location: 1. Water in fuel; 2. Nozzle; 3. Spark plug; 4. Air throttle and idle air bypass; 5.Air intake; 6. ISC; 7. Ignition timing; 8. Spark plug; 9. Engine mechanism.

Procedure for general diagnoses:

No.	Operating Procedure	Detection Results	Subsequent Steps
1	Check any jam of the air filter and leakage of the air intake.	Yes	Repair the air intake system.
		No	Next step
2	Check the Idle governor for the control valve jammed.	Yes	Change
		No	Next step
3	Check the spark plug and its model and gap conformable to specifications.	Yes	Next step
		No	Adjustment or change
4	Check the air throttle and the idle air bypass for any carbon deposition.	Yes	Cleaning
		No	Next step
5	Disassemble the nozzle and check any leakage or jam in the nozzle with a nozzle cleaner & analyzer.	Yes	Replace the defective nozzle.
		No	Next step
6	Check fuel and observe any trouble attributed to fuel just added.	Yes	Change fuel.
		No	Next step
7	Check pressure of the engine cylinder and find any big difference in pressure.	Yes	Eliminate any mechanical trouble of the engine.
		No	Next step
8	Check if mechanical ignition timing of the engine is conformable to specifications.	Yes	Next step
		No	Correct ignition timing.
9	Connect an EMS adapter and press the power switch to check voltages at Pins **1#, 19#, and 29#**; check grounding at Pins **8#** , 35#and **36#.**	Yes	Diagnosis assist
		No	Repair the relevant circuits.

(7) Start-up normal but idle speed unstable during warm-up

General trouble location: 1. Water in fuel; 2. Engine temperature sensor; 3. Spark plug; 4. Air throttle and idle air bypass; 5. Air intake; 6. Idle governor; 7. Engine mechanism.

Procedure for general diagnoses:

No.	Operating Procedure	Detection Results	Subsequent Steps
1	Check any jam of the air filter and leakage of the air intake.	Yes	Repair the air intake system.
		No	Next step
2	Check the spark plug and its model and gap conformable to specifications.	Yes	Next step
		No	Adjustment or change
3	Remove the Idle governor and check the air throttle, the isc, and the idle air bypass for any carbon deposition.	Yes	Clean relevant parts.
		No	Next step
4	Press the engine temperature sensor connector and start the engine to check any instability of the idle speed during warm-up of the engine.	Yes	Correct circuits or replace any sensor.
		No	Next step
5	Disassemble the nozzle and check the nozzle leaking or blocked, or the flow out of tolerance with a nozzle cleaner & analyzer.	Yes	Change the defective nozzle.
		No	Next step
6	Check fuel and observe any trouble attributed to fuel just added.	Yes	Change fuel.
		No	Next step
7	Check pressure of the engine cylinder and find any big difference in pressure.	Yes	Eliminate any mechanical trouble of the engine.
		No	Next step
8	Connect an EMS adapter and press the power switch to check voltages at Pins **1#, 19#, and 29#**; check grounding at Pins **8#** ， 35#and **36#.**	Yes	Diagnosis assist
		No	Repair the relevant circuits.

(8) Start-up normal but idle speed unstable with warm-up finished

General trouble location: 1. Water in fuel; 2. Engine temperature sensor; 3. Spark plug; 4. Air throttle and idle air bypass; 5. Air intake; 6. ISC; 7. Engine mechanism.

Procedure for general diagnoses:

No.	Operating Procedure	Detection Results	Subsequent Steps
1	Check any jam of the air filter and leakage of the air intake.	Yes	Repair the air intake system.
		No	Next step
2	Check the spark plug and its model and gap conformable to specifications.	Yes	Next step
		No	Adjustment or change
3	Remove the ISC and check the air throttle, the ISCand the idle air bypass for any carbon deposition.	Yes	Clean relevant parts.
		No	Next step
4	Press the engine temperature sensor connector and start the engine to check any instability of the idle speed during warm-up of the engine.	Yes	Correct circuits or replace any sensor.
		No	Next step
5	Disassemble the nozzle and check the nozzle leaking or blocked, or the flow out of tolerance with a nozzle cleaner & analyzer.	Yes	Change the defective nozzle.
		No	Next step
6	Check fuel and observe any trouble attributed to fuel just added.	Yes	Change fuel.
		No	Next step
7	Check pressure of the engine cylinder and find any big difference in pressure.	Yes	Eliminate any mechanical trouble of the engine.
		No	Next step
8	Connect an EMS adapter and press the power switch to check voltages at Pins **1#, 19#, and 29#**; check grounding at Pins **8#** , 35#and **36#.**	Yes	Diagnosis assist
		No	Repair the relevant circuits.

(9) Start-up normal but idle speed unstable or stall with load such as front lamp applied

General trouble location: 1. ISC 2. Nozzle.

Procedure for general diagnoses:

No.	Operating Procedure	Detection Results	Subsequent Steps
1	Remove the ISC and check the air throttle, the ISCand the idle air bypass for any carbon deposition.	Yes	Clean relevant parts.
		No	Next step
2	Check if the engine's output power is increased with the load applied; use the EMS diagnosis tester to check any change in the ignition advance angle, duration of fuel injection, and air input.	Yes	Go to Step 4.
		No	Next step
		No	Repair the air regulating system.
3	Disassemble the nozzle and check the nozzle leaking or blocked, or the flow out of tolerance with a nozzle cleaner & analyzer.	Yes	Change the defective nozzle.
		No	Next step
4	Connect an EMS adapter and press the power switch to check voltages at Pins **1#, 19#, and 29#**; check grounding at Pins **8#** , 35#and **36#.**	Yes	Diagnosis assist
		No	Repair the relevant circuits.

(10) Start-up normal but idle speed too high

General trouble location: 1. Air throttle and idle air bypass; 2. Vacuum tube; 3, ISC ; 4. Engine temperature sensor; 5. Ignition timing.

Procedure for general diagnoses:

No.	Operating Procedure	Detection Results	Subsequent Steps
1	Check the throttle cable for jammed or too tight.	Yes	Adjustment
		No	Next step
2	Check the air intake system and the connected vacuum tube for any leakage.	Yes	Repair the air intake system.
		No	Next step
3	Remove the ISC and check the air throttle, the ISCand the idle air bypass for any carbon deposition.	Yes	Clean relevant parts.
		No	Next step
4	Press the engine temperature sensor connector and start the engine; check if the engine's the idle speed is too high.	Yes	Correct circuits or replace any sensor.
		No	Next step
5	Check if mechanical ignition timing of the engine is conformable to specifications.	Yes	Next step
		No	Correct ignition timing.
6	Connect an EMS adapter and press the power switch to check voltages at Pins **1#, 19#, and 29#**; check grounding at Pins **8#** , 35#and **36#.**	Yes	Diagnosis assist
		No	Repair the relevant circuits.

(11) RPM low or stall during acceleration

General trouble location: 1. Water in fuel; 2. Inlet pressure sensor & air throttle sensor; 3, Spark plug; 4. Air throttle & idle air bypass; 5. Air intake; 6.ISC ; 7. Nozzle; 8. Ignition timing;

9. Exhauster.

Procedure for general diagnoses:

No.	Operating Procedure	Detection Results	Subsequent Steps
1	Check the air filter for any jam.	Yes	Check the air intake system.
		No	Next step
2	Connect a fuel pressure gauge before the fuel inlet of the nozzle; start the engine to check the fuel pressure at 300kPa or so during the idle status.	Yes	Next step
		No	Repair the fuel supply system.
3	Check the spark plug in the cylinder and its model and gap conformable to specifications.	Yes	Next step
		No	Adjustment or replacement
4	Remove the ISC and check the air throttle, the ISCand the idle air bypass for any carbon deposition.	Yes	Clean relevant parts.
		No	Next step
5	Check the inlet pressure sensor, the air throttle and circuits.	Yes	Next step
		No	Correct circuits or replace any sensor.
6	Disassemble the nozzle and check any leakage or jam in the nozzle with a nozzle cleaner & analyzer.	Yes	Replace the defective nozzle.
		No	Next step
7	Check fuel and observe any trouble attributed to fuel just added.	Yes	Change fuel.
		No	Next step
8	Check if ignition timing of the engine is conformable to specifications.	Yes	Next step
		No	Correct ignition timing.
9	Check the exhauster for exhaust normally discharged.	Yes	Next step
		No	Repair or replace the exhauster.
10	Connect an EMS adapter and press the power switch to check voltages at Pins **1#, 19#, and 29#**; check grounding at Pins **8#** , 35#and **36#.**	Yes	Diagnosis assist
		No	Repair the relevant circuits.

(12) Acceleration slow

General trouble location: 1. Water in fuel; 2. Inlet pressure sensor and air throttle sensor; 3. Spark plug; 4. Air throttle and idle air bypass; 5. Air intake; 6. ISC ; 7. Nozzle; 8. Ignition timing; 9. Exhauster.

Procedure for general diagnoses:

No.	Operating Procedure	Detection Results	Subsequent Steps
1	Check the air filter for any jam.	Yes	Check the air intake system.
		No	Next step
2	Connect a fuel pressure gauge before the fuel inlet of the nozzle; start the engine to check the fuel pressure at 300kPa or so during the idle status.	Yes	Next step
		No	Repair the fuel supply system.
3	Check the spark plug in the cylinder and its model and gap conformable to specifications.	Yes	Next step
		No	Adjustment or replacement
4	Remove the ISC and check the air throttle, the ISCand the idle air bypass for any carbon deposition.	Yes	Clean relevant parts.
		No	Next step
5	Check the inlet pressure sensor, the air throttle sensor and circuits.	Yes	Next step
		No	Correct circuits or replace any sensor.
6	Disassemble the nozzle and check any leakage or jam in the nozzle with a nozzle cleaner & analyzer.	Yes	Replace the defective nozzle.
		No	Next step
7	Check fuel and observe any trouble attributed to fuel just added.	Yes	Change fuel.
		No	Next step
8	Check if the engine’s ignition timing is conformable to specifications.	Yes	Next step
		No	Correct ignition timing.
9	Check the exhauster for exhaust normally discharged.	Yes	Next step
		No	Repair or replace the exhauster.
10	Connect an EMS adapter and press the power switch to check voltages at Pins **1#, 19#, and 29#**; check grounding at Pins **8#** , 35#and **36#.**	Yes	Diagnosis assist
		No	Repair the relevant circuits.

(13) Acceleration powerless; performance bad

General trouble location: 1. Water in fuel; 2. Inlet pressure sensor and air throttle sensor; 3. Spark plug; 4. Ignition coils; 5. Air throttle and idle air bypass; 6. Air intake; 7. ISC ; 8. Nozzle; 9. Ignition timing; 10. Exhauster.

Procedure for general diagnoses:

No.	Operating Procedure	Detection Results	Subsequent Steps
1	Check any troubles such as clutch slip, low tire pressure, brake drag, wrong tire size.	Yes	Reparation
		No	Next step
2	Check the air filter for any jam.	Yes	Repair the air intake system.
		No	Next step
3	Connect a fuel pressure gauge before the fuel inlet of the nozzle; start the engine to check the fuel pressure at 300kPa or so during the idle status.	Yes	Next step
		No	Repair the fuel supply system.
4	Disconnect the ignition cable and connect a spark tester; start the engine and check any high-voltage flash (blue/white).	Yes	Next step
		No	Repair the ignition system.
5	Check the spark plug in the cylinder and its model and gap conformable to specifications.	Yes	Next step
		No	Adjustment or replacement
6	Remove the ISC and check the air throttle, the ISCand the idle air bypass for any carbon deposition.	Yes	Clean relevant parts.
		No	Next step
7	Check the inlet pressure sensor, the air throttle sensor and circuits.	Yes	Next step
		No	Correct circuits or replace any sensor.
8	Disassemble the nozzle and check any leakage or jam in the nozzle with a nozzle cleaner & analyzer.	Yes	Replace the defective nozzle.
		No	Next step
9	Check fuel and observe any trouble attributed to fuel just added.	Yes	Change fuel.
		No	Next step
10	Check if the engine's ignition timing is conformable to specifications.	Yes	Next step
		No	Correct ignition timing.
11	Check the exhauster for exhaust normally discharged.	Yes	Next step
		No	Repair or replace the exhauster.
12	Connect an EMS adapter and press the power switch to check voltages at Pins **1#, 19#, and 29#**; check grounding at Pins **8#** , 35#and **36#.**	Yes	Diagnosis assist
		No	Repair the relevant circuits.

3. Checking and Adjustment:

(1)Regular checking table

(2)Battery

(3)Clean air cleaner

(4)The final reduction mechanism oil

(5)Spark plug

(6)Compression pressure measurement

(7)Ignition timing

(8)Throttle cables adjustment

(9)Idle adjustment

(10)Front/**Rear** brake adjustment

(11) Tire

(1)Regular checking table:

1.【○】mark indicates periodical checking

2.【※】indicates changing the parts

Item			Checking period							Judgement standard	Remark
			general checking	first month or Initial 200 mile	home		office				
					every6 months or 3000 mile	every12 months or 6000 mile	every1 months or 600 mile	every3 months or 1800 mile	every12 months or 6000 mile		
Suspension	Handlebar steering column	Loose or swing	○		○	○	○	○	○		
		Operation	○		○	○	○	○	○		
		Turning angle				○			○		
	front fork	Damaged			○	○	○	○	○		
		Shaft fixed condition			○	○	○	○	○		Check from Stering column
		Shaft:loose				○	○		○		Check from Stering column
Brake	Lever	a. clearance	○		○	○	○	○	○	Clearance: Front:10~20mm Rear : 10~20mm	
		b. movement of brake	○	○	○	○	○	○	○		
	Brake cable	loose or damage		○	○	○	○	○	○		
		Change brake cable								※every 2 years	
	Brake cam	worn out							○		
	Wheel hub and brake shor	a. clearance between hub and lining			○	○	○	○	○		
		b. brake shoe and brake lining worn-out				○		○	○		
						○			○		
Wheel	Front wheel axle	damaged or distorsion							○		
	Rear wheel axle	damaged or distorsion							○		
	tire	Pressure	○	○	○	○	○	○	○	unit: kg/c ㎡;1 driver front tire: 2.0 / rear tire: 2.0	
		Cracked or damaged	○		○	○	○	○	○		
		tire thread worn out	○		○	○	○	○	○	Change tire according to △mark	
		tire surface or other intruders	○		○	○	○	○	○		
	Axle	Tighten the bolt and nut			○	○	○	○	○	Front axle nut torque 5.0-6.0kg-m rear axle nut torque 11.0-13.0kg-m	Nut location
	Rim	swingness and damage condition			○	○	○	○	○	Swingness limit Vertical: below 2.0mm Horizontal: below 2.0mm	

Item			Checking period							Judgement standard	Remark
			general checking	first month or Initial 200 mile	home		office				
					every6 months or 3000 mile	every12 months or 6000 mile	every1 months or 600 mile	every3 months or 1800 mile	every12 months or 6000 mile		
wheel	Bearing	Clearance on Front axle		○	○	○	○	○	○		
		Clearance on rear axle			○				○		
Rear Damper	Spring	Damage Condition	○		○	○	○	○	○		
	Ass'y part	Loose or damaged condition			○	○	○	○	○		
	Connecting part	loose or				○			○		
	Bracket	loose or damage condition				○			○		
	Suspension arm	Looseness on Connecting Part				○			○		
	Absorber	Oil leakage				○		○	○		
		Damaged Condition				○		○	○		
		Loose on ass'y part				○		○	○		
Transmission	Clutch and Shift mec-hanism	Function			○	○	○	○	○		
		Gear oil leakage			○	○	○	○	○		LH crank case
	Gear oil	Change gear oil			○	○	○	○	○	BLUR 220: 110C.C. / replace 130C.C/ total	BLUR 150: 90C.C. / replace 110C.C/ total
Electric	Ignition	Spark plug			○	○	○	○	○	Clearance: 0.6~0.7mm NGK:CR7E	BLUR-150 BLUR-220
	Start Mechanism	Starting motor gear				○		○	○		
	Wiring	Recharge Function			○	○	○	○	○		
	Battery	Electrolyte level			○	○	○	○	○	Level between "UPPER" and "LOWER"	
		Electrolyte gravity				○		○	○	When 20℃ Specific gravity: 1.270-1.290	
	Wire circuit	Looseness or Damage on connection plug			○	○	○	○	○		

Item			Checking period							Judgement standard	Remark
			general checking	first month or Initial 200 mile	home		office				
					every6 months or 3000 mile	every12 months or 6000 mile	every1 months or 600 mile	every3 months or 1800 mile	every12 months or 6000 mile		
Engine mechanism	Engine parts	Performance, Noise			○	○	○	○	○		
		Low speed, Acceleration			○	○	○	○	○	Idling: 1600±100rpm	BLUR 150 BLUR 220
		Exhaustion	○		○	○	○	○	○		Check the color of exhausting-air
		Air cleaner			○	○	○	○	○		
		Cylinder, cy1inder head, inlet pipe, locking Condition							○	Locking torque Cylinder head: (cold) 1.0-1.2KG-m Cam holder nut: 2.0-2.3kg-m	BLUE150& 220
		Compression Pressure BLUE 150/220				○			○	. 11kg/c ㎡ @ 650rpm	Using starting motor
	Lubrication system	Oil leakage			○	○	○	○	○		
		Oil quantity, Dirty			○	○	○	○	○		
		Oil quantity,	○								
		Oil filter blocked				○	○	○	○		
	Fuel system	Fuel quantity	○								
		Fuel leakage			○	○	○	○	○		
		Clean Carburetor			○	○	○	○	○		
		Carburetor's Throttle and Choke function			○	○	○	○	○		
		Carburetor Float height			○	○	○	○	○		
		Carburetor Adjustment			○	○	○	○	○		
		Change fuel pipe								※every 4 years	

Item		Checking period							Judgement standard	Remark
		general checking	first month or Initial 200 mile	home		office				
				every6 months or 3000 mile	every12 months or 6000 mile	every1 months or 600 mile	every3 months or 1800 mile	every12 months or 6000 mile		
Lamp system	Function	○		○	○	○	○	○		
	Dirty or broken	○		○	○	○	○	○		
Horn, signal Lamp, reflector	Function	○		○	○	○	○	○		
lock	Function			○	○	○	○	○		
Rear view mirror	Dirty or broken	○		○	○	○	○	○		
License plate	Dirty or damaged	○								
Dashboard	Function	○		○	○	○	○	○		
Muffler silencer	Losseness or Damage on Ass'y part			○	○	○	○	○		
	Function				○		○	○		
chassis	Loose or Damaged				○		○	○		
The previous Abnormal case	Confirm it does Not happen Again	○								
others	Chassis Lubrication			○	○	○	○	○		
	Decarbonate on Combustion room And muffler				○			○		

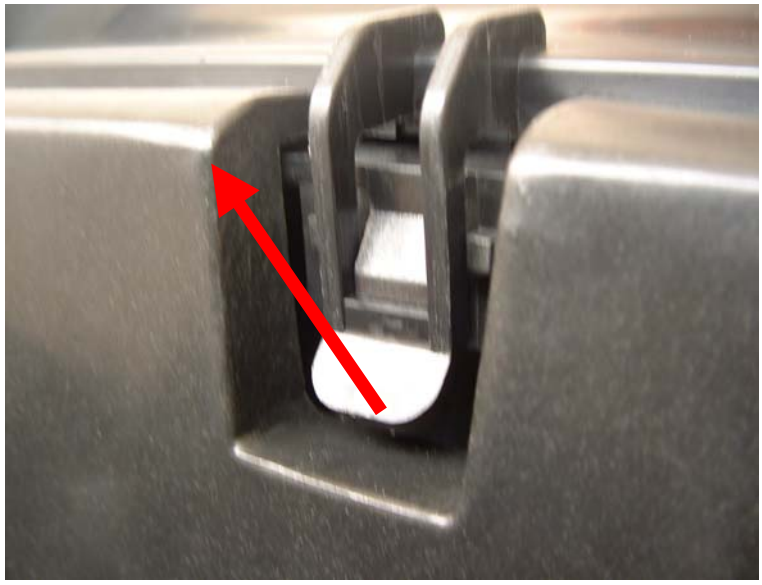
(2)Battery: Recharge when power is out

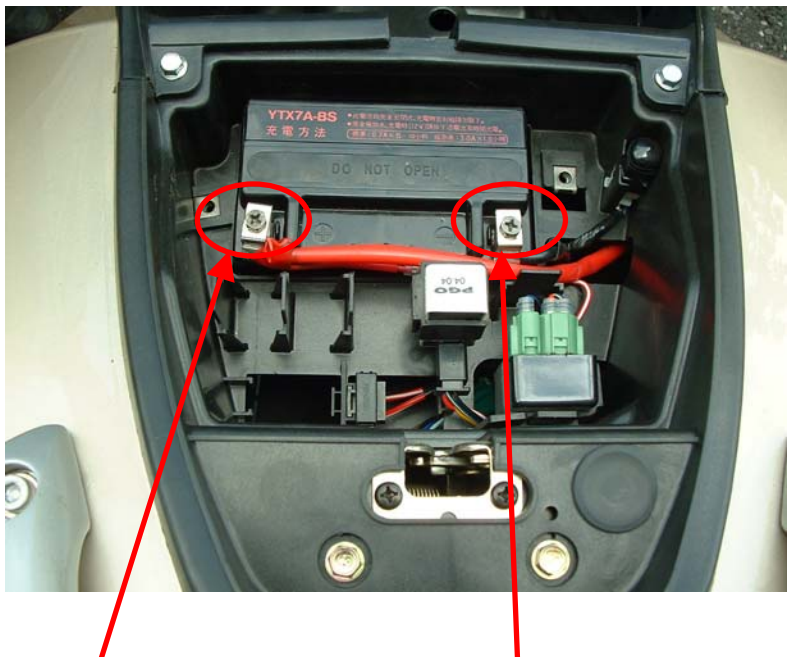
1.Remove the rear luggage cover by hand.

2.Screwing out the two screws on the battery cover. Remove the battery cover. (BLUR150/220)

3.Remove the negative cable and then the positive cable,→take out the battery to recharge.

4.To re-assemble the battery, please follow the opposite procedure of disassembling after recharging.





Note:

A. The battery is totally s

B. It’s no need to add any electrolyte for this re-filling free battery

Please recharging (12V) by the following currency

BLUR 150: Standard recharging:0.7A* 5-10 hr or rapid recharging:3A* 60min.

BLUR 220: Standard recharging:0.9A* 5-10 hr or rapid recharging:3A*60min.

BLUR 150

(3) Air clearance

1.Remove air cleaner cover

2.Take out the air cleance filter

3.Clean the filter by the compressor air.

BLUR 220

4.Assemble the air cleance by the opposite procedure.

Note: Do not start the engine when the air cleaner is Not installed

(4)The final reduction mechanism oil

1.Change the oil in the gear box:

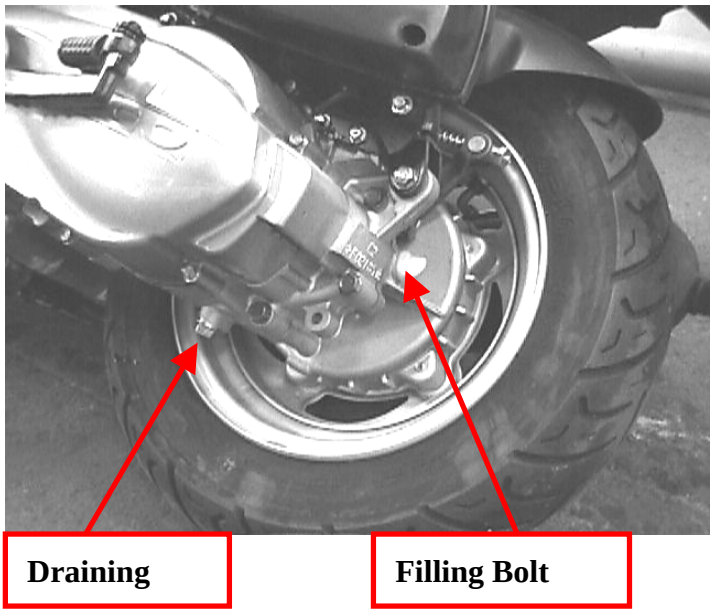
a. Turn off the engine after warm up.

b. Put a bowl under the engine.

c. Remove the draining bolt and Filler bolt to drain the gear oil off.

d. Lock the draining bolt before refill gear oil and then lock the filling bolt.

e. Locking torque: 1.8kg-m



Note: Be sure the crankcase, tire or wheel are cleaned if there is grease/oil on it

(5)Spark plug

1.Remove spark plug

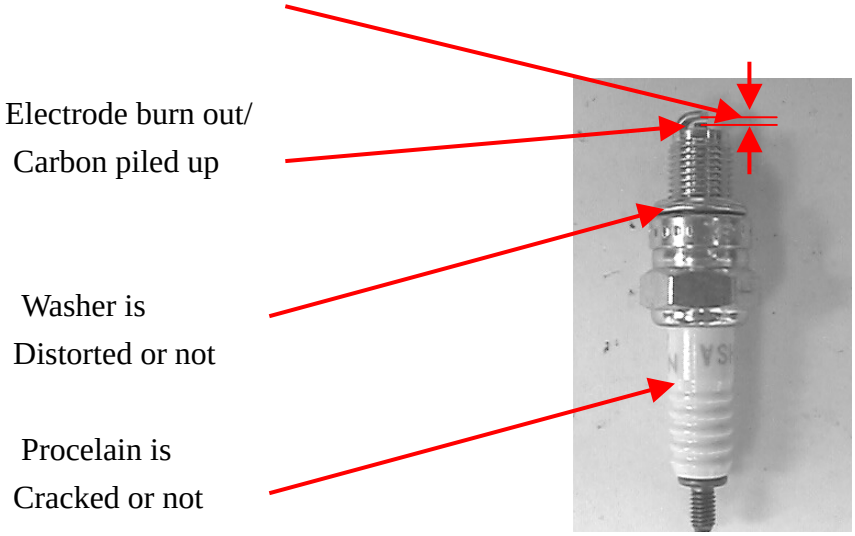
2.Check the spark plug electrode and check if it is Burnt out or not and carbonized or not

3.Clean the electrode, whether it is dirty

4.Spark plug specification

BLUR 150/220: CR7E (NGK) or equivalent spec.

Gap of spark plug :0.6~0.7mm(general)



(6)Compression pressure measurement:

1.Measure it when the engine is warm.

2.Remove the cover.

3.Remove spark plug then place compression pressure gauge.

4.Fully open the throttle, and using starting motor 5 seconds continuously, measure the compression pressure.

5.Compression pressure:

150/220 cc: 11 kg/c㎡ @650rpm

6.when the compression pressure is too low, check the following:

a. cylinder head gasket cracked.

b. piston cylinder worn out.

c. piston ring worn out.

7.If the compression pressure is too high it may be due to the carbon piled up on combustion chamber and piston tip.

(7) Ignition timing:(BLUR150)

This scooter is using CDI set, it is no need to adjust ignition timing.
If ignition timing is not correct, check the CDI sets and AC magneto, change it if it is

checking ignition timing:

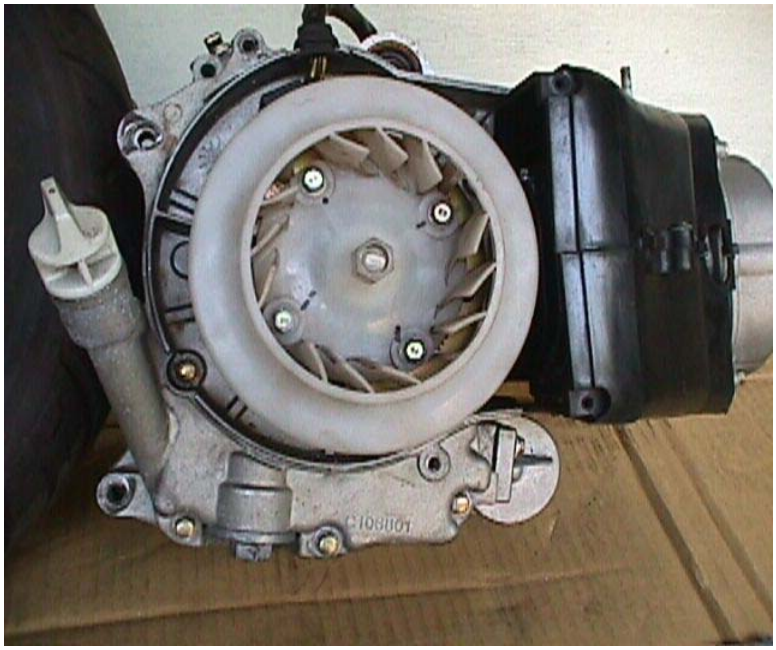
1.remove seat the luggage compartment

2.Remove right body cover

3.Remove the fan case.

4.Check with ignition timing lamp.
keep the engine running at 1,700 ± 100 r.p.m the checking mark should lay in $\pm 3^0$ apart From "F", mark.

5.ignition timing: B.T.D.C.
17° ±3° / 1700rpm



(8)Throttle cables adjustment:

1.check the clearance of throttle.

2.Normal clearance:1.5~3.5mm

3.Adjust it by rotating the adjust nut ; change it if the throttle cables can't be adjusted.

BLUR150/220

(9) Idle adjustment:

Note: adjust it when the engine is warm.

1.remove left body cover

2.start the engine and connect the tachometer

3.adjust the throttle valve screw
to the specified revolution 1600±100rpm. (BLUE150&220)
if the idling rpm is still unsteady or
fuel up is not smooth, please adjust it by
followings.

a. Screw in the air adjust screw clockwise,
then screw out counterclockwise.
Recommended loop: 1 3/8x1/2

b. Rotate air adjust screw clockwise and counterclockwise to find out the highest revolution location.

c. Rotate the throttle valve screw to idling condition.

d. Fuel up gradually until the idling running rpm is steady.

e. If the rpm is still not steady please repeat above procedure.

(10)front/Rear brake adjustment:

1.check the clearance of front brake lever.
Clearance:10~20mm

2.if the clearance is beyond, standard check whether:

a. The air mix into the pipe/caliper.

b. The oil brake system is leaking.

Note:
Try brake lever to see if it's loose.
Check the brake fluid. Once air mixed in
The fluid pipe, which will reduce or
Damage the brake efficiency or even its
Function.

3.check the fluid level:

a. Refill the brake fluid when the level is under the LOWER line.

b. Brake fluid specification: SAE J-1703F-DOT3&DOT4.

Note:

a. To prevent the fluid splitting onto the parts or clothes, put a piece of cloth on the bottom when refilling.

b. Be caution not to mix water or particles into the master cylinder when refilling.

c. Never use the fluid not complied with spec.

d. In case the fluid stains on the eyes, wash with water at once and then ask for medical care immediately

(11)Tire:

1.Check the tire air pressure(when it's cold)

2.Tire pressure:

Front tire: 2.0 kg/c ㎡

Rear tire: 2.0 kg/c ㎡

3.Tire dimension:

BLUR 150/220:

Front tire: 120/60-13

Rear tire: 130/60-13

Note:

a. Check and adjust the tire pressure when it is too low.
The pressure is according to the carrier, Driver, passenger, accessories and cruise Speed.

b. Proper loading is very important for steering, riding, braking, performance and safety.

c. Never carry any parcel unfastened.

d. Load the heaviest parcel on the center of vehicle, balancing the weight on both sides.

e. Beware of the weight loaded properly and check the tire pressure. The total weight of carrier, driver, passenger, and accessories cannot exceed the approved limit, An overload vehicle is easy to cause tire damage and accident for rider.

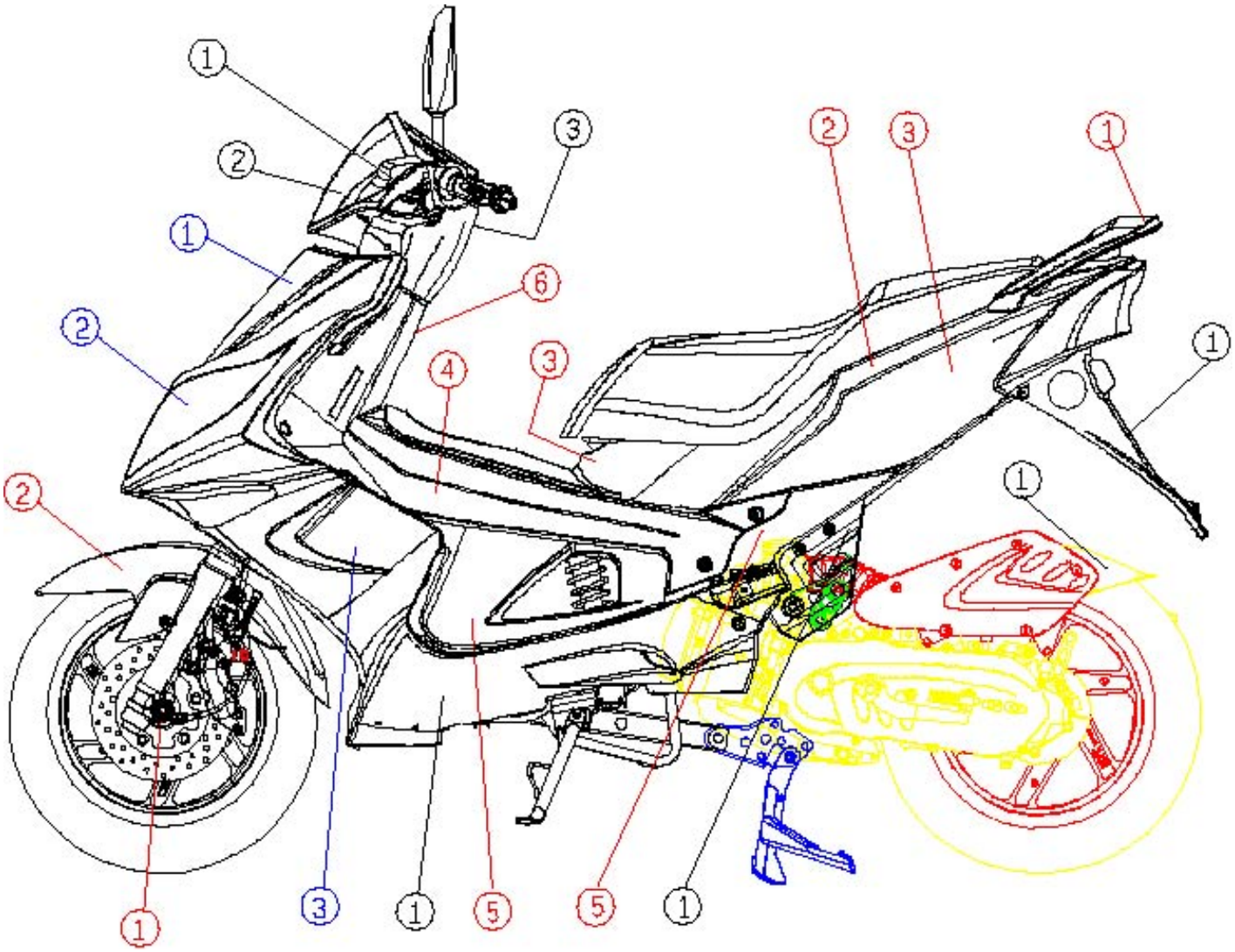
4.Check is there any sharp Object pierce the tire.

5.Check the depth of tire Thread.

a. Depth(front & rear):
According to mark of tire "▲"to change a new tire

4. Dismantling, maintaining, repairing and assembling operation

(A) Plastic part dismantle Overview



Dismantle the plastic parts according to above figure sequence by sub-assembly, especially pay attention to followings:

- **Before dismantle front fender, dismantle the front wheel assy. First. (BLUR150 /SS220I)**
- **Windshield & frt signal lamp cover shall be dismantled together.**
- **LH & RH body cover shall be dismantled together.**

Actual dismantle procedure:

- Dismantle the upper cover & windshield.
- Loosen 2 tapping screws at the upper with the inner cover.
- Withdraw the windshield decorated cover.

- Dismantle the handle upper cover.
- Loosen 5 tapping screw under the handle.

- Dismantle windshield & turn signal front cover.
- Loosen 1 tapping screw under windshield.
- Loosen 1(LH) & 1(RH) tapping screw under turn signal front cover.

- Loosen 3(LH) & 3(RH) tapping screws of front inner cover.

- Loosen 3(LH) & 3(RH) tapping screws of front inner cover.

- Loosen 1 machine screw in the middle of windshield.
- Dismantle windshield & front turn signal cover together.

- Dismantle the front fender.
- Only for G-MAX125/150:
  Loosen nut of front wheel, dismantle the front wheel & brake disc together.
- Loosen screws at LH & RH of front fender, dismantle front fender

- Open the seat.
- Loosen 3 bolts of rear luggage bracket, dismantle it.

- Loosen 4 bolts of front luggage compartment.
- Disconnect the coupling of lighting lamp, dismantle the front luggage compartment.

- Loosen 2 bolts of rear luggage compartment

- Lift the cover with finger, withdraw the cover of rear luggage compartment.
- Withdraw the rear luggage compartment.

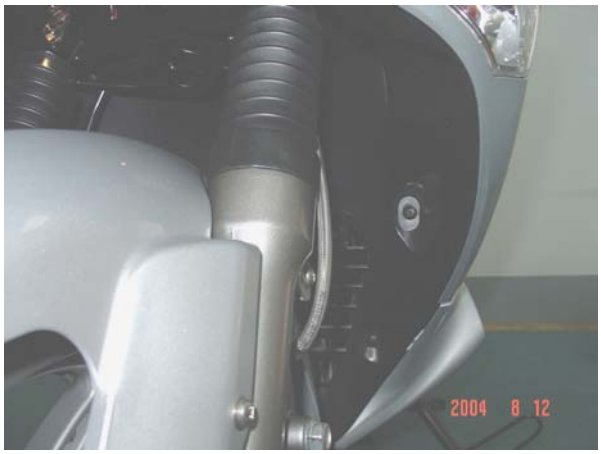
- Turn the tank inner cover counterclockwise a little bit, dismantle it.
- Dismantle the tank upper cover by releasing coupling ribs
- Withdraw fuel tank decorated cover.

- Dismantle the keel cover.
- Loosen 2(LH) & 2(RH) screws at the front upper section.

- Loosen 2(LH) & 2(RH) inner socket screws, dismantle the keel cover.

- Dismantle the LH & RH lower cover
- Loosen 4 tapping screws on the top of LH & RH lower cover
- Dismantle quick plastic screw(2 EA in each side)

- Dismantle 1 tapping screw in the front side.
- Withdraw LH & RH lower cver.



- Dismantle other PP covers.

- Dismantle the license plate
- Push the middle of quick plastic screw.

- Loosen 2 screws at the rear of vehicle.
- Withdraw the license plate.

(B) BLUR 150 engine Dismantling, Maintaining, Repairing and assembling operation

(1) Lubrication system

(2) Engine dismantling

(3) Install Engine

(4) Drive pulley, starter, clutch, driven pulley

(5) Cylinder head and valve

(6) Cylinder and piston

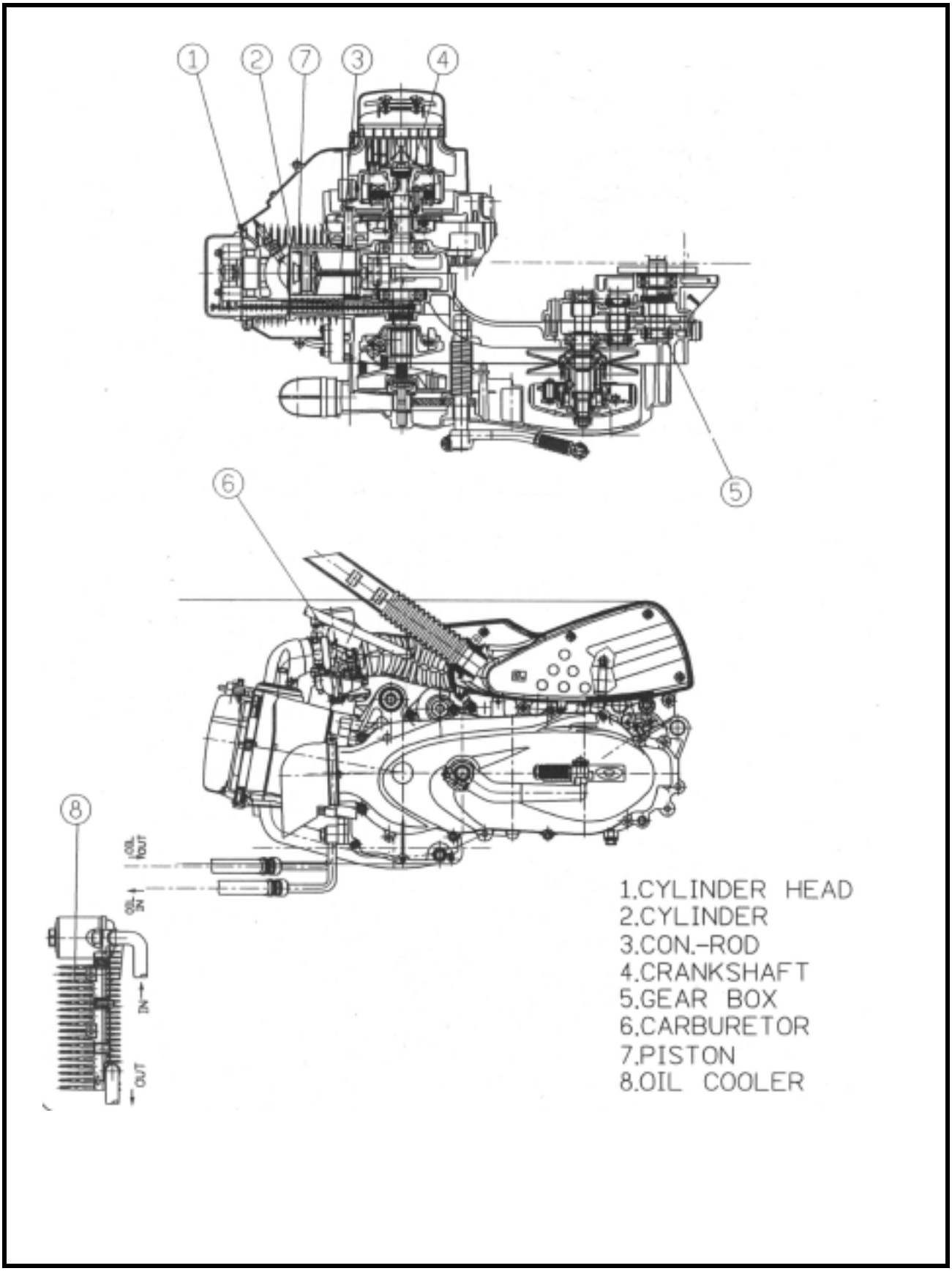
(7) AC generator

(8) Final transmission mechanism

(9) Crankcase, crank shaft

(10) Carburetor

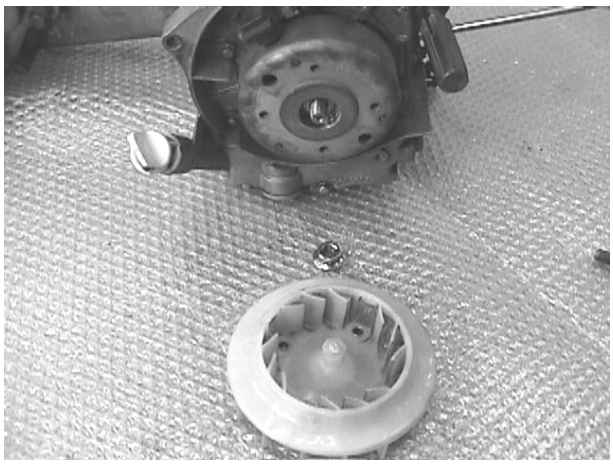
(1)Lubrication System



■ Oil Pump Dismantling

1.Remove the rear section of muffler.

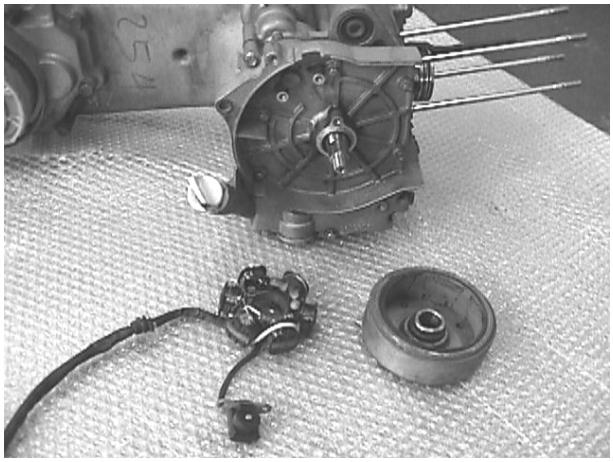
2.Remove the AC flywheel magneto.



3.Remove the AC generator coil.

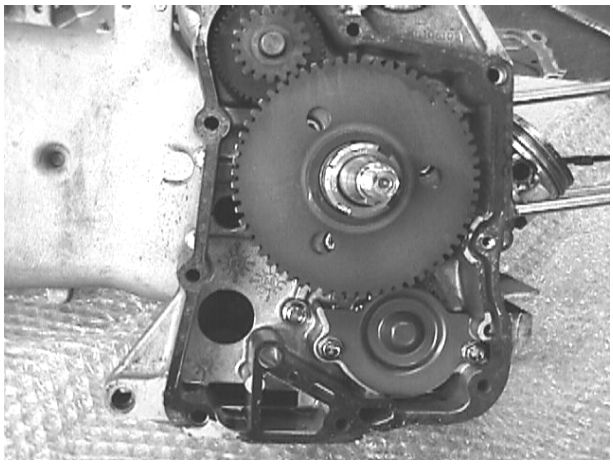
4.Tale off the locking bolts of the right crankcase cover.

5.Remove the crankcase cover

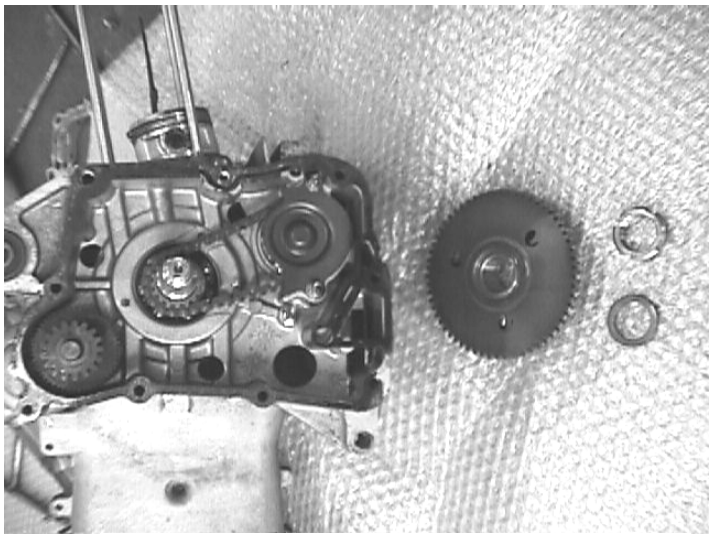


6.Remove the washer, lock pin

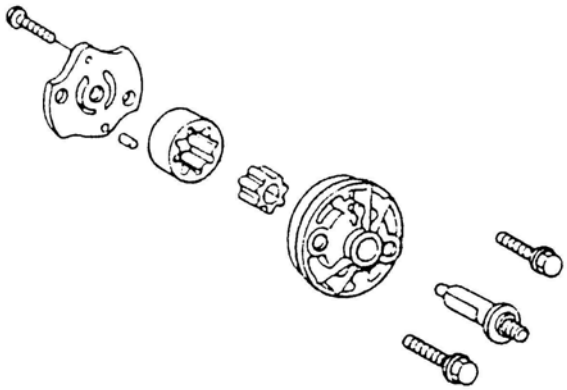
7.Remove starter reduction gear and the starting clutch.



8.Remove oil pump separate plate by taking off the 2 bolts.
9.Remove the bolts from oil pump driving gear
10.Take off the driving gear and chain.
11.Remove the oil pump by taking off the locking bolt of the oil pump.

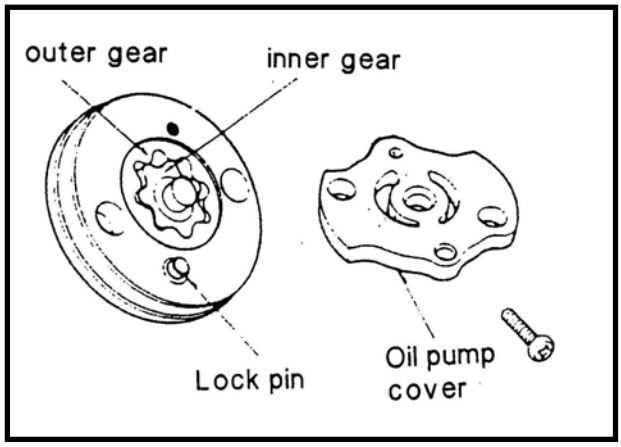


■ Oil pump Assembly



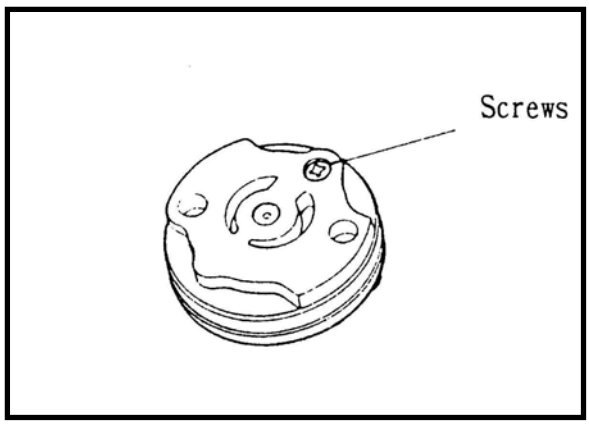
1.Install the inner and outer of the oil pump.
2.Install the oil pump shaft.

Note:
The notch of the oil pump shaft should comply With the notch of the inner gear.



3.Install the lock pin.
4.Match the lock pin hole to the pump cover and install the oil pump cover.
5.Put on the screws and tighten them.
6.After installing, turn the shaft lightly to assure installation.
7.Place the oil pump into the crankcase.

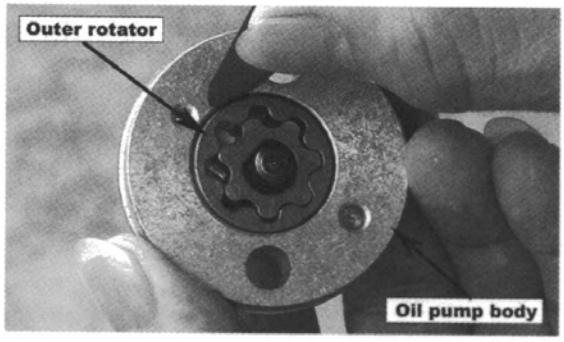
Note:
When installing, the arrow on the oil pump body should be pointed upwards. Then fill in the recommended oil before the installation.

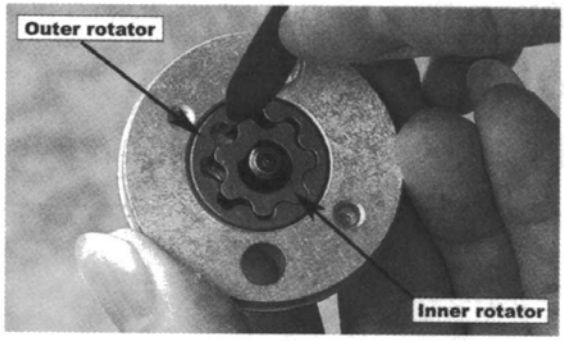


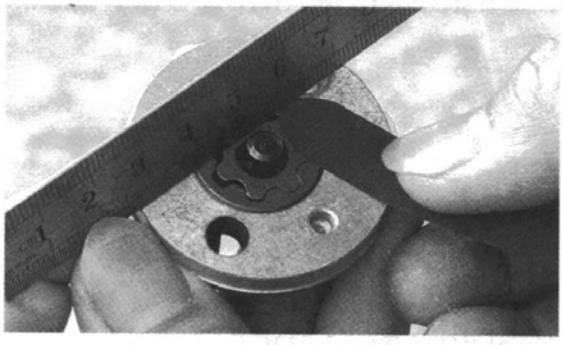
8.Tighten the oil pump after installation.

Measurement data

item		Standard Value (mm)	Limit of use (mm)
Oil pump	Clearance between the inner gear And outer gear	–	0.12
	Clearance between the outer gear And oil pump body	0.045-0.10	0.12
	Clearance between gear end and Oil pump body	0.045-0.10	0.12







Troubleshooting

<u>Reduction in fuel oil volume</u>

a. Natural consumption

b Leakage of fuel

c.Piston loop seizes, or improperly install-ation

d.Worn out of valve's oil seal

Engine burning-out

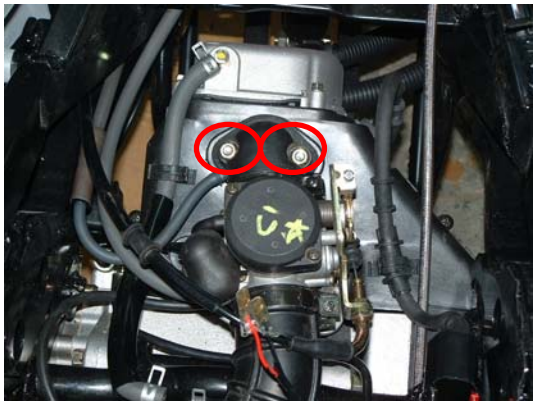
a. Zero or too low oil pressure
b. Blockage in oil route
c. Did not use the fuel oil recommended

(2) Engine dismantling

1.Take off the luggage compartment.

2.Take off the left and right body covers.

3.Take off the air cleaner fixing screws.



4.Loosen 2 nuts of intake manifold, withdraw intake system assembly.

5.Remove vacuum pipe, fuel pipe ,auto choke, cap of spark plug, rear brake cable carburetor pipe, starter motor cable.

6.Remove the rear section of muffler, dismantle the 2 bolts of rear brake caliper, then remove the rear brake system assembly away from rear fork.

7.Loosen bolts of upper & lower engine hanger.

8.Remove the engine.

(3).Installing Engine

1.To install engine, please reverse the Above procedures.

2.Locking torque:

M8: 2.0-3.0kgf.m

M10: 3.0-4.0kgf.m

M12: 5.0-6.0kgf.m

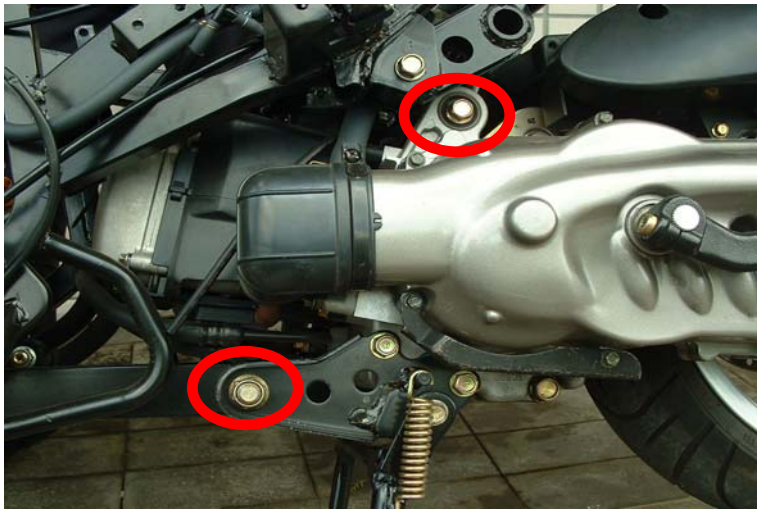
3.After installing, pleas do the following Checking and adjustment:

a. Wiring for each circuit.

b. Throttle cable

c. Rear brake check.

d. fuel and oil route



(4) Drive pulley, starter clutch. driven pulley

A. Troubleshooting

B. Measurement data

C. Driving pulley

D .Starter

E. Clutch driven pulley

A.Troubleshooting:

a.Engine starts, but vehicle don’t move.

1.driving belt worn out

2.driving plate worn out

3.clutch lining worn out

4.driving plate’s spring broken

b.the vehicle stops or tremble when running.

1.clutch lining spring cracked or broken.

c.Can’t reach high speed, no pick-up

1.driving belt worn out.

2.Driving plate spring distortion.

3.Weight roller worn out

4.Driving plate dirty.

Note:

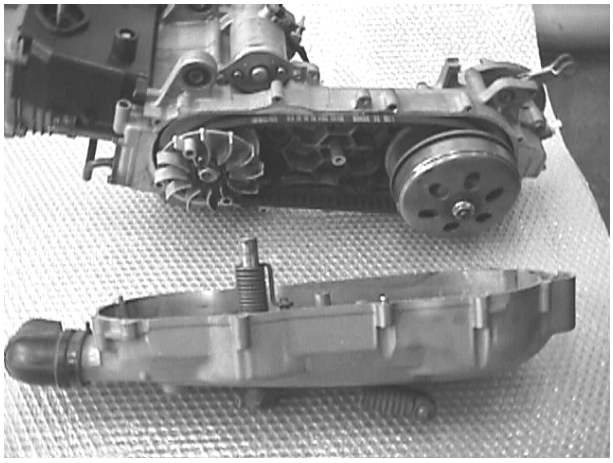
No grease and oil should be distributed over driving belt and driving plate.

B. Measurement data

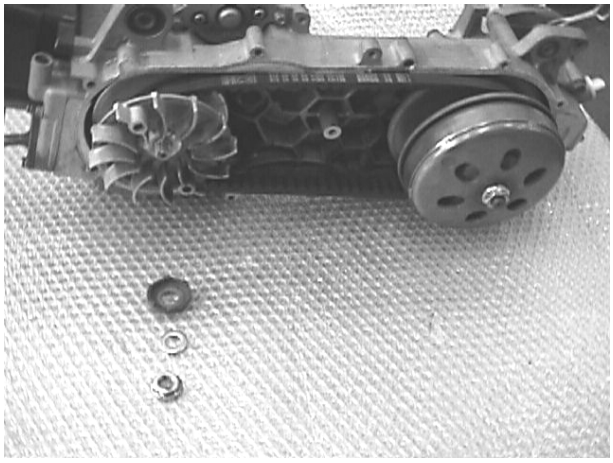
Item	Standard value (mm)	Limit of use (mm)
The inner dia. Of slide driving plate	24.011~24.052	24.10
The outer dia. Of boss, movable Driving plate	23.960.~23.974	23.940
Belt width	20.0~21.0	19.0
Clutch lining thickness	3	1.5
Clutch outer inner diameter	125.0~125.2	125.5
Driven plate spring, free length	151	127
The outer diameter of driven Plate sets	33.965~34.025	33.95
The inner diameter of slide Driven plate	34.000~34.025	34.06
The outer diameter of weight Roller set	17.920~18.080	17.40

(C)Driving Pulley

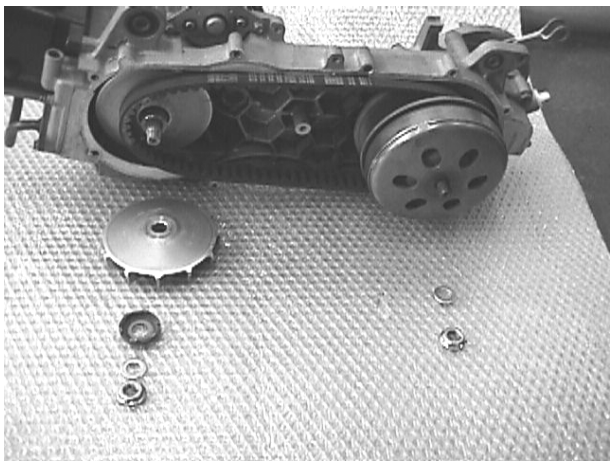
1.Take off the screws of
left cover, remove the left cover.



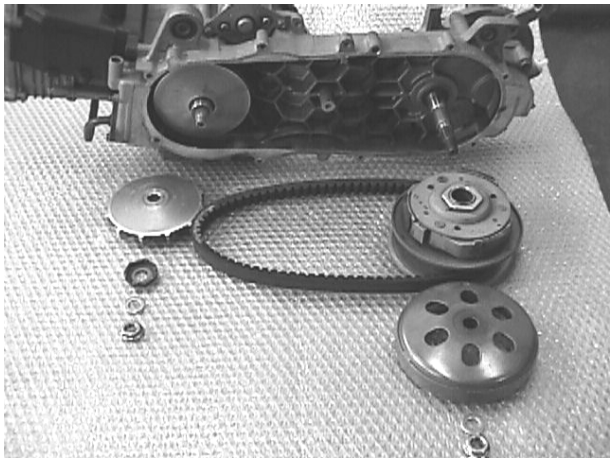
2.Remove the lock nuts of driving
Plate and the nuts of Starter gear
And clutch.



3.Take off the ramp plate,
Belt and clutch.



4.Take off the boss and driving plate.



5.Continuous Various Transmission engagement speed inspection

- Connect an electric tachometer.
- Seated on the motorcycle with on level ground, increase the engine's speed slowly and notice the RPM at which the motorcycle begins to move forward.

Specified Engagement RPM : 3100 ± 300 rpm

6.Clutch "LOCK-UP" inspection

- Apply the rear brake as firm as possible
- Briefly open the throttle fully and notice the maximum engine RPM sustained during the test cycle.

Specified Clutch "LOCK-UP" RPM : 5200 ± 400 rpm

5.To assemble the driving pulley, reverse the whole procdeure.

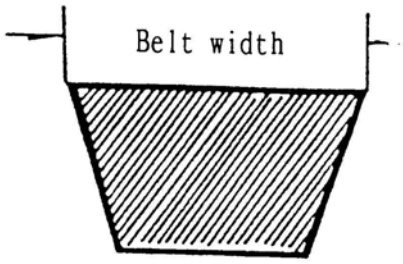
Locking torque:
1.Nut of driving pulley M12: 4.0-5.5kg/m.
2.Locking nut of clutch M12: 4.0-5.5kg/m

6.Checking driving belt

(1)check driving belt is cracked or not rubber and fiber is loosened or not also check if they are extraordinary worn out.

(2)driving belt width:

limit of use :change it below 19mm



7.Disassemble slide driving plate set.

(1)Remove bush of slide driving plate.

(2)Remove screw, and disassemble the cover of slide driving plate.

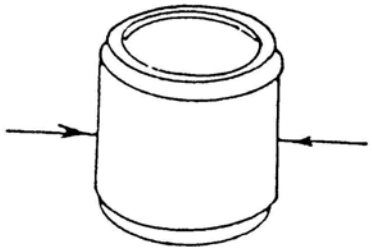
(3)Remove ramp plate.

(4)Remove weight roller.

8.Checlomg

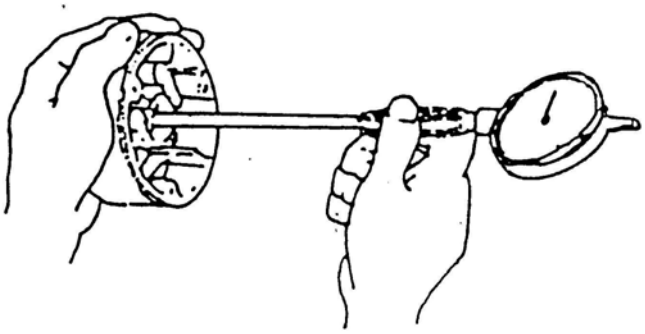
(1)Check the wearing condition of weight roller.

Limit of use : change it below 17.4mm



Check the wearing condition

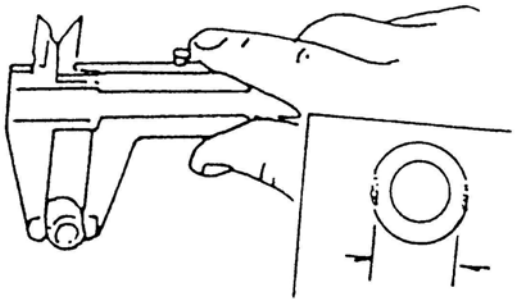
(2)Check gasket inner dia of slide driving plate: limit of use : change it over 24.1mm.



(3)Check the driving pulley surface wearing condition.

(4)Check the outer diameter of the contact surface of the movable driving plate.

limit of use : change it below 23.94mm.

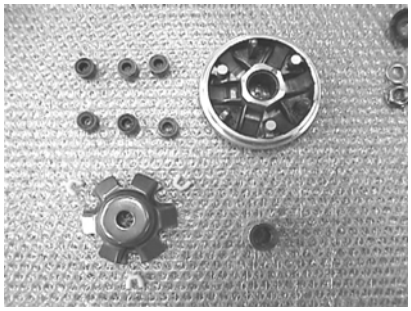


9.Assemble the slide driving plate.

(1)Clean up the inside surface of slide driving plate, then assemble the roller.

(2)Assemble the ramp plate.

(3)Other procedure refers to the opposite procedure of disassembling.



D.Starter dismantle

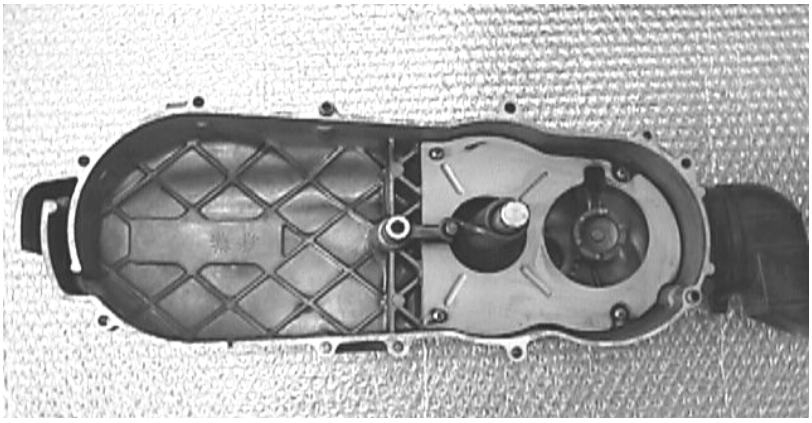
1.Dismantle left crankcase cover

2.Remove hexagon nut, then remove the starter lever.

3.Remove five screw of separated plate.

4.Remove start spring from start returning position.

5.Remove driven gear comp. of kick starter.



6.Remove the retaining C-type Ring.

7.Remove spindle comp. of kick starter.

8.Checking starter

a. Check the wearing condition of the outer diameter of spindle comp and the inner diameter of bush and gear.

b. Check the wearing condition of shaft of driven gear comp. Gear sets and ratchet.

9.Assembling the starter

Assemble the starter follows the.

Opposite procedure of dismantling.

Locking torque : M6: 1.0~1.2kg/m.

Note:

①Make sure one end of the torsion spring is hooked on the groove of driven gear, and another end of torsion spring is hooked on the pole of inside of left crankcase.

②Put some grease in every shaft and gear sets before assembly.

E. Clutch driven pulley

1.Dismantling the clutch

a. Remove left crankcase cover.

b. Remove driving plate.

c. Remove driving belt.

d. Remove locking nut, then remove clutch.

2.Assemble the clutch : follows the opposite procedure of dismantling.

Locking torque:
M12: 4.0~5.5kg.m

3.Checking clutch:

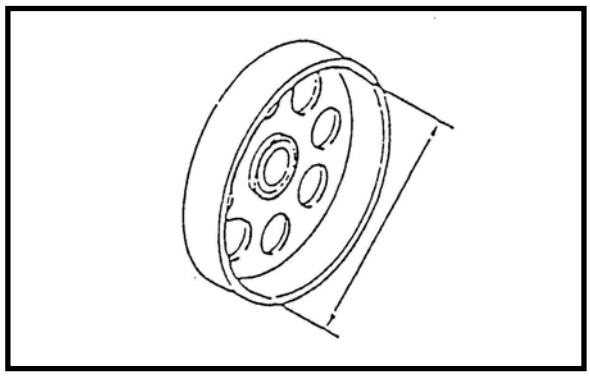
dismantling tool

a.Check clutch driving face.

Check clutch cover about its wearing condition

And inner diameter measurement.

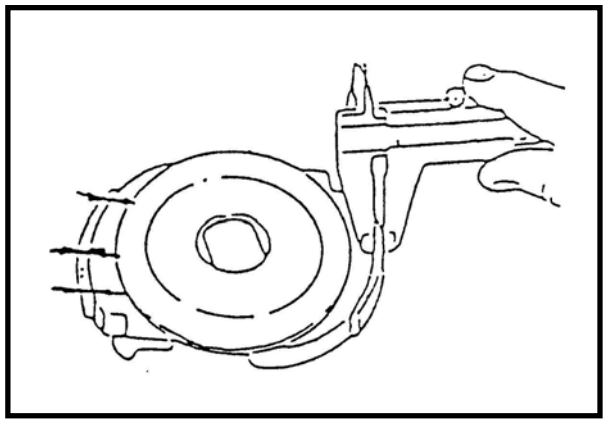
●limit of use: change it above 125.5mm



b.Check clutch lining wearing condition and

Measure the lining thickness.

●limit of use : change it below 1.5mm.

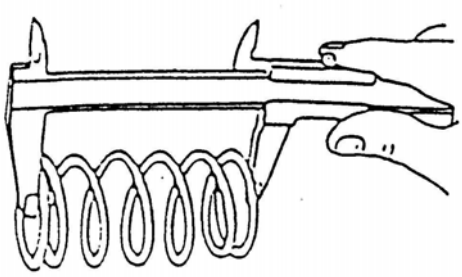


c.Check driving spring free length.

Standard: 151mm

Limit of usage:

Change it below 127 mm



d. Check wearing condition of driving plate sets. And measure outer diameter.

●limit of use: change it above 33.95mm.

e.Check wearing condition of slide driven plate. And measure its Inner diameter.

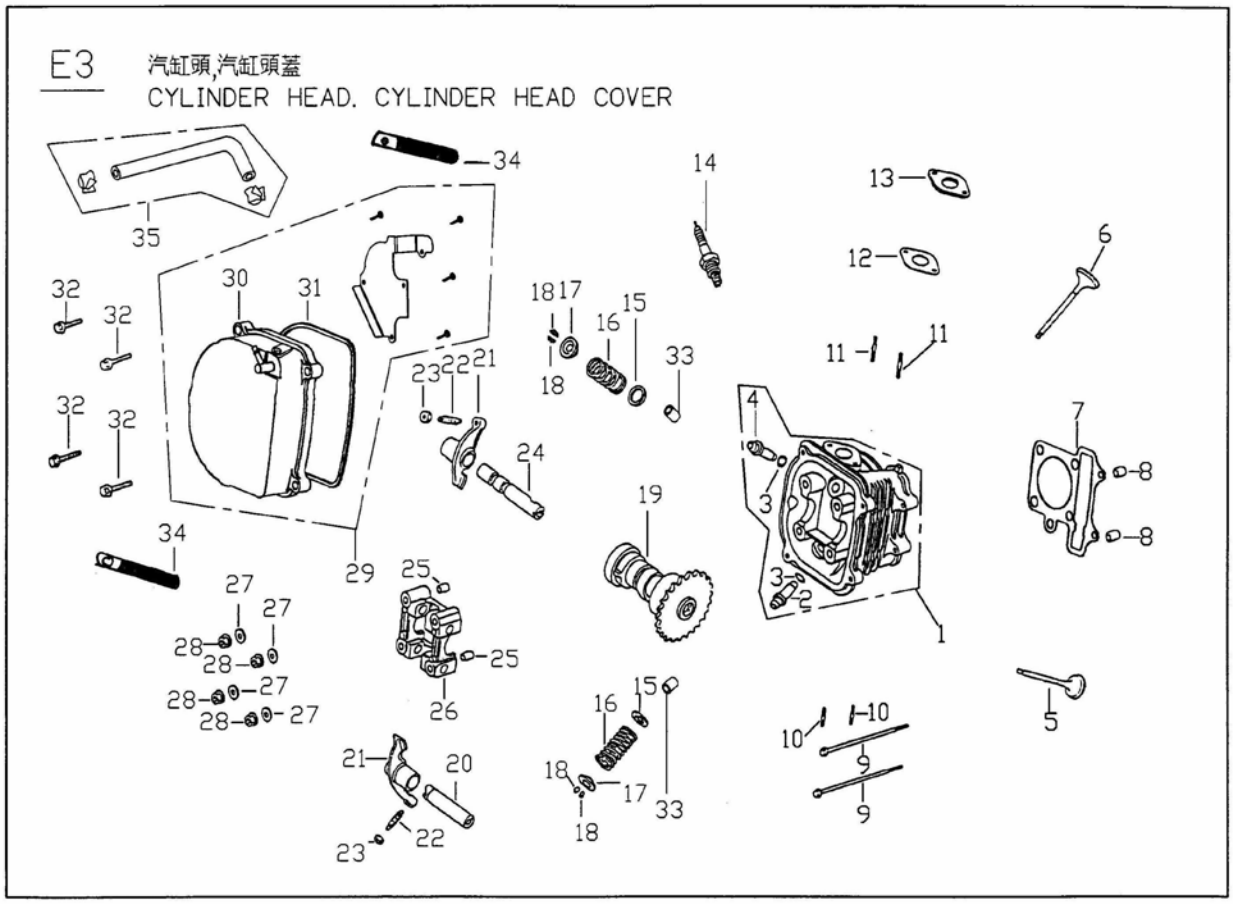
●limit of use : change it above 34.00mm.

f.Check is there any wearing occur to the ditch

g.Check wearing condition of oil seal, if necessary, change a new one.

(5)Cylinder head and valve

A.Trouble shooting
B.The operation data information



1	HEAD COMP. CYLINDER	19	"CAM,SHAFT ASSY."
2	"GUIDE,EXH VALVE "	20	"SHAFT,EX.ROCKER ARM"
3	O-RING	21	VALVE RXKER ARM
4	"GUIDE,IN VALVE "	22	SCREW TOPPED ADJUSTER
5	VALVE EXHAUST	23	HEXAGON NUT
6	VALVE INLET	24	"SHAFT,EX.ROCKER ARM "
7	GASKET HEAD CYL.	25	LOCK PIN
8	LOCK PIN (D10*14L)	26	CAMSHAFT HOLDER
9	HEXAGON FLANGE BOLT	27	PLAIN WASHER
10	STUD BOLT	28	HEXAGON FLANGE NUT
11	STUD BOLT	29	CYL.HEAD COVER COMP.
12	INSULATOR CARB GASKET	30	CYL.HEAD COVER
13	INSULATOR CARB	31	"PACKING,CYL. HEAD COVER "
14	IGNITION PLUG (CR7HSA)	32	HEXAGON FLANGE BOLT
15	PLAIN WASHER	33	VALVE SEAL
16	"SPRING,VALVE "	34	CLIP
17	RETAIER VALVE SPRING	35	TUBE CYL. COMP.

A.Troubleshooting.

If the cylinder head is malfunctioned, usually it can tell from the measurement of the Compression pressure or from the noise that comes from the upper part of the engine.

1.Unsmooth idle speed

-Compression pressure is too low.

2.Insufficient compression pressure.

-Poor adjustment of valve clearance

-Valve being burned out or bent

-Valve timing is not correct

-Valve spring is damaged.

-Poor sealing of valve base.

-Leakage in Cylinder head gasket.

-Cylinder head twisted or cracked.

-Spark plug is not properly installed.

3.Compression pressure is too high.

-There is too much carbon accumulated in the combustion chamber.

4.There is white fume coming out from the exhaust pipe.

-The valve stem or valve guide pipe is worn out.

-Valve stem's oil seal is damaged.

5.Abnormal noise

-Poor adjustment of valve clearance

-Valve burned or damaged spring

-Camshaft is worn out.

–Chain adjuster is worn out.

–Camshaft, valve rocker arm is worn out.

B.The operation data information

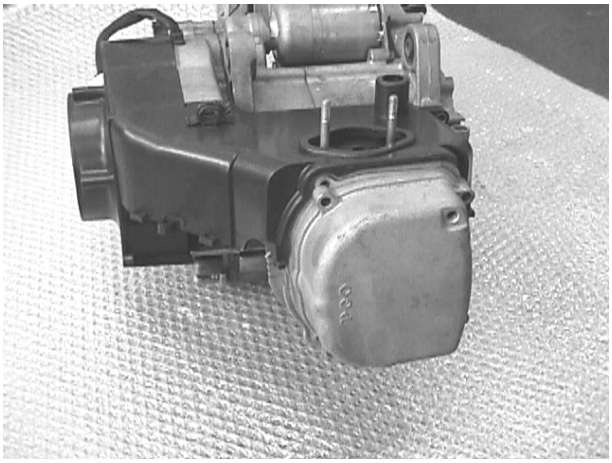
Description	IN/EX	Standard Value (mm)	Limit of use (mm)
Clearance between adjuster tapped Screw and valve stem (Before warm up)	IN	0.08	—
	EX	0.08	—
Compression pressure(throttle open full)		11kg/650rpm	(150CC)
Height of the cam's convex part	IN	26.625(150CC)	26.23(150CC)
	EX	26.53(150CC)	26.13(150CC)
Inner diameter of rocker arm shaft	IN	10.00~10.015	10.10
	EX	10.00~10.015	10.10
Outer diameter of rocker arm shaft	IN	9.972~9.987	9.91
	EX	9.972~9.987	9.91
Valve base angle	IN&EX	1.0	1.8
Outer diameter of valve stem	IN	4.975~4.900	4.90
	EX	4.955~4.970	4.90
Inner diameter of valve guide	IN	5.000~5.012	5.30
	EX	5.000~5.012	5.30
Clearance between valve stem and Valve guide	IN	0.010~0.037	0.08
	EX	0.030~0.057	0.10

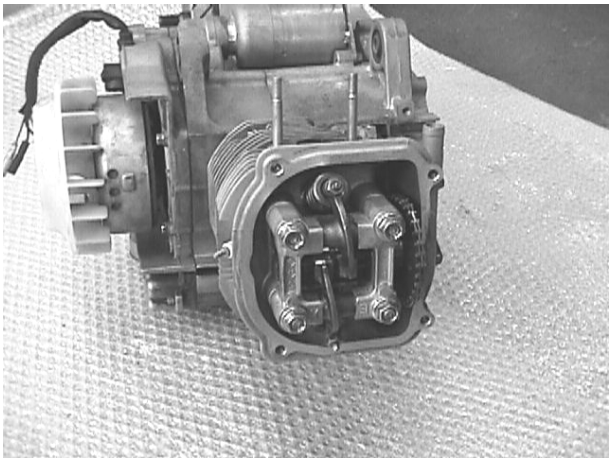
C.Dismantling and installing the Cam shaft

1.Take off the left cover.

2.Remove the intake pipe from the Cylinder head cover.

3.Take off the 4 bolts of the cylinder head cover and take off the cylinder head cover.



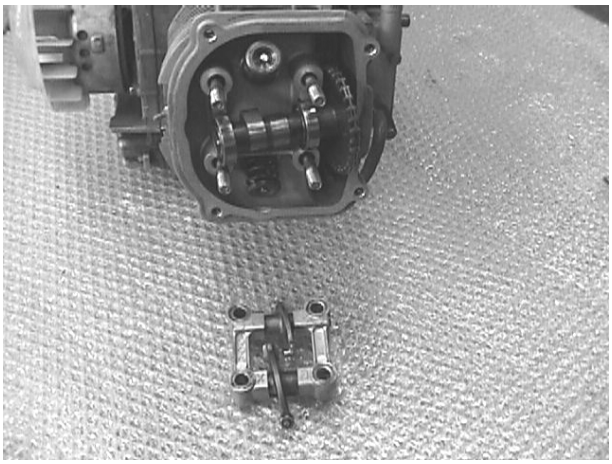


4.Turn the flywheel counterclockwise and let the ”T” mark on the flywheel point to the crankcase mark and make the round hole on the cam chain gear point upwards. This is the upper dead point of compression.

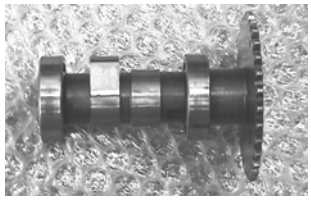
5.Take off the cam shaft holder, the nut and the locking pin.

6.Remove the cam gear from the cam chain.

7.Remove the cam shaft.



Check cam shaft
Check the convex surface and the height and see whether it has Been damaged.

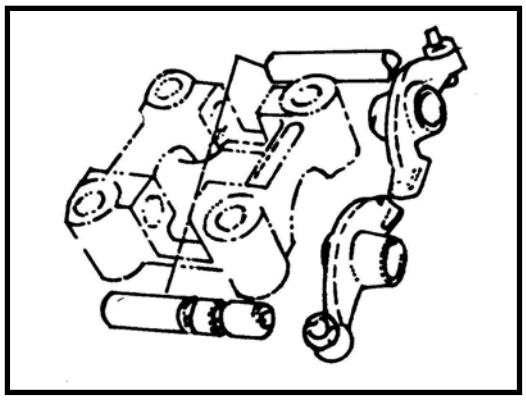


Limit of Use:
IN :replace it below 26.23mm(150CC)
EX :replace it below 26.13mm(150CC)

Check camshaft. If the bearing is loosen or worn out, change the whole set if necessary.

Check cam shaft holder

1.Check the cam shaft holder, cam rocker arm, and cam Rocker arm shaft and see whether it is loosen or worn out.



NOTICE:
Do check if there is any damage on the cam rocker arm Sliding surface.

2.Cam shaft holder and cam rocker arm outer dia measurement:

Limit of use : replace it above 10.10mm.

3.Cam rocker arm inner dia measurement:

Limit of use : replace it above 10.10mm.

4.Cam rocker arm shaft and rocker arm outer dia measurement:

Limit of use : replace it below 9.91mm.

5.Clearance between the Cam rocker arm and rocker arm shaft.

Limit of use : replace it above 0.10mm.

WHEN INSTALLING:

1.The mark “EX” on the cam shaft holder is the exhaust rocker arm, one-way stopper. Install the exhaust rocker arm, the inlet rocker arm, and the rocket arm shaft.

NOTICE:
a.The tangen angle of the heat side of intake valve’s rocker arm shaft is to match with the bolt of the cam holder.
b.The tangent angle of the exhaust valve’s rocker arm shaft is to match with the bolt of the cam holder.

2.Turn the flywheel to make the T mark pin correctly. The hole on the cam chain gear should point upwards. Both the left and right concave points and the cylinder head are at parallel position (convex part of cam shaft points upwards), then install the cam shaft on the cylinder head.

3.Install the cam chain onto the cam shaft gear.

4.Install the locking pin.

5.Install the camshaft holder, washer and nuts on the cylinder head.

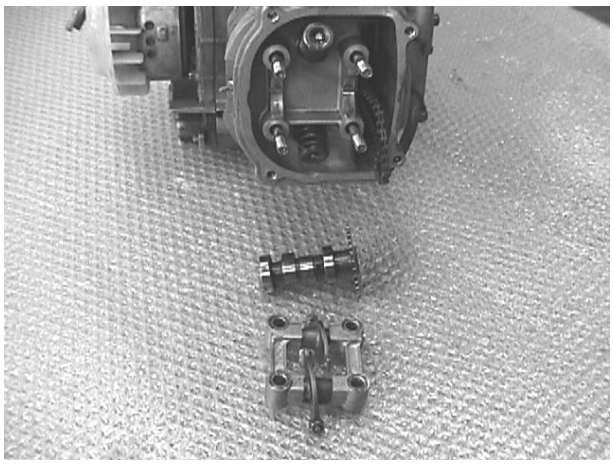
6.Lock tightly the cylinder head nuts.
Locking torque: Cam shaft holder nuts:2.0kg-m

NOTICE:
a.Put some grease on the bolt thread of cam shaft holder
b.Lock the nuts of the cam shaft bracket in “cross” sequence for 2-3 times.

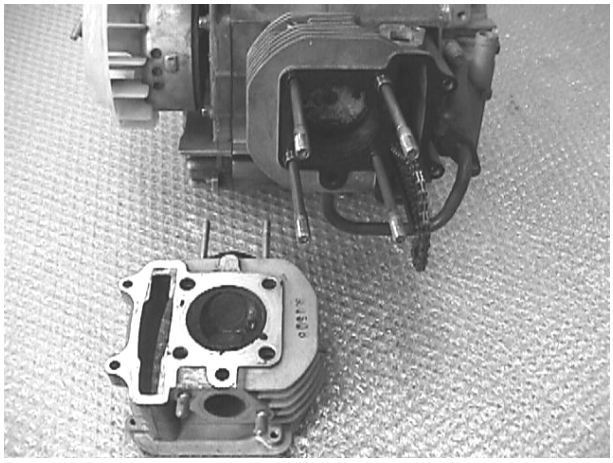
7.Adjust the valves clearance.

Dismantling the cylinder head:

1.Remove the carburetor.
2.Remove the muffler.
3.Remove the fan cover.
4.Remove the bolts on the engine cover.
5.Remove the camshaft.



6.Remove the cylinder head
7.Remove the lock pin, cylinder head gasket.
8.Remove cam chain guide



Notice:
●Not to injure the contact
Surface of the cylinder.
●Avoid any object dropping info the engine.

Further dismantling

●Use the valve contracting tool to remove valve pin, supporter, the vlave spring collar, valve spring and valve stem oil seal.

Notice:
●Valve Spring has to be operated by the valve spring contractor.
●To assemble the cylinder head, please follow the opposite procedure as above.

(6)Cylinder and piston

A.Trouble shooting

B.The Operation notice

C.Data

D.Dismaniling cylinder, piston

E.Installing cylinder, piston

C.Data (150CC)

Part name /description			Standard value (mm)	Limit of use (mm)
Cylinder	Bore		57.490~57.510	57.600
	Curve		-	0.005
	Cylindrility		-	0.005
	Roundness		-	0.005
Piston/ Piston ring	Clearance b/w Piston and Piston ring	lst ring	0.03~0.07	0.10
		2nd ring	0.02~0.06	0.10
	Clearance of cutting section	lst ring	0.10~0.25	0.50
		2nd ring	0.10~0.25	0.50
		side ring	0.2~0.7	---
	Piston outer diameter		57.470~57.490	57.400
	Measuring location of piston outer dia.		Down to 5 mm from the piston skirt	---
	Clearance b/w piston and cylinder		0.025~0.035	0.10
	Piston pin hole inner dia		15.006~15.012	15.030
Piston pin outer diameter			14.990~14.992	14.96
Clearance between piston and piston pin			0.020~0.017	0.025
Connecting rod small end inner dia			15.010~15.028	15.060

A.Troubleshooting.

a.Compression pressure is too low, difficult to start engine and engine running unsmoothly.

1.Cylinder head gasket cracked
2.Spark plug is not well locked
3.Piston ring worn out or cracked
4.Cylinder, piston worn out.
5.Reed valve is out of order.

b.Compression pressure is too high; Engine overheating; abnormal noise.

1.piston tip has too much carbon accumulated.

c.Abnormal piston noise

1.Cylinder and piston worn out.
2.Piston pin hole or Piston pin worn out.
3.Connecting rod small end or bearing worn out.

d.Abnormal piston or cylinder noise

1.Piston ring worn out or cracked
2.Cylinder worn out or cracked

B.The operation notice

1.Clean before operation to avoid particles dropping into the engine.
2.The contact surface of gasket must be clean.
3.Dismantle cylinder and cylinder head by screw driver. Do not injure the contact surface.
4.Cylinder inner surface and piston outer face can’t be injured. Contact Surface should lubricate by specified oil.

D.Dismantling

a.Dismantling Cylinder

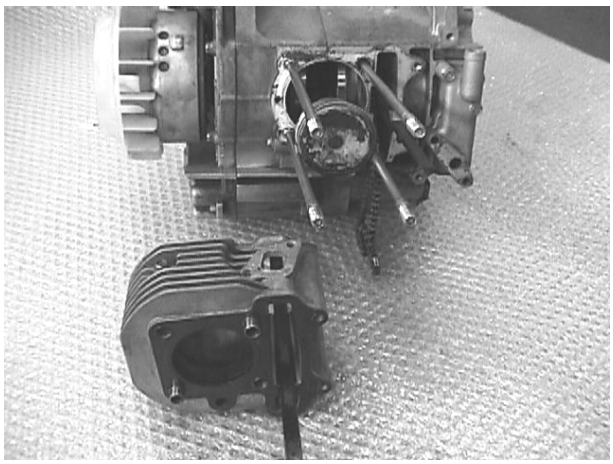
1.Remove the cylinder head.

2.Remove 2 bolts, then the camshaft chain adjuster

3.Remove CAM chain guide.

4.Remove cylinder.

5.Remove the cylinder gasket, lock pin and clean the gasket on the cylinder.



b.Dismantling piston

1.Remove the piston pin clip.

NOTICE:

Dot' drop the clip into the crankcase.

2.Remove the piston pin and take off the piston.

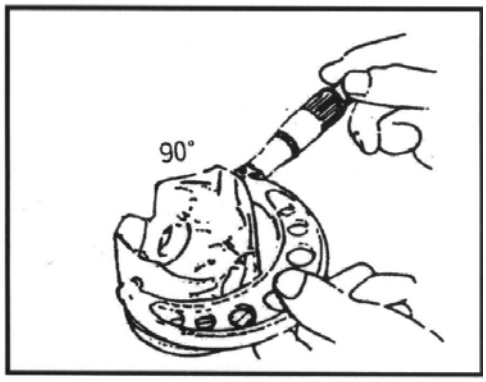
3.Check piston, piston pin, piston ring.

4.Remove the piston ring

NOTICE: NOTICE:

Don't make piston ring worn out or damaged

5.Clean the carbon in the groove of the piston ring.



c.PISTON OUTER DIA MEASUREMENT:

1.Measuring location:

Perpendicular to the piston pin hole, down to 5mm(150CC) form the piston skirt.

Limit of use : change it when less than 57.4mm.(150CC)

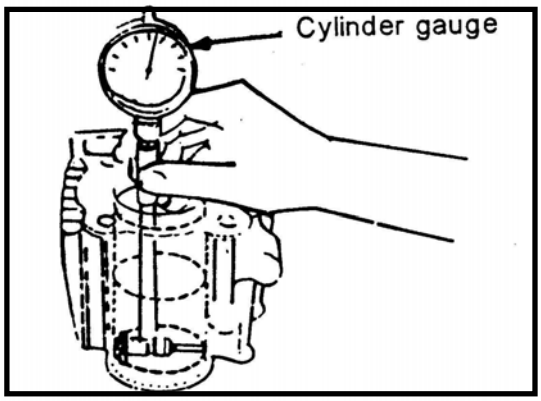
2.The clearance between the piston and piston pin:

Limit of use : change it when above 0.005m.

3.Checking any wearing, damage inside the cylinder.

Vertical to piston pin, and in X-Y direction to measure cylinder bore from the upper, middle and lower location.

Limit of use : Change it when above 57.6mm(150CC)

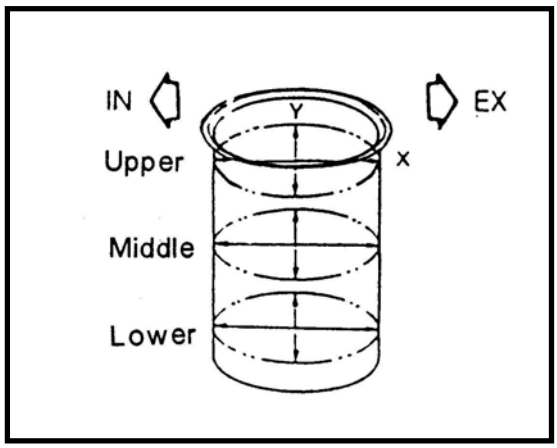


4.The maximum clearance between the cylinder and piston pin.

Limit of use : Change it when above 0.1mm.

5.The difference between the X and y is the roundness.

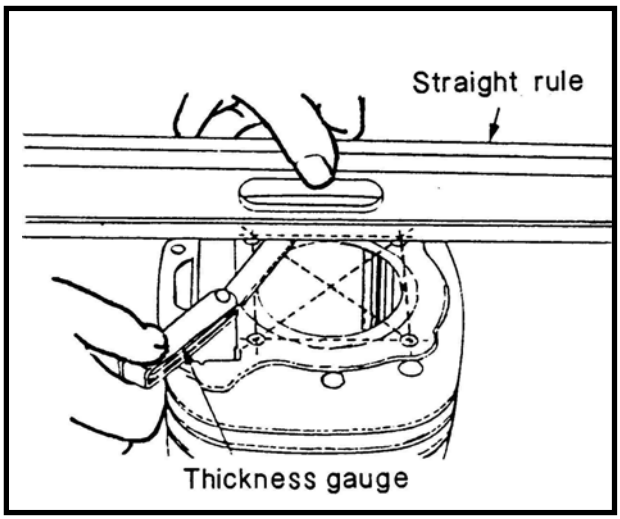
6.The cylindrility is the max value of the difference between the upper, Middlle and lower position of the inner dia in X or Y direction.



Limit of use : Roundness:change it when above 0.005mm. Cylindrility:change it when above 0.005mm.

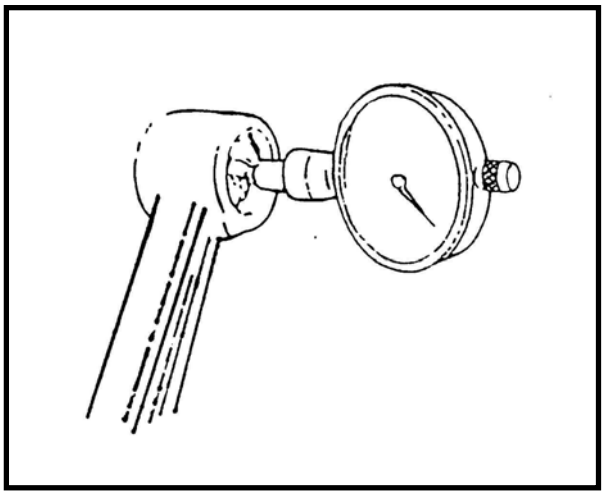
d.Checking the flatness of cylinder contact surface.

Limit of use : change it when above 0.05mm.



e.Connecting rod small end inner diameter measurement.

Limit of use : change a new one when above 15.06mm.(150CC)



E.Installing Cylinder and piston

a.Installing piston and piston rings

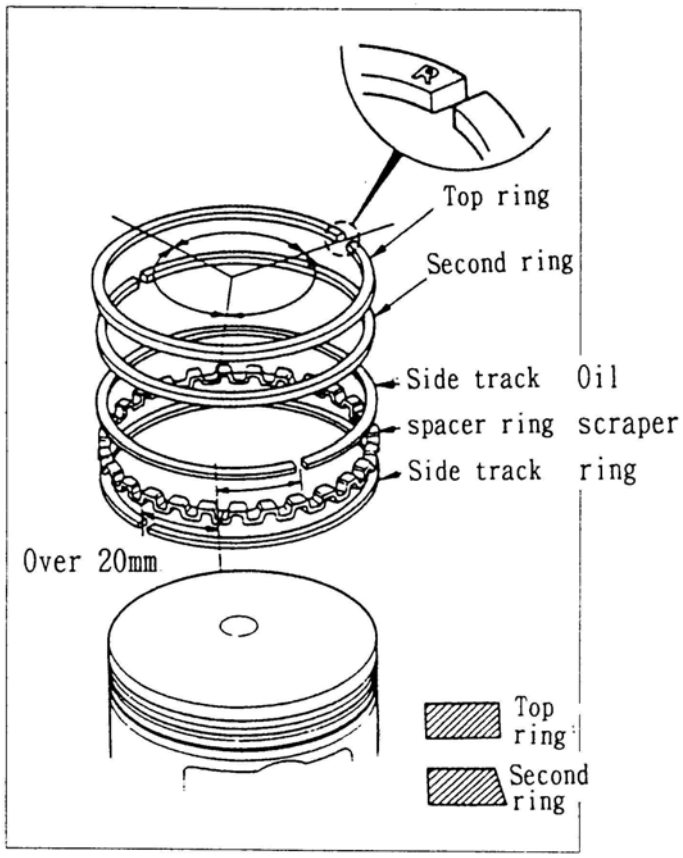
1.Lubricate the piston rings by motor oil.

NOTICE:

a.Be careful not to scratch the piston and not to break the piston ring.

b.The mark (on the ring) should be upward when installing.

c.after installing, the ring should be smoothly rotated.



2.Clean up the residual gasket on the crankcase.

NOTICE:
Do not drop other objects into the crankcase.

3.Assembly the piston, piston pin and piston pin clip.

NOTICE:
a.The mark “IN” on the piston tip should face to the INLET side.
b.Do not drop the piston pin clip into the crankcase and to clog the crankcase with rags.

b.Installing piston

1.Fix the lock pin and gasket on the crankcase.

2.Lubricate the Cylinder inner surface, piston and piston rings by Motor Oil.

3.Install the piston ring into the cylinder carefully.

NOTICE:

a.The piston ring cannot be damaged or cracked.

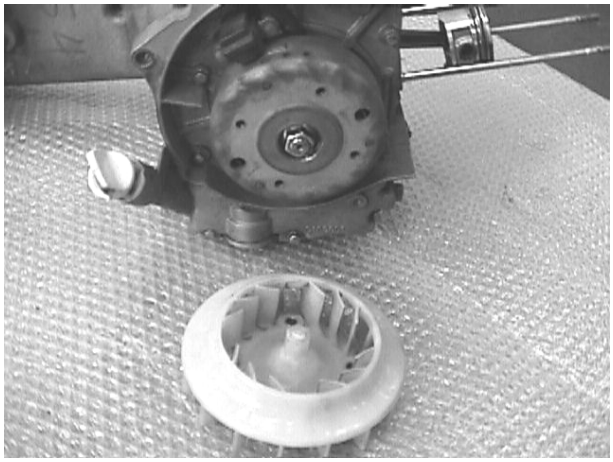
b.The cutting section of three rings must be arranged at intervals of 120°

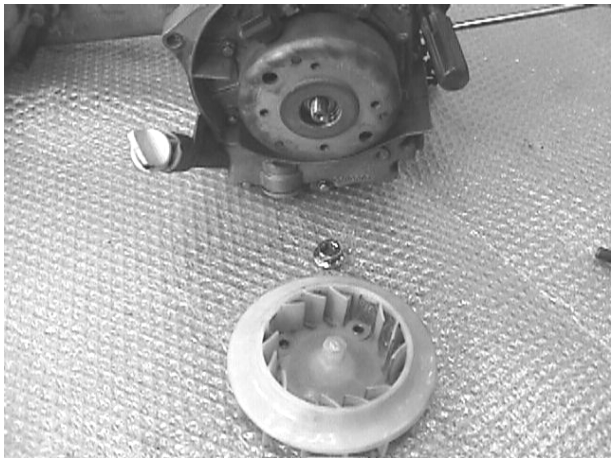
(7)A.C. Generator

A.Dismantling AC generator
B.Installing AC generator

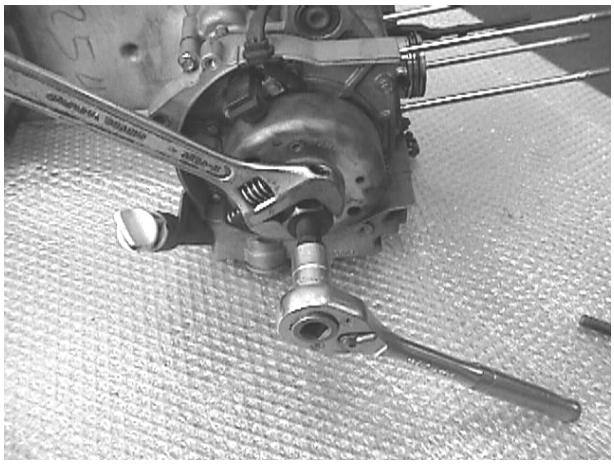
Dismantling AC generator

1. Dismantle the rear section of muffler.
2. Remove fan cowl.
3. Remove the M6 screws
4. Remove screws of flywheel magneto.
5. Remove the AC flywheel magneto by special tool.





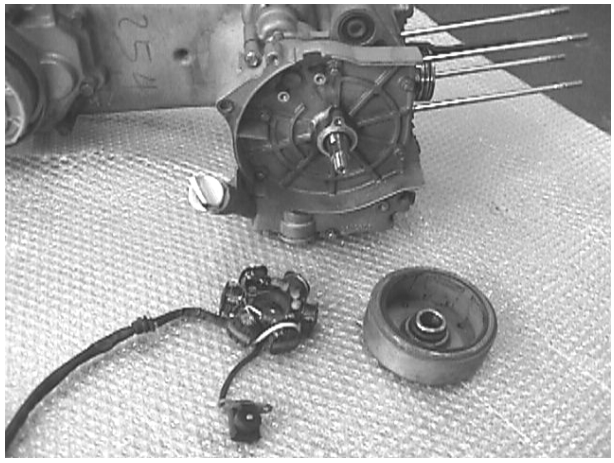
6. Remove the flywheel.
7. Remove the electric plug of AC flywheel magneto.



B.Installing AC generator

To install, please reverse the dismantling procedure.

Locking torque:	
M6:	1.0~1.2kg/m
M12:	3.2~4.0kg/m



(8)Final transmission mechanism

A. Troubleshooting.

B. Dismantle the final transmission mechanism.

C. Check the final transmission mechanism.

D. Assemble the final transmission mechanism.

A. Troubleshooting

●Engine can be started, but the vehicle doesn’t move.

1.Gear worn-out or cracked.

2.Gear burnt out.

●Noise occur when running.

1.Gear worn out, burnt or gear surface.

2.Bearing worn out of loosen.

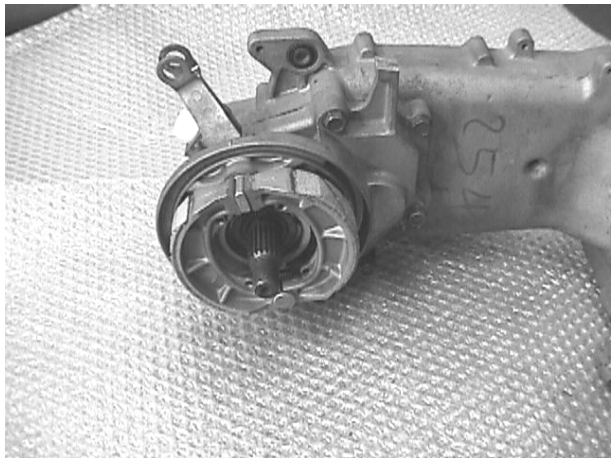
●Oil leakage

1.Too much oil

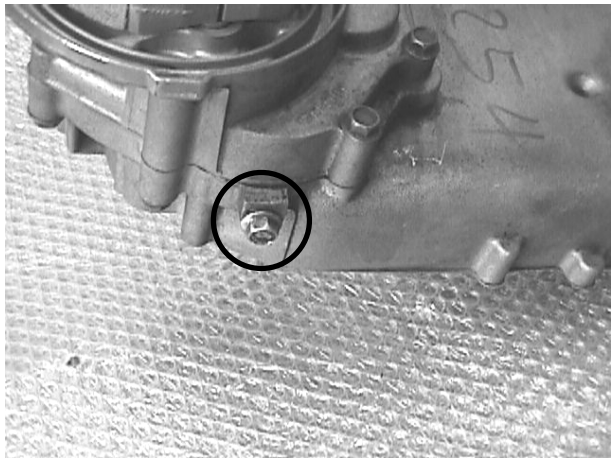
2.Seal worn out or damaged.

B. Disassemble the final transmission mechanism:

1.Remove the rear wheel.

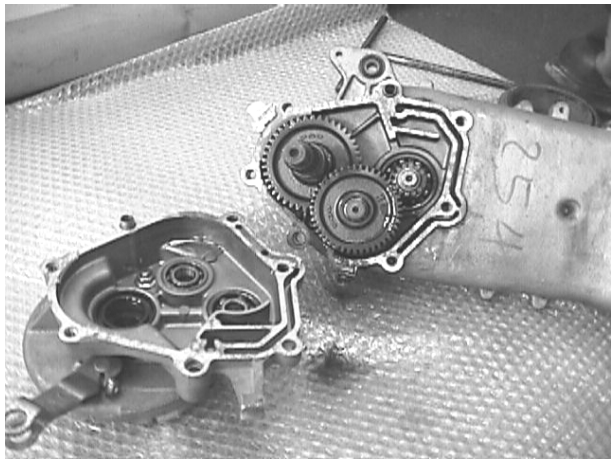


2.Drain the oil in the gear box.



3.Remove the bolt in the gear box cover.

Take off the gear box.



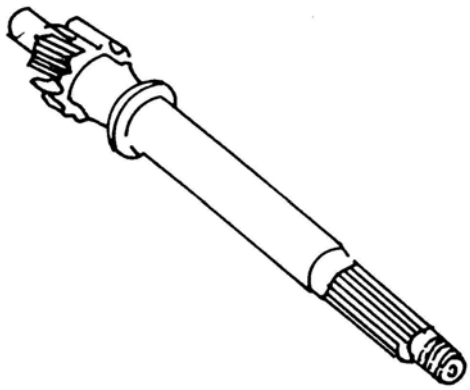
3.Remove the final reduction gear
And idle gear.

5.Clean up the gear box.

C. Check the final transmission mechanism

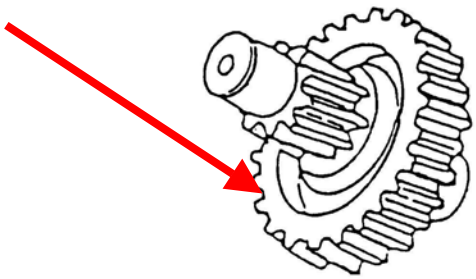
1.Check the wearing condition of driving shaft and gears.

Gear teeth number: 14 T (125CC) ; 15 T (150CC)

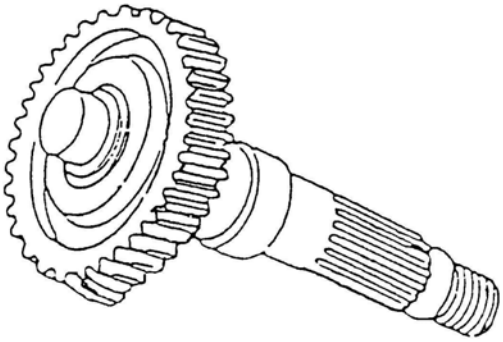


2.Check the wearing condition of idle gear shaft and idle gears.

Gear teeth number 42 T (150CC)



3.Check the wearing condition of the final reduction gear.



4.Check the wearing condition of the oil seal and bearing.

D. Assemble the final transmission mechanism, please follow the opposite procedure Of disassembling. After locking the drain bolt, refill 90cc of gear oil SAE90.

Locking torque:	M6: 1.0~1.2kg/M
	M10: 3.5~4.0kg/M
Drain bolt:	M8: 1.8kg/M

(9)Crankcase, Crankshaft:

A. Disassembling diagram.

B. Troubleshooting.

C. Data

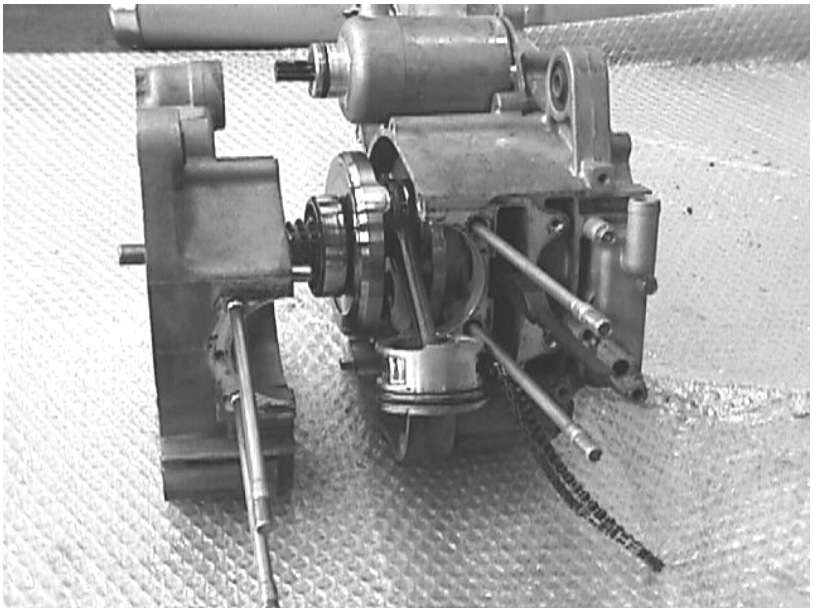
D. Remove crankcase and crankshaft.

E. Check crankshaft.

F. Assemble the crankcase.

A. Disassembling diagram

Torque: 1.0~1.2kg-m



B. Troubleshooting

Engine noise:

1.The bearing of final transmission mechanism is loosen.

2.Crank pin of bearing is slack.

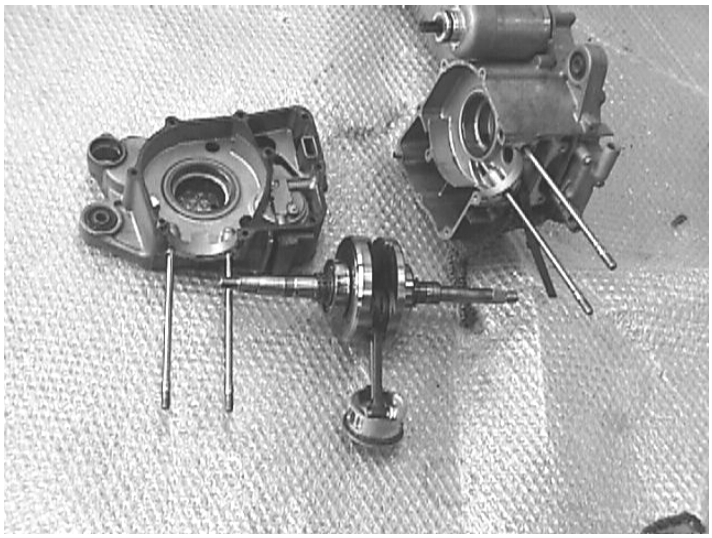
3.The bearing of gear box is loosen.

C.Data

Item	Standard value(mm)	Limit of use.(mm)
Clearance of connecting rod big end axle direction	0.10~0.35	0.55
Clearance of connecting rod big end vertical direction.	-	0.04
Swingness of the crank shaft journal.	0.03	0.10

D. Remove the crankcase and crankshaft by the following procedures:

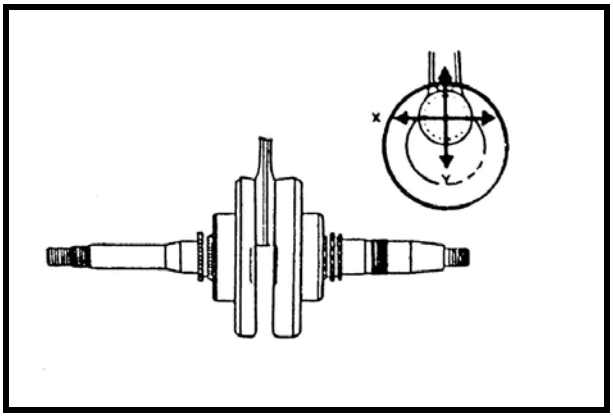
1.Remove the engine.
2.Remove the muffler.
3.The carburetor.
4.Engine corer.
5.Cylinder head.
6.Cylinder.
7.The driving plate.
8.AC flywheel magneto.
9.The starter clutch.
10.Oil pump.
11.Bolts of left/right crankcase.



E.Check crankshaft

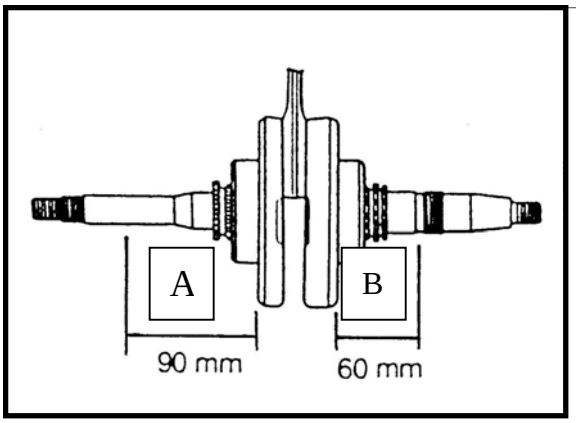
1.Measure the difference of the connecting rod big end between the X and Y

Limit of use : replace it when above 0.04mm.

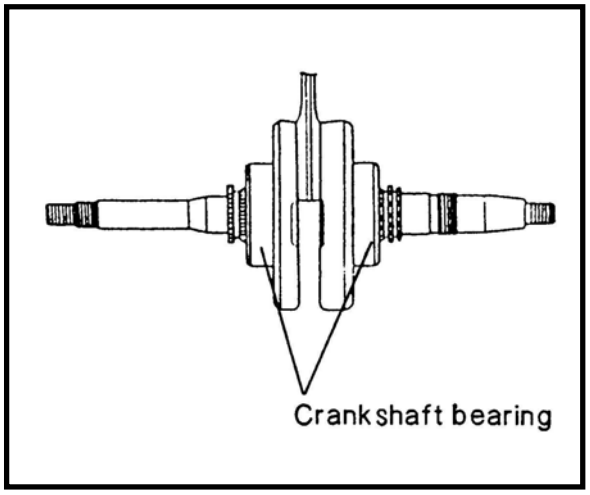


2.Measure the swing ness of the crankshaft journal.

Limit of use	
A	B
Change it when above 0.1mm	Change it when above 0.1mm



3.Check the looseness of crankshaft bearing.
If it is loosen, replace to a new one.



F.Assemble crankcase:

1.assemble crankcase according to the opposite procedure of disassembling.

2.The locking torque of bolts and nuts are described in previous chapter please refer.

(10)Carburetor:

A.General theory

B.Troubleshooting.

C.Dismantling the carburetor.

D.Dismantling the float and nozzle.

CARBURETOR SPECIFICATIONS:

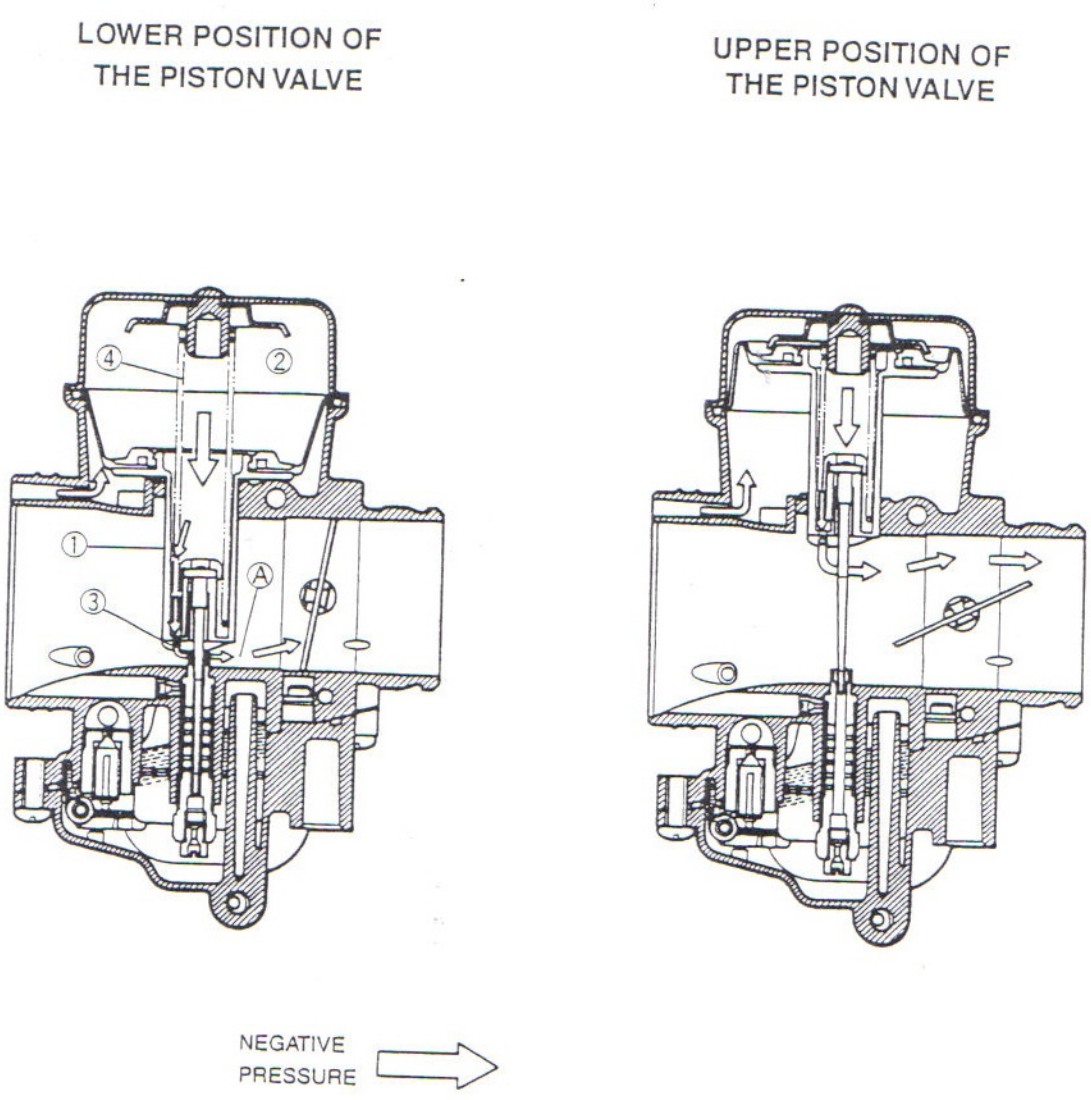
ITEM	SPECIFICATION
Model	**M2-150**
Carburetor type	**KEIHIN CVK24**
Bore size	**24 mm**
I.D. NO	**046**
Idle r/min	**1700 ± 100**
Float height	**18.0 ± 0.5 mm**
Main jet	**#102**
Jet needle	**4HLGL**
Needle jet	**P-O**
Pilot jet	**#35**
Pilot screw (PRE-OPENING)	**1 1/ 2 turns out**

(A) General theory

DIAPHRAGM AND PISTON OPERATION

The carburetor is a variable-venturi type, whose venturi cross sectional area is increased or decreased automatically by the piston valve①. The piston valve moves according to the negative pressure present on the downstream side of the venturi A. Negative pressure is admitted into the diaphragm chamber ② through an orifice ③ provided in the piston valve①.

Rising negative pressure overcomes the spring ④ force, causing the piston valve ① to rise into the diaphragm chamber and prevent the air velocity from increasing. Thus, air velocity in the venturi passage is kept relatively constant for improved fuel atomization and precise air/fuel mixture.

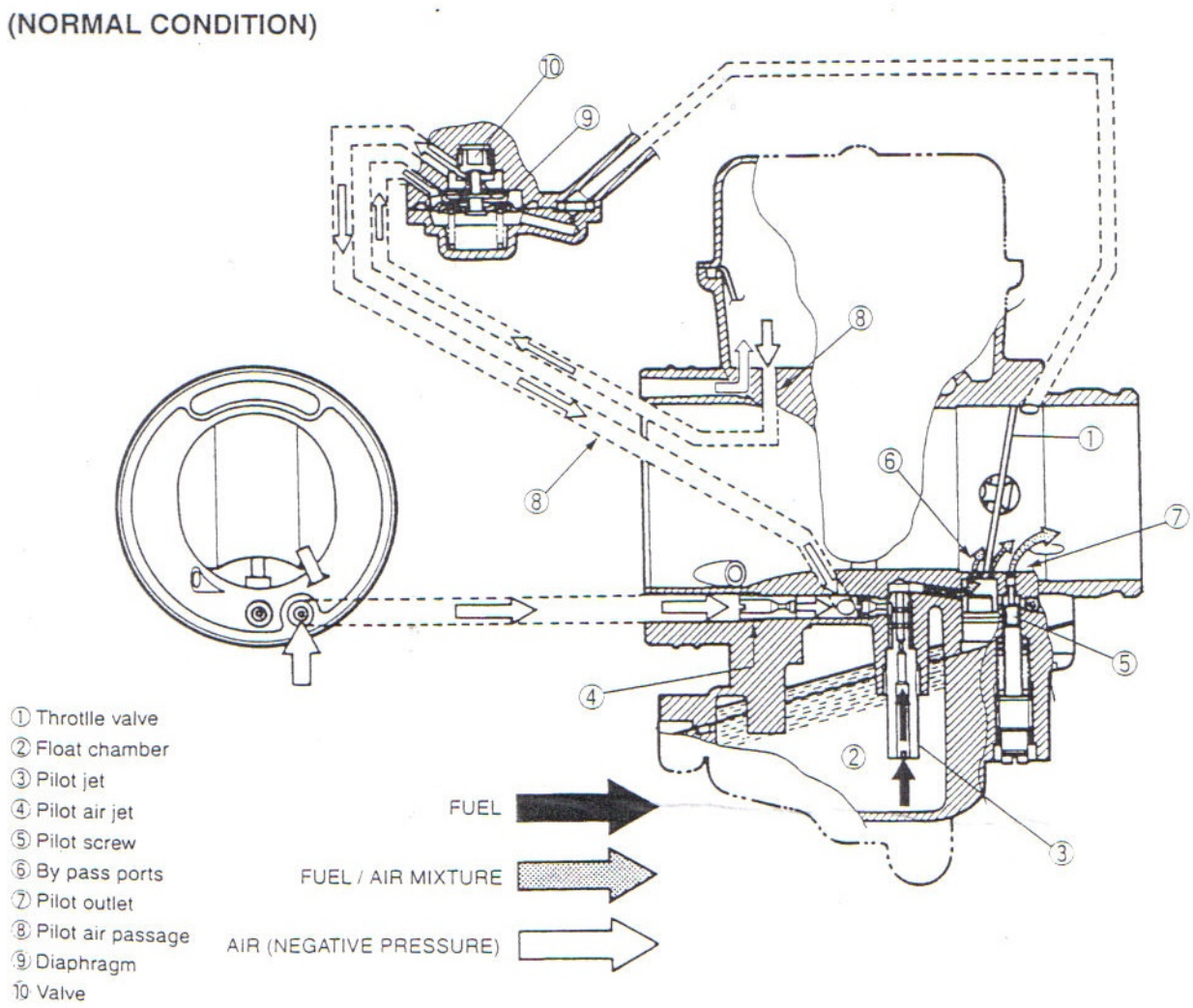


SLOW SYSTEM

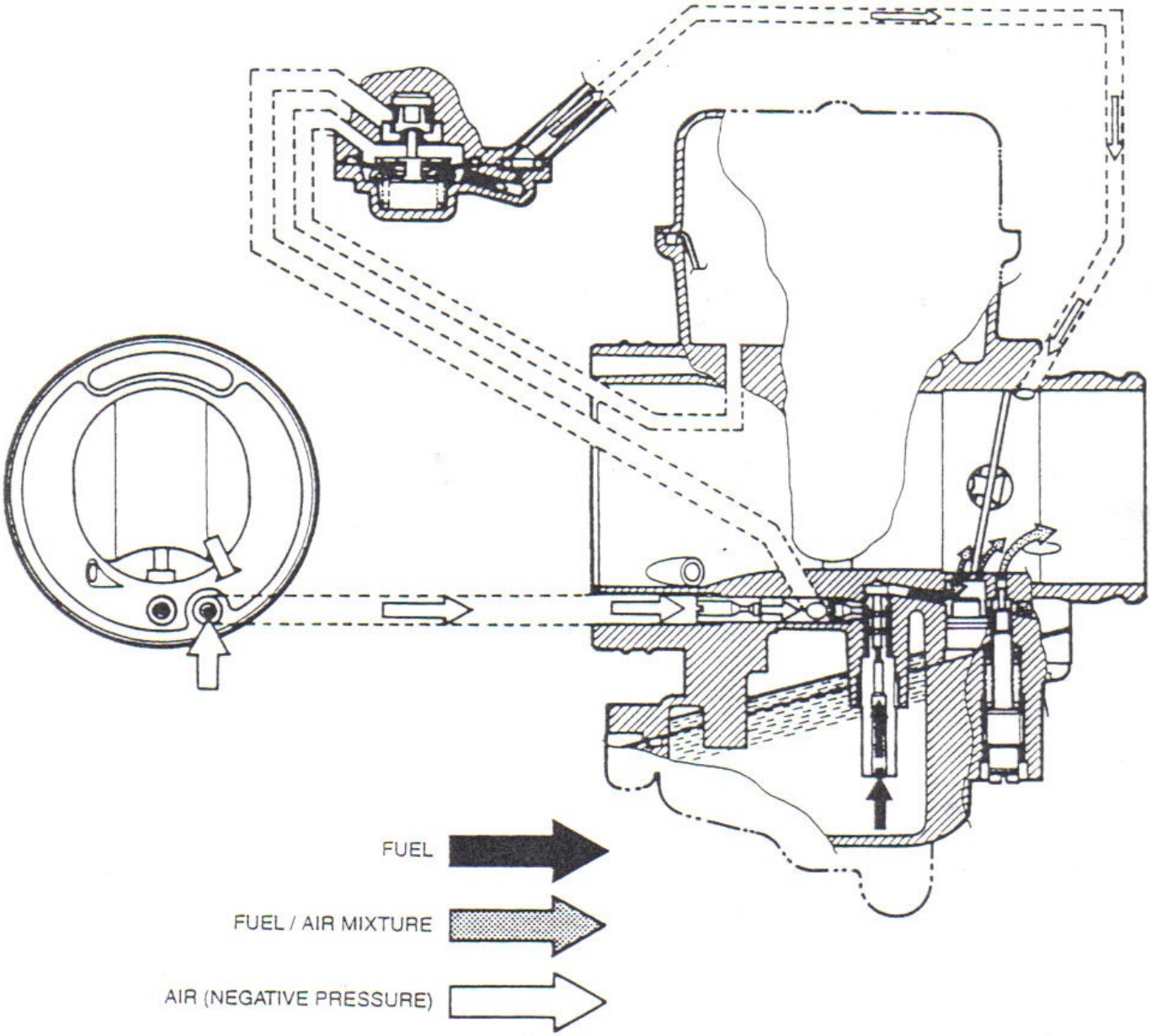
This system supplies fuel during engine operation when the throttle valve ① is closed or slightly opened. The fuel from the float chamber ② is metered by the pilot jet ③ where it mixes with air coming in through the pilot air jet ④. This mixture, rich with fuel, then goes up through the pilot passage to the pilot screw ⑤. Part of the mixture is discharged into the main bore through bypass ports ⑥. The mixture is metered by the pilot screw ⑤ and sprayed into the main bore through the pilot outlet port ⑦.

COASTING ENRICHMENT SYSTEM

The coasting enrichment system is included in the slow system. At the normal running operation, Joining of the air from upper part of then carburetor inlet side to pilot air passage ⑧ which obtains proper fuel/air mixture ratio. But if the throttle valve is closed suddenly, a large negative pressure generated in the cylinder which is applied to the diaphragm ⑨. The valve ⑩ which interlocks with the diaphragm ⑨ closes an air passage ⑧, thus, the fuel/air mixture ratio by controlling air flow in the pilot circuit.



(LARGE NEGATIVE PRESSURE GENERATED CONDITION)



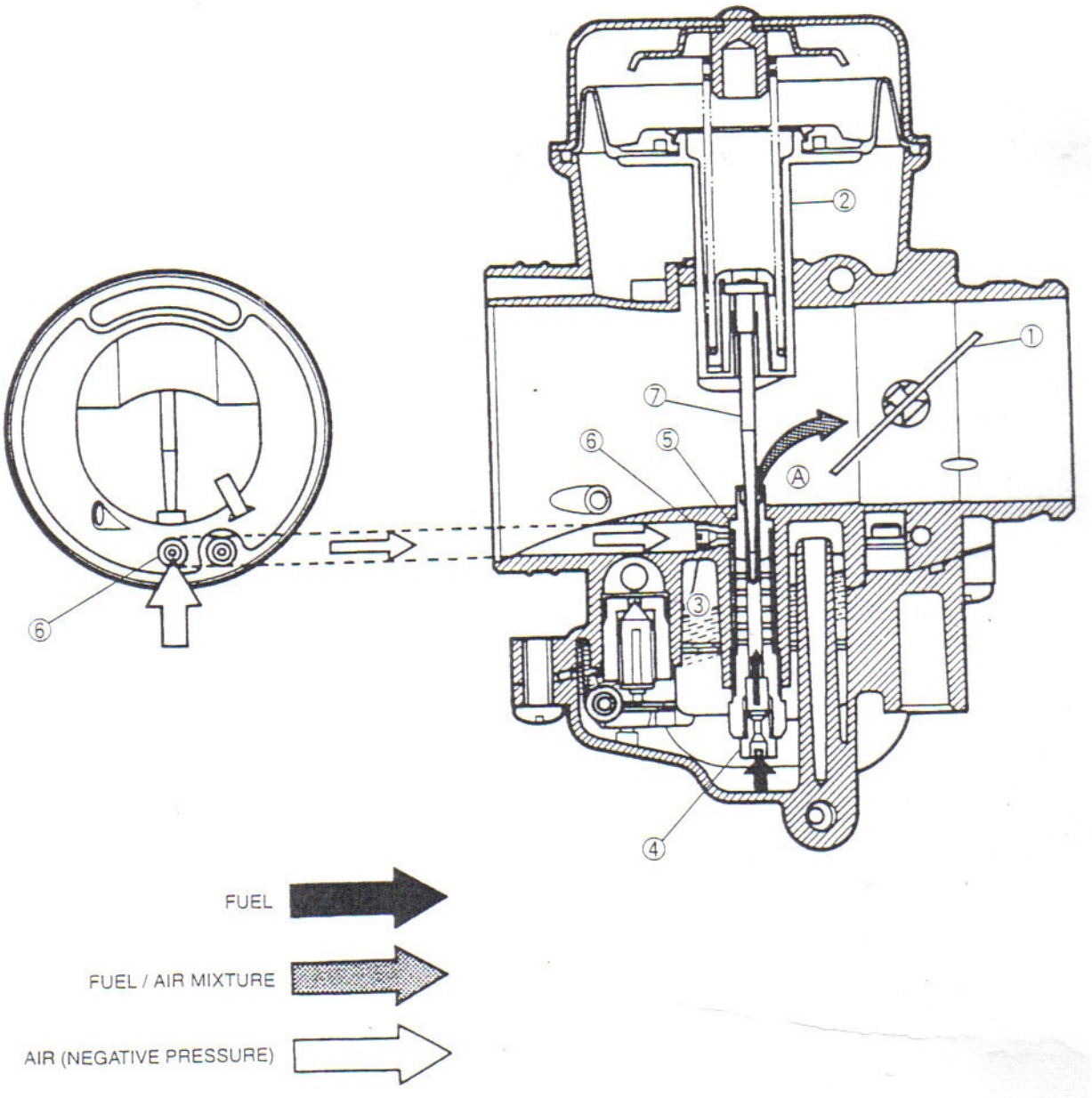
MAIN SYSTEM

As the throttle valve ① is opened, engine speed rises and negative pressure in the venturi A increases. This causes the piston valve ② to move upward.

The fuel in the float chamber ③ is metered by the main jet ④. The metered fuel enters the needle jet ⑤, mixes with the air admitted through the main air jet ⑥ and forms an emulsion.

The emulsified fuel then passes through the clearance between the needle jet ⑤ and jet needle ⑦ and is discharged into the venturi A, where it meets the main air stream being drawn by the engine.

Mixture proportioning is accomplished in the needle jet ⑤. The clearance through which the emulsified fuel must flow ultimately depends on throttle position.



AUTO-ENRICHENER (AUTO-CHOKE) SYSTEM

The automatic enrichener (automatic choke) device consists of the PTC heater A, the thermo-wax B and the plunger/needle ①. When the thermo-wax B is cold, the plunger/needle ① moves upward, Fuel is drawn into the enrichener circuit from the float chamber ②.

Enrichener jet ③ meters this fuel, which then flows into fuel pipe ④ and mixes with the air coming From the upper part of the float chamber ⑤. The mixture, rich in fuel content, reaches upper part of The fuel pipe and mixes again with the air coming through a passage extending from main bore ⑥.

The two succesive mixings of fuel with air are such that proper fuel/air mixture for starting is produced when the mixture is sprayed out through outlet port ⑦ into the main bore.

NOTE:

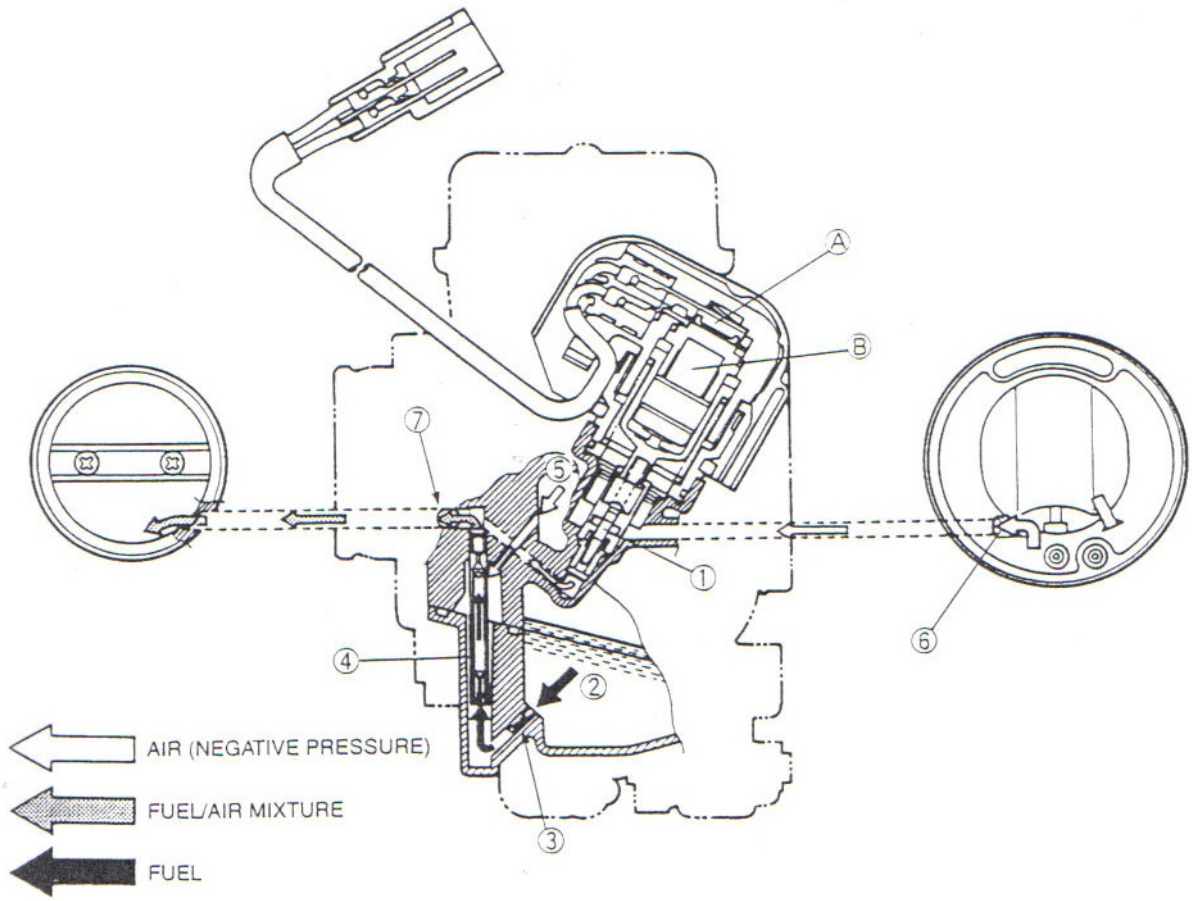
An enrichener is operated almost the same way as a choke.

When the engine is cold:

The automatic enrichener passage is always open as the thermo-wax remains atomospheric temperature.

When the engine is started:

According to the PTC heater temperature, the thermo-wax gradually expands and closes enrichener passage by the needle of the plunger.

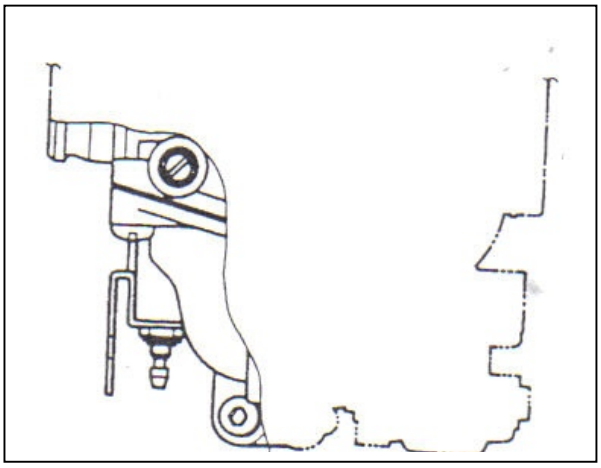


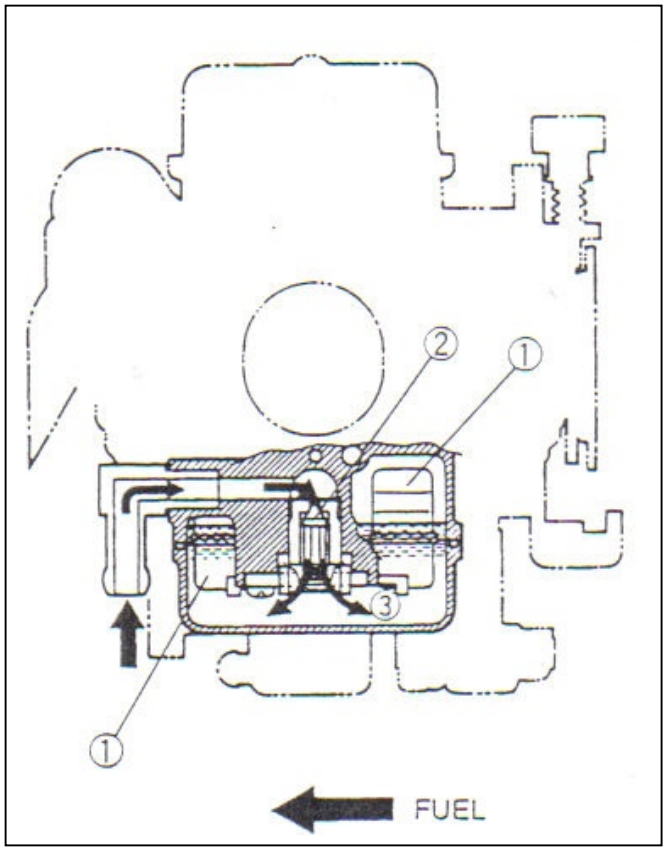
FLOAT SYSTEM

The float ① and needle valve ② work in conjunction with one another. As the float chamber ③, the float ① rises and the needle valve ② pushes up against the valve seat. When this occurs, no fuel enters the float chamber③.

As the fuel level falls, the float ①lowers and the needle valve ② unseats itself; admitting fuel into the float chamber ③.

In this manner, the needle valve ② admits and shuts off fuel to maintain the appropriate fuel level inside the float chamber ③.

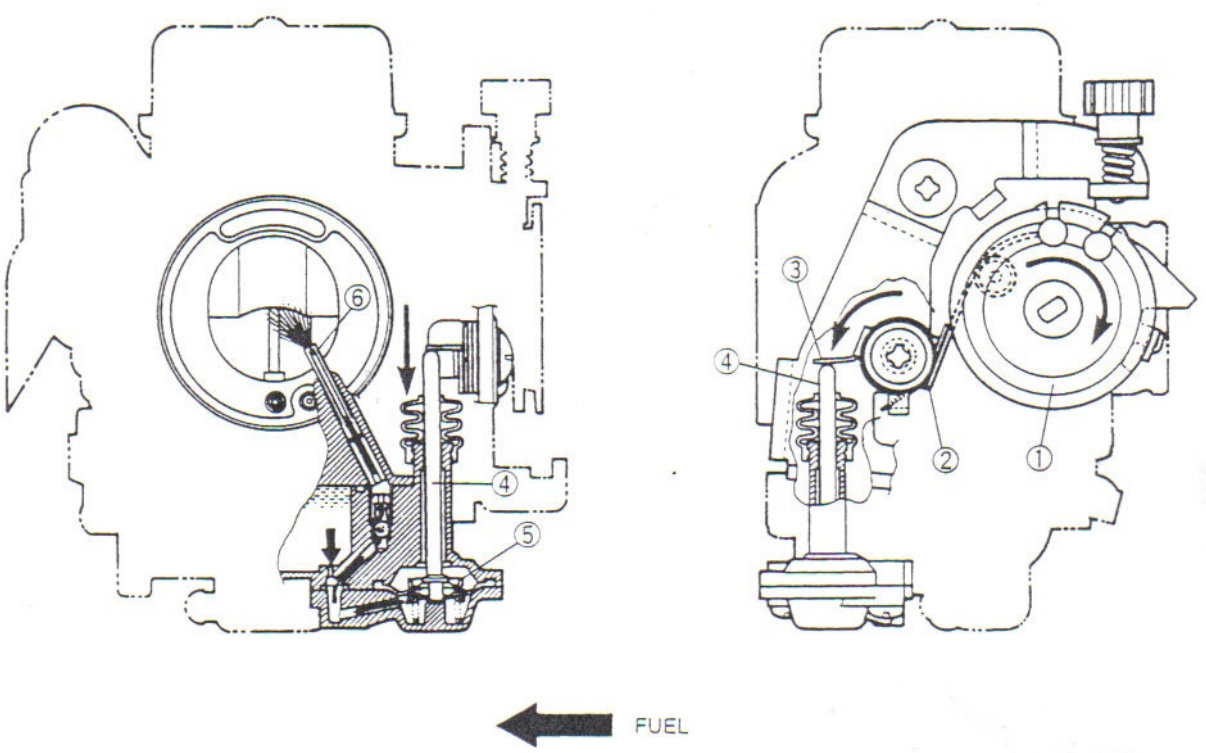




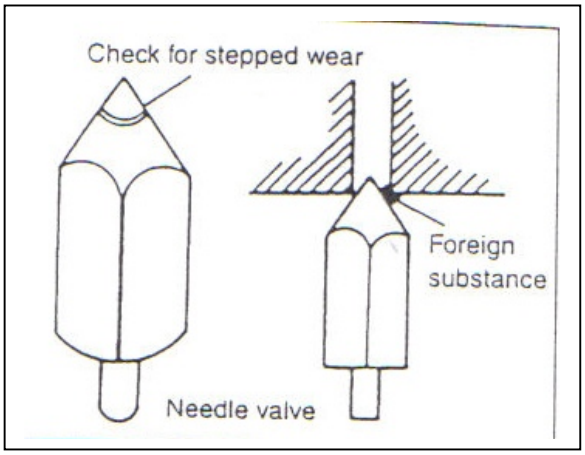
ACCELERATOR PUMP SYSTEM

This system works only when the rider opens throttle grip quickly as pump send the necessary amount of fuel to the carburetor bore for correcting fuel/air mixture ratio. When the rider open the throttle grip quickly, the intaken air volume becomes large and air velocity at the bottom of the throttle valve (piston valve)is slow and sucking volume of fuel is less.

The throttle valve lever ① pulls lever ② with the cable, and lever ③ turns and pushes rod ④. The rod ④ pushes plunger ⑤. This plunger pushes out the fuel through outlet pipe ⑥, spraying fuel into the main bore.



INSPECTION

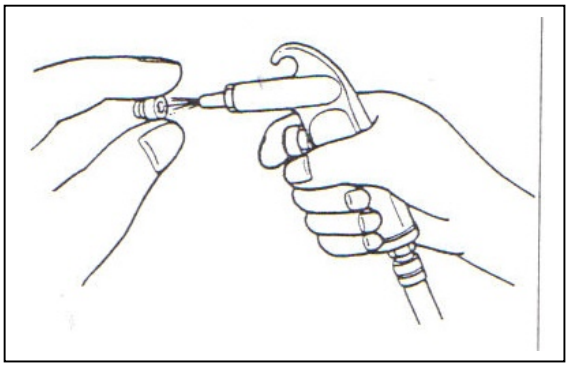


Check the following parts for damage and clogging.

* Pilot jet
* Main jet
* Main air jet
* Pilot air jet No.1 & No.2
* Needle jet holder
* Float
* Jet needle
* Piston valve
* Starter jet
* Gaskets and O-rings
* Pilot outlet and bypass
* Coasting enrichement valve
* Needle valve
* Valve seat

if any abnormal condition is found, wash the part clean. If damage or clogging is found, replace the part with a new one.

CARBURETOR CLEANING



!WARNING

Some carburetor cleaning chemicals, especially diptype soaking solutions, are very corrosive and must be handled carefully. Always follow the chemical manufacturer's instructions on proper use, handling and storage.

- Clean all jets with a spray-type carburetor cleaner and dry them using compressed air.
- Clean all circuits of the carburetor thoroughly-not just the perceived problem area. Clean the circuits in the carburetor body with a spray-type cleaner and allow each circuit to soak, if necessary, to loosen dirt and varnish. Blow the body dry using compressed air.

!CAUTION

Do not use a wire to clean the jets or passageways. A wire can damage the jets and passageways, if the components cannot be cleaned with a spray cleaner it may be necessary to use a dip-type cleaning solution and allow them to soak. Always follow The chemical manufacturer's instructions for proper use and cleaning of the carburetor components.

- after cleaning, reassemble the carburetor with new seals and gaskets.

AUTO-ENRICHENER INSPECTION

- Disconnect the lead wire coupler①.
- Remove the cover②.
- Connect the positive ⊕ terminal of a 12V battery to Yellow/white lead and the negative ⊖ terminal to Black/ White.
- Check that the auto-enrichener section ③ (PTC heater built-in area)is heated in 5 minutes after the battery has been connected.

NOTE:

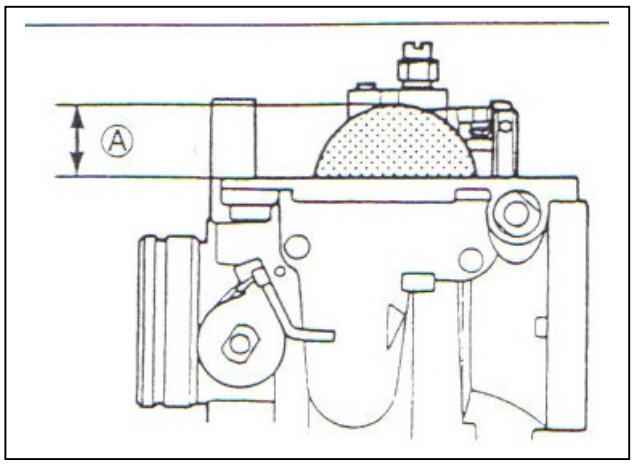
To inspect the function, check for change of temperature from the cold condition.

!CAUTION

Do not attempt to disassemble the auto-enrichener for the purpose of checking temperature.

FLOAT HEIGHT ADJUSTMENT

To check the float height, turn the carburetor upside down. Measure the float height A while the float arm is just contacting the needle valve using vernier calipers.
Bend the tongue as necessary to bring the float height A To the specified level.
Float height A: 20.8 ± 1.0mm



(B) Troubleshooting

●Difficult to start

1.No sparking in spark plug.

2.Compression pressure too low.

3.No fuel in the carburetor

-air cleaner blocked

-oil pipe blocked

-bad adjustment of the fuel level

float valve is jell

●Mixed air too dilute

1.Main jet blocked

2.Float valve blocked

3.Fuel level too low

4.Fuel system blocked

5.Second air sucked into intake system

6.Bat vacuums during piston movement

7.Throttle valve malfunction

●Too much fuel in the engine

1.Air cleaner blocked

2.Mixed air is too dilute in the idle system

●Sparking unsteady while increasing speed

1.Ignition system malfunction.

2.Air mixture is too dilute

●Difficult to start, Ignition off, Unstable idling

1.Fuel system blocked

2.Ignition system malfunction

3.Air mixture is too dilute or too thick

4.Fuel deterioration

5.Second air sucked into intake system.

6.Bad idle adjustment

7.Bad fuel volume adjustment

8.Idle system or fueling system blocked

9.Bad adjustment of fuel level

●Mixture air too thick

1.Auto chock system malfunction

2.Float valve malfunction

3.Fuel level is too high

4.Air route blocked

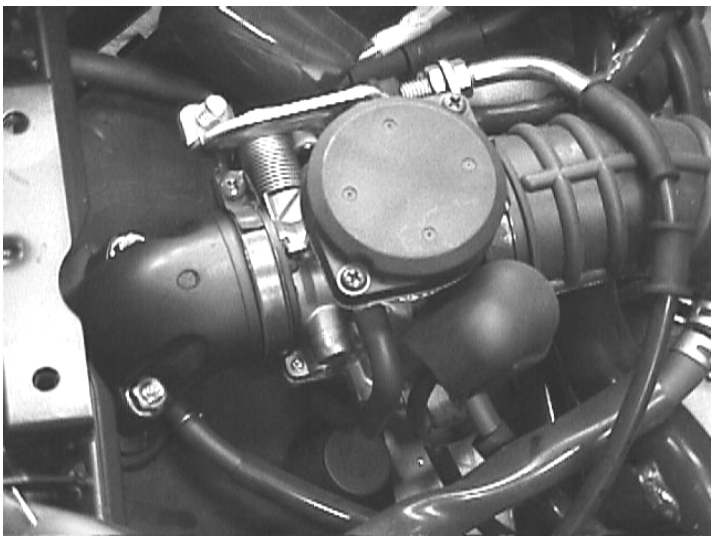
5.Dirty air cleaner

6.Fuel overwhelming in carburetor

(C)Dismantling the carburetor

1.Remove the auto starter connector.

2.Remove the throttle cable, then the fuel pipe from the carburetor.



3.Remove the screws on the intake manifold.

4.Unscrew the fixing belt on the connecting pipe.

5.Remove the carburetor.

Assembling the carburetor

To assemble the carburetor, please follow the reversed procedures of the dismantling and do the following adjustment after installation is finished:

-Adjust the throttle cable

-Idle adjustment

Adjustment of fuel volume adjusting screws

Note :Fuel volume adjusting screws have been set up properly before sale thus there is no need for self-adjustment. However, when dismantling, a record of the turning loop has to be dept for future assembling purpose. Put up the center stand while adjustment.

1.After the engine is warm up, adjust the stopping screw throttle of throttle valve to the standard rpm.
Idle rpm 1,700±100rpm

2.Adjust the fuel volume adjusting screws to the highest stable rotation.
This rotation value is the optimum setting of throttle

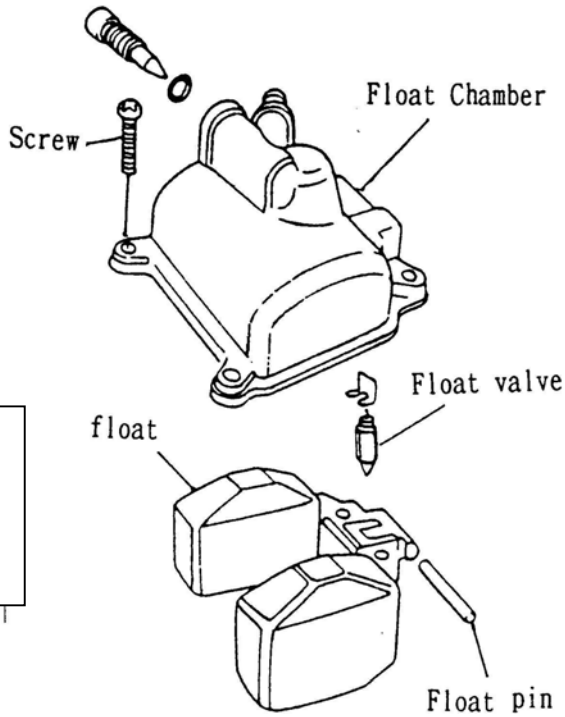
3.Fuel up for several times, make sure that the idle rpm is within the standard rpm.
Repeat the above procedure if the idle rpm is unstable.

(D)The float nozzle

1.Dismantling

●Remove the screws to take off the float chamber.

●Remove the float, the float pin, and float valve.



2.Checking

●Check the float valve, valve base to see whether it is blocked or damaged.

●Check the float valve, valve base surface if sectional worn out or dirty.

△Note:
When the valve is too dirty or severely worn-not, the Valve base will not close completely thus will result In increasing of fuel level and fuel leakage problem. A new replacement is needed.

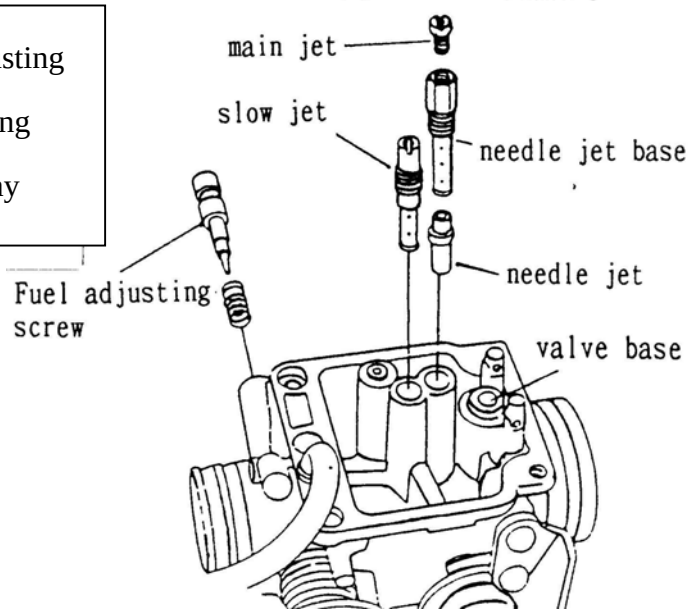
●Remove the main jet, needle jet base, needle jet, slow jet and fuel adjusting screws.

△Note:
●Avoid any damage on the jets and the fuel adjusting screws.
●Before dismantling, record the number of turning loops.
●No screwing-in movement by force to avoid any damages.

●Use the detergent solution to clean the jets. Fuel adjusting

After cleaning off the blockage and the dirt, screw

blow dry by compressed air.

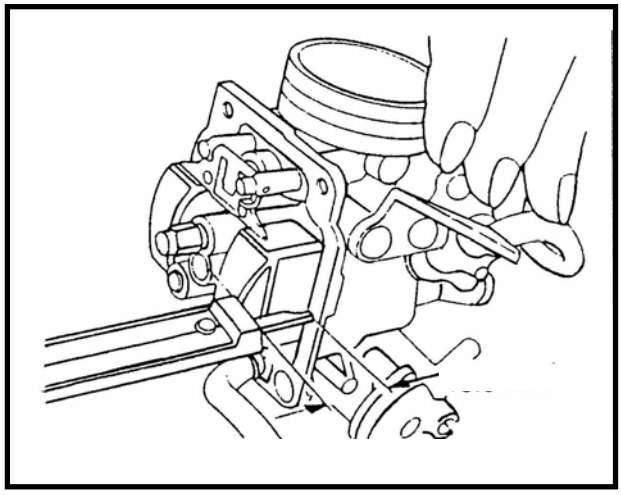


Note:
Remove the vacuum and air-interrupt valve for Cleaning.

3.Assembling

●Assemble the slow jet, needle jet, main jet and fuel adjusting screws.

●Notice
Record the number of turning loops before dismantling



●Assemble the float valve, float and float pin.

4.Checking fuel level

△Notice
●Check after the checking on the float valve and the float is done.
●Put the float gauge on the float chamber perpendicularly to the main jet for measurement.

(C)Handle bar, front wheel, front brake and front fork:

A. Troubleshooting

1.steering handlebar is abnormal, too tight.

a.steering mechanism; washer of conical bush locked too tightly.

b.steering mechanism; steel ball is cracked.

c.steering mechanism; steel ball base and washer of conical base is damaged.

d. wheel pressure is too low.

2.steering handlebar is aslant.

a.left and right damper are not even.

b.Front fork is crooked.

c.The axle of front fork is crooked or the wheel is aslant.

3.front wheel swings.

a.wheel rim is distorted.

b.bearing of front axle is loose.

c.wheel spoke is distorted.

d.Tire worn out.

e.The wheel axle is improperly assembled.

4.front damper is too soft, or spring fatigue.

5.Noise in front damper.

a.noise comes form the shock absorber tube.

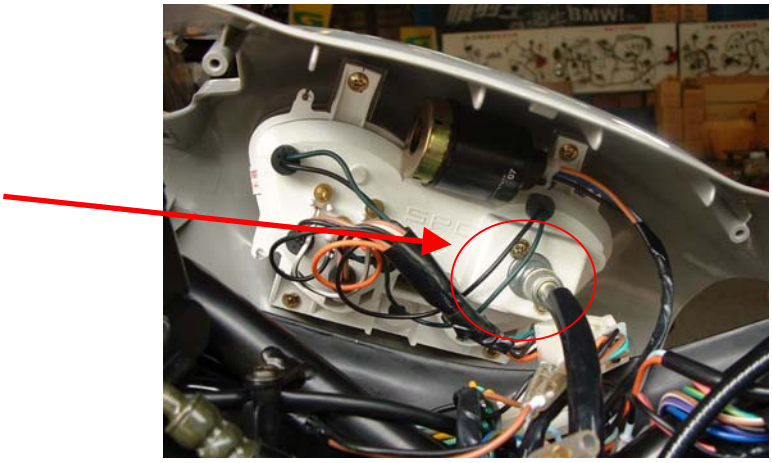
b.locking screw of damper is loose.

B. Data

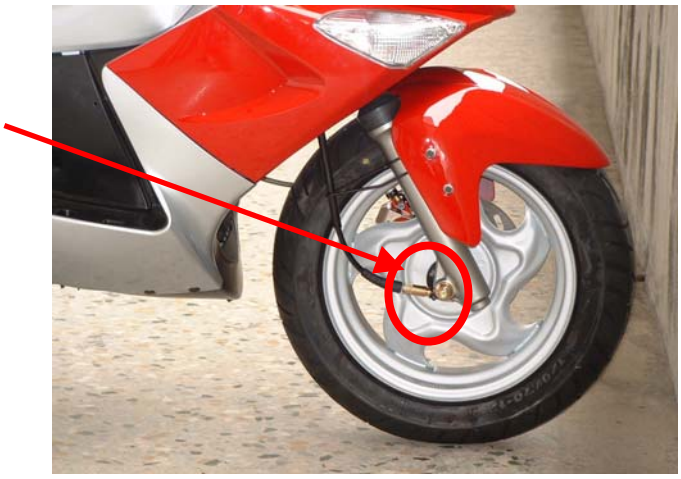
Item	Model	Standard value(mm)	Limit of use.(mm)
thickness of frt pad	BLUR-150/220	8.3	5.3
Disk of frt brake	BLUR-150/220	4.0	3.5
thickness of REAR pad	BLUR-150/220	10.0	7.0
Swingness of frt/rr wheel	BLUR-150/220	-	2.0

C. Change the speedometer cable:

1.Remove the front handle cover.



2.Remove the nut of the speedometer cable.



3.Remove the fixed screw of the speedometer cable on the front wheel.

4.Pull out the damaged speedometer cable.

5.To assemble the new cable, please follow the opposite of dismantling procedures.

Note: Put some grease onto the inner cable before assembling.

D.Steering handlebar

1.Remove the LH/RH back mirrors.

2.Remove the upper handle cover.

3.Remove the nuts on front fork and handlebar.

4.Take off the fixing bolt.

5.Remove the nut and bolt of the front fork fixed on
The handlebar.

6.Take off the handle bar.

7.When assembling, please follow the opposite procedures.

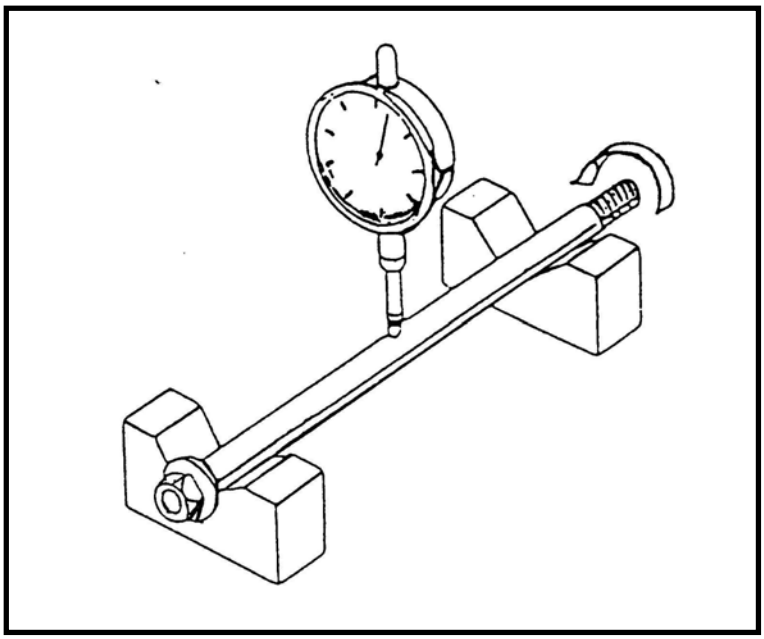
Locking Torque: M6 : 1.0-1.2kg-m M10 : 3.0-4.0kg-m

8.Before assembling, please add grease on each cable.

E.Front wheel

1.Remove the locking nut of the front wheel on the right side.
2.Draw out the axle of front wheel, remove the ring and take off the gear sets of speedometer.
3.Remove the front wheel assy.
4.Assemble the front wheel follows the opposite procedure of dismantling.
Locking Torque:
M10: 3.0-4.0kg-m

Note:
1.Put the lock block of speedometer gear assy upon the extrusion of the front fork.
2.Put the grease onto the grease sets of speedometer before assembling.
5.Checking the front wheel axle
a. Check the bending degree of the front axle.
b. Take note of the bending degree on the middle of axle.
c. Limit of use: Change it when above 0.2 mm.

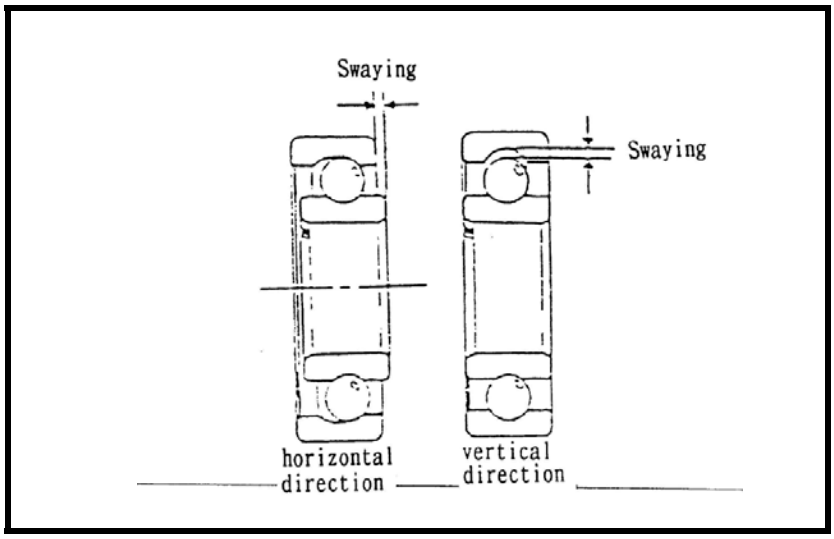


6.Front wheel bearing checking

Turn the tire. If the bearing is

Loosen or any occurrence for noise,

Please change a new one.



7.Front wheel rim checking

(1)Check the swing of the front wheel rim.

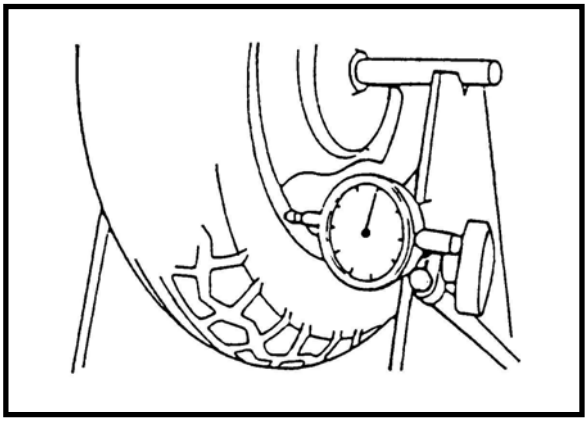
(2)Limit of use:

●Horizontal direction:

Change a new one when above 2.0mm.

●Vertical direction:

Change a new one when above 2.0mm.



F.Front brake

1. Disassembling and assembling of the front brake comp.

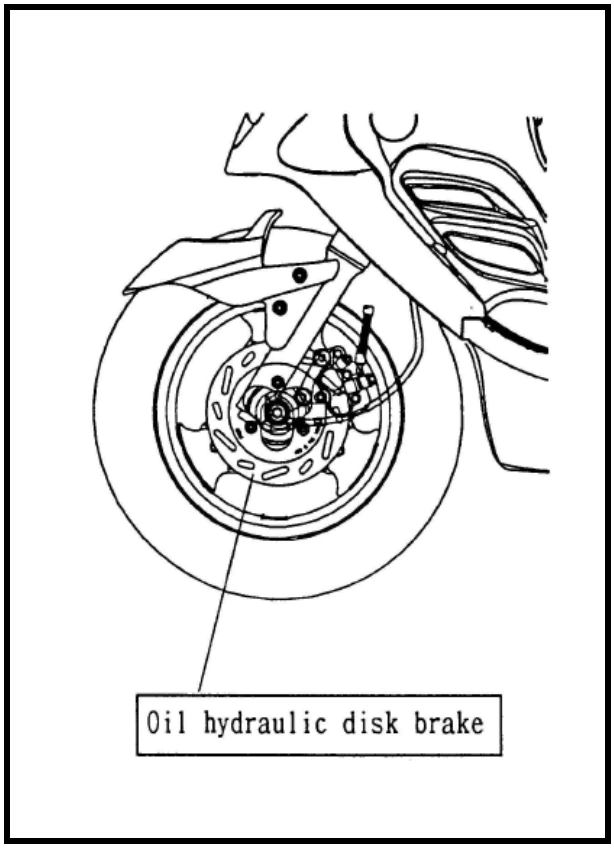
a. Remove two bolts fixed on the front brake comp and the front fork.

b. Remove the front brake comp.

c. Assemble the front brake comp. Follows the opposite procedure of dismantling.

Locking Torque:

M8: 2.0~3.0kg-m



2.Air releasing of the front brake comp

The procedure of air releasing

a .Fill the enough brake oil to the container

b. Do not let the brake oil overflow from the master cylinder or container when assemble the master cylinder cover.

c. Put the spanner upon the drain screw.

d. Lock and unlock the screw several times to release the bubbles.

e. Operate slowly the brake lever several times.

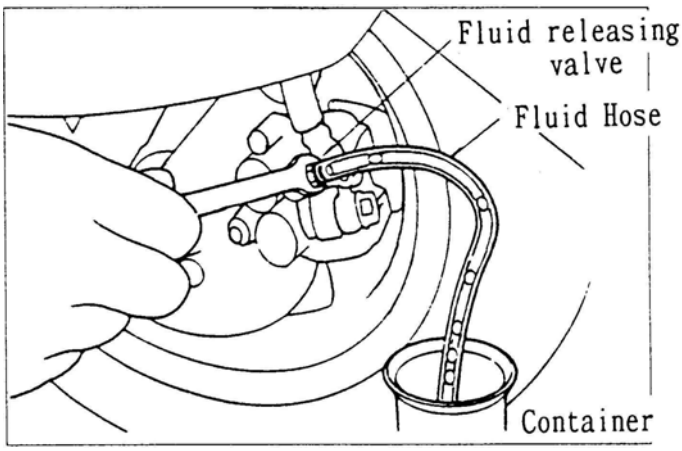
f. Clamp the brake lever to the end.

g. Loose the drain screw, then open the lever completely.

h. Locking the drain screw and then loose it when the lever is opened completely.

i. Repeat above procedure until all the air in the brake system has been released Completely.

Locking torque of leaking screw: 0.6 kg-m



3.Front fork checking:

If it is bent or cracked, please replace with a new one.

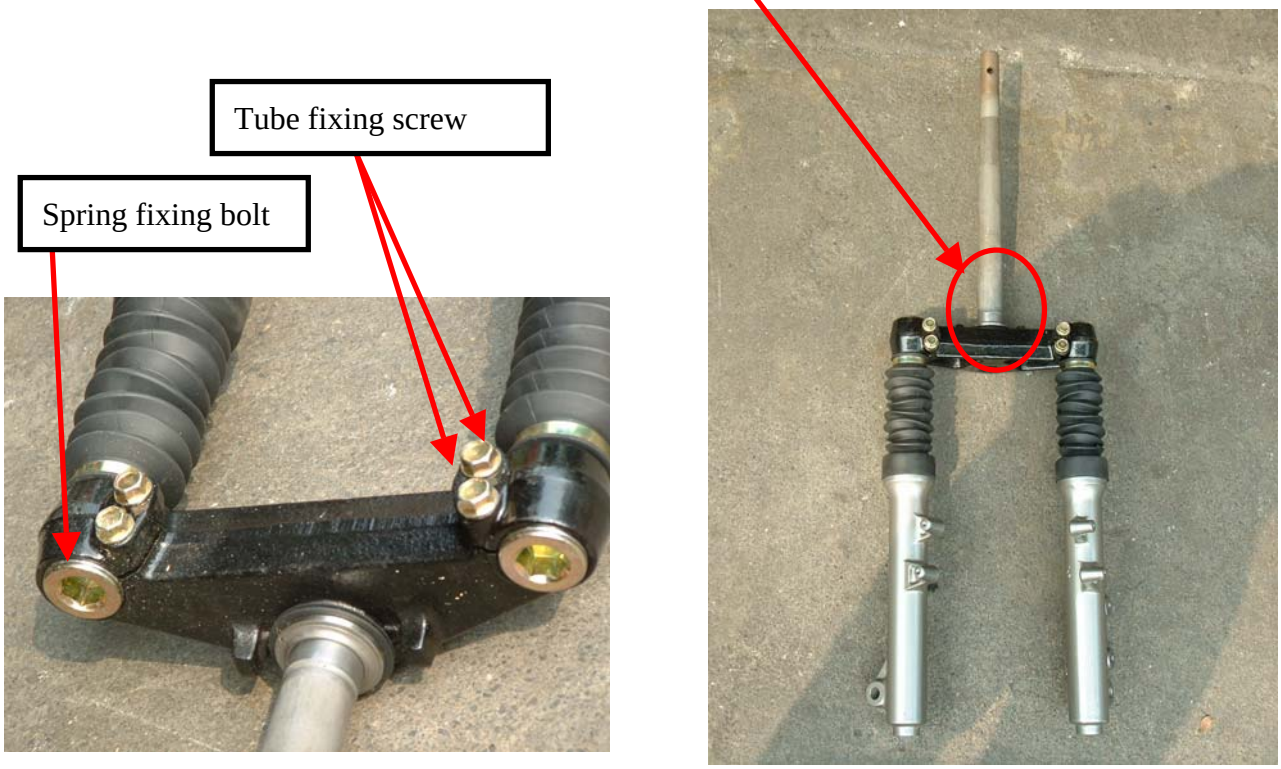
4.Front shock absorber checking

Check is there any unusual damage or worn-out condition, and whether the guide rod of the Front fork is crooked or not.

Fork oil type: SAE 10W20

Capacity (each side): 95 CC (BLUR-150/220)

NOTE:
If the guide rod is crooked, it should be replaced by a new one or repaired.



5.Disassembling and assembling the front brake-disk.

a. Remove the front wheel.

b. Remove bolts on the disk.

c. Remove the disk.

d. Assemble the disk follows the disassembling procedure.

Locking torque M8: 2.0~3.0kgm

6.Checking the front brake-disk.

;4.0 mm (BLUR-150/220)

3.5 mm (BLUR-150/220)

7.Checking the front brake-PAD.

a. standard thickness: 8.3mm(BLUR-150/220).

limit of use: As the thickness is below using limit, change it.

Note: No grease on the lining.

BLUR150/220

(D)Rear wheel, rear brake, rear damper:

A. Troubleshooting.

1.Rear wheel swings.

a. Wheel rim is distorted.

b. Tire worn out.

c. The wheel axle is improperly assembled.

2.rear damper is too soft.

a. Spring fatigue.

3.Bad braking

a. The adjustment of brake is not proper.

b. The brake lining is dirty.

c. The brake lining worn out.

d. The cam of brake lining is worn out.

e. The brake cam lever worn out.

f. The wheel hub worn out or damage.

g. The operation on the brake arm tooth is not good.

B. Data

Item	Model	Standard value(mm)	Limit of use(mm)
The swingness of rear wheel	BLUR	-	2.0
Brake disc thickness	BLUR -150/220	4.0	3.5
Thickness of brake pad	BLUR -150/220	8.3	5.3

C. Disassembling and assembling the rear wheel.

1.Remove the rear mudguard and the exhaust pipe.

2.Remove the locking nut of the rear wheel

3.Remove the rear wheel

4.To assemble the rear wheel please reverse the dismantling procedure.

D. Checking the rear wheel

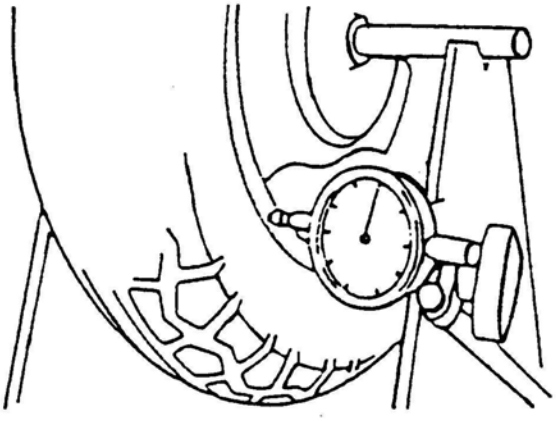
a. check the swingness of rear wheel.

b. vertical direction:

change it when above 2.0mm

c. horizontal direction:

change it when above 2.0m

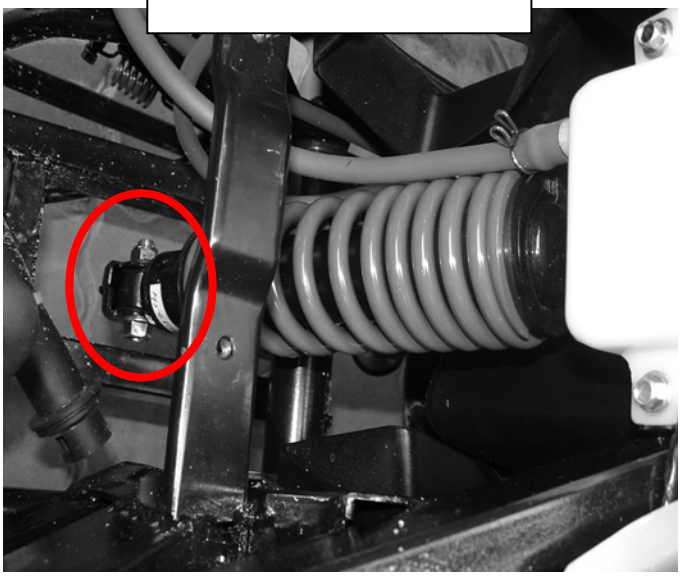


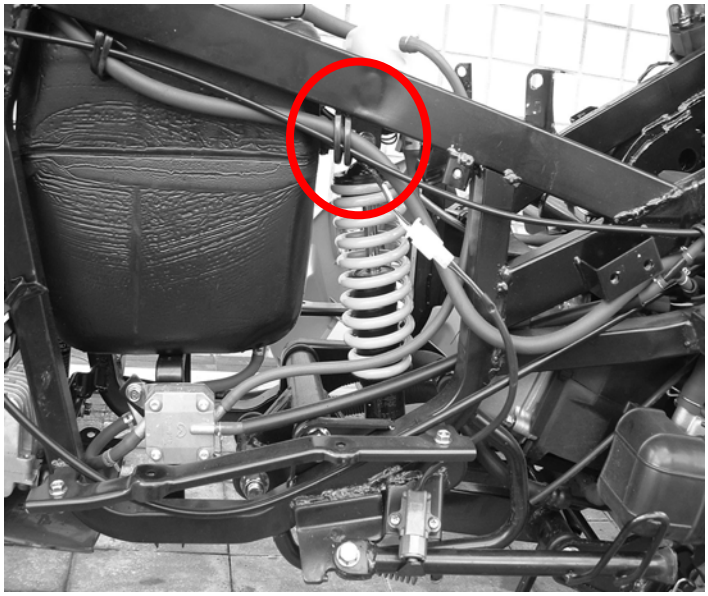
1. Brake pad inspection for BLUR -150

F. Rear absorber

1. Check the locking torque of rear absorber at lower & upper.
2. Both locking torque is 3.5~4.5 kg-m.
3. Oil leakage check is always necessary.

BLUR **-150/220**





(E)Fuel supply

A. Troubleshooting.

1.Engine can’t start:

a. No fuel in fuel tank.

b. Fuel pipe is blocked.

c. Auto cock and filter is blocked.

d. The membrane of fuel pump is over swell.

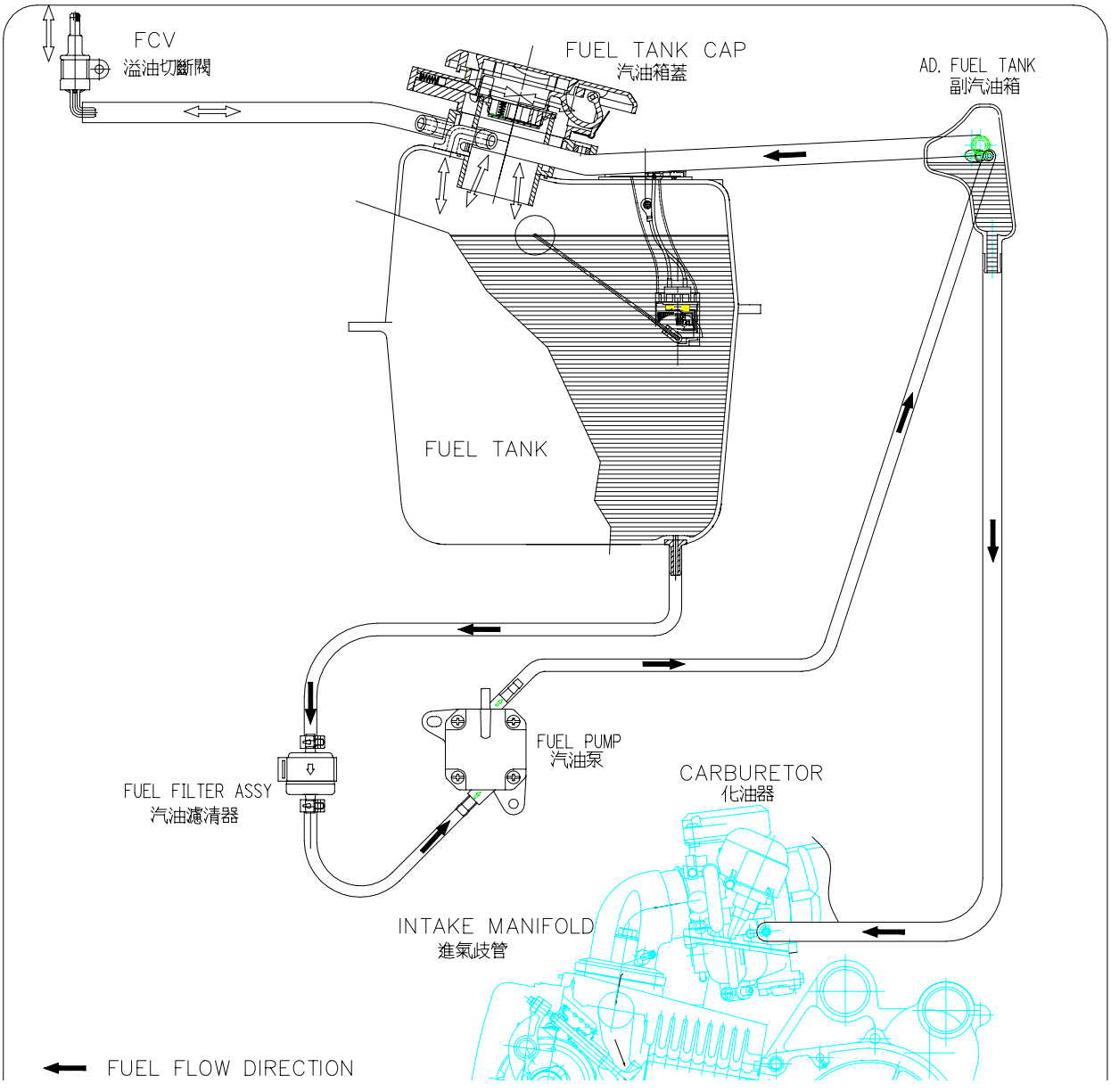
2.The membrance of auto cock is over-extended.

a. Fuel tank cover’s ventilation hole is blocked.

b. Fuel pipe is crooked, squeezed, or blocked.

c. fuel pump and fuel filter is dirty.

B. Fuel supply system diagram:



C. Dismantling and assembling

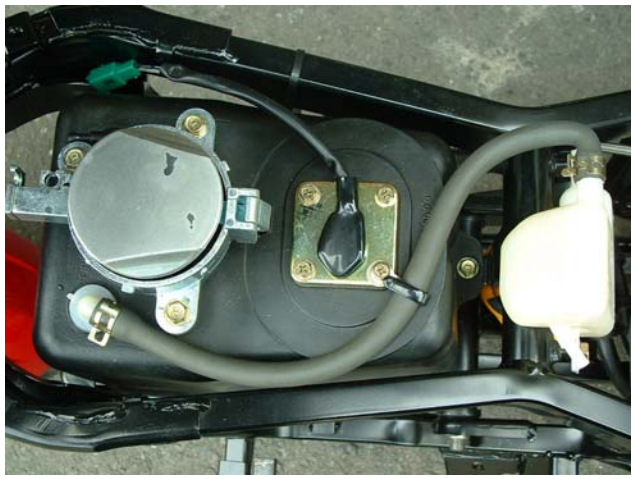
Fuel Tank

1.Remove the front luggage box.
Open the fuel tank cover cap.
2.Remove the fuel tank cover..

.

3.Remove the fuel pipe.
4.Remove the connecting terminal of the fuel gauge.

5.Remove the fuel gauge.
6.Remove the fixing blot of the fuel tank.
7.Take off the fuel tank.
8.When re-assembling, please follow the opposite procedure of disassembling.
Locking torque: M6: 1.0-1.2kgf-m



F. Electric equipment:

(1)Troubleshooting

(2)Battery

1.Check the cells of battery

2. recharging

3.Test the recharging performance

(3)Recharge system

1. the wiring diagram of recharge system
2. check A.C. flywheel magneto.
3. Check regulator/rectifier.

(4)Ignition system

1. the wiring of ignition
2. check spark plug
3. check H.T. cable and H.V. coil
4. check C.D.I. set

(5)Starting system

1. the wiring of starting
2. checking the starter
3. dismantling the starting motor
4. checking the starting motor

(1)Troubleshooting:

A. Recharge system:

•No power:

1.Battery over discharging

①No electrolyte in battery.

②Battery is bleached

③Short circuit in the Battery.

④Regulator malfunction

2.The battery wires are disconnected.

3.Fuse is broken.

4.Ignition switch is abnormal.

•Voltage is too low:

1.Battery recharges insufficiently.

2.The bad connection on wiring system.

3.Recharge system is abnormal.

4.Regulator malfunction.

B. Ignition system:

•The sparking of spark plug is abnormal:

1.Spark plug is dead.

2.Wire connectsion is broken or short Circuit.

①between A.C. generator and CDI sets

②between CDI sets and High Voltage coil.

③between CDI sets and main switch.

④between main switch and spark plug.

3.Main switch is out of order.

4.H.V. coil is not in good function.

5.CDI sets is out of order.

6.A.C. generator is not in good function.

C. Starting system:

•Starting motor can't rotated:

1.The fuse is broken.

2.Battery recharges in sufficiently.

3.Main switch is out of order.

4.Starting motor switch is out of order.

5.Front/rear brake switch is out of order.

6.Starter relay is out of order.

7.Wire disconnects or broken.

8.Starting motor is out of order.

•Currency is unstable.

1.The wiring of batter connection is not good.

2.Ignition system connection is not good.

3.Ignition system is short circuit.

4.Lamp system connection is not good or short circuit.

•Abnormal recharge system:

1.The plug connection is not good. wire broken or short circuit.

2.Rectifier is out of order.

3.A.C. flywheel magneto is abnormal.

D. Engine running unsmoothly:

1.Ignition primary circuit.

①the wire or plug of wiring connection is not good.

②main switch disconnects.

2.Ignition secondary circuit.

①Ignition coil is not in good function

②Spark plug is dead.

③H.V. coil is not in good function.

④The spark plug cap is not in good function.

3.Ignition timing

①A.C. generator is out of order.

②A.C. coil is not in good function.

③C.D.I. sets is out of order.

•Starting motor runs weakly.

1.Battery recharges insufficiently.

2.Wiring system disconnects.

3. The alien objects drop in the motor or gear.

•Starting motor can rotate, but engine can't start up.

1.Starting gear is abnormal.

2. Starting motor is reversedly rotating.

3.Battery is out of order.

(2)Battery:

1.Check the cells of battery.

Always remove the battery negative Cable(-)first, then positive cable (+). But connect the positive cable (+)first, then connect the Negative cable(-) when assembling.

BLUR-150/220

2.Recharge

•Connection procedure:

connect the positive cable(+) of the negative cable(+) of the battery, and the negative cable(-) of the recharge to the negative cable(-) of the battery.

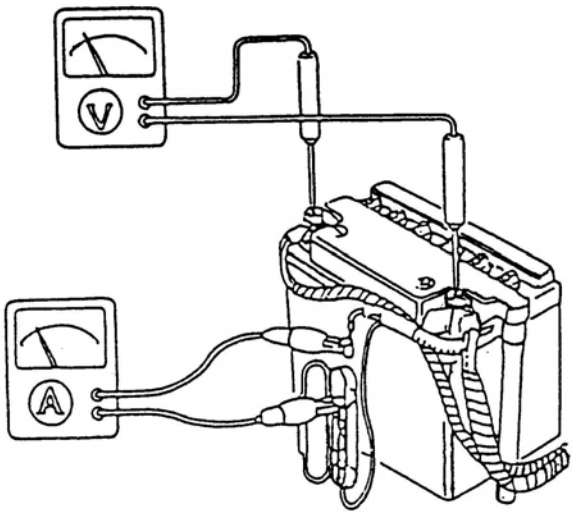
•Recharging currency:

Please recharge (12V) according to the following current and time.

Standard: 0.9A * 5~10Hr or Rapid:3A * 60min(150/220cc)

NOTICE:
This battery is totally sealed. Do not remove seal bolt when recharging.

Notice:
•Keep away from fire when recharging.
•The “ON” or “OFF” of recharging. currency must be operated by the switch of recharge. It will cause spark or explosive if plug or unplug the cable directly.



3.Testing the recharging performance

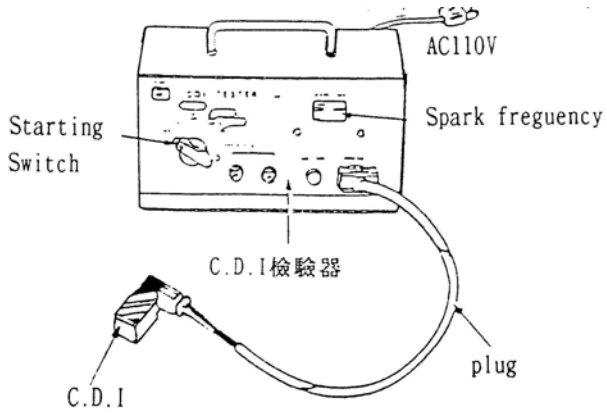
•This test needs to be done when the battery is fully recharged. •This test needs to be done after engine is warm-up.

a. Disconnect the orange cable of regulator.

b. Open the fuse box, to remove the white cable.

c. Connect currency meter between red/white cable and fuse.

While testing, the red wire cable must not touch the frame.



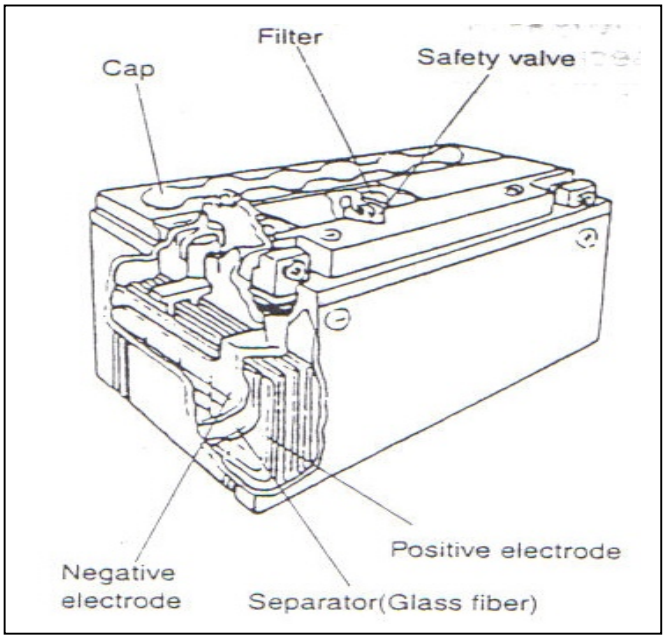
d. Set the head lamp switch at “OFF”, engine revolution is at 2000 rpm while testing. Then increase the rpm slowly. (Assume the battery is fully charged. situation)

Head Lamp Switch	Recharging rpm	2,500rpm	6,000prm
OFF(DAY)	Under2,000rpm	0.6A(MIN)	1.5A(MIN)
ON(NIGHT)	Under2,000rpm	0.6A(MIN)	1.5A(MIN)

e. If the testing result does not match the standard value, check the regulator.

BATTERY

CONSTRUCTION



PGO sscooters uses an MF (Maintenance Free) battery. As shown in the right illustration, the battery consists of electrodes, separators, safety valve, filter, etc. Fine glass fiber is used for constructing the separator which holds electrolyte inside.

When a discharged conventional open type battery is re-charged fully, lead sulfate turns to lead dioxide and sponge-like lead. If recharging is further continued, charging current is consumed for electrolytic action producing oxygen gas from the positive and hydrogen gas from the negative electrodes. This causes electrolyte to be lost thereby requiring addition of water.

In an MF battery, however, no water loss is caused. In this Battery, the negative electrode is designed not to fully turn To lead (sponge-like lead) even under fully charged condition. For this reason, the negative electrode remains always in non-complete charged condition producing no hydrogen gas. Oxygen gasses produced at the positive electrode will immediately react With an active material (lead) at the negative electrode to turn back to water, thus preventing water from losing.

PRECAUTION WHEN HANDLING BATTERY ELECTROLYTE

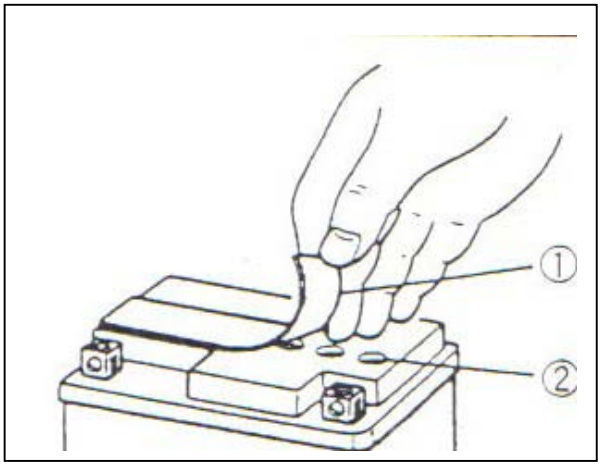
- Take most care so as not to cause battery acid to contact a person and the vehicle.
- If battery acid has contacted the skin, clothes or vehicle, immediately flush with plenty of water. If battery acid remains contacted, burns of skin, damage to clothes, peeling or discoloration of paint will occur.
- Should battery acid gets in eyes, immediately flush with plenty of water and call physician.

ELECTROLYTE FILLING

! CAUTION

Make sure to use electrolyte specified for each Battery type.

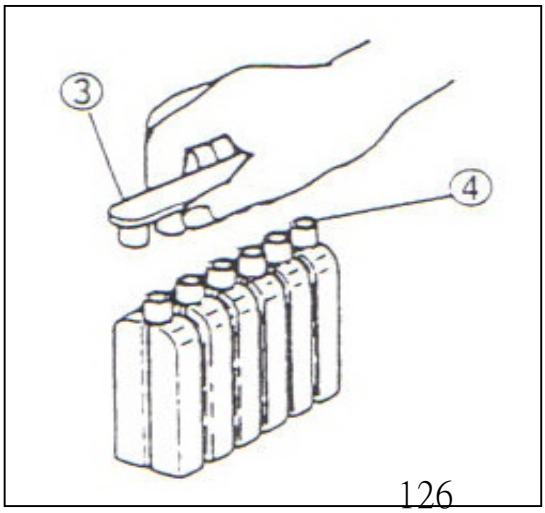
Using electrolyte designed for other battery type can cause Electrolyte leak, performance deterioration or shortened life.



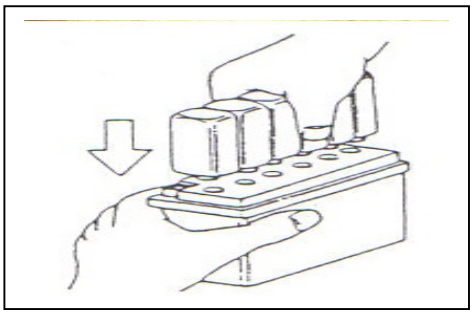
- Remove the aluminum tape ① sealing the battery electrolyte filler holes ②.
- Remove the cap ③ from the electrolyte container.

!CAUTION

- Handle the removed cap carefully after filling electrolyte as the cap is reused for sealing the battery filler holes.
- Do not remove or pierce the sealed areas ④ of the electrolyte container.



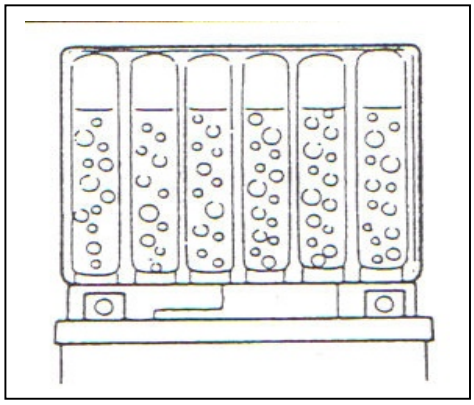
• Insert the nozzles of the electrolyte container into the battery's electrolyte filler holes, holding the container securely.



! CAUTION

- Take precaution not to allow any of the fluid to spill.
- Insert the nozzles squarely to the battery.

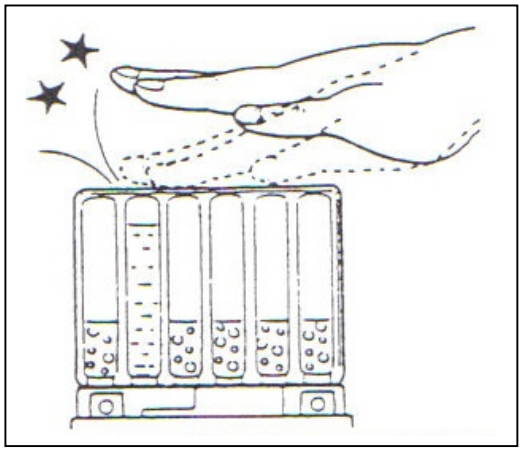
• Check that air bubbles are coming up from each electrolyte container and leave in this position for more than 20 minutes.



NOTE:
If no air bubbles are coming up from the filler port, tap the Bottom of the container two or three times.
Never remove the container from the battery.

! CAUTION

Make sure to fill all the amount of electrolyte into The battery.



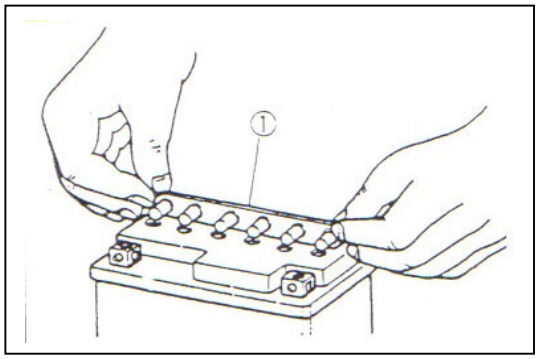
it is important to check all the cells are filled with electrolyte completely because insufficient filling of electrolyte in even one cell will result in deteriorated performance and shortened life.

INSERTING CAP (SEALING PLUG)

! CAUTION

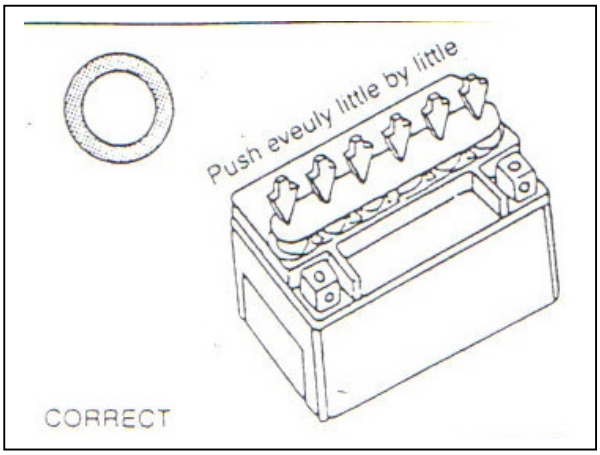
Fit the cap securely.

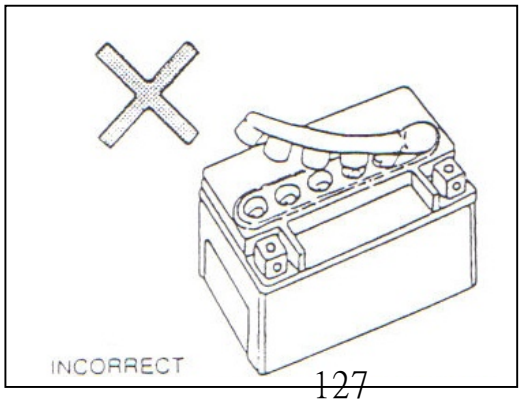
To install the cap, temporarily fit the cap to all the cells Lightly, thereafter press the cap little by little into each filler Hole evenly and horizontally.
Inserting the cap at once in one cell and then in the next Cell will cause the cap to deform resulting in poor sealing.



! CAUTION

- Wipe completely if the filler hole is wet with electrolyte.
- Do not remove the caps once it has been installed to the battery.

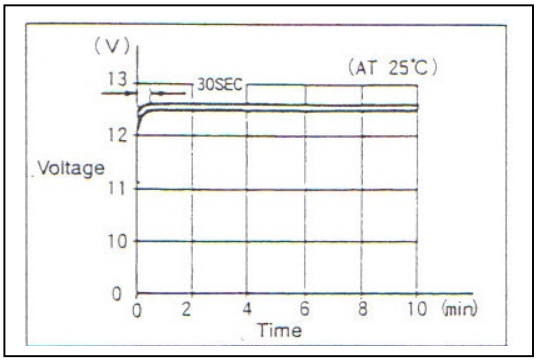




PRECAUTION FOR HANDLING BATTERY

The battery produces combustible gasses and therefore can explode if handled improperly. Use Caution for the following in addition to general service precautions.

- Never allow the battery to short-circuit. Keep away from sparks and fire.
- Charging of the battery must be operated in an open and well ventilated area and never operate in an closed indoor.
- Using pocket tester, measure the battery terminal voltage. The tester should indicate more than 12.5 – 12.6V. If the battery voltage is lower than the specification, recharge the battery with a battery charger in accordance with the following instructions.

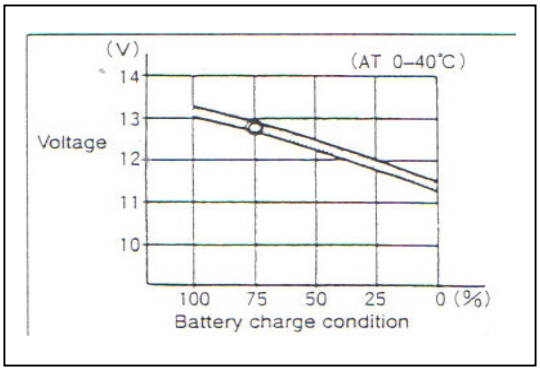


NOTE:

Initial charging of a new battery is recommended if two years or longer have elapsed since the date of manufacture.

RECHARGING

- Using the pocket tester, check the battery voltage. If the voltage reading is less than the 12.0V, recharge the battery with a battery charger.
- When recharging the battery, remove the battery from the motorcycle.
- Practice the standard charging unless otherwise necessary.



Recharging	
Standard	0.7A*5-10 hours
Quick	3A*1hour

- After recharging, wait for more than 30 minutes and check the battery voltage with a pocket tester.
- If the battery voltage is less than the 12.5V, recharge the battery again in the same condition. If battery voltage is still less than 12.5V after recharging, replace the battery with a new one.

NOTE:

When the motorcycle is not used for a long period, check the battery every 1 month to prevent the battery from deterioration.

! CAUTION

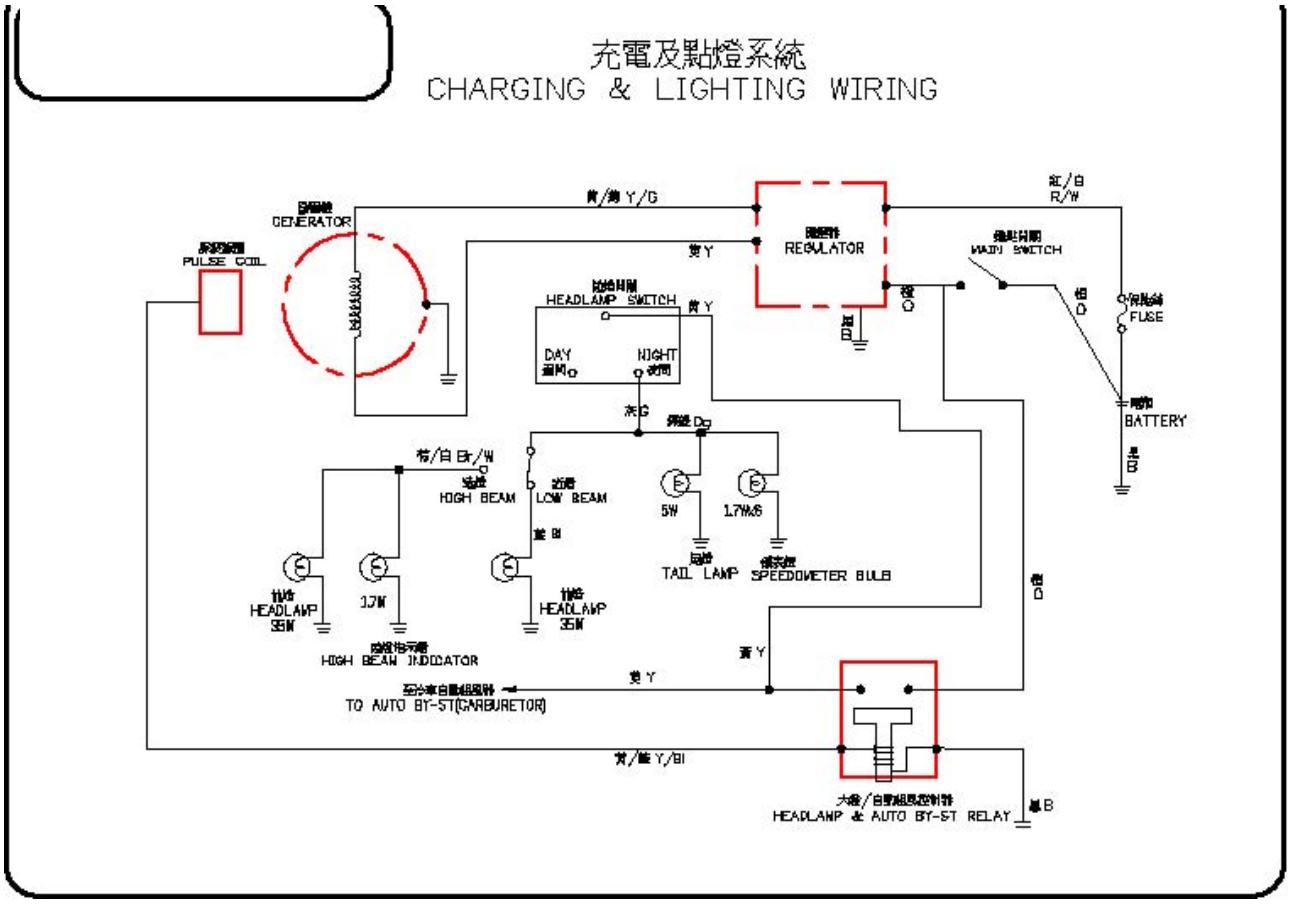
The charging system on this model is designed For MF battery and therefore do not use a battery of other specification.

BATTERY REMOVAL

1. Open the rear luggage cover. 2. Remove the battery cover①.
3. Disconnect the battery ⊖ lead first.
4. Disconnect the battery ⊕ lead. 5.Remove the battery.

(3)Recharge system:

A. Recharge system diagram for BLUR-150



2.Check A.C. Generator

a. Open the seat cover and remove the luggage box.

b. Measure the resistance value of terminals.

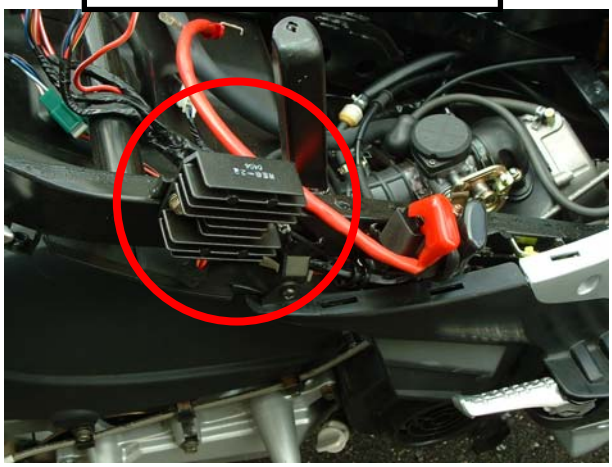
Yellow V.S. black 0.1-1.0 White V.S. black 0.2-2.0

3.Check regulator

Measure the resistance value between each terminal,

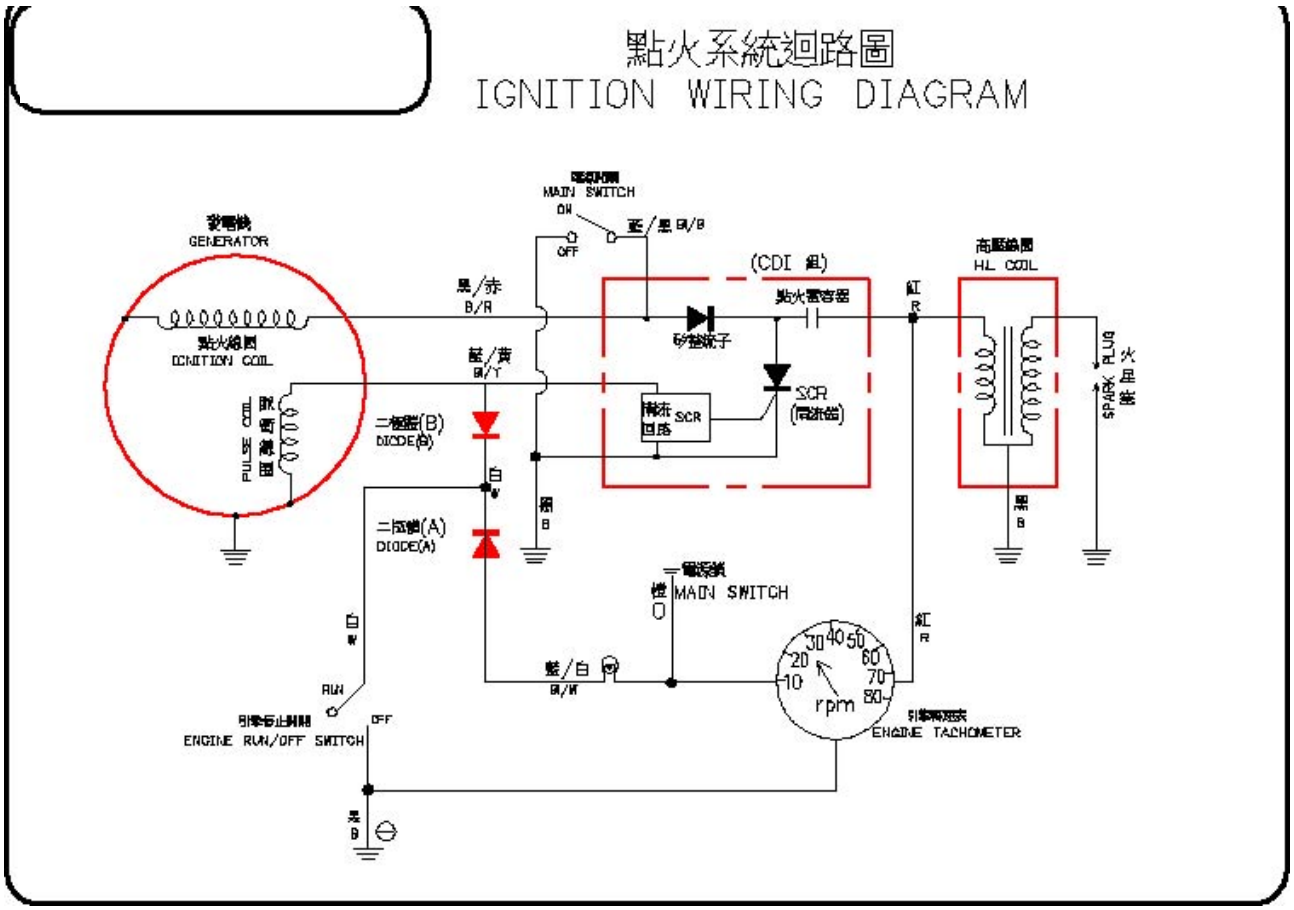
It should be in the specified range, otherwise change a new one.

BLUR-150/220



(4)Ignition system:

1.the wiring or ignition



2.Check spark plug.

3.Check the H.V. cable and H.V. coil by using the CDI tester.

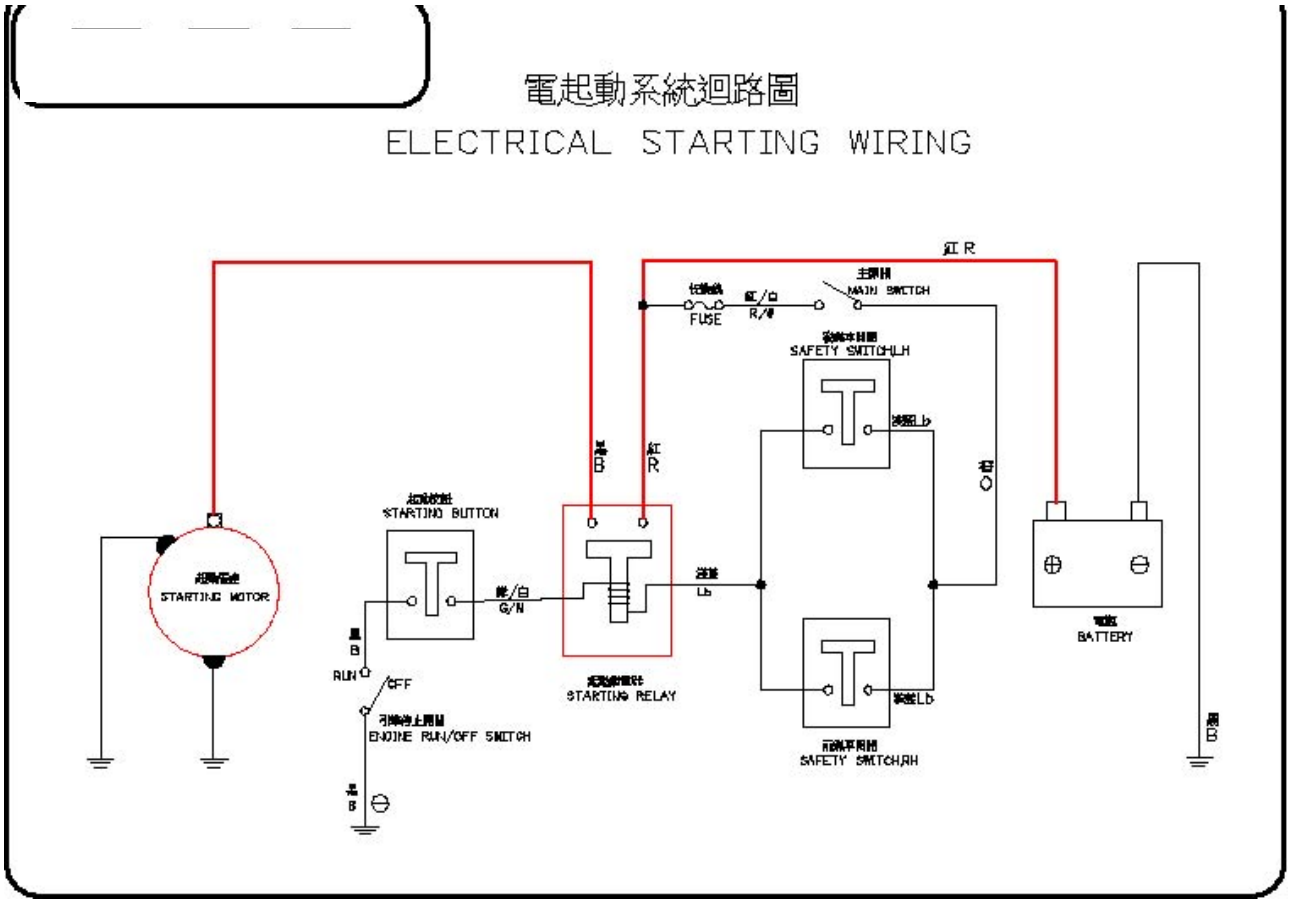
4.CDI sets checking.

Check with the CDI tester and please follow the instruction manual.

If the CDI test failed, please change a new one.

(5)The starting system:

1.The wiring of starting

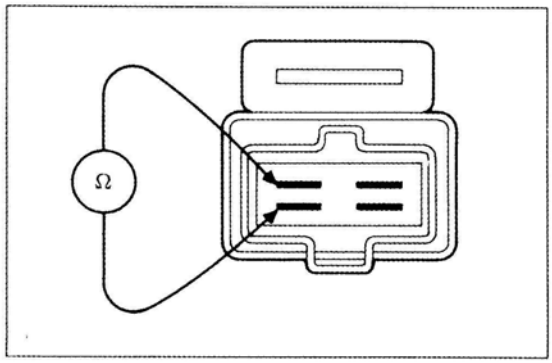


2.Make sure the Engine RUN/OFF switch is in “Run” position.

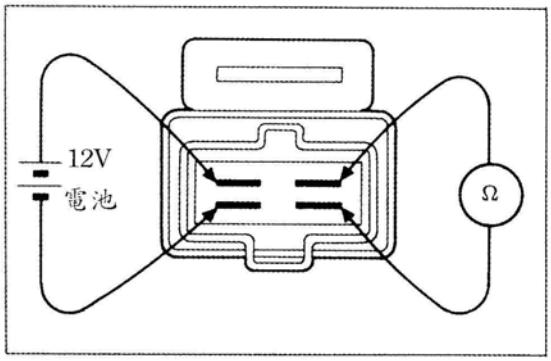
3.Check the safety switch by operating the brake lever, and the brake lamps shall light on.

4.check the starting relay

a. Find the control coil by measuring the resistance.



b. Connect green/white cable to positive pole of battery, connect black cable of negative pole of battery, It means starter is function well if above connection and both Red Black cable of staring motor have currency passing through.



3.Dismantling the starting motor

(a)Remove 2 screws on starting motor.

(b)Remove starting motor cables.

4.Checking the starting motor

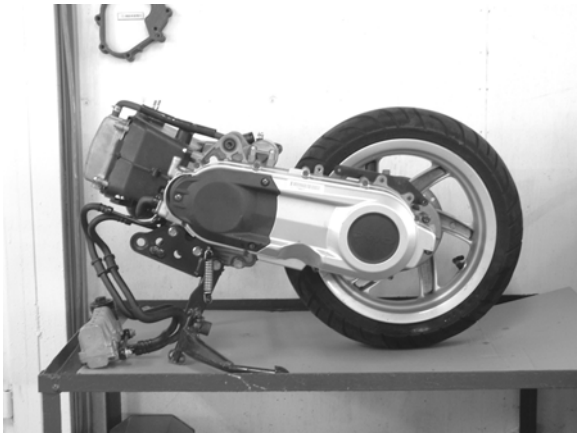
•Check the function by connecting the starting motor to battery.

(Check if it is rotating counter clockwise)

Note: Do not operate starting motor for a long time (over 5 seconds).

5.BLUR-220 characteristics,dismantle&inspection

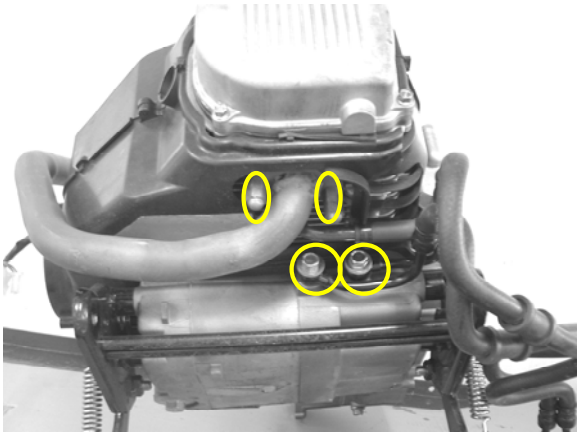
(1)Engine dismantling



Engine assembly

1. dismantle the chassis parts connected to engine

2. take off engine assembly

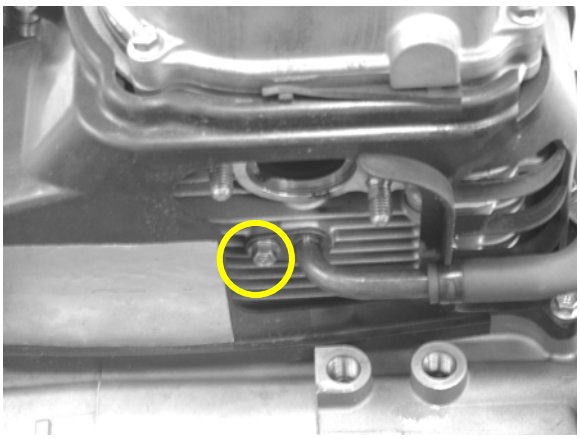


Front section muffler

1. dismantle 2 castle nuts
2. take off front section

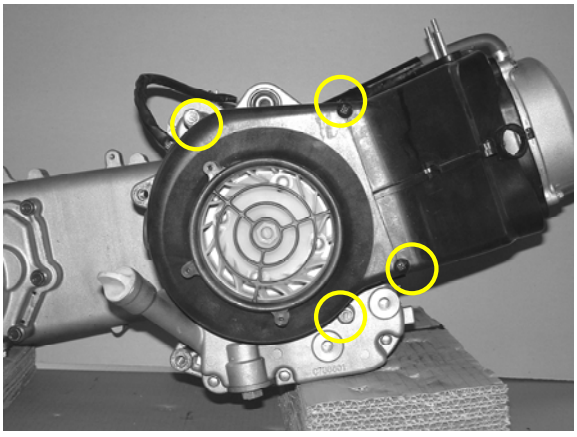
oil cooler

1. loosen 2 bolts
   remark：there are 2 washers
2. dismantle the oil cooler



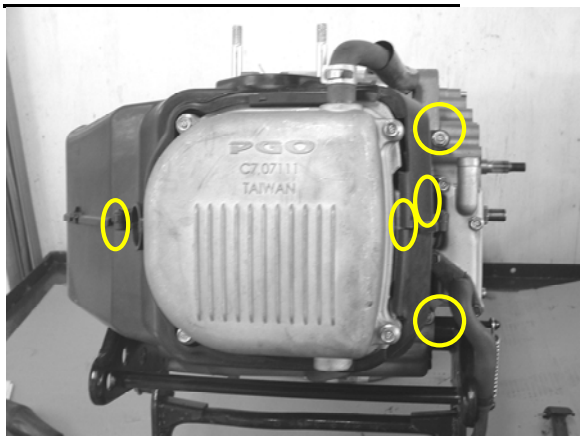
Second Air Injection (SAI)

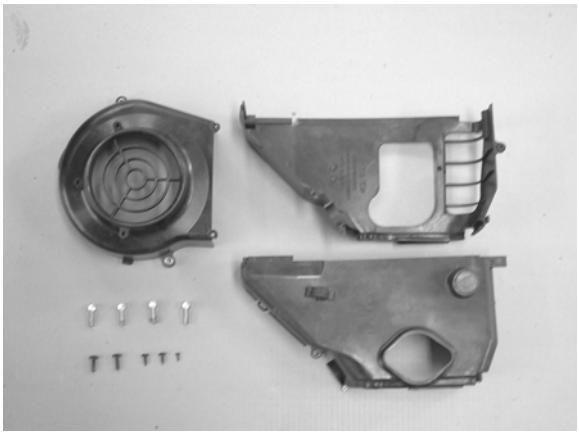
1. dismantle 1 bolt
2. take off the SAI



Fan cover

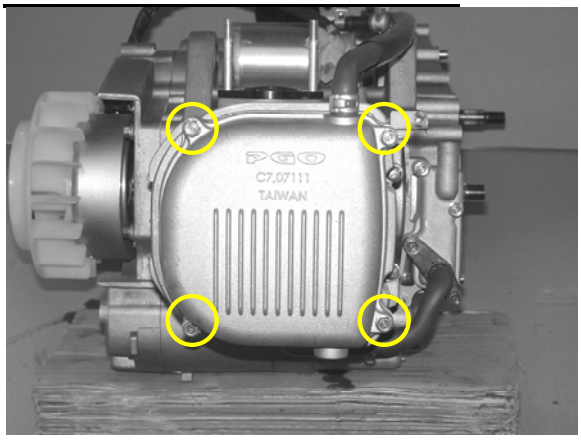
1. dismantle 2 bolts
2. dismantle 2 screws
3. take off the fan cover





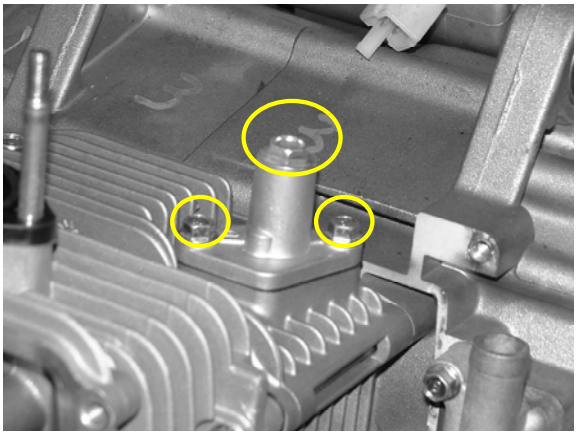
Cooling cowl

1. dismantle 3 tapping screws
2. dismantle 1 upper hexagon bolt
3. take off upper cooling cowl
4. dismantle 1 lower hexagon bolt
5. take off lower cooling cowl



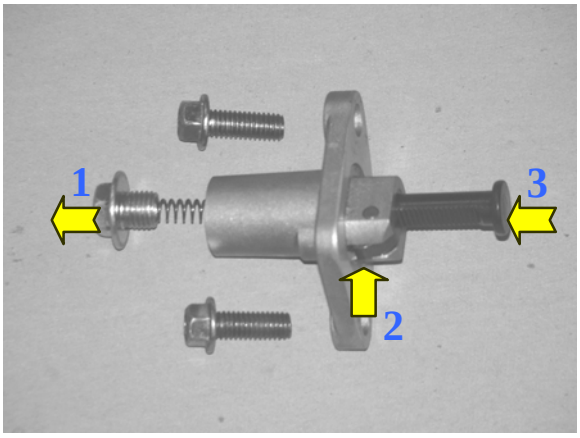
Cylinder head cover

1. loosen 4 hexagon bolts
2. dismantle cylinder head cover



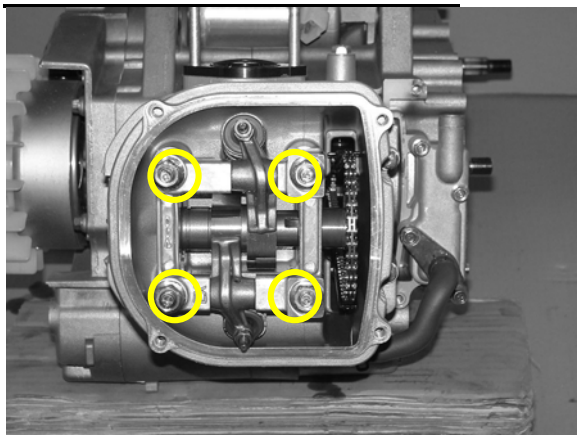
Chain tensioner

1. loosen the middle bolt
2. dismantle the spring
3. loosen 2 bolts of the body
4. dismantle the chain tensioner body
5. take off the packing



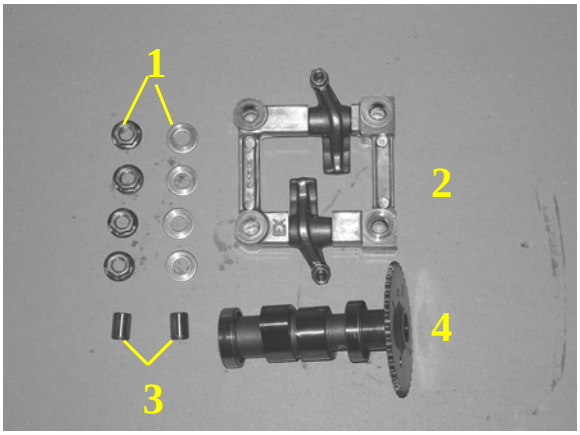
Recover the chain tensioner

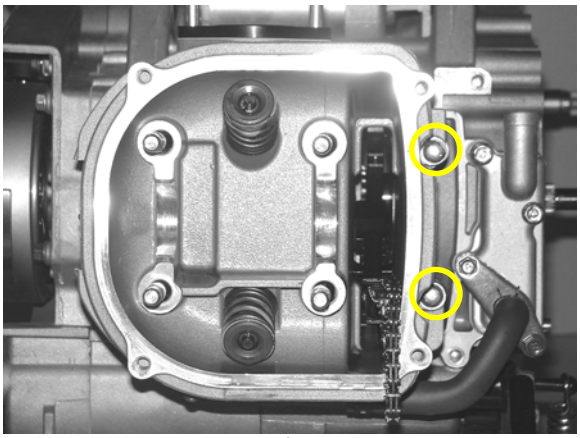
1. dismantle the bolt & spring
2. push the lock
3. push back to the body



Camshaft holder

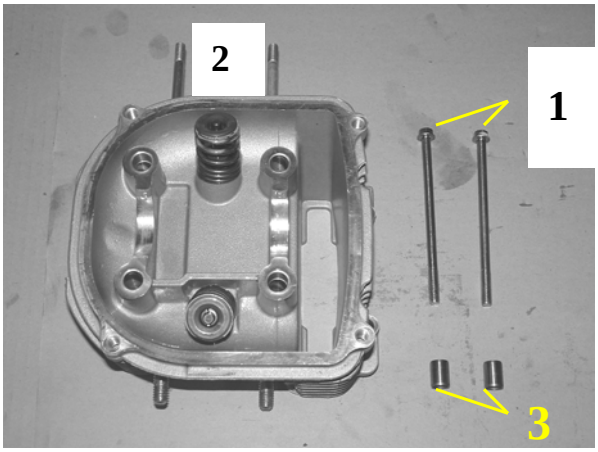
1. loosen 4 nuts & washers
2. dismantle the holder
3. dismantle 2 lock pins
4. dismantle the camshaft

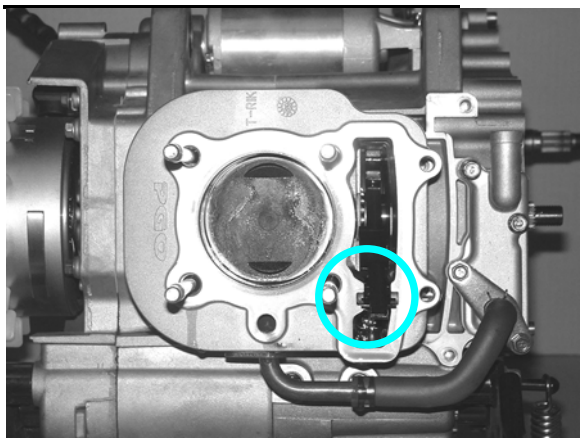




Cylinder head

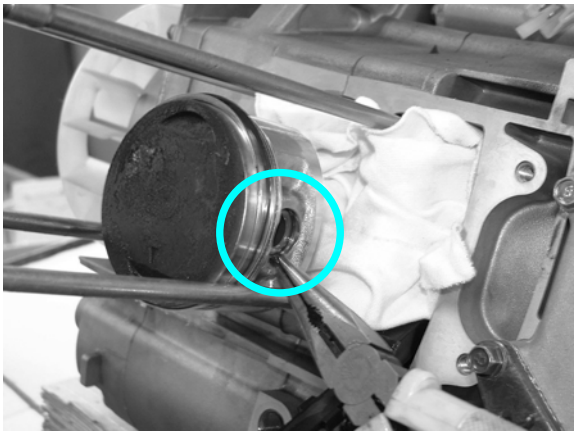
1. loosen 2 hexagon bolts
2. dismantle cylinder head
3. dismantle 2 lock pins
4. take off the gasket





Cylinder

1. dismantle the lower chain tensioner
2. take off the cylinder
3. dismantle 2 lock pins
4. take off the packing

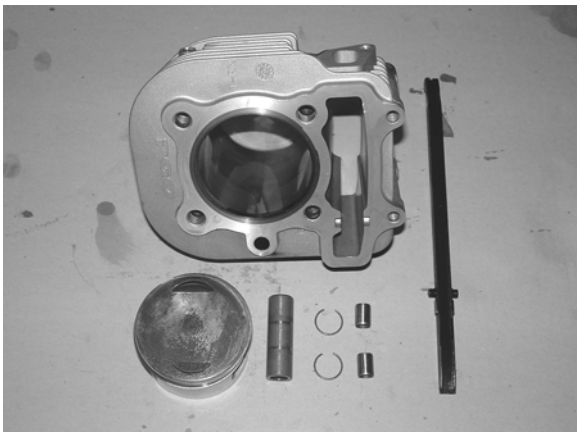


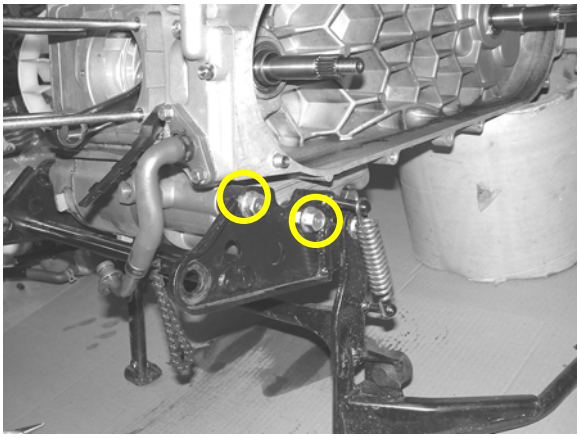
Piston

1. dismantle 2 clips
2. dismantle piston pin
3. take off the piston

Attention!

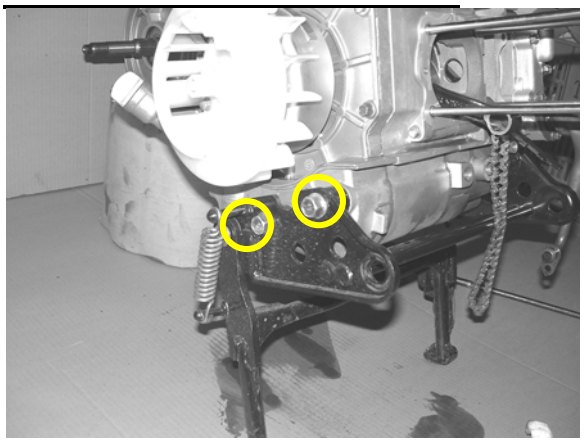
To prevent clip falling down the crankcase, use clothes to cover the crankcase.



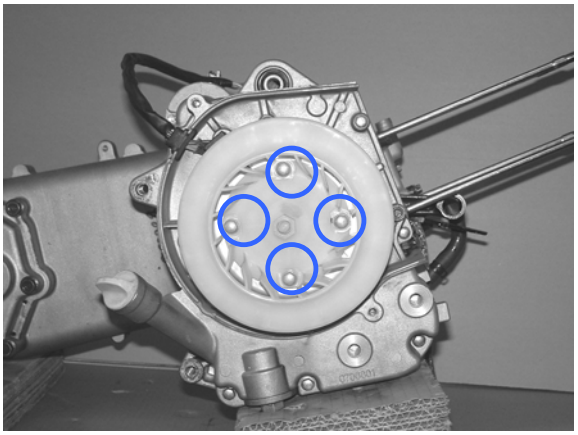


Engine lower hanger

1. loosen left 2 hexagon bolts

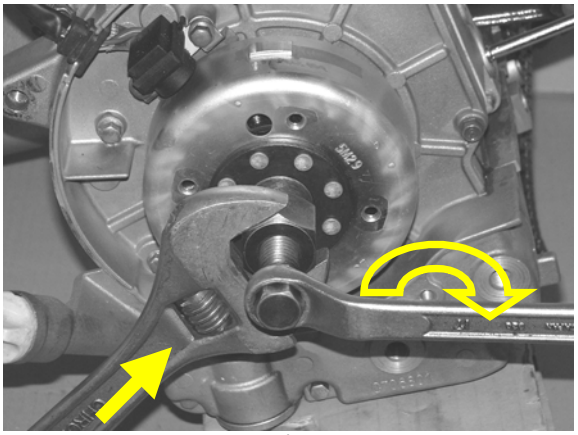


2. loosen right 2 hexagon bolts
3. dismantle the engine lower hanger



Cooling fan

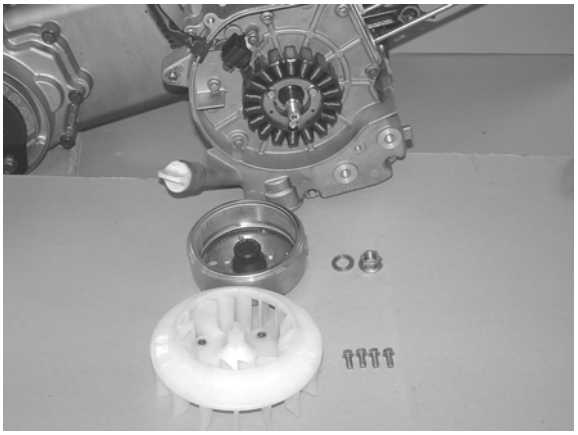
1. loosen 4 bolts
2. dismantle the fan

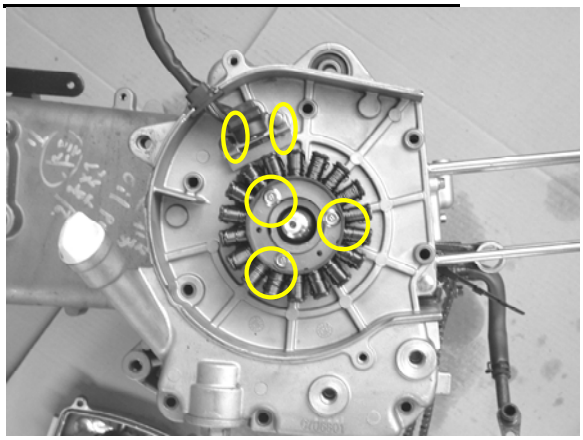


Generator outer

1. Loosen 1 nut & washer
2. use special tool:
   turn the outer counterclockwise，
   lock the inner bolt clockwise
3. dismantle the outer

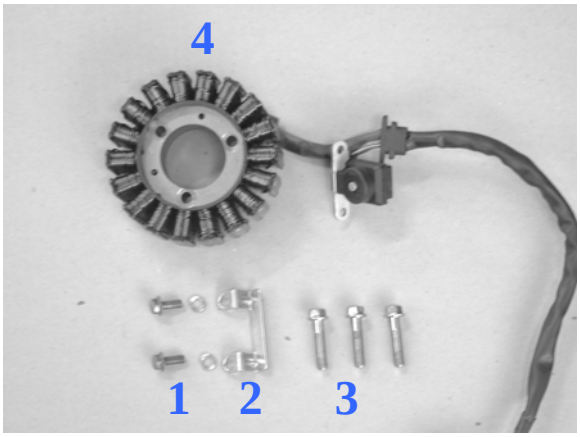
ACG special tool: S620505G01

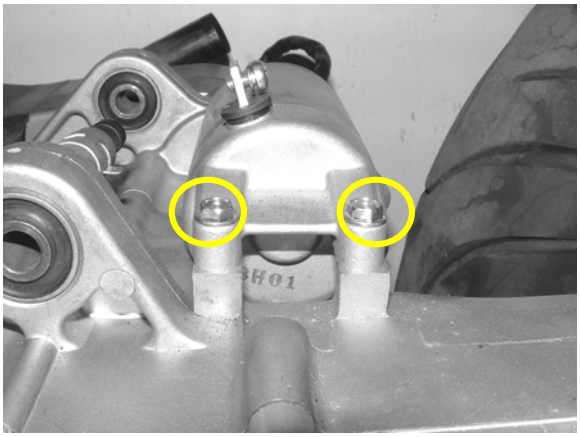




Generator stator

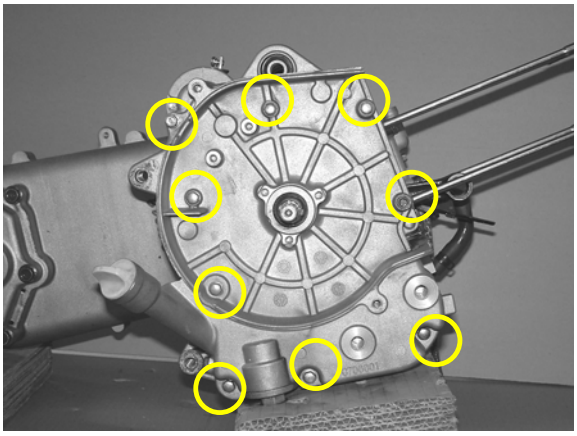
1. loosen 2 bolts & washers of pulser
2. dismantle the bracket of pulser
3. loosen 3 socket bolt
3. dismantle the stator

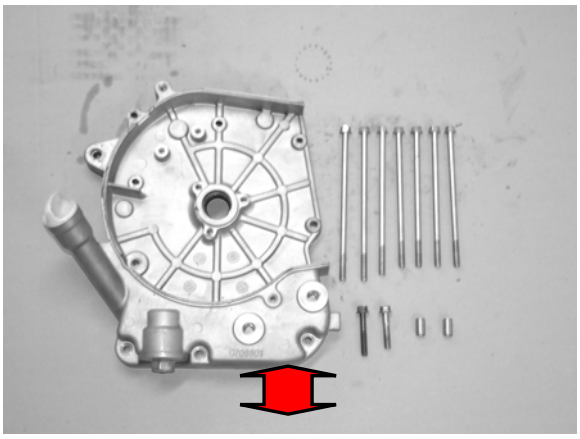




Starting motor

1. loosen 2 hexagon bolts
2. dismantle starting motor



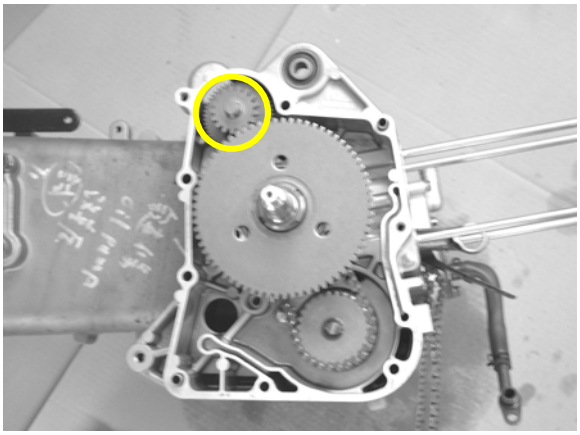


Right crankcase cover

1. loosen 9 bolts
2. dismantle the right crankcase cover
3. dismantle 2 lock pins
4. dismantle the packing

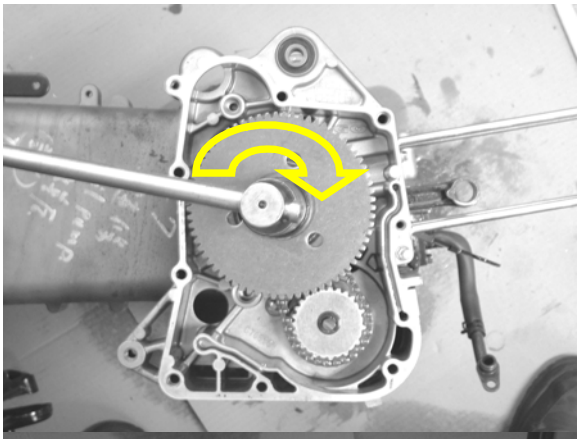
Attention!

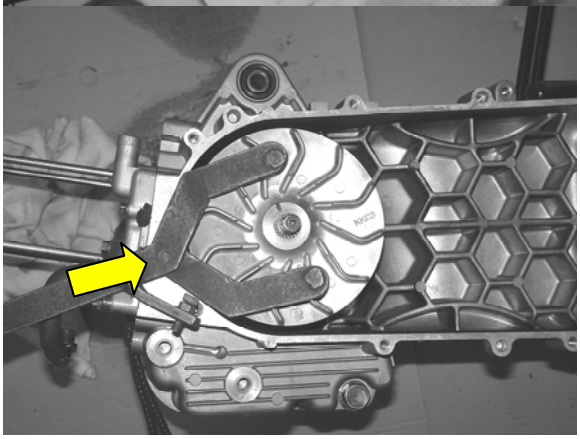
Be careful of the surface, don't defect it to avoid oil leaking.



Starting idle gear

1. dismantle the shaft
2. dismantle the body





One way Clutch

1. loosen the nut & washer with special tool
2. dismantle the one way clutch

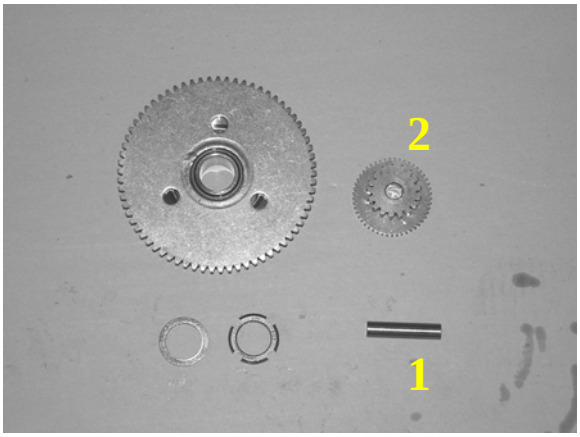
Attention!

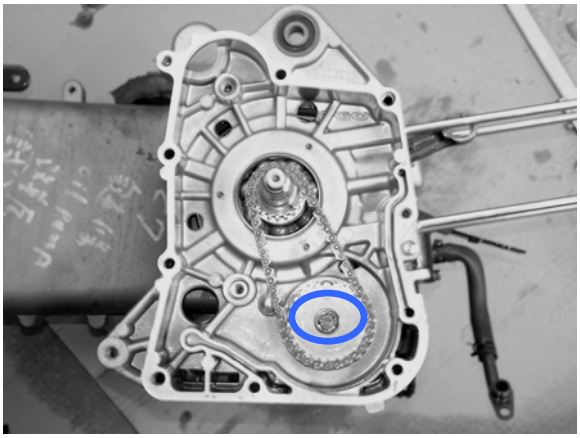
1. the thread of nut is left-hand direction,
   clockwise to loosen,
   and counterclockwise to lock

2. use the compressed air wrench to loosen nut, or use the tool to fix the crankshaft.

- Special tool (one way clutch)

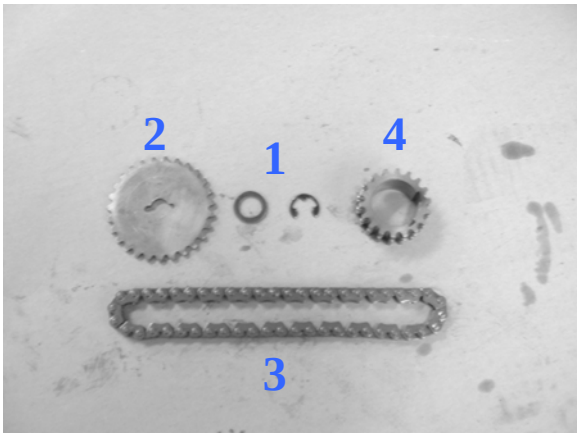
S620504G01

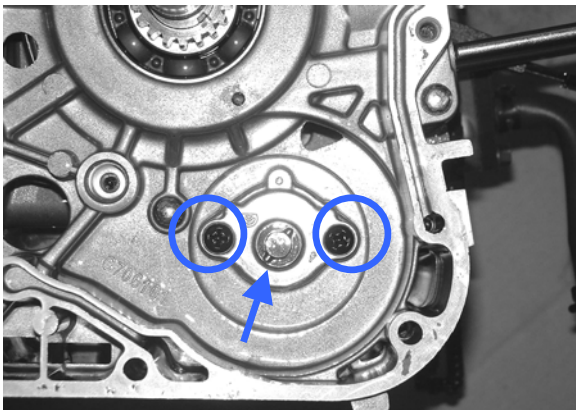




Sprocket of oil pump

1. dismantle E clip & washer
2. dismantle the sprocket & chain
3. dismantle the sprocket of crankshaft



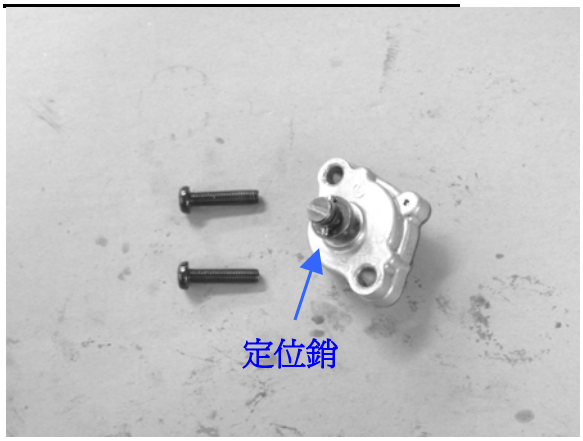


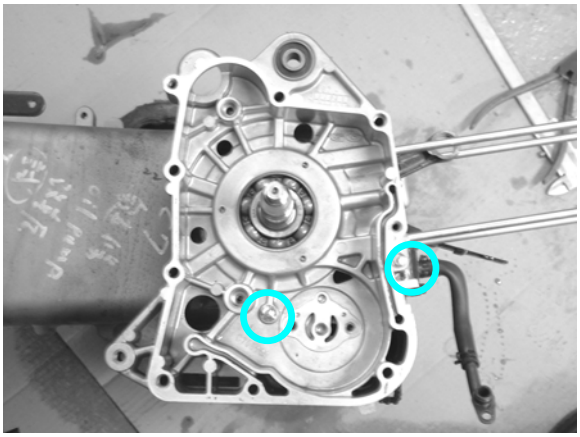
Oil pump

1. loosen 2 bolts
2. dismantle oil pump body

Attention!

There is a lock pin in the shaft of oil pump, don't miss it.



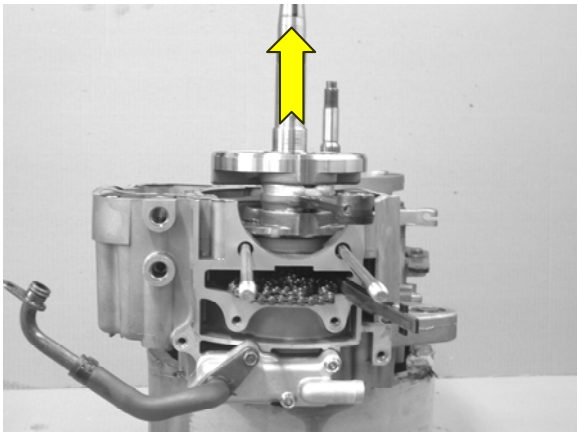


Right crankcase

1. loosen 2 bolts
2. dismantle the right crankcase
3. dismantle 2 lock pins
4. take off the packing

Attention!

Be careful of the surface, don’ t defect it to avoid oil leaking.



Crankshaft

1. dismantle the crankshaft assembly (including a ball bearing in the left side)
2. take off the timing chain

Attention!

Be careful to take off the crankshaft from the left crankcase, don’ t damage the oil & impact the crankshaft!

(2) Engine inspection data

- **CVT parts**

Inspection data

Item	standard(mm)	using limit(mm)
The inner dia. Of slide drivingplat	27.011~27.021	27.10
The outer dia. Of boss, movable Driving	26.970~26.990	26.95
Belt width	18.7~19.3	17.70
Clutch lining thickness	3	1.50
Clutch outer inner diameter	130.0~130.2	130.50
Driven plate spring, free length	160	145.00
outer diameter of drivenPlate sets	33.965~33.985	33.95
inner diameter of slideDriven plat	34.000~34.025	34.06
outer diameter of weightRoller set	19.920~20.080	19.40

- **Camshaft & valves**

名　　稱		Standard(mm)	Using limit(mm)
Clearance between adjuster tapped Screw and valve stem (Before warm up)	IN & EX	0.08	
Compression pressure(throttle open full)		13kg/650rpm	
Height of the cam's convex part	IN	26.625	26.23
	EX	26.530	26.13
Inner diameter of rocker arm shaft	IN & EX	10.000~10.015	10.10
Outer diameter of rocker arm shaft	IN & EX	9.972~9.987	9.91
Valve base angle	IN	1.0	1.8
	EX	1.0	1.8
Outer diameter of valve stem	IN	4.975~4.990	4.900
	EX	4.955~4.970	4.900
Inner diameter of valve guide	IN	5.000~5.012	5.30
	EX	5.000~5.012	5.30
Clearance between valve stem and Valve guide	IN	0.010~0.037	0.08
	EX	0.030~0.057	0.10

● Piston & Cylinder inspection (220CC)

Part name /description			Standard value (mm)	Limit of use (mm)
Cylinder	Bore		67.485~67.505	67.595
	Curve		-	0.005
	Cylindrility		-	0.005
	Roundness		-	0.005
Piston/ Piston ring	Clearance b/w Piston and Piston ring	lst ring	0.04~0.08	0.15
		2nd ring	0.02~0.06	0.15
	Clearance of cutting section	lst ring	0.10~0.25	0.50
		2nd ring	0.30~0.45	1.0
		side ring	0.2~0.7	---
	Piston outer diameter		67.460~67.480	67.390
	Measuring location of piston outer dia.		Down to 8 mm from the piston skirt	---
	Clearance b/w piston and cylinder		0.025~0.035	0.10
	Piston pin hole inner dia		16.004~16.010	16.040
Piston pin outer diameter			15.992~15.990	15.98
Clearance between piston and piston pin			0.020~0.017	0.025
Connecting rod small end inner dia			16.010~16.016	16.060

● Crankshaft

Item	Standard value(mm)	Limit of use.(mm)
Clearance of connecting rod big end axle direction	0.005~0.013	0.05
Clearance of connecting rod big end vertical direction.	0.10~0.40	0.8
Swingness of the crank shaft journal.	0.03	0.10

(3)Electric system

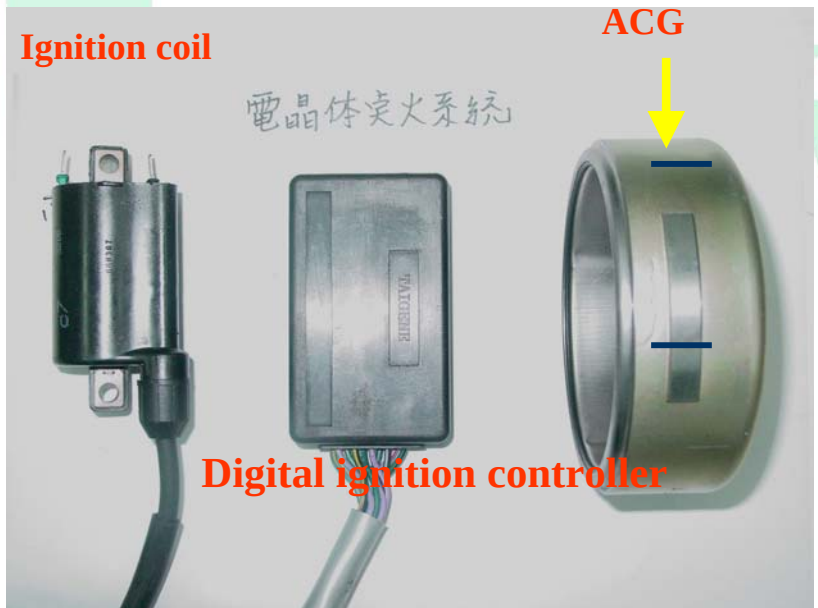
◆What is transistor ignition?

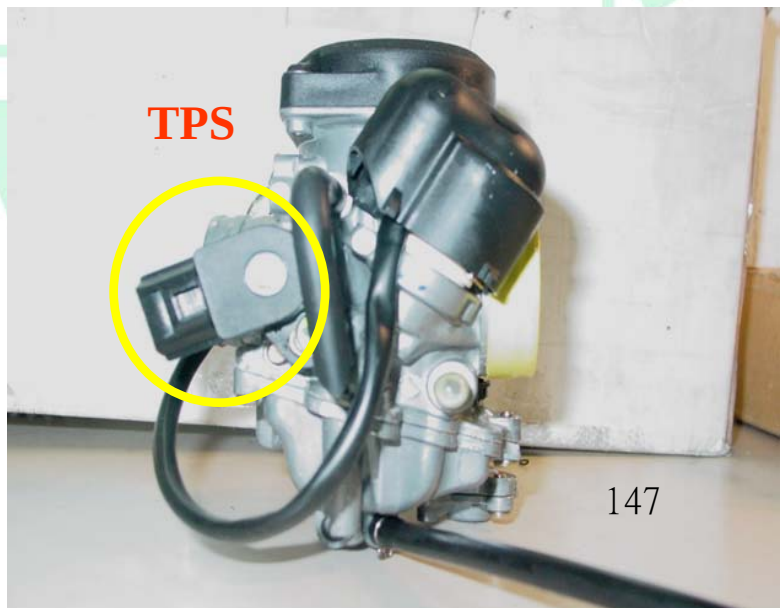
Transistor Ignition System

- Transistor: a kind of semi-conductor that can control electric current, has the switch function
- Apply transistor to engine ignition control, called transistor ignition

Major components of Transistor ignition

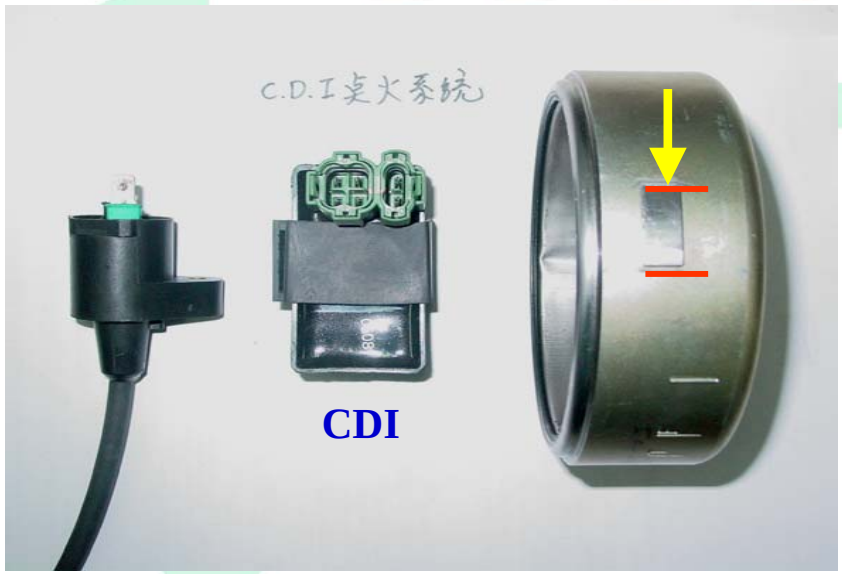
- Digital ignition controller
- Ignition coil
- DC-generator, with longer pulse flange
- TPS: Throttle Position Sensor (optional part of Carburetor)



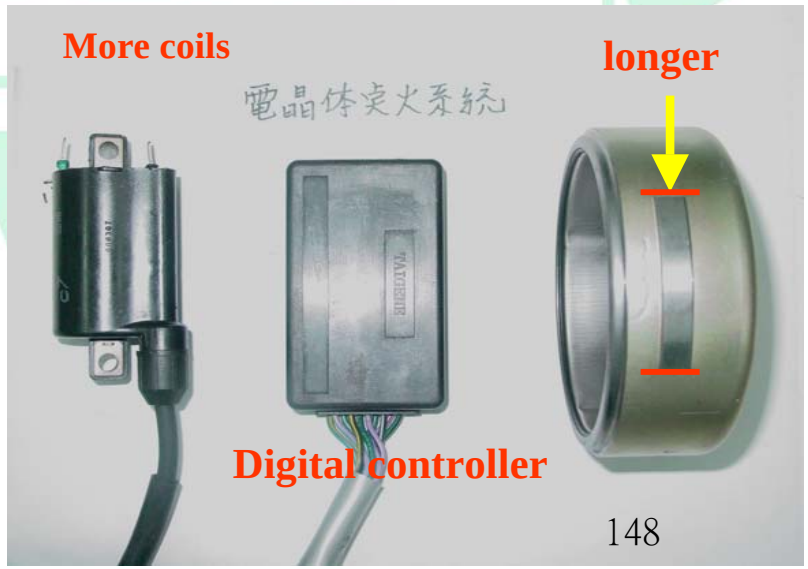


Comparision of Transistor V.S. CDI ignition

item	parts	Traditional CDI	BLUR 220 transistor
1	TPS	no	yes
2	Digital controller	no	yes
3	CDI	yes	no
4	ACG flange	shorter	longer
5	Ignition coil	Less coils	More coils



Traditional C.D.I

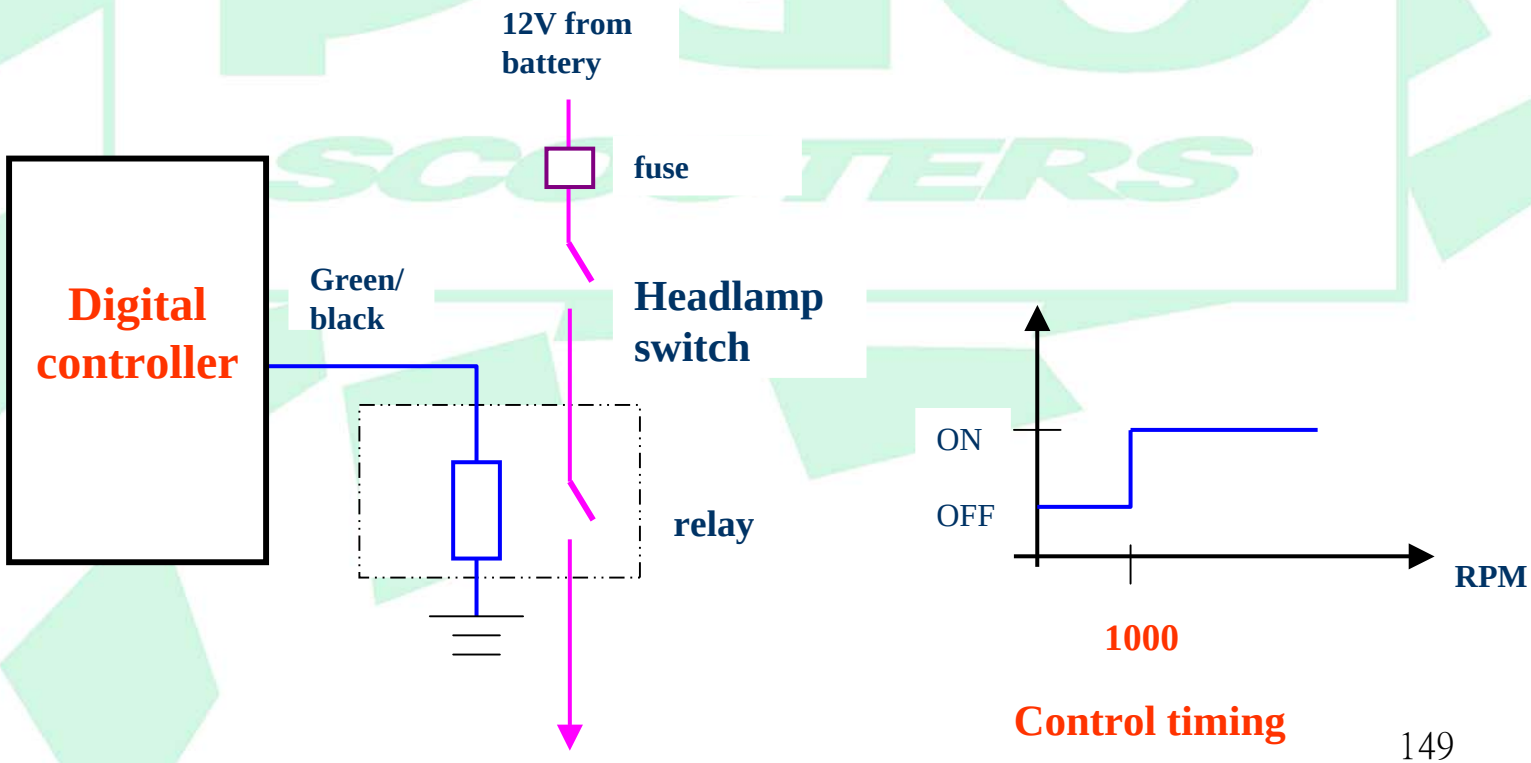


Transistor ignition

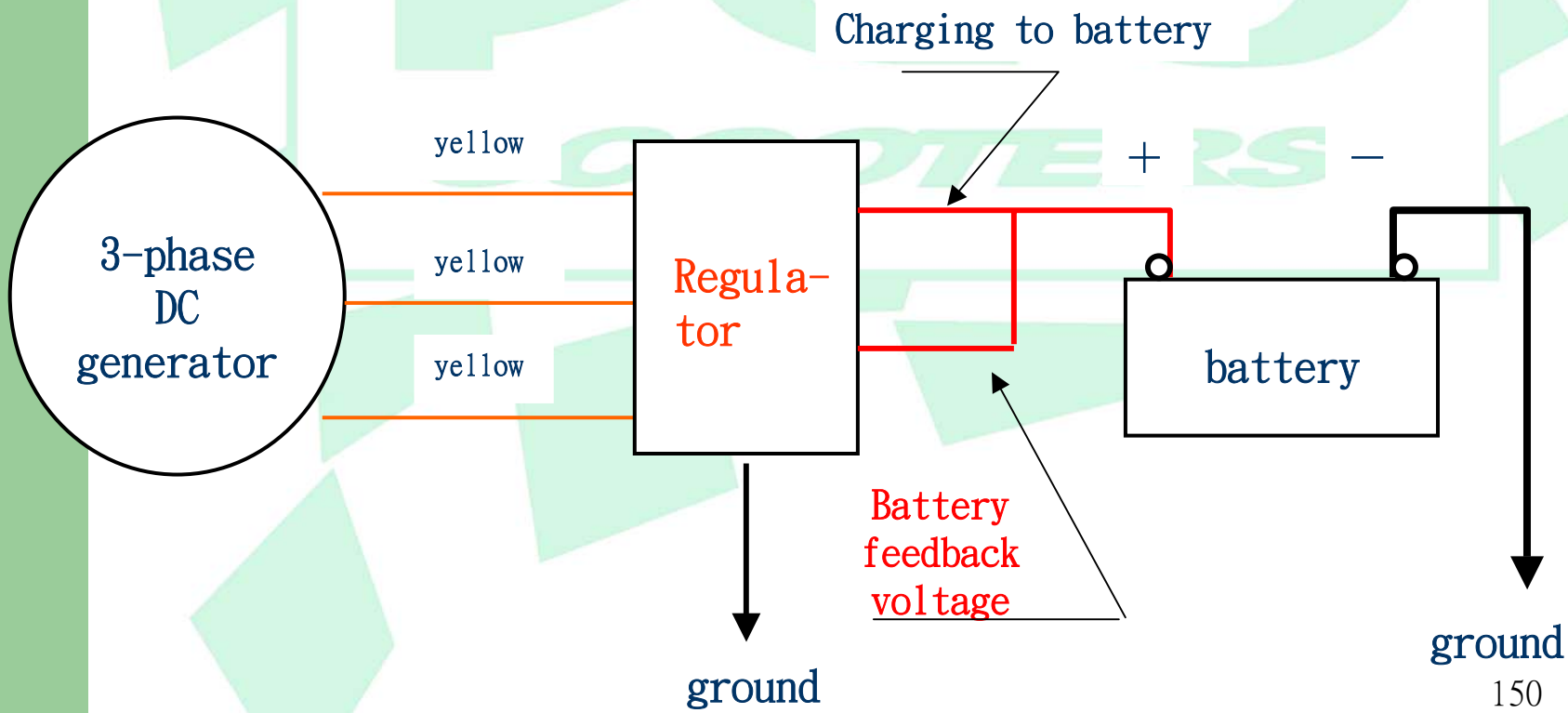
BLUR 220 Electric system

◆Headlamp & choke (carburetor) diagram

●When engine speed > 1000rpm,the digital controller permits the relay to conduct the circuit

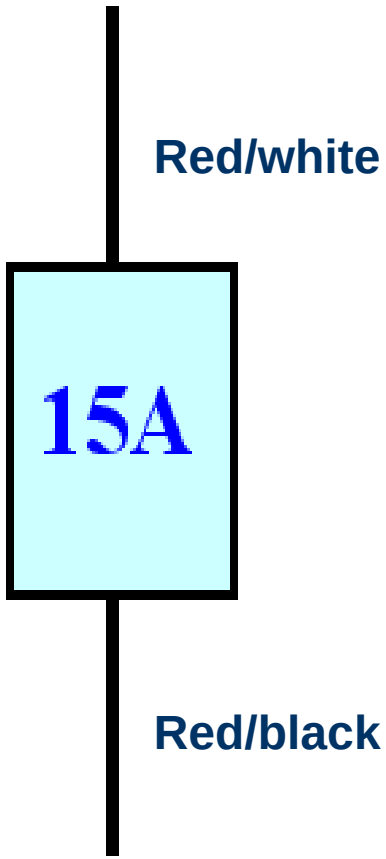


Charging system diagram

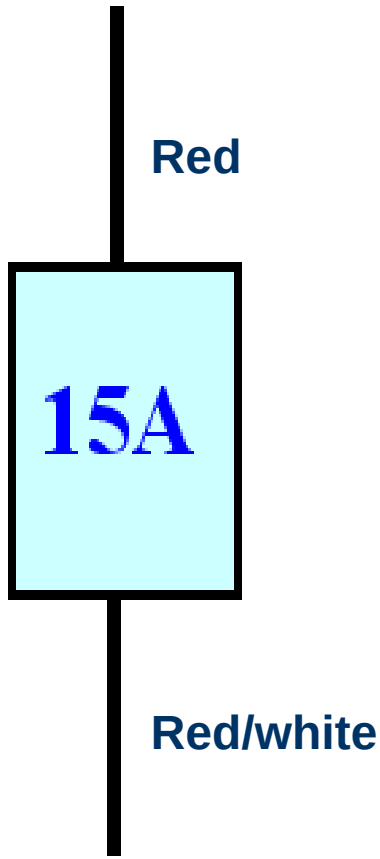


Fuse wire:

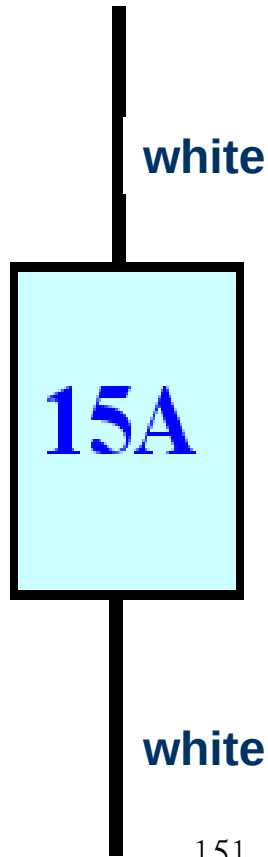
Main fuse layout



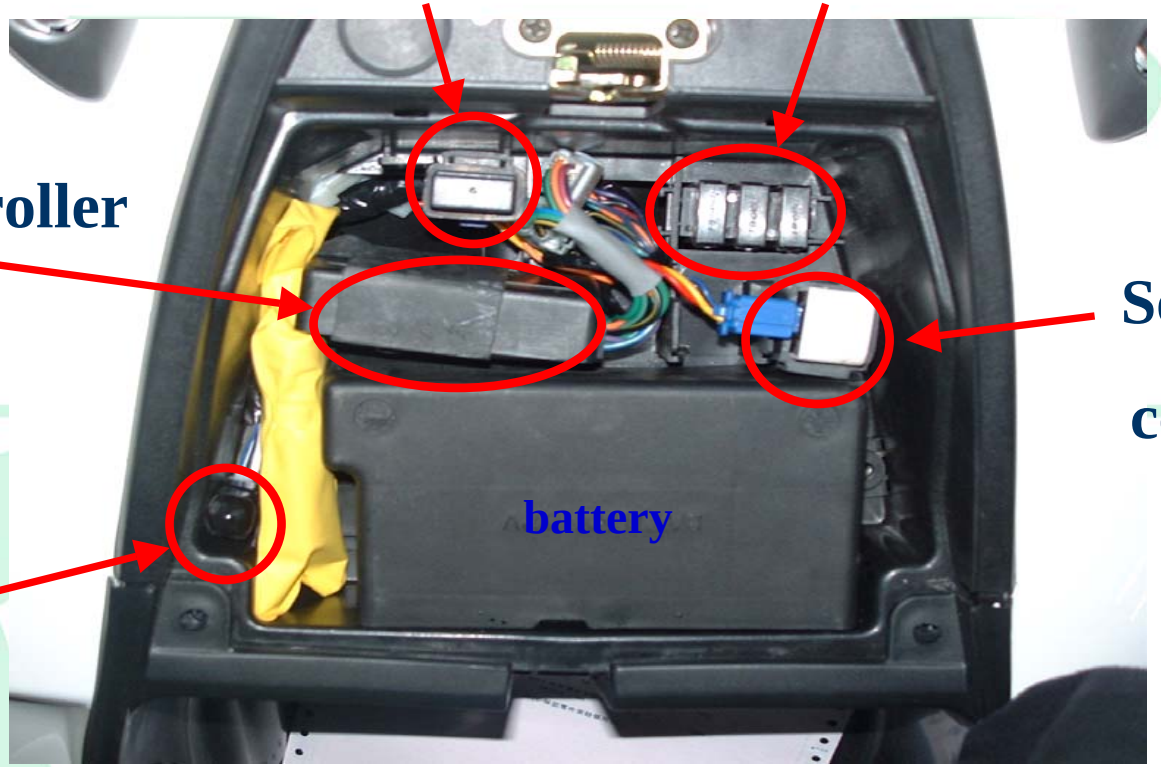
relay fuse layout



reserved fuse layout



BLUR 220 Electric parts

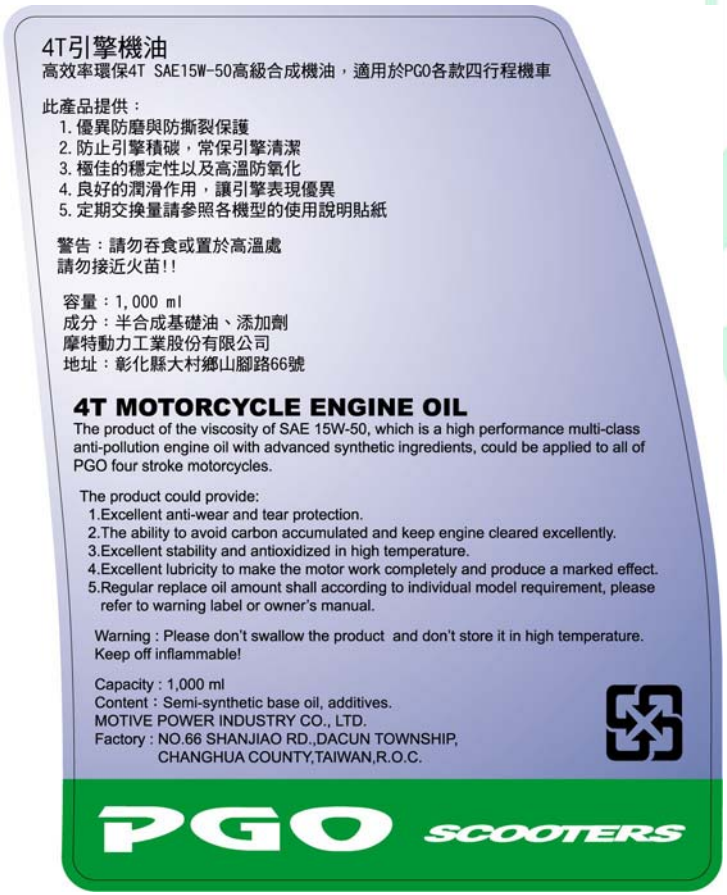


Remarks: If dismantle the battery, engine will cease fire!

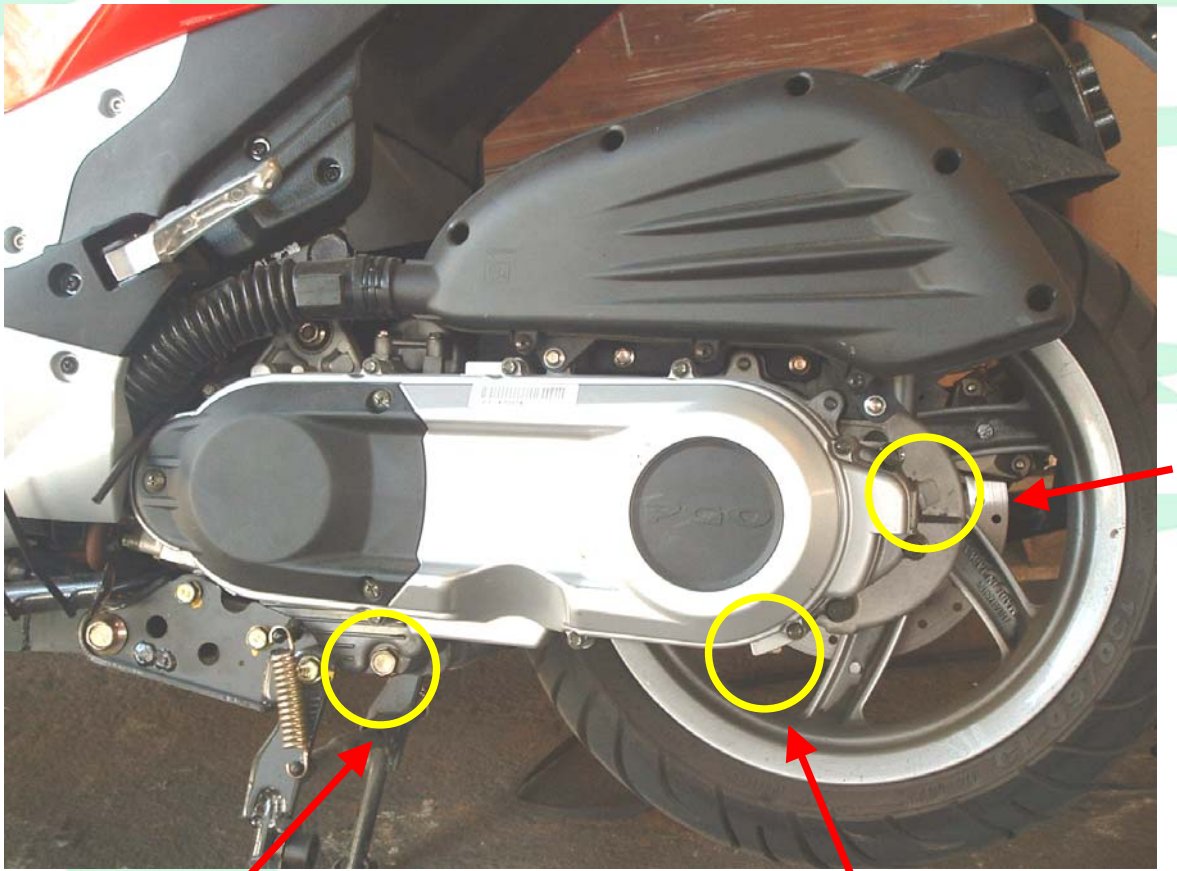
(4) General maintenance

	BLUR 220	BLUR 150
Engine oil	Replace 1000cc Total 1400cc	Replace 800cc Total 1000cc
Gear oil	Replace 110cc Total 130cc	Replace 90cc Total 110cc
Oil filter	2nd filter	2nd filter
Air element	Wet paper(bigger)	Wet paper
CVT sponge	Circle shape	Oval shape
headlamp	H4 55W/60W	HS1 35W/35W

BLUR 220 Specified engine oil (synthetic 1000ml)



Engine oil、gear oil:



Gear oil filling

Replace 110cc
total 130cc

Drain of engine oil

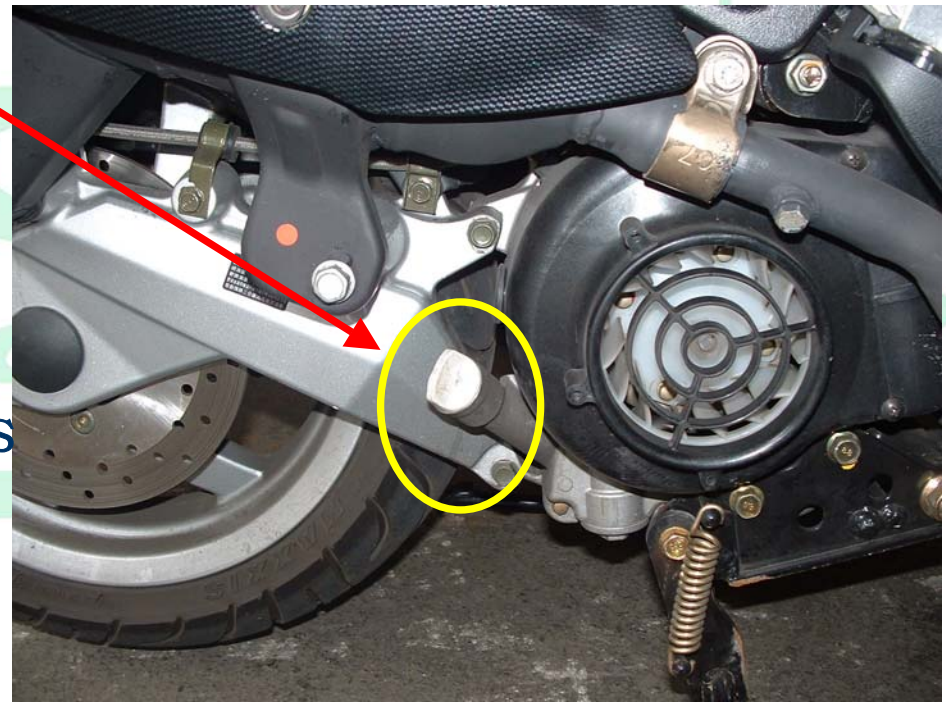
drain of gear oil

Engine oil、gear oil:

Engine oil filling & gauge

replacement 1000cc

total 1400cc



Check the oil level:

1. park in flat area
2. keep in idle for 3 minutes
3. cold down 3 minutes
4. take off the gauge

5. when lower the lowest limit, add oil to upper limit

Replace the 2nd oil filter

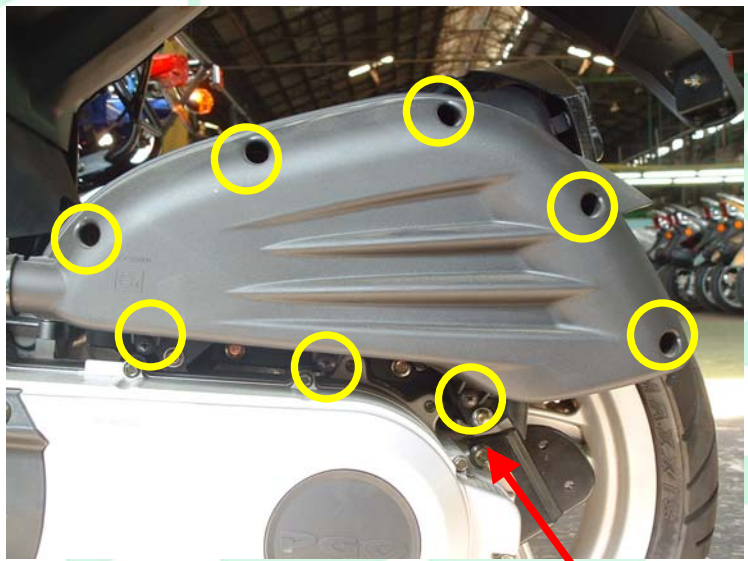
1.dismantle the right lower cover

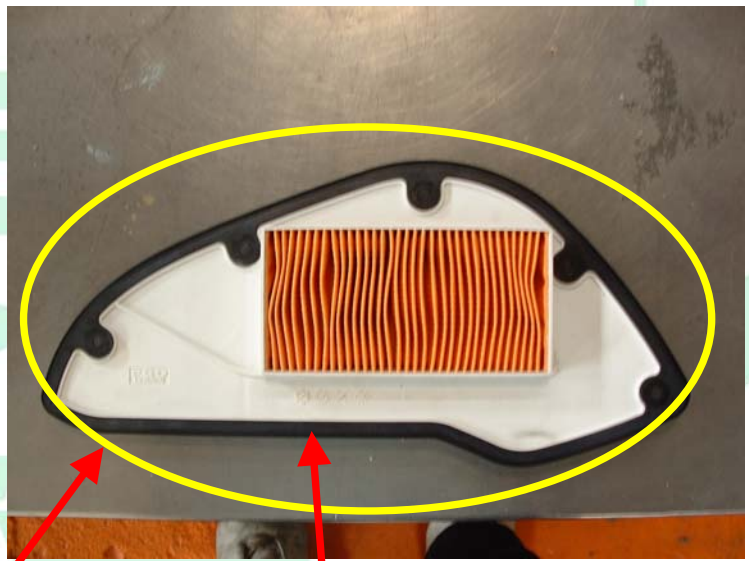
2.replace the filter

＊keep the surface clean

apply grease to the O-ring before installing!

Air element





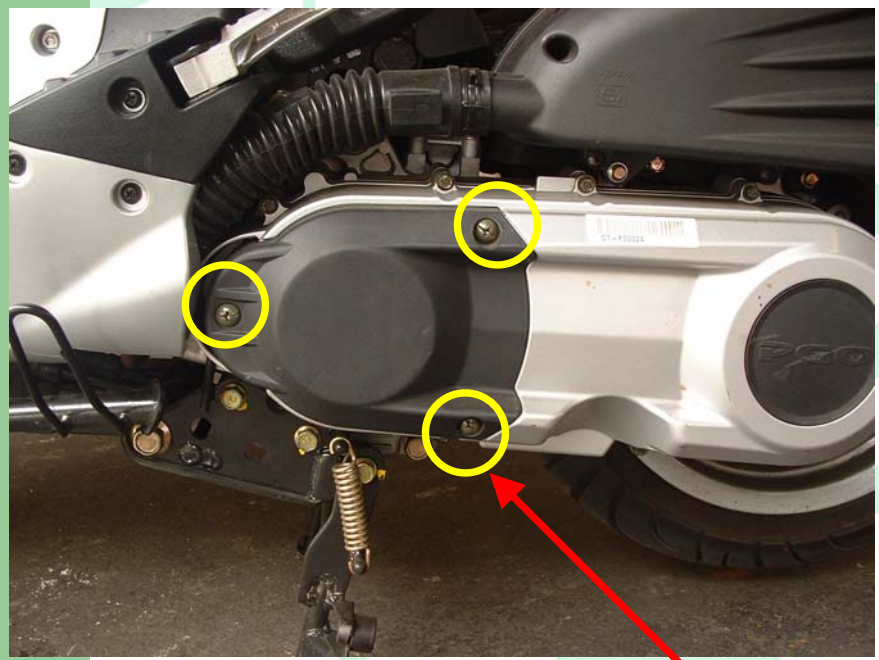
1. loosen 8 screws

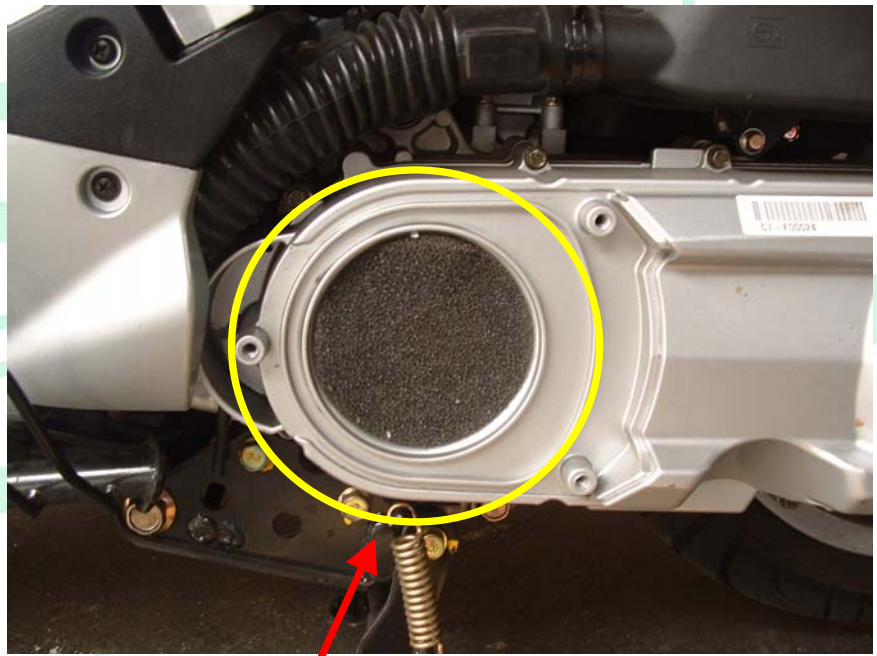
2. dismantle the cover,

Take off the element

Don’t forget to install the black-rubber packing back to the element

CVT sponge

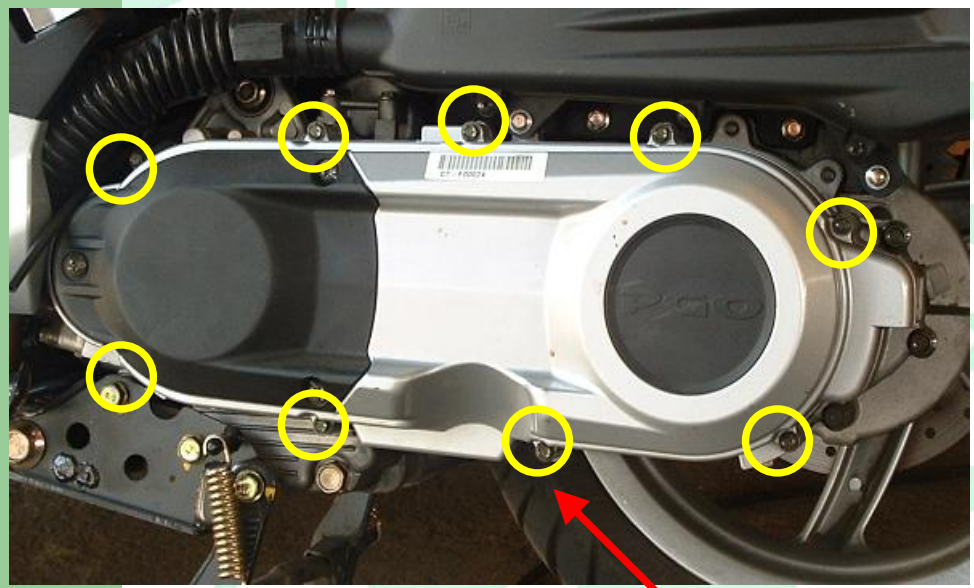


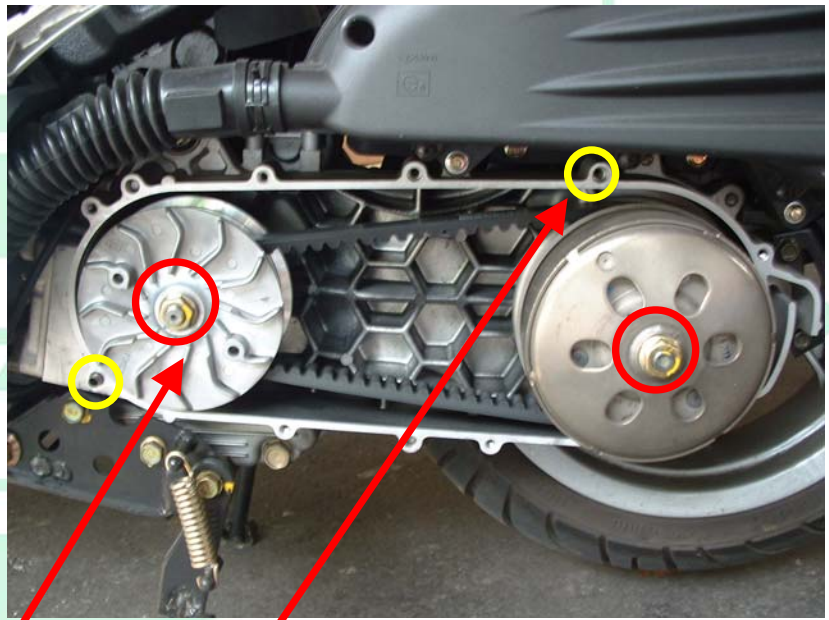


1. loosen 3 bolts
2. take off the sponge

Clean with compressed air, or replace a new one

CVT dismantle



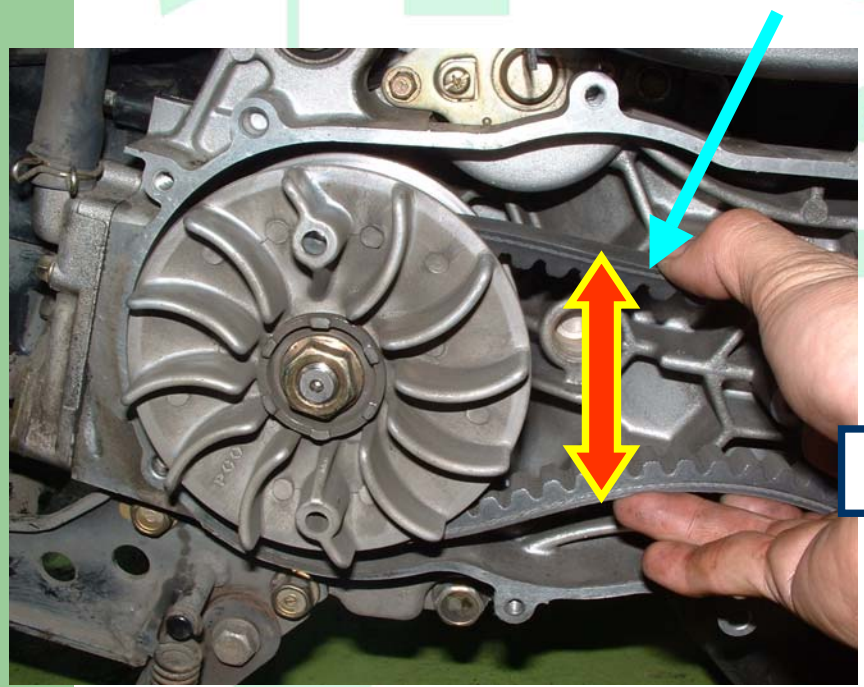


1. loosen the outer bolts
2. dismantle the cover
3. loosen 2 hexagon nuts

Don't miss the lock pin falling into the crankcase

CVT install notes:

1. keep the words of belt facing to operator
2. push the belt to bottom
3. lock the nuts



Spark plug

Dismantle the right lower cover

Loosen with the special tool

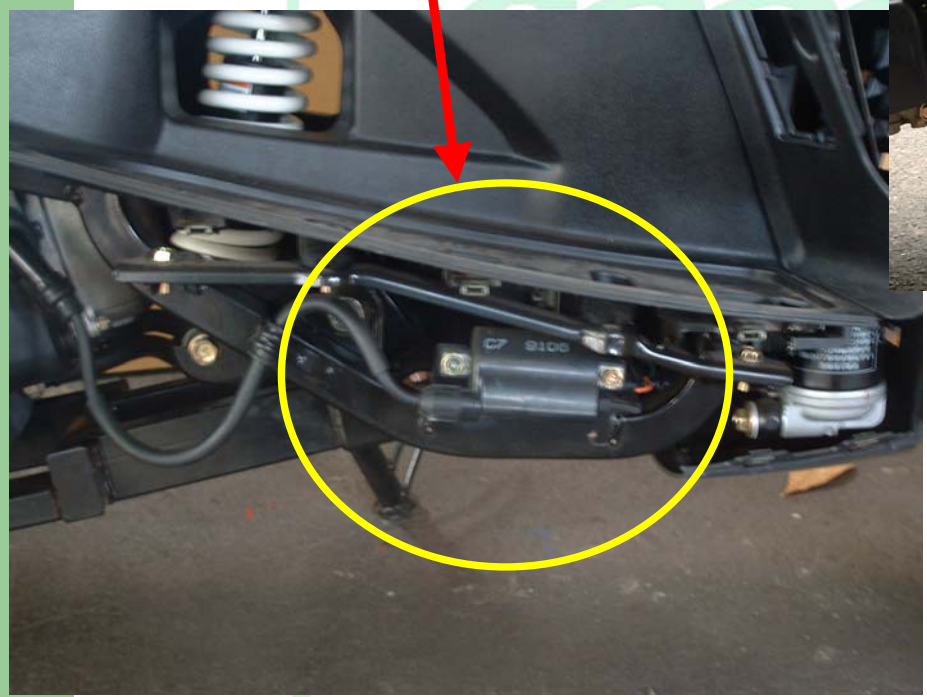
Spark plug: C7E(carburetor) or

CR7E(EMS model)

Ignition coil:

Dismantle the right lower cover

You can see the ignition coil clearly



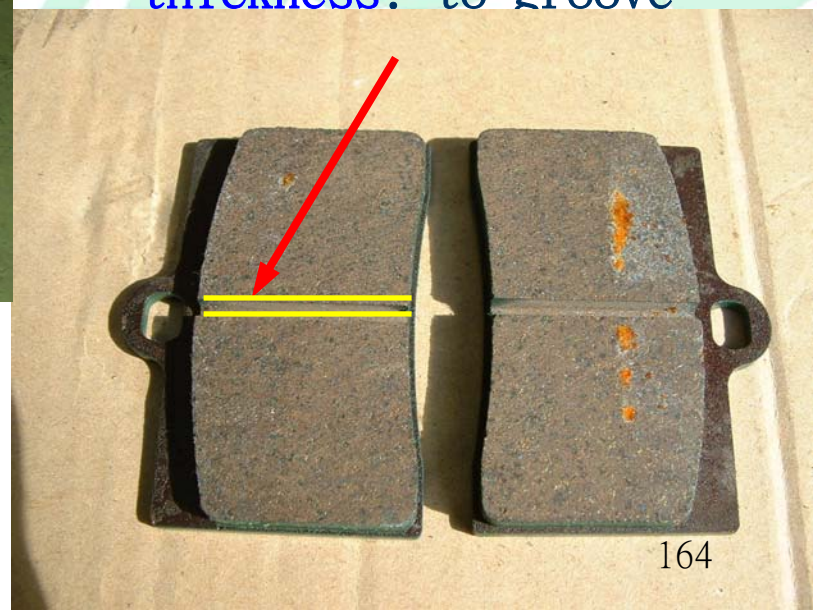
Front brake system:

Service data:

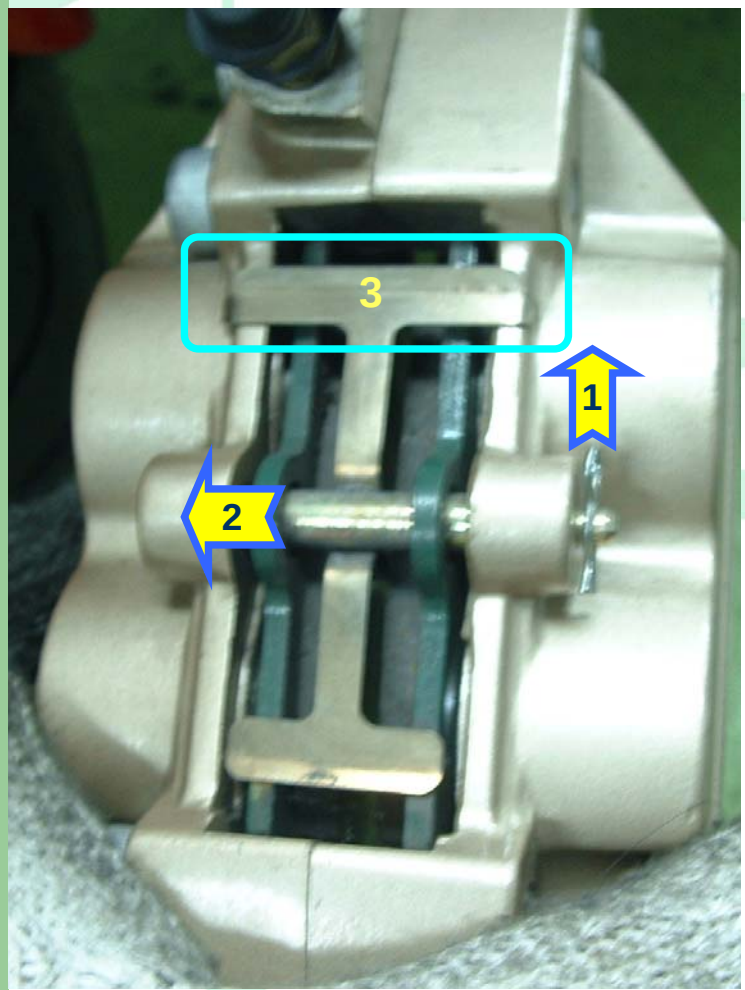
◎tire pressure:**2.0 kg/cm²**

◎using limit of Disk thickness: **3.5mm**

◎ using limit of pad thickness: to groove



Replace the front pads



- dismantle
  1. dismantle clip
  2. take off the pin
  3. take off the yoke
  4. dismantle the pads

- install
  reverse procedure of dismantle

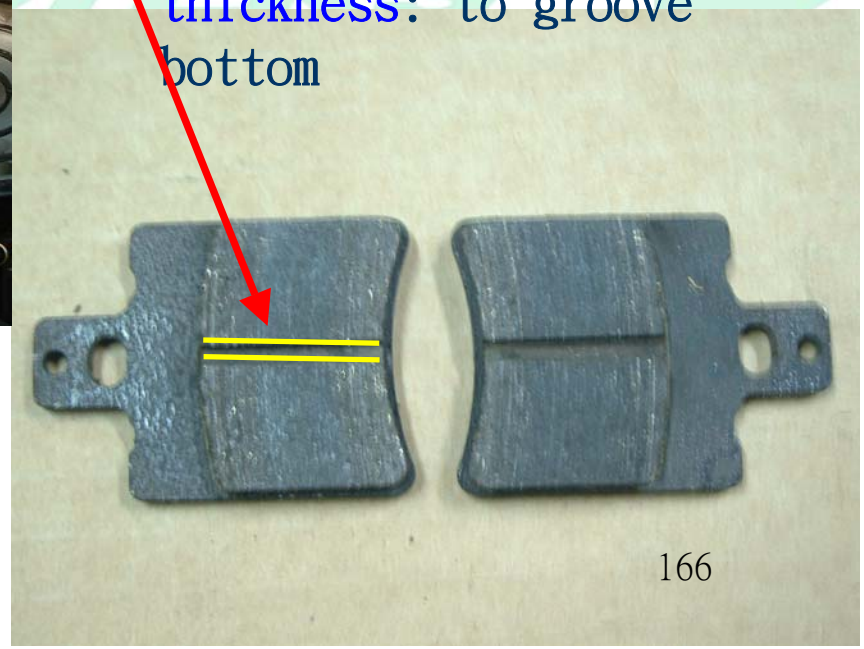
Front brake system:

Service data:

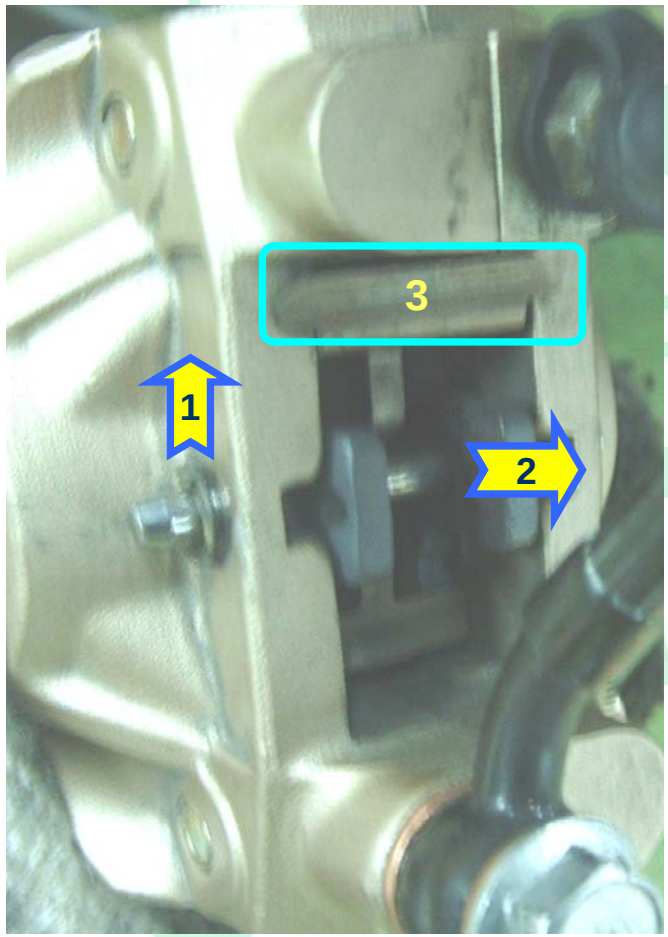
◎ tire pressure:**2.0 kg/cm²**

◎ using limit of Disk thickness: **3.5mm**

◎ using limit of pad thickness: to groove bottom



Replace the rear pads



●dismantle

1.dismantle clip

2.take off the pin

3.take off the yoke

4.dismantle the pads

●install

reverse procedure of dismantle

(5)Engine Management System (EMS)

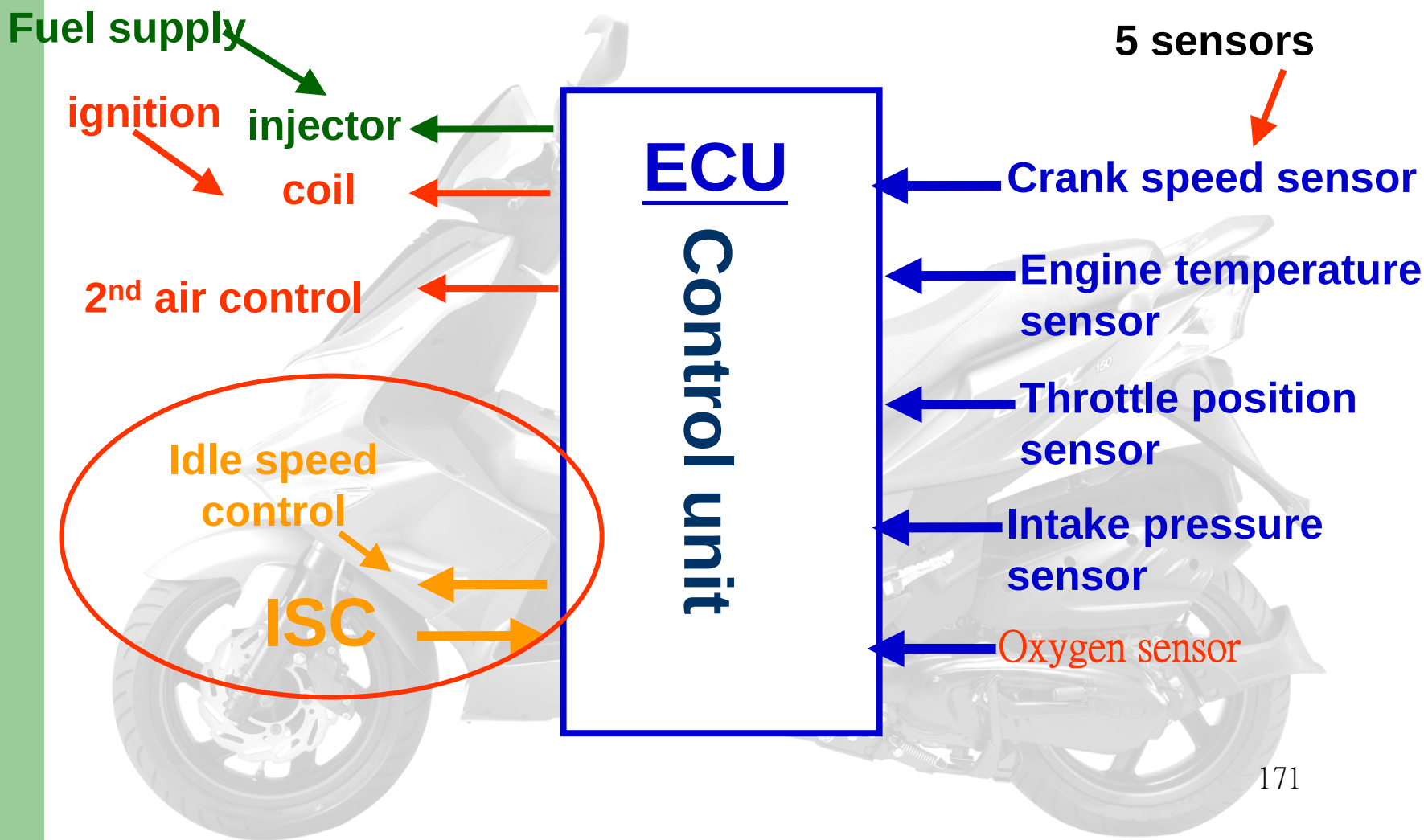
EMS index

- ◇EMS units
- ◇EMS diagnostic

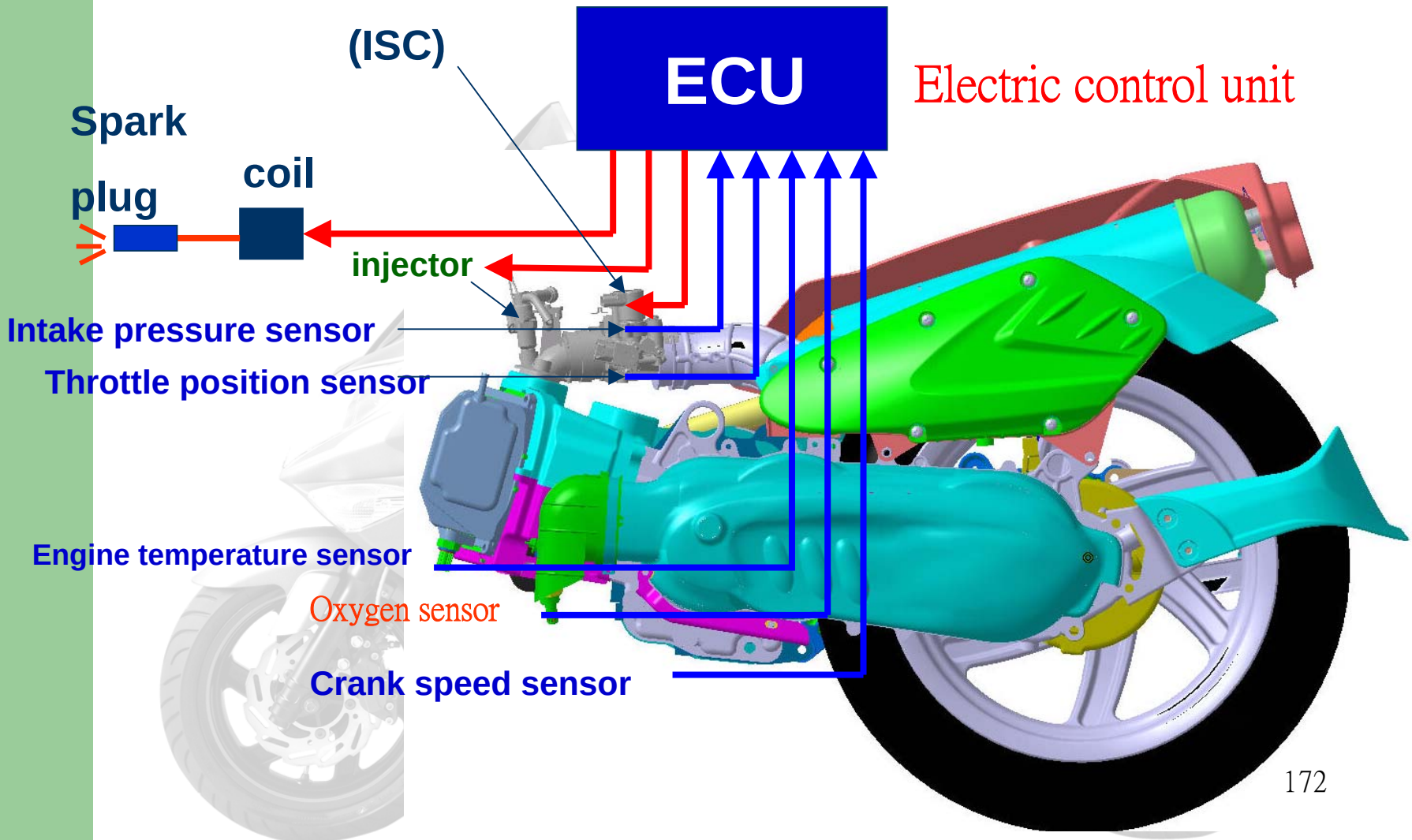
Feature of PGO 2nd-stage EMS

* feature
  1. small, light
  2. integrity
  3. accuracy
  4. simple

EMS structure (A)

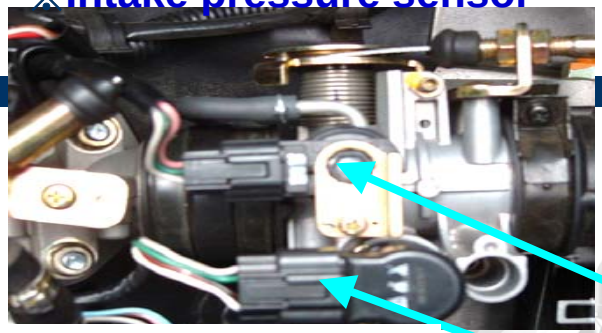


EMS structure (B)



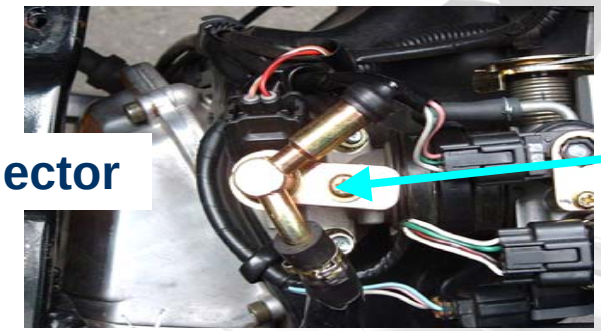
EMS units

※Intake pressure sensor

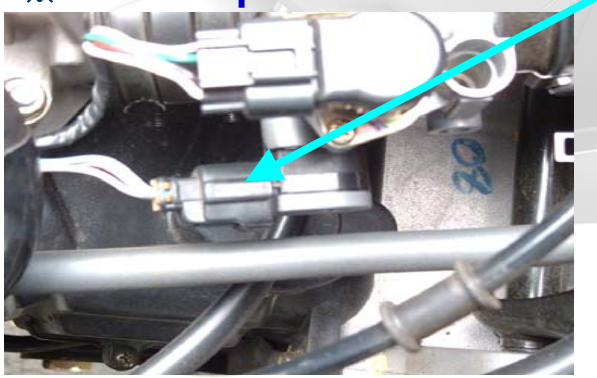


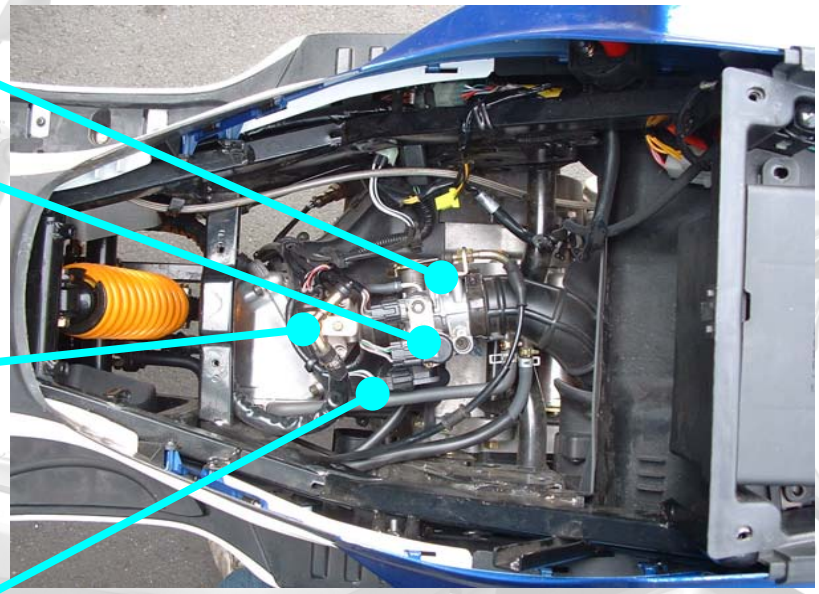
Idle Speed Controller

injector

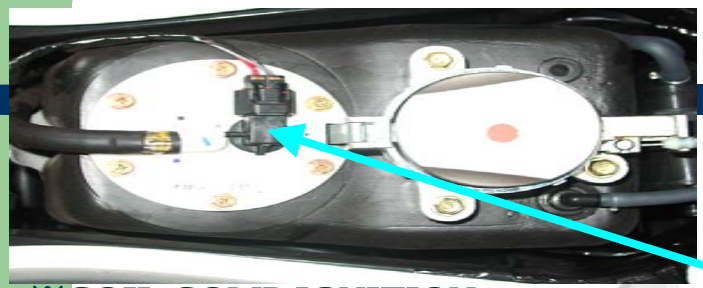


※ Throttle position

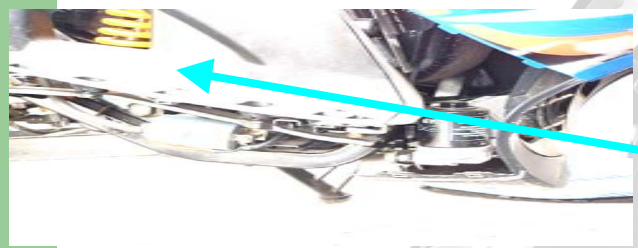




※FUEL PUMP COMP

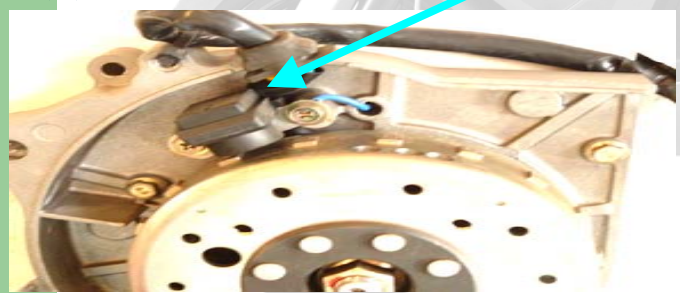


※COIL COMP IGNITION

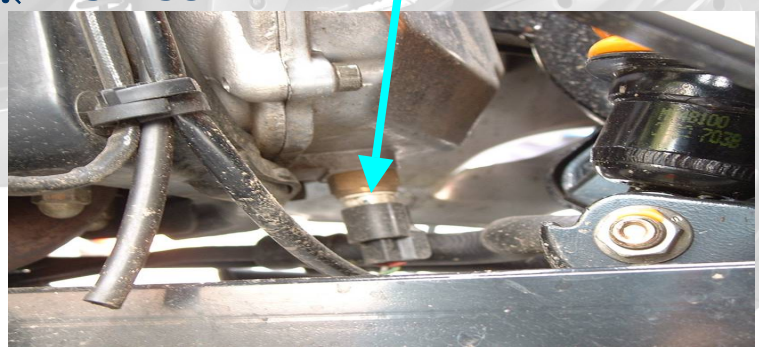


※O2 SENSOR

※crankshaft ANGLE SENSOR

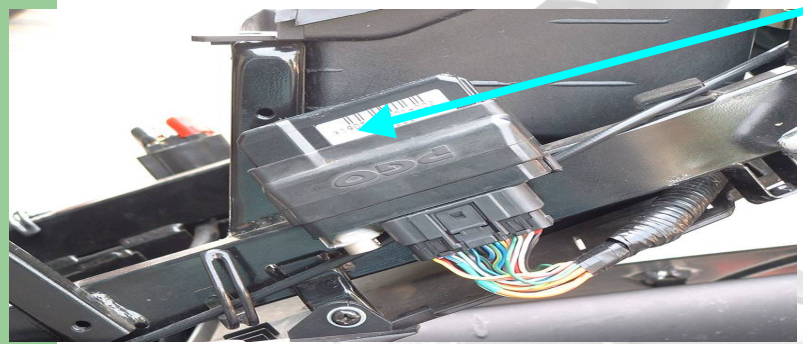


※TE SENSOR



※ AIAC ASSY SOLENOID

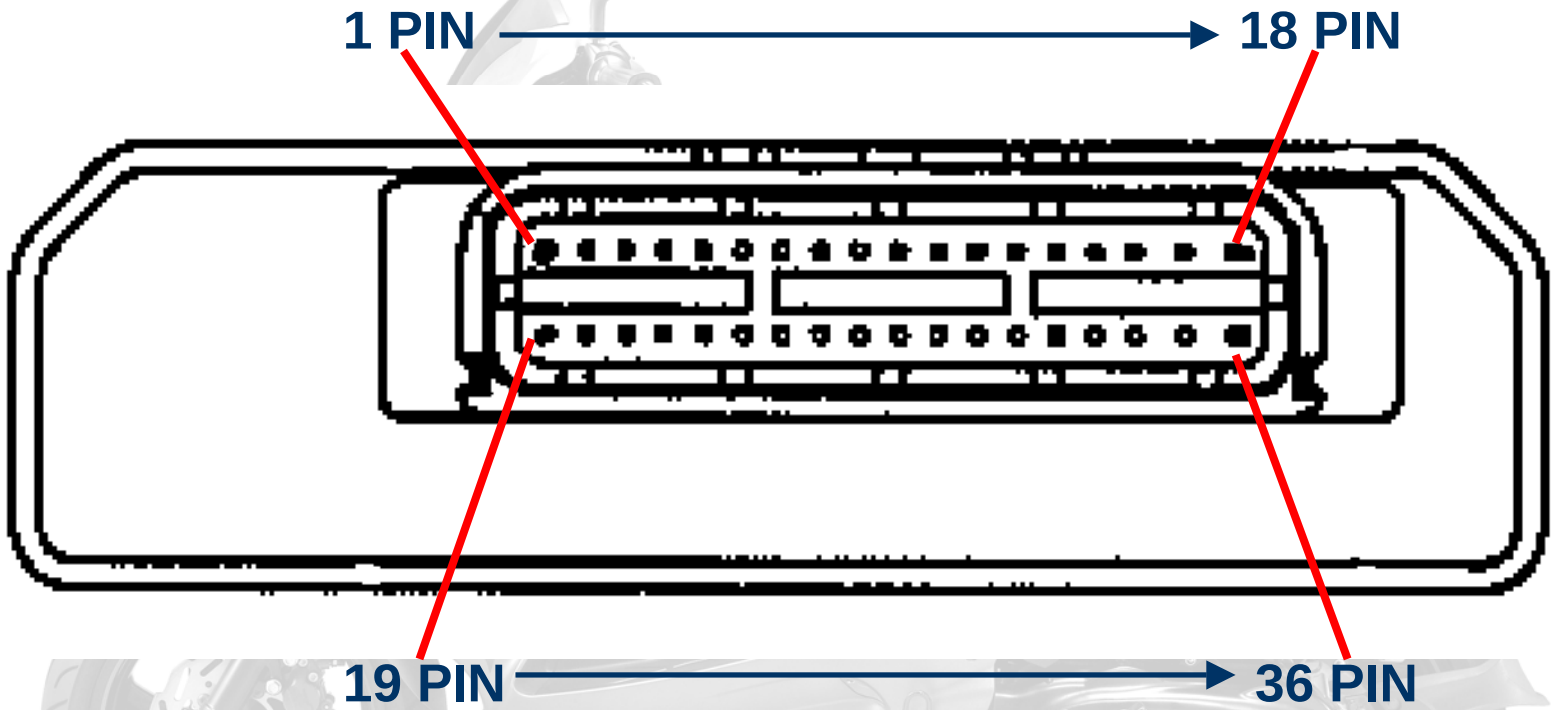
※ECU



※SAFETY SENSOR，SIDE STAND

Important PIN no.# of ECU

＊ECU (PIN)



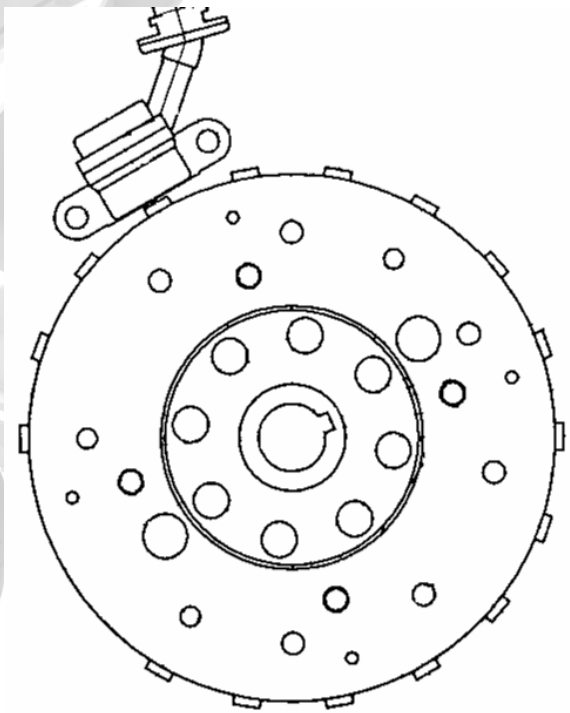
Important PIN no.# of ECU

* **Important PIN** no.# of ECU

PIN NO.	function
11.	Control pole of fuel pump
12.	Control pole of headlamp relay
13.	supply(5V) voltage to sensors
16.	Control pole of injector
18.	Control pole of coil
19.	Input voltage from battery

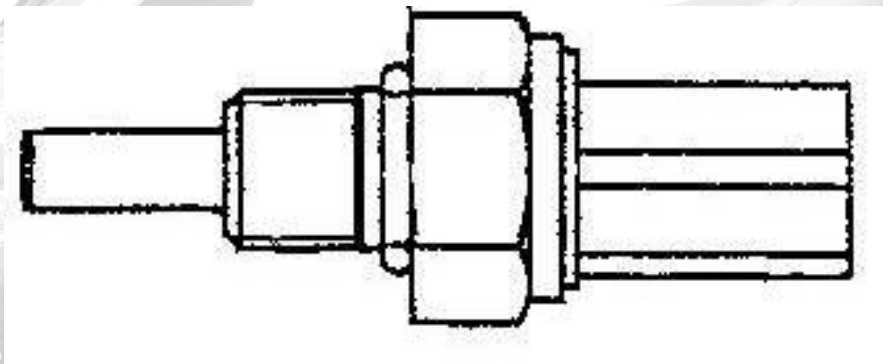
Function of Crank speed sensor

- function：induct the engine speed, tell ECU to control inject fuel & ignition
- theory：calculate the interval time of each flange on the outer



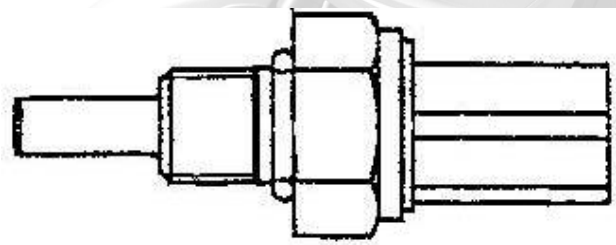
Engine temperature sensor

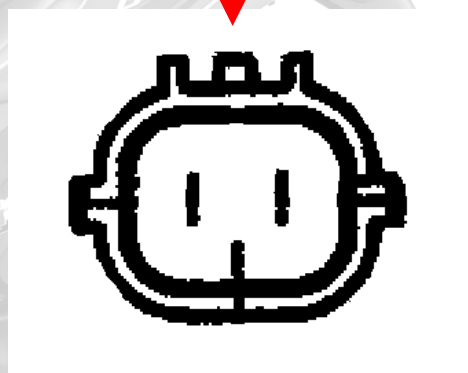
- function：induct engine oil temperature, then ECU knows engine is cold or hot
- theory：different temperature vary resistance



Measure engine temperature sensor

T(℃)	resistance(KΩ)
-20℃	18.800 KΩ
40℃	1.136 KΩ
100℃	0.155 KΩ
usually	1.5~5.5 KΩ



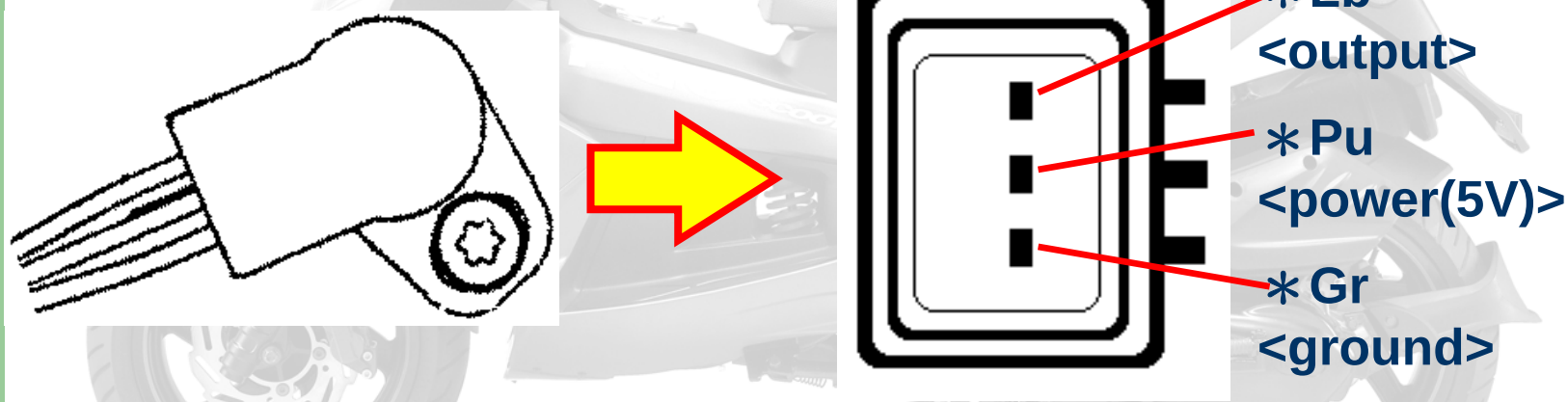


Throttle position sensor **(TPS)**

- function：induct throttle angle, provides the road load condition to ECU
- theory：angle changes, resistance changes!

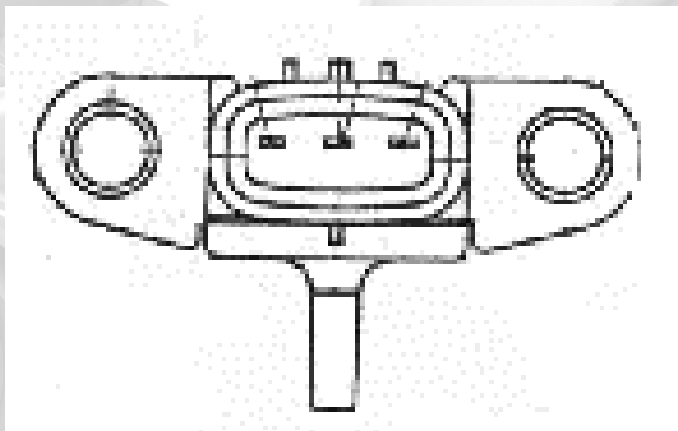
Throttle position sensor **(TPS)**

throttle	Lb(+) / Gr(-) output(V)
close	0.6 ±0.02V
WOT	3.8 ±0.10V



Intake pressure sensor

- function： induct intake air pressure, ECU judge intake or compress stroke to decide injection & ignition
- theory：different pressure outputs different resistance



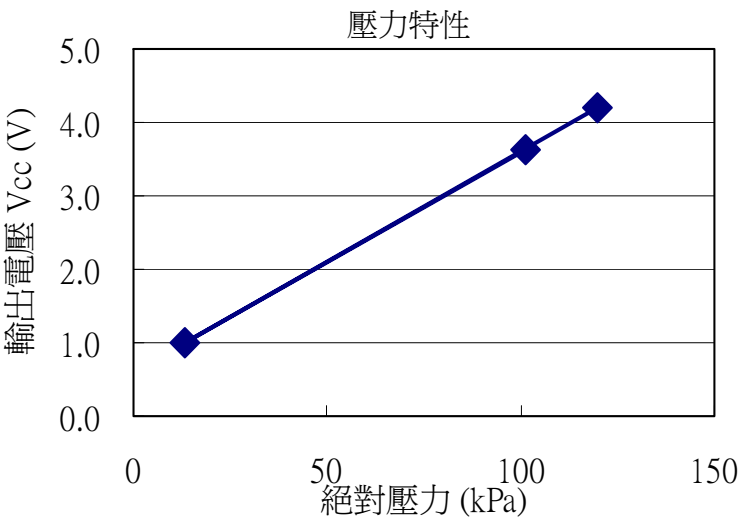
Intake pressure sensor

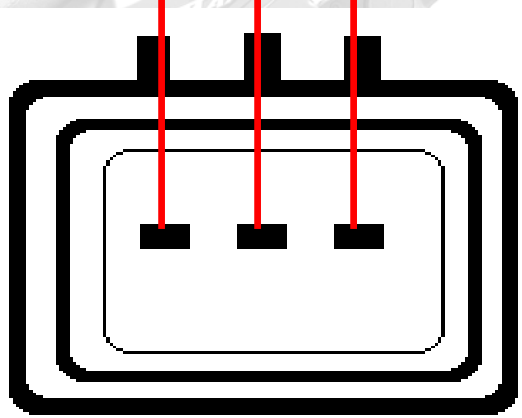
Press (KPa)	G/B(+) / Gr(-) output(V)
13.3KPa	0.5V
120 KPa	3.4V

＊Pu <output(5V)>

＊G/B <output>

＊Gr <ground>





Intake pressure sensor

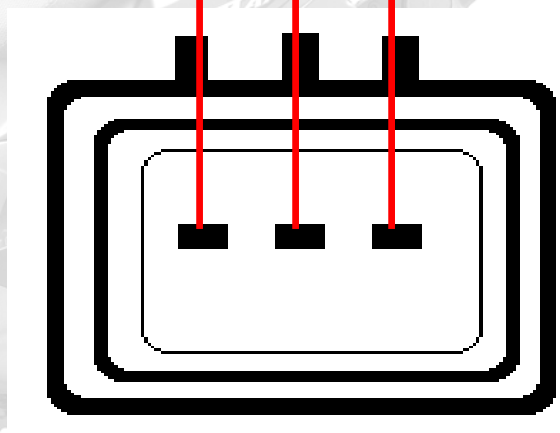
＊average resistance in ambient

wire	R(KΩ)
Pu(+)+Gr(-)	2~4KΩ
G/B(+)+Gr(-)	2~4KΩ

＊Pu
<output(5V)>

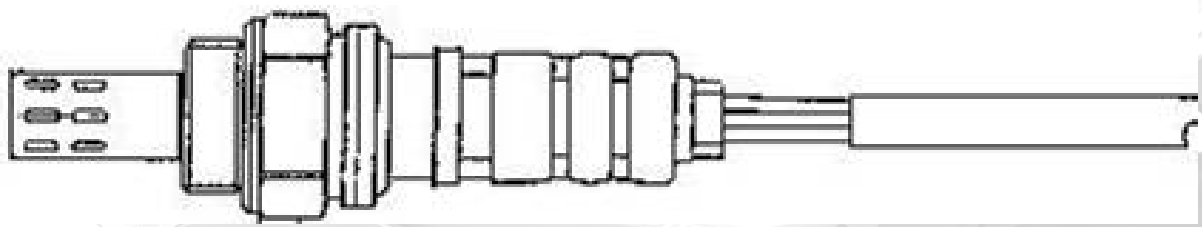
＊G/B
<output>

＊Gr
<ground>

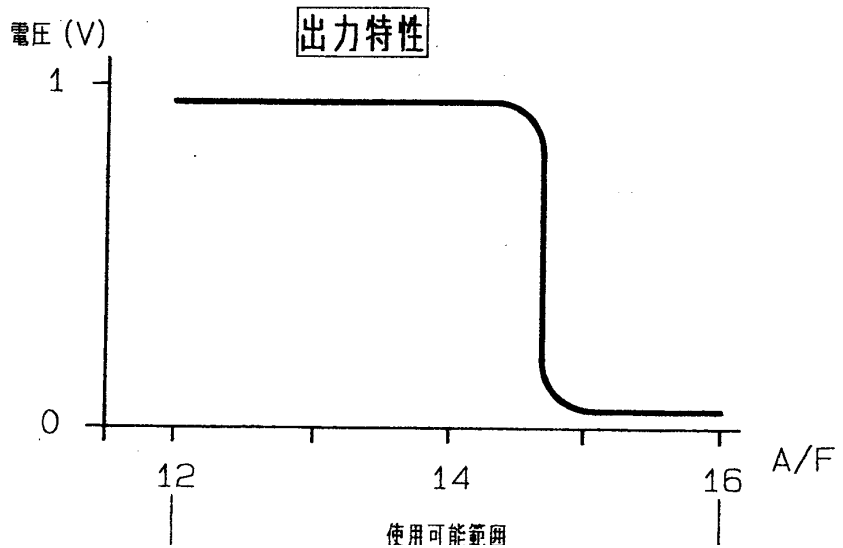


Oxygen sensor

- function：induct the A/F ratio, feedback to ECU , and decide the injection time; modify to the best 14.7 ratio
- others：there is heater inside, help it reach the working temperature quickly



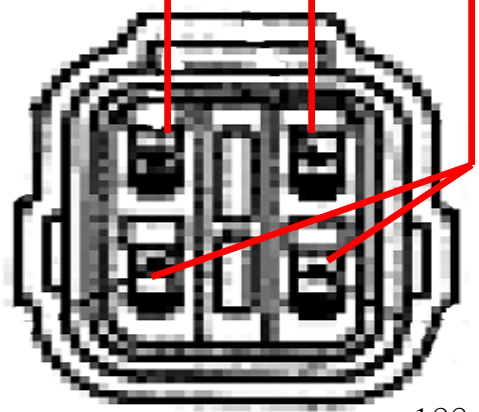
Oxygen sensor



＊W
<heater(12V)>
2 couple~8Ω

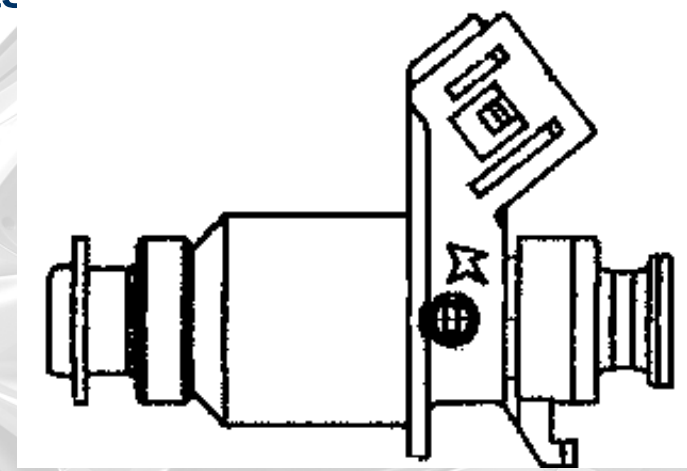
＊Gr
<ground>

＊B
<output>

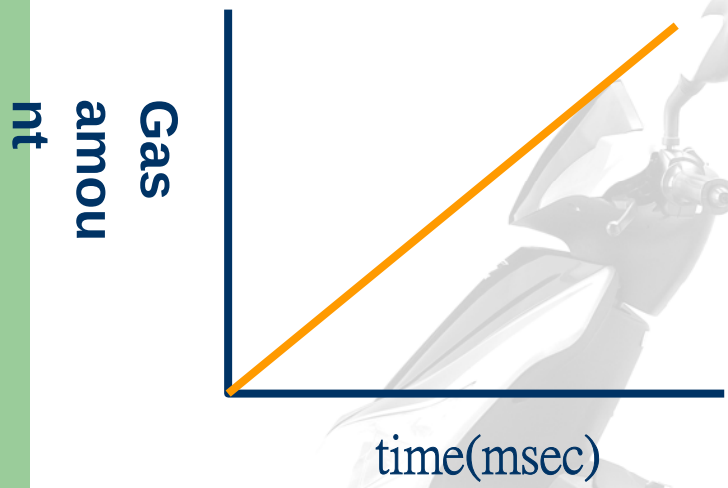


injector

＊function：inject the gas, mixed with air＊
theory：control the opening time interval to decide the gas



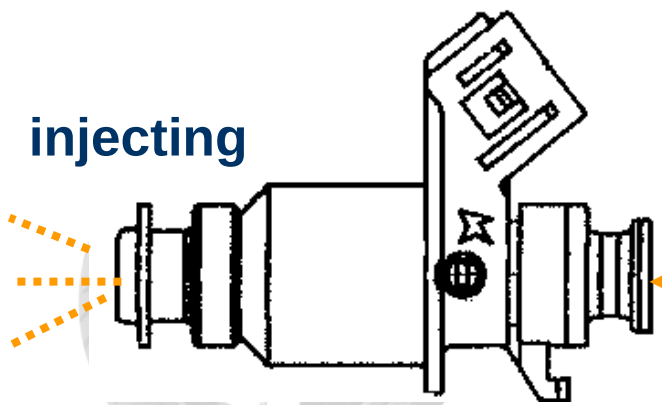
injector

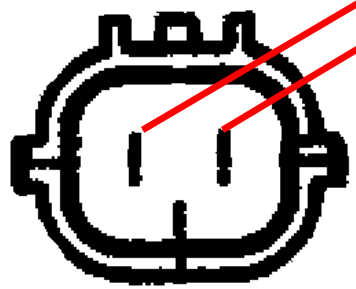


＊R/B(+)
<output(12V)>

＊Br/W(+)
<output(12V)>

＊each terminal virus ground is 12V





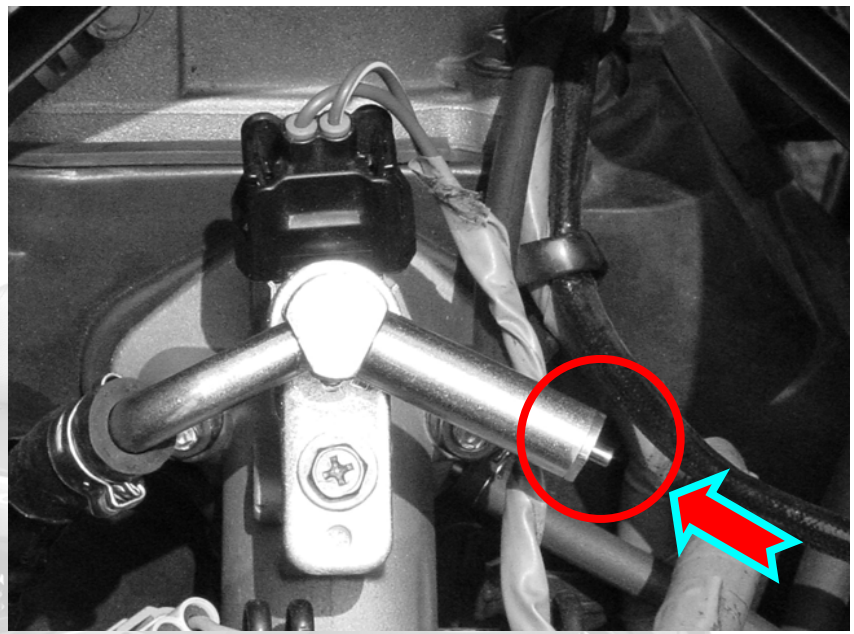
Draining cap of injector

∗**bleed the air**

Used when replace the fuel pump, pipe…etc.

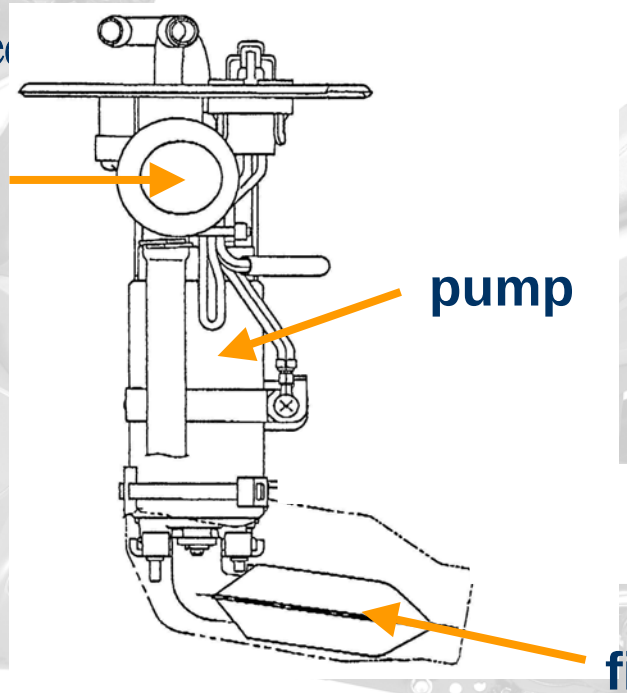
∗**drain the gas**

The gas inside the pipe may become poor quality after storage, drain it before start the engine



Fuel pump

* function：pumping the gas to injector, and keep the constant pressure as **3kgf/cm²**
* theory：the regulator ke

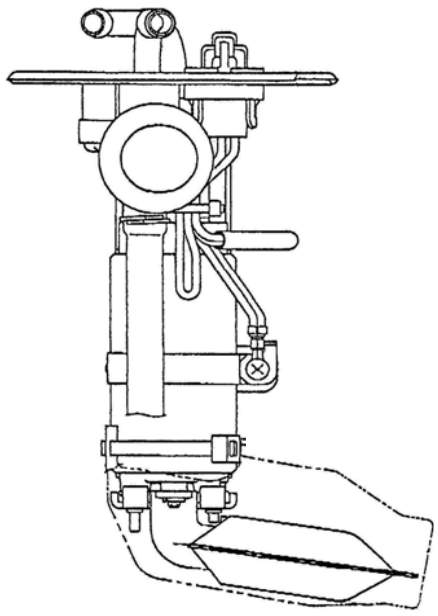


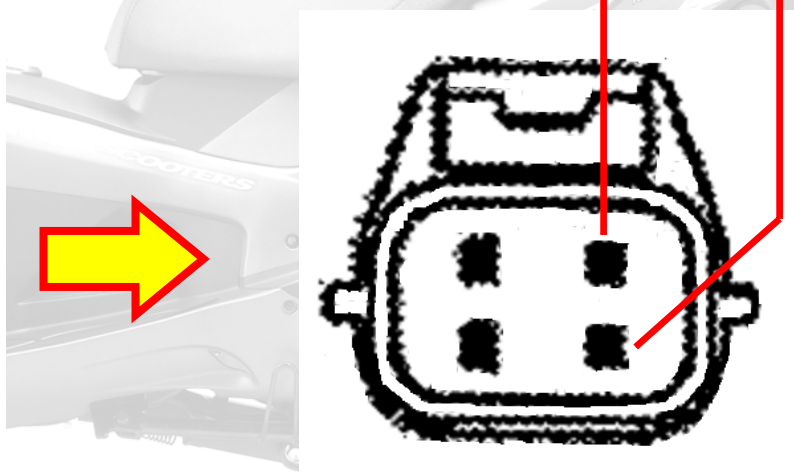
Fuel pump

	R/B(+)+B(-)
voltage	~12V
resistance	<1KΩ

＊R/B(+)
<output(12V)>

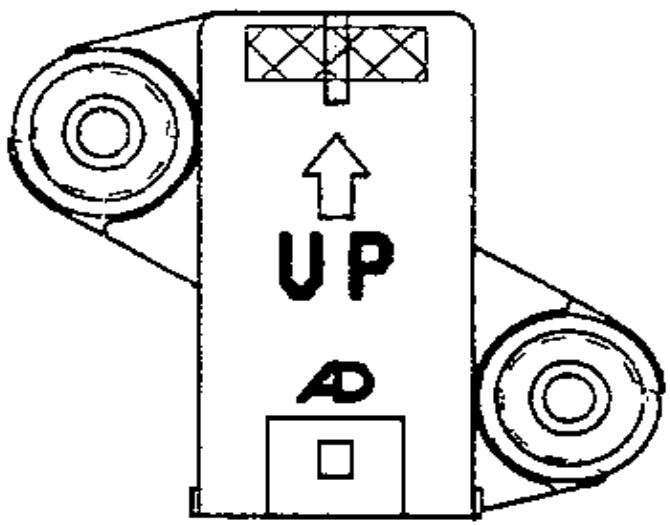
＊B(-)
<ground>





Fall down sensor

- function：when vehicle fall down more than 65degree, then EMS cut off the power and cease the engine
- theory：there is ball mechanism inside the sensor, act by gravity and conduct the wiring.



Fall down sensor

power	degree	output(+) +ground(-)
OFF	any	OFF
ON	<65	ON
ON	>65	OFF

＊to recover the sensor function after fall down：

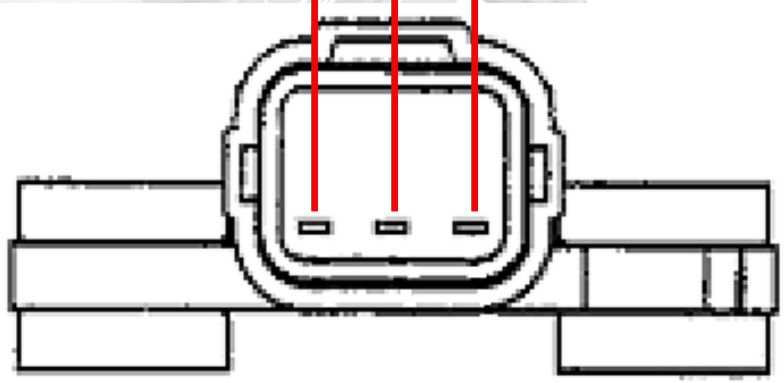
1.turn OFF the key

2.turn ON the key

＊O <input(12V)>

＊Bl/W <output>

＊B <grounding>

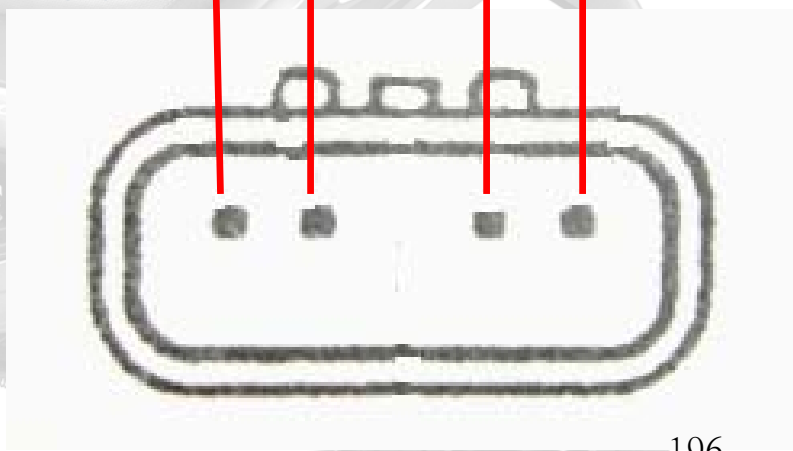


ISC(Idle Speed Control)

＊ISC unit

	R
A(+) + A*(-)	~80Ω
B(+) + B*(-)	~80Ω

＊W
<ISC-A*>
＊R/B
<ISC-B*>
＊G
<ISC-B>
＊Gr
<ISC-A>



ISC(Idle Speed Control)

∗what is ISC ?

(IDLE SPEED CONTROL)

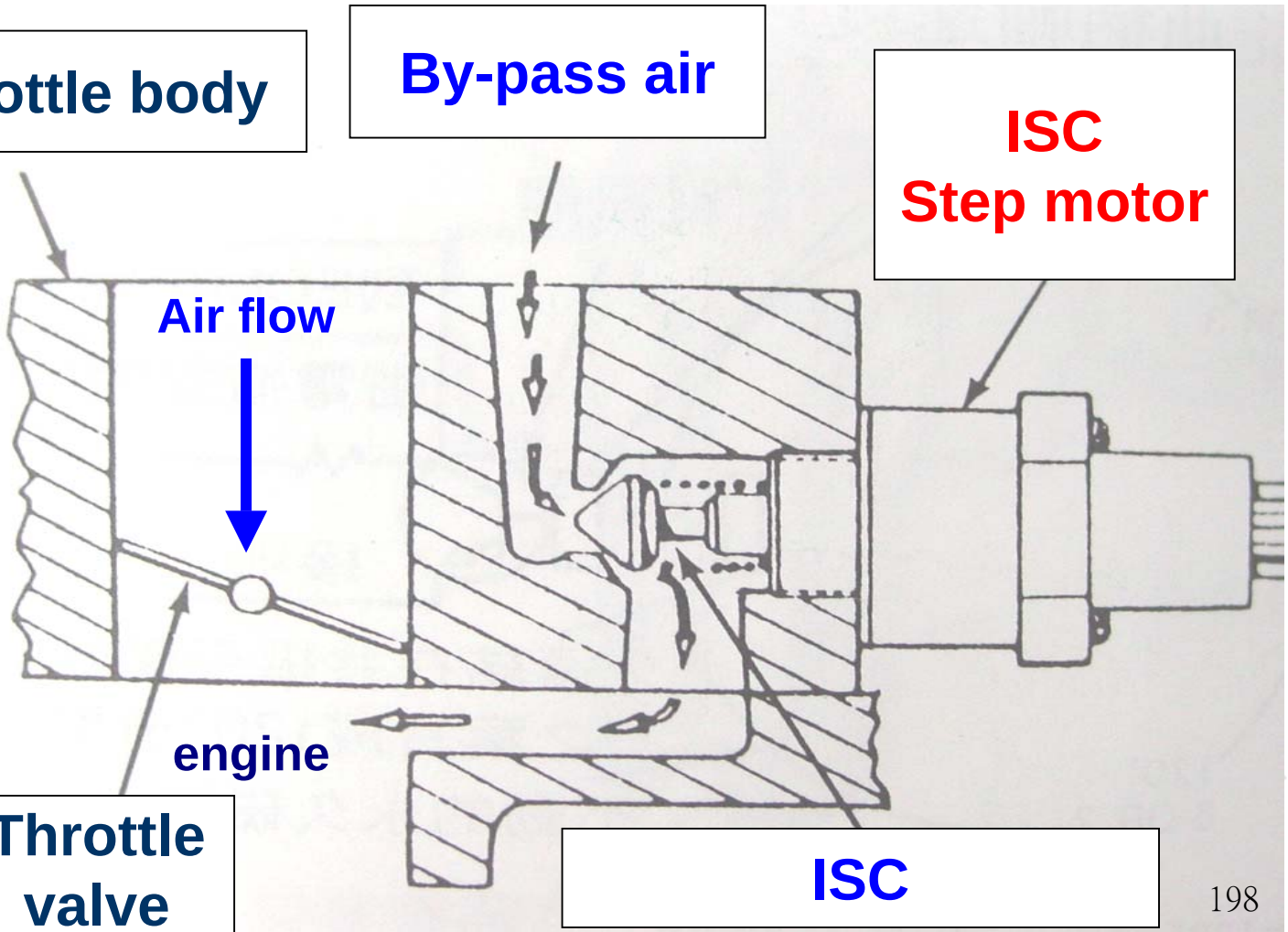
∗control method of ISC

when engine is at idle, ECU refer the sensors and decide how much air is required, then tell the ISC to act forward or backward.

∗sample

when cold engine, ECU tell ISC enrich the by-pass air to increase the engine speed. After warm-up, ECU tell ISC reduce the by-pass air to decrease the engine speed.

ISC(Idle Speed Control)



ISC initialization timing

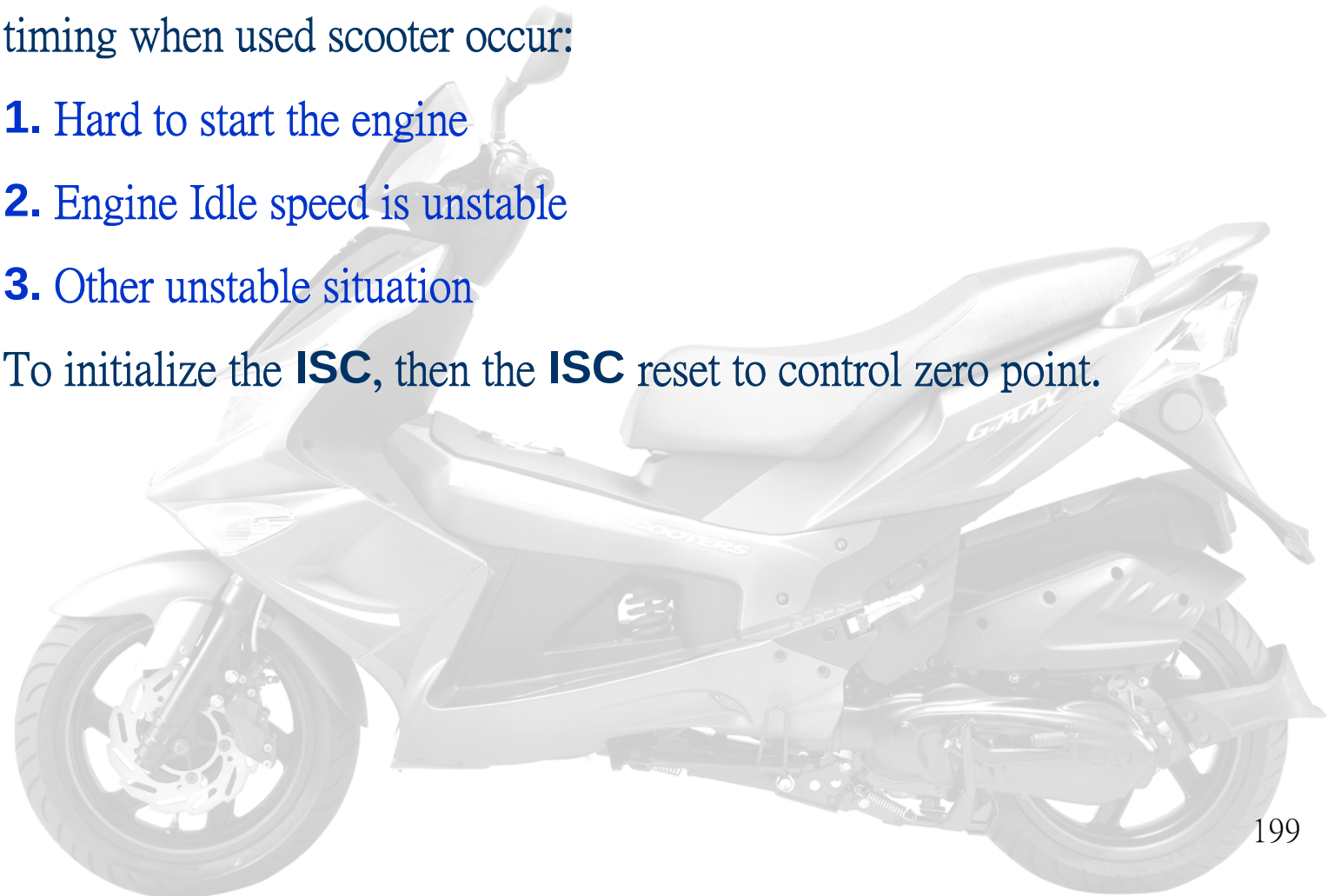
* timing when used scooter occur:

  1. Hard to start the engine

  2. Engine Idle speed is unstable

  3. Other unstable situation

  To initialize the **ISC**, then the **ISC** reset to control zero point.



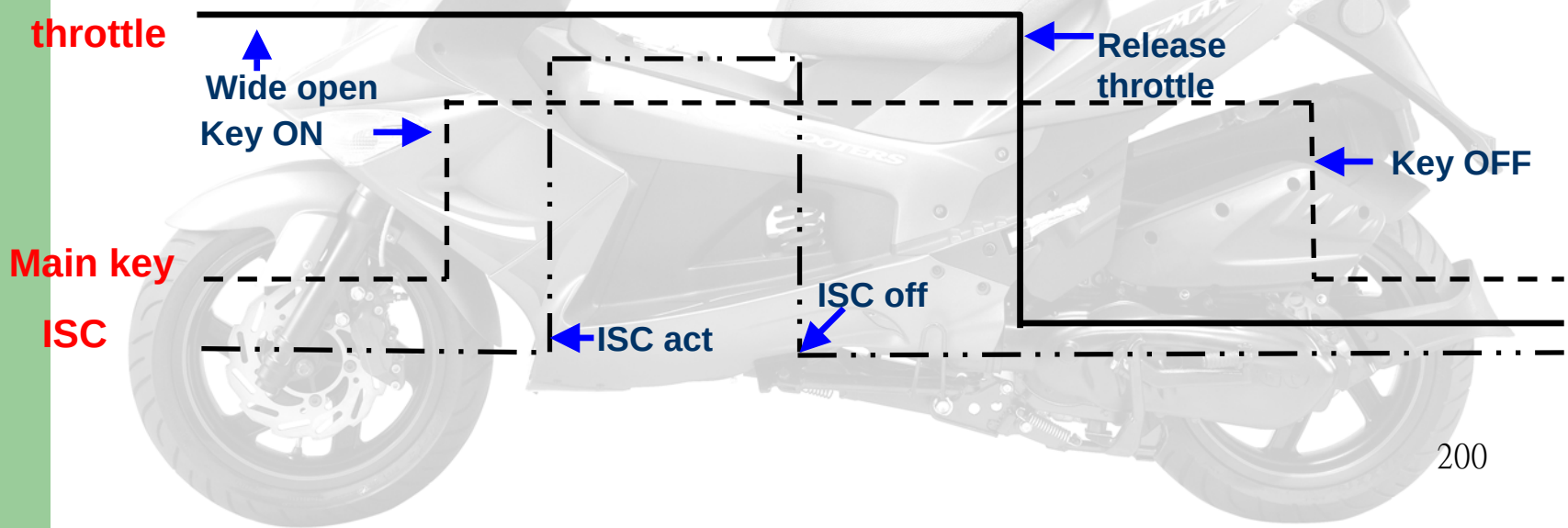
Procedure of ISC initialization

1.don't plug quick- diagnostic

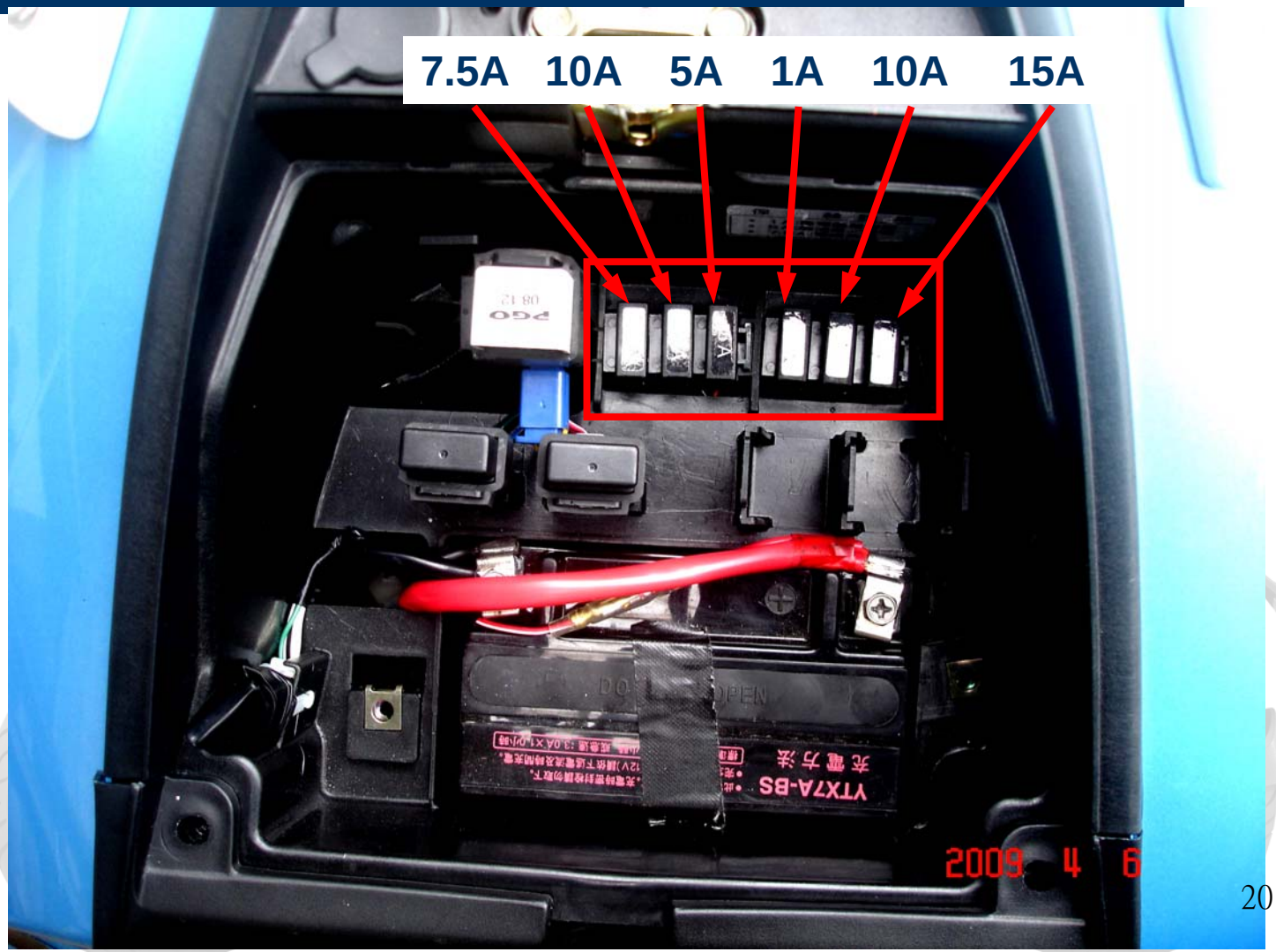
2.wide open throttle; turn on the key; the **ISC** sounds "da da…"

3.release the throttle after the **ISC** stop acting.

4.turn off the key, finish initialization!



EMS fuses



Main purpose of EMS fuses

＊ (FUSE) 1A / 5A / 7.5A / 10A / 15A

protect the units when extra-current occurs

1A <Y+G/B> ： protect the (ECU)

5A <R/W+G/B> ： protect fuel pump & injector

7.5A <O+G/B> ： protect ignition wiring(EMS)

10A <O+Dg> ： protect EMS system wiring

15A <R/W+R/W> ： protect whole vehicle wiring

(6)EMS **diagnostic**

Quick diagnostic

part no.：**S320840G01**

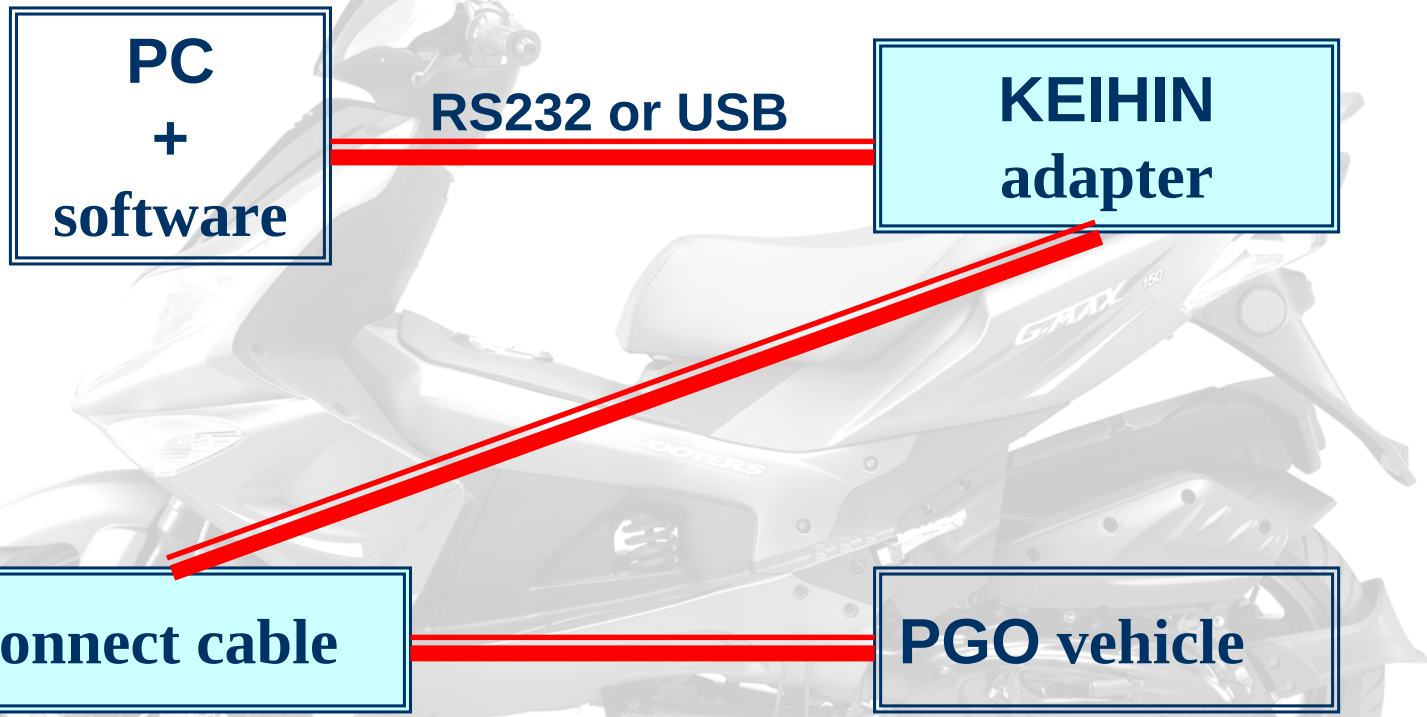
name：quick diagnostic

How to use quick diagnostic

1. Prepare quick diagnostic
2. Open the rubber cover beside the battery
3. Plug in the quick-diagnostic
4. turn on the key
5. wait for about 8 seconds
6. observe the EMS led on dash board

PC diagnostic

PC diagnostic assy.： **S320891G01 + S320838G01**
(software & adapter + connect cable)



PC diagnostic

part number：**S320891G01**

name： (software & adapter)

＊software

＊adapter

PC diagnostic

part number：S320838G01

name：connect cable

Quick diagnostic table

part	Defect code
Throttle position sensor	0 long 6 short
Intake manifold pressure sensor	0 long 9 short
Engine temperature sensor	1 long 1 short
Oxygen sensor	1 long 7 short
injector	3 long 3 short
Ignition coil	3 long 7 short
Fuel pump	4 long 1 short
Heater of oxygen sensor	4 long 5 short
ISC motor	4 long 9 short
Crankshaft position sensor	6 long 6 short
ECU	Always on
System is all right!	Always off

Clear the defect code memory

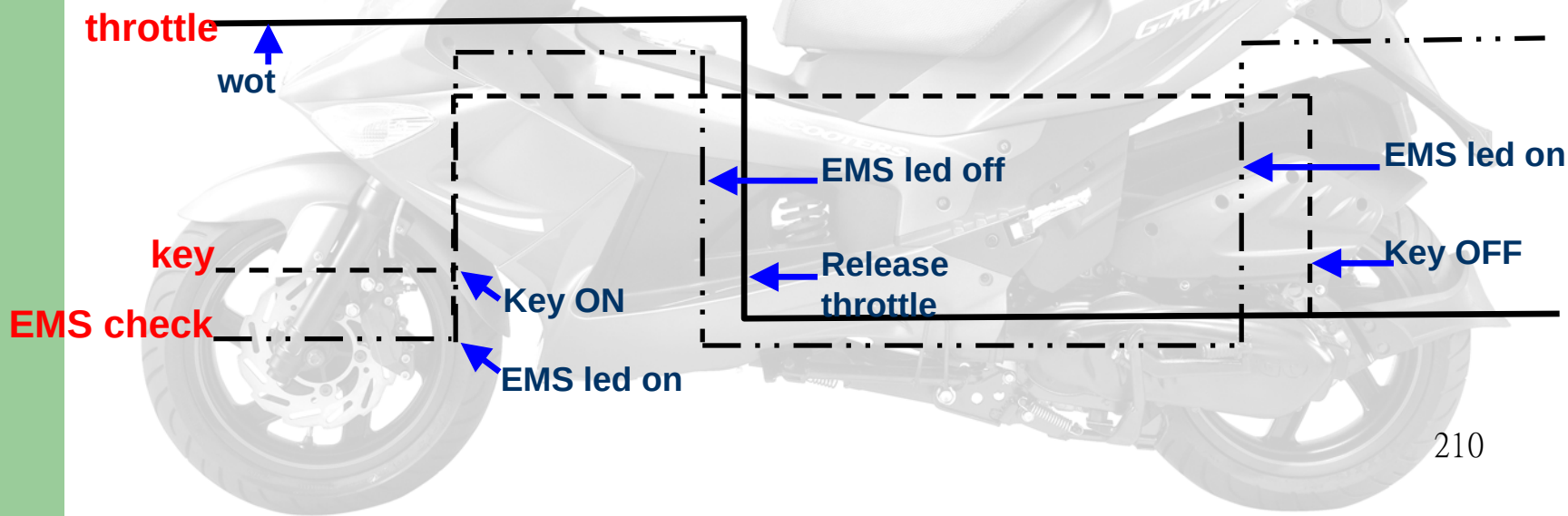
1.plug quick diagnostic into vehicle seat

2.wide open the throttle, turn on the key

3.after the EMS led off, release the throttle

4.don't turn off the key until EMS led on again.

5.turn on the key to confirm again.



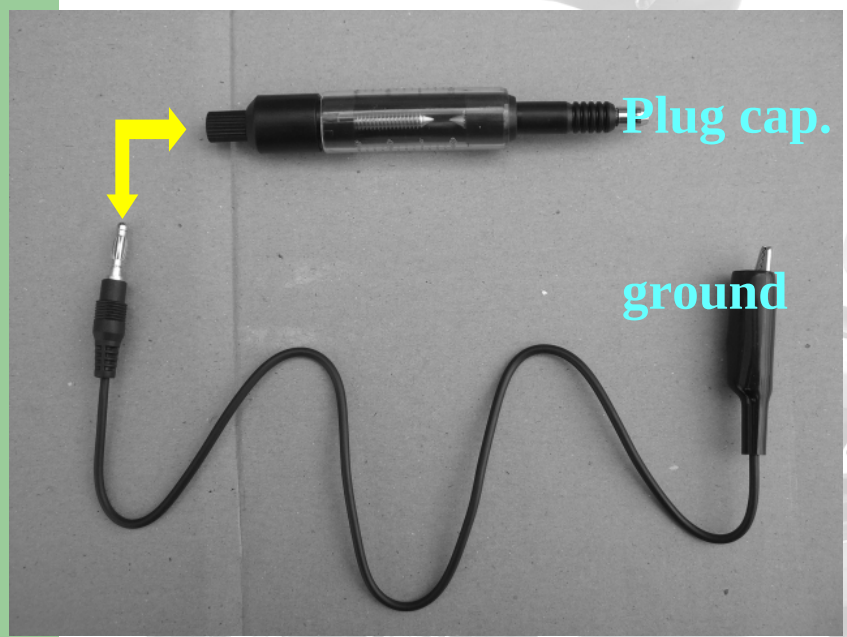
(7)EMS system Repairing tool

pocket tester wiring

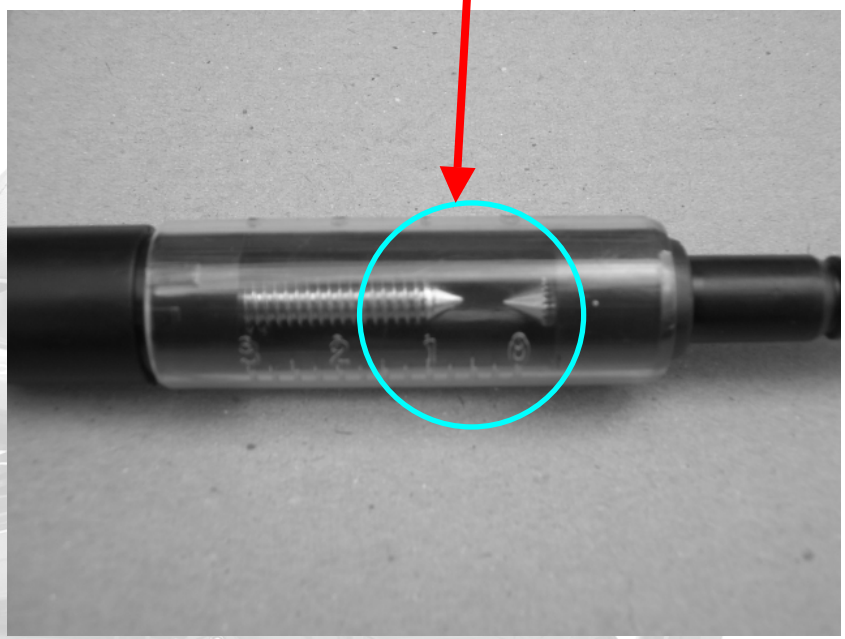
＊pocket tester wiring
part no.：S905310005

Ignition gauge

∗connect



∗minimum distance 6mm



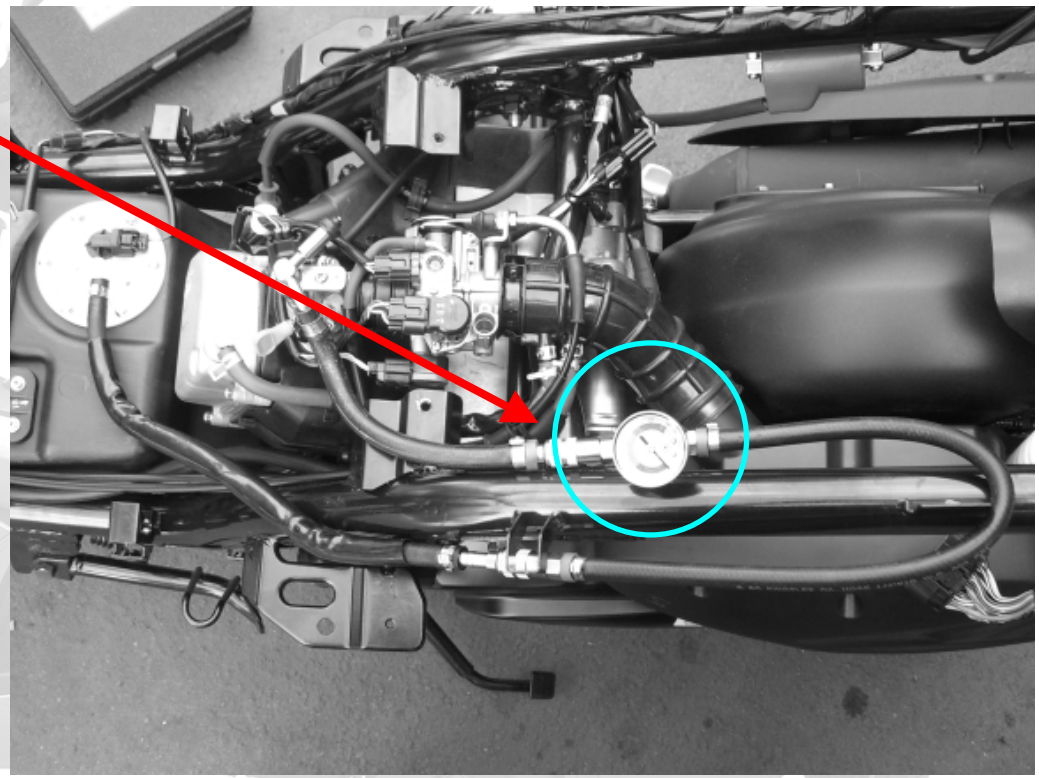
Fuel pressure gauge

＊fuel pressure gauge
part no.：S905330008

Connect to the vehicle

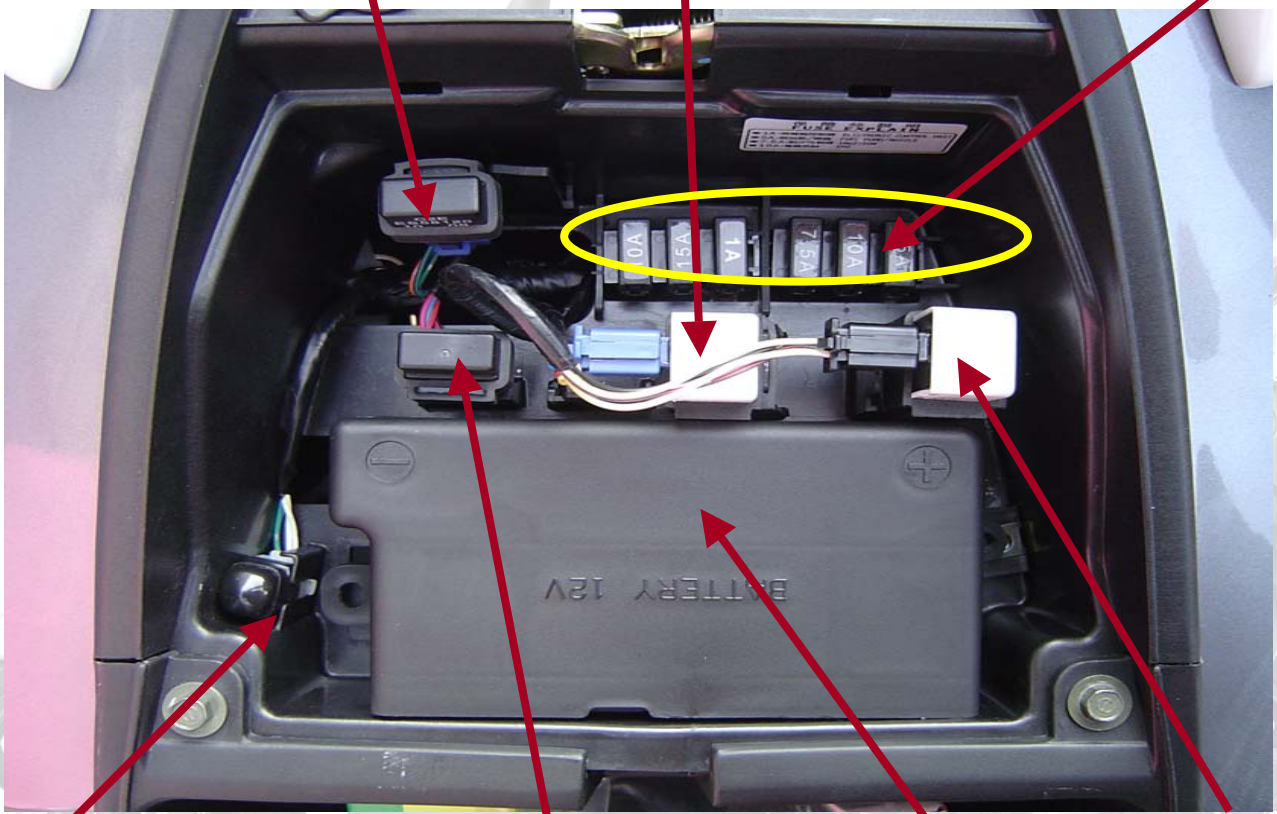
＊measure the fuel pressure
standard 3kgf/cm²

＊usage
1.dismantle the hose to injector
2.connect the gauge assembly to the pipe
3.turn on the key
4.read the pressure



(8)General Electric units

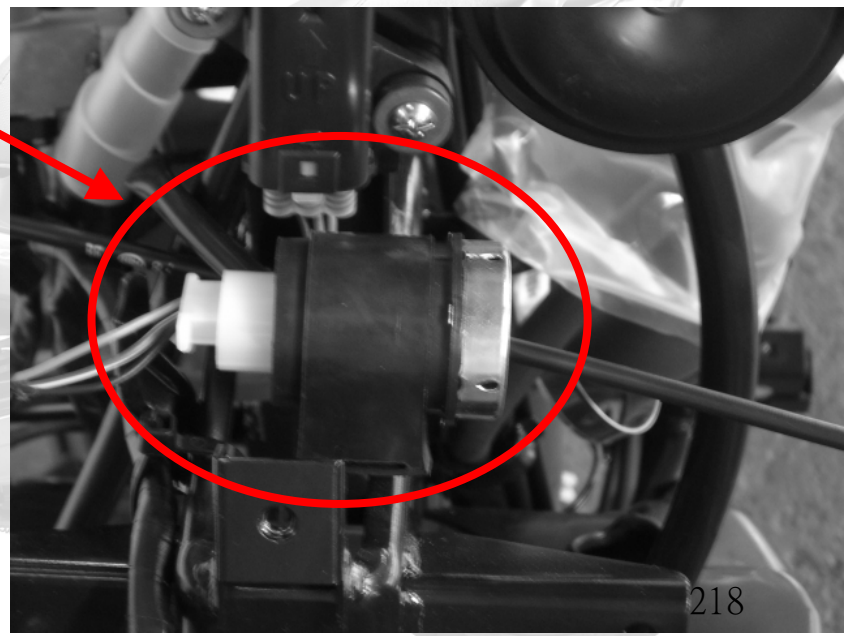
BLUR 220 HELMET CASE ASSY, BR
ELECTRICALS COMPONENT



Signal flasher relay (LED)

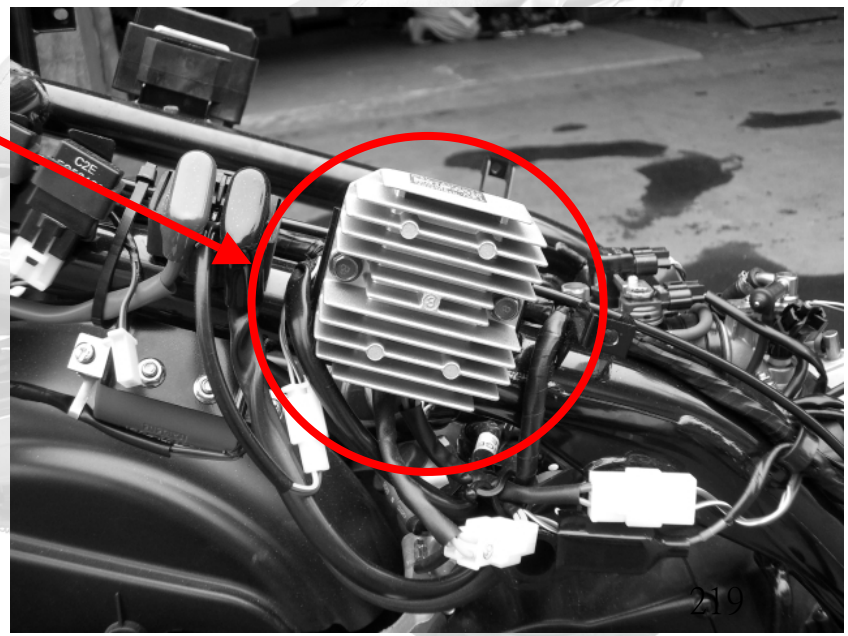
* within the leg-shield cover

* dismantle the leg-shield cover first



regulator

＊dismantle 1.luggage comp.
2 rear rack
3.body cover

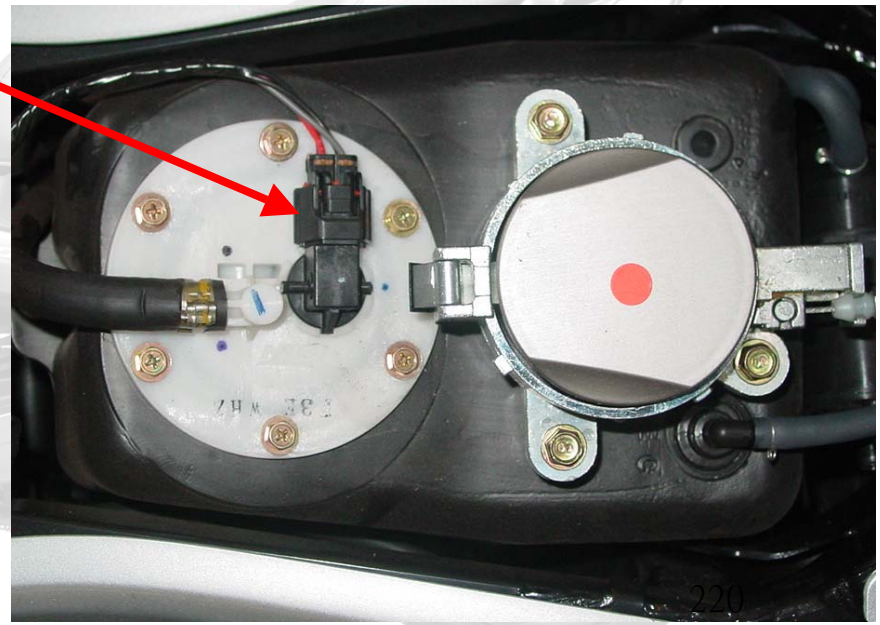


＊within the right body cover

Fuel gauge

＊dismantle 1.middle cover

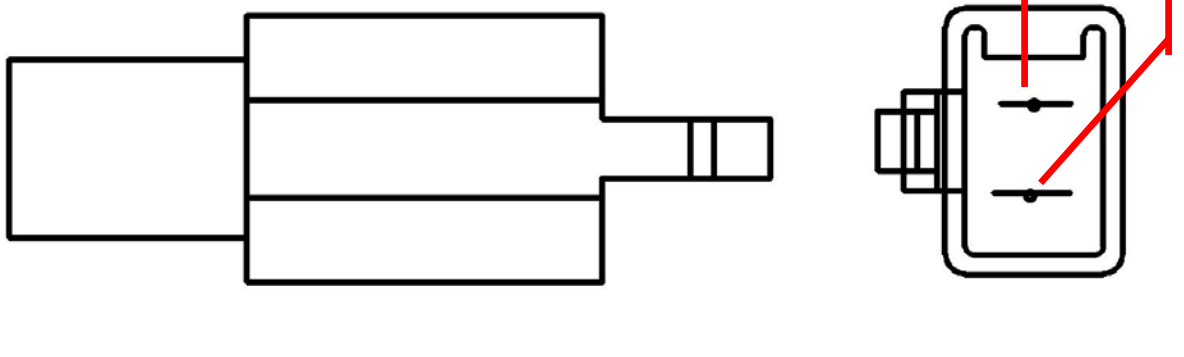
＊below the **middle cover**



Measure the fuel gauge

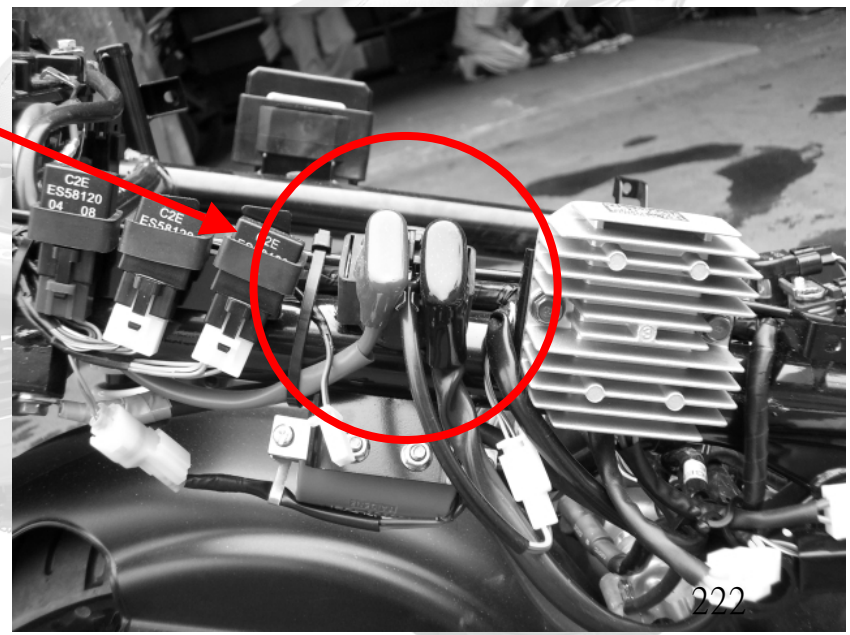
	gray(+)+black(-)
F	4~10Ω
E	80~90Ω

＊gray(+)
<output>
＊black(-)
<ground>



Starting relay

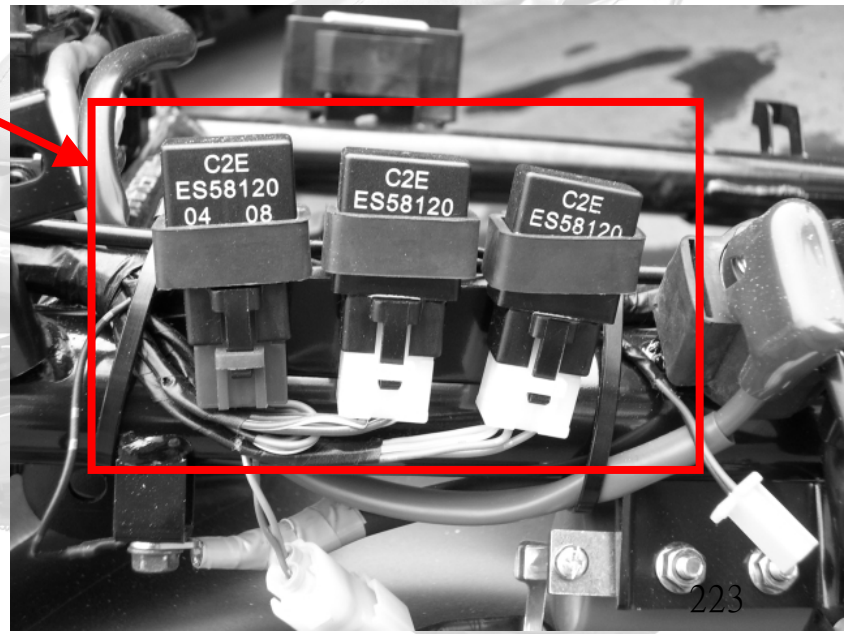
* dismantle 1.luggage comp.
  2.middle cover
  3.rear rack
  4.body cover



* within the right body cover

EMS relays

＊dismantle 1.luggage comp.
2.middle cover
3.rear rack
4.body cover



＊within the right body cover

EMS relays wiring

∗ A.EMS system

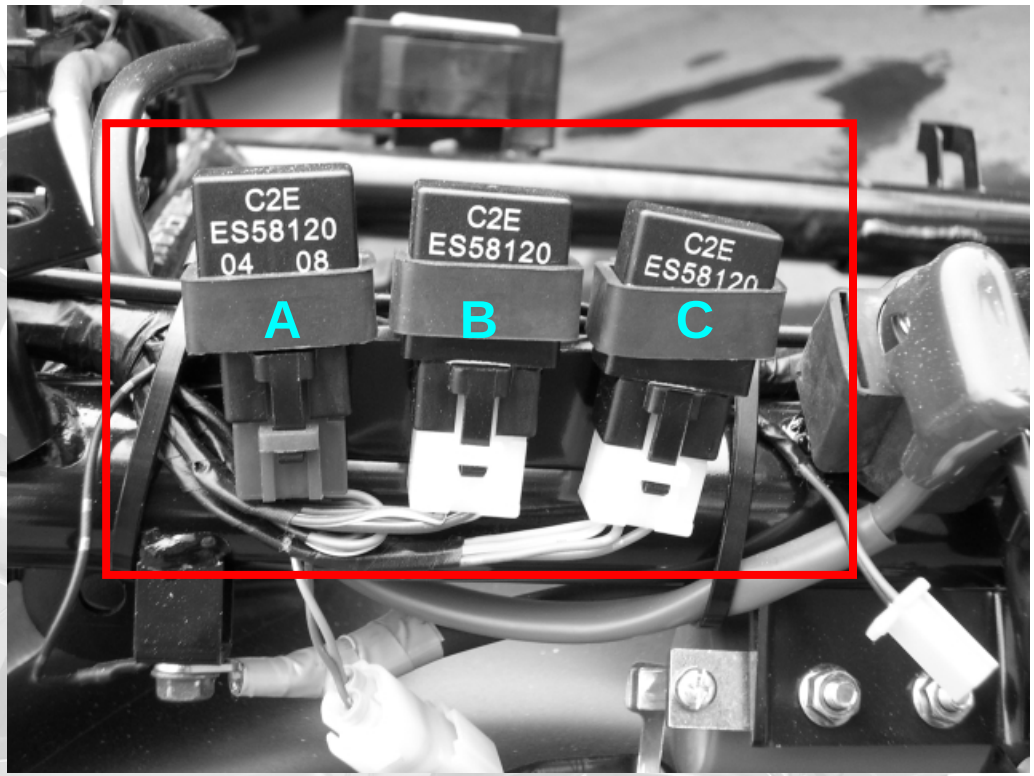
Dg	O
Gr/B	Bl/W

∗ B.fuel pump/injector

R/W	R/W
R/B	Db

∗ C.headlamp

O	O
Y/W	Y



Control of relays

＊ (Relay) 15A

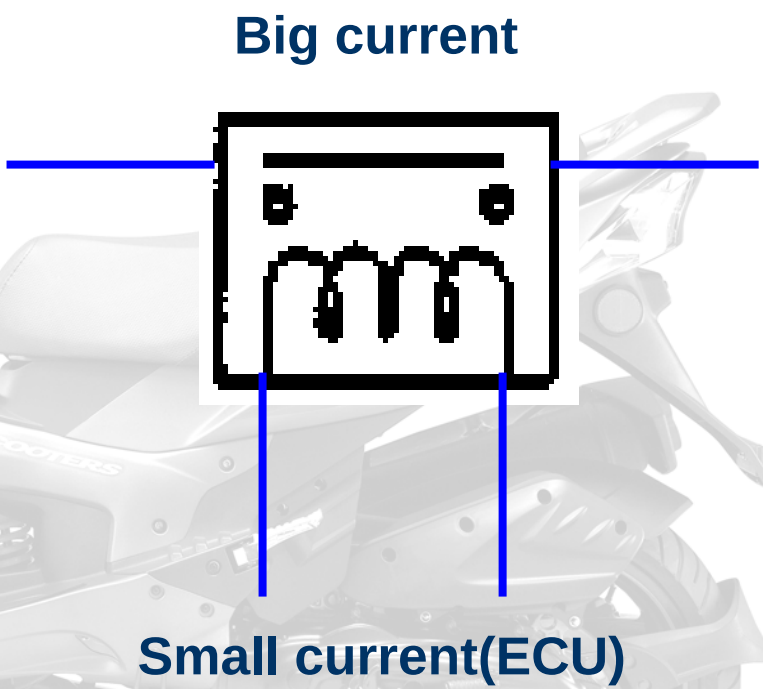
＊theory： use small current to control big current

＊Usage：

fuel pump & injector

EMS whole system

headlamp



Measure the relays

∗use the pocket tester

1.find the control coil

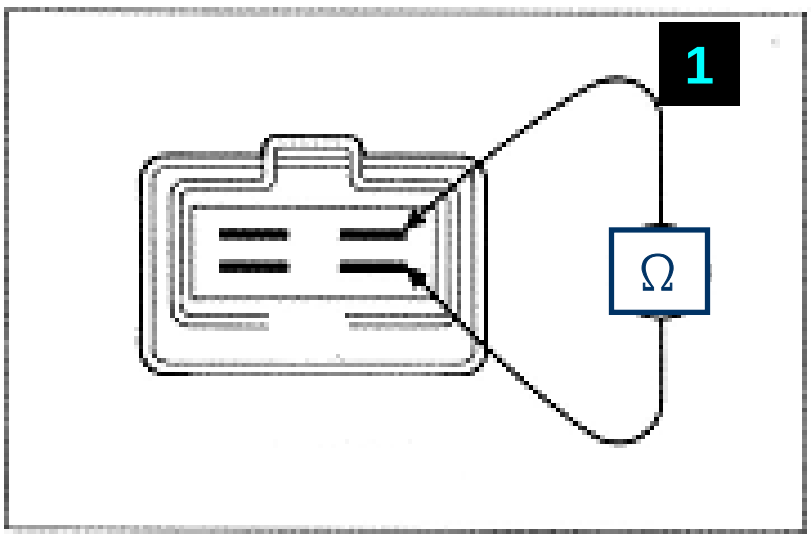
2.fit 12V to the control coil

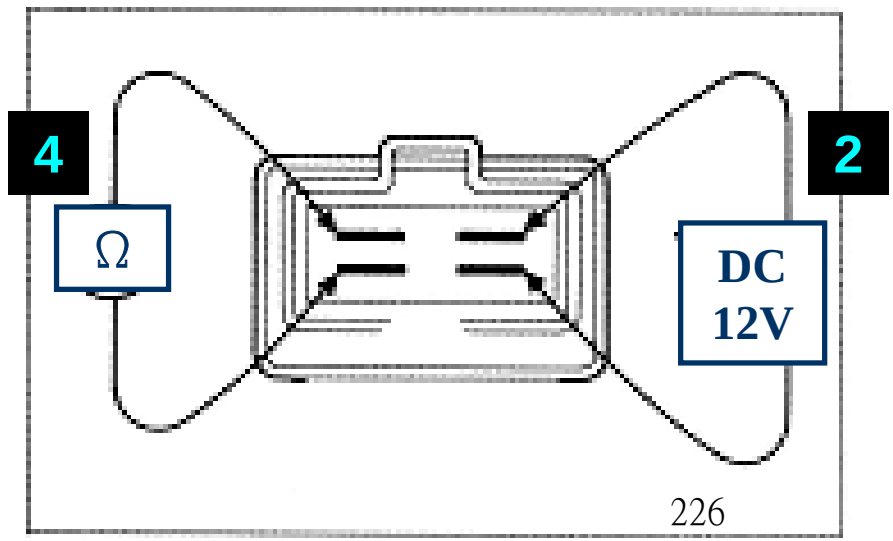
3.the relay sounds “ka”

4.measure the resistance

<disconnect-->NG

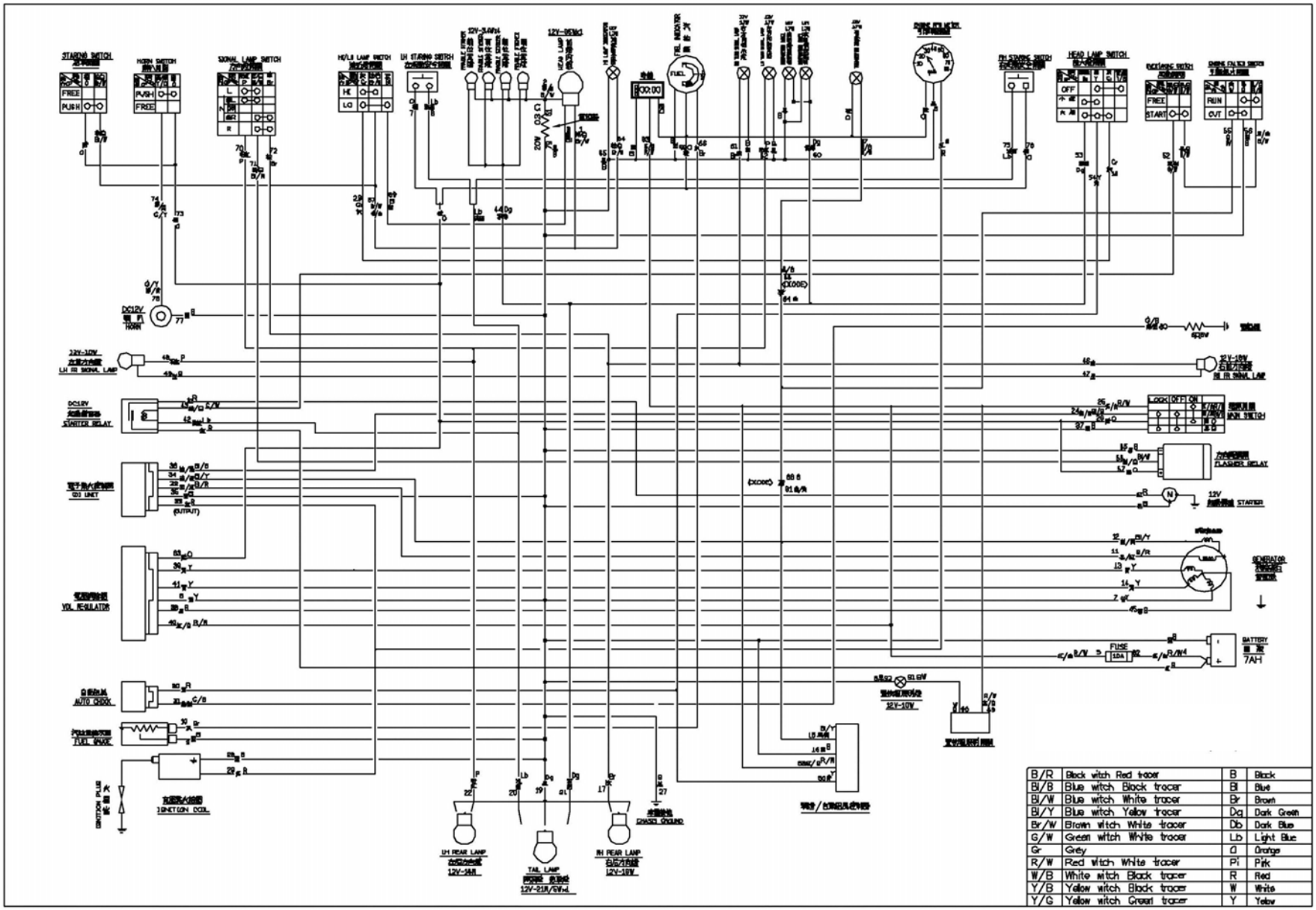
connected-->OK>



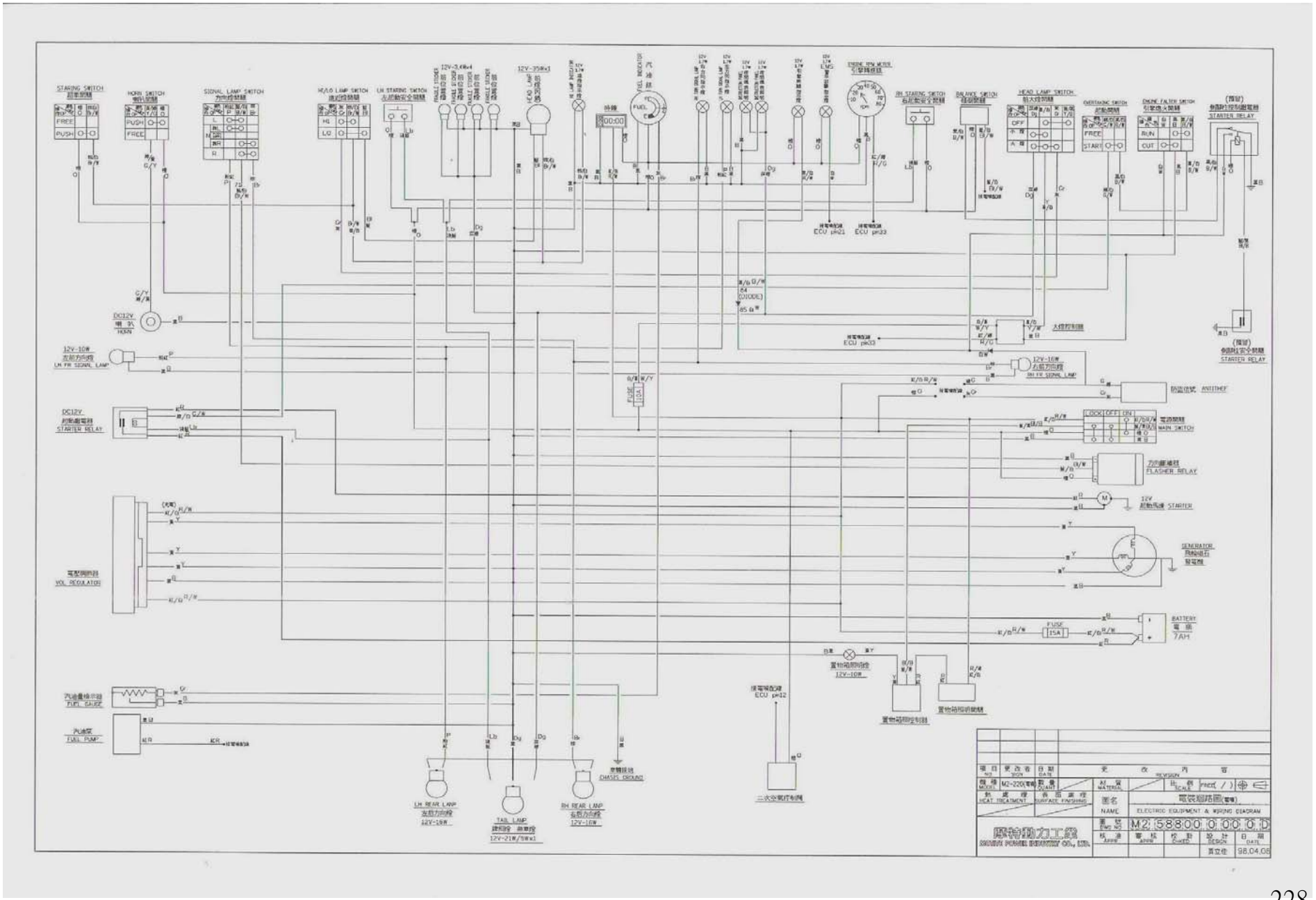


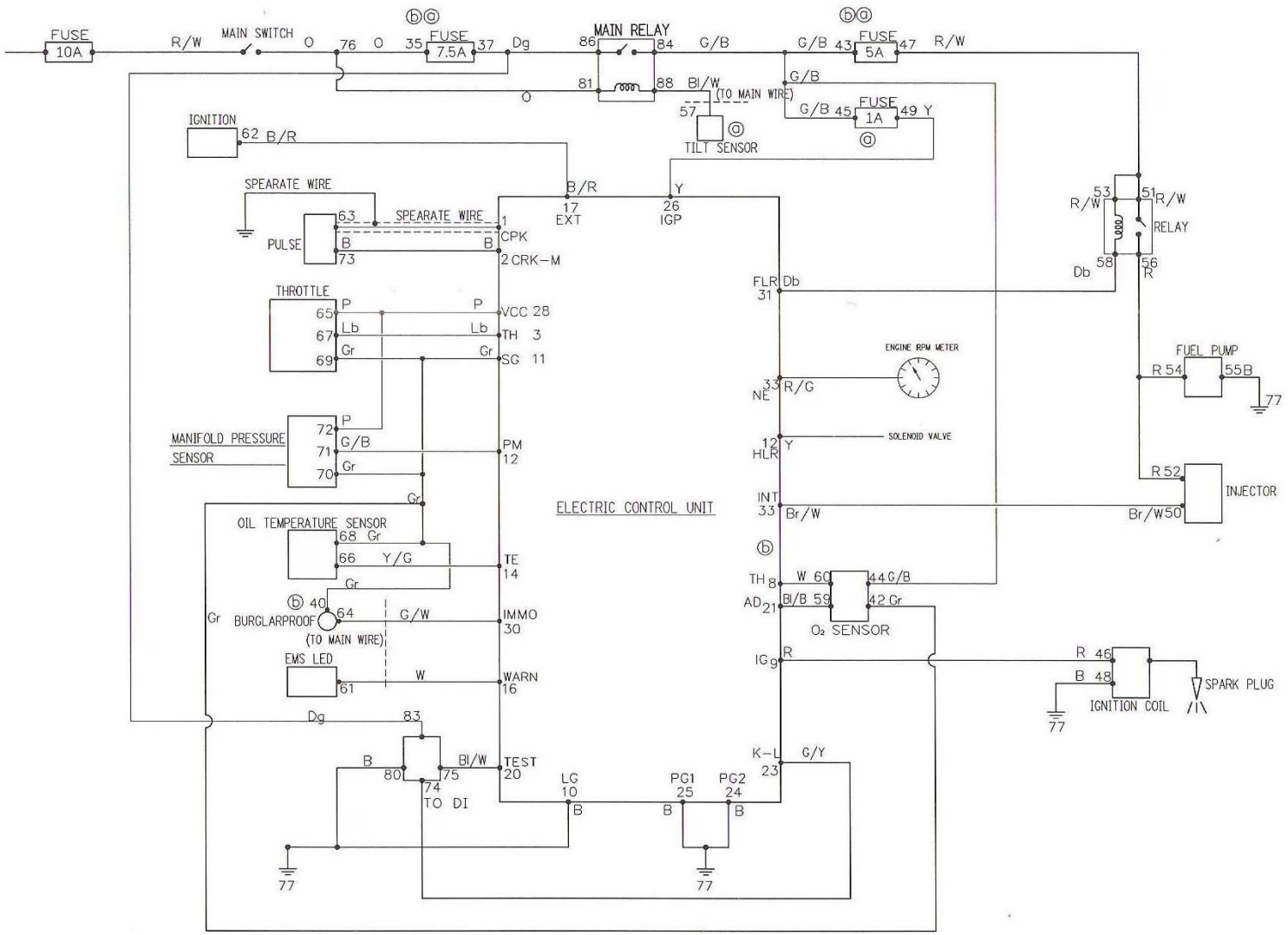
6.Wiring diagram

Wiring diagram for BLUR-150(4V):



■ **Wiring diagram for BLUR-SS220I:**




FUSE
10A
R/W
MAIN SWITCH
O
76
O
35
FUSE
7.5A
37
Dg
MAIN RELAY
86
84
G/B
81
88
Bl/W
(TO MAIN WIRE)
57
TILT SENSOR
G/B
43
FUSE
5A
47
R/W
G/B
G/B 45
FUSE
1A
49 Y
IGNITION
62 B/R
SPEARATE WIRE
B/R
17
EXT
Y
26
IGP
63
SPEARATE WIRE
1
PULSE
B
CPK
B
73
2 CRK-M
THROTTLE
65
P
P
VCC 28
67
Lb
Lb
TH 3
69
Gr
Gr
SG 11
MANIFOLD PRESSURE
SENSOR
72
P
71
G/B
PM
12
70
Gr
Gr
OIL TEMPERATURE SENSOR
68 Gr
66
Y/G
TE
14
Gr
40
Gr
BURGLARPROOF
64
G/W
IMMO
30
(TO MAIN WIRE)
EMS LED
W
WARN
16
61
Dg
83
B
80
Bl/W
75
TEST
20
74
TO DI
LG
10
B
PG1
25
B
PG2
24
B
77
77
ELECTRIC CONTROL UNIT
FLR
31
Db
NE
33
R/G
ENGINE RPM METER
HLR
12
Y
SOLENOID VALVE
INT
33
Br/W
TH
8
W 60
44 G/B
AD
21
Bl/B 59
42 Gr
O2 SENSOR
IG
9
R
K-L
23
G/Y
53
R/W
51
R/W
RELAY
58
Db
56
R
FUEL PUMP
R 54
55B
77
R 52
INJECTOR
Br/W 50
R 46
B 48
IGNITION COIL
SPARK PLUG
77

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