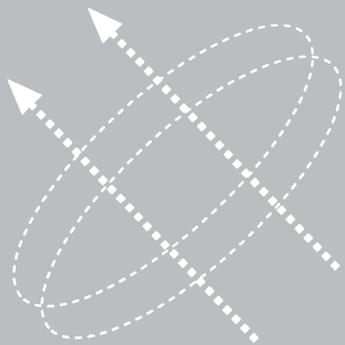


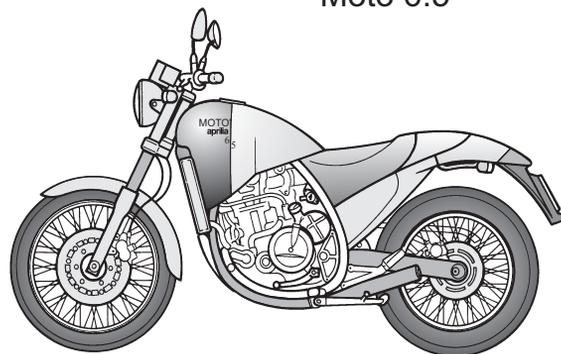
aprilia



use and maintenance

aprilia part# 8102710

Motó 6.5



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This manual is to be considered an integral part of the vehicle, which must be delivered complete with it also in case of resale. **aprilia s.p.a.** reserves the right to modify its models at any time, without prejudice to the main characteristics here described.

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Studio Tecno Public

Viale del Progresso - 37038 Soave (VR) - Italia

Tel. 045 - 76 11 911

Fax 045 - 76 12 241

on behalf of

aprilia s.p.a.

via G. Galilei, 1 - 30033 Noale (VE) - Italia

Tel. 041 - 58 29 111

Fax 041 - 44 10 54

INTRODUCTION

Before starting the engine, carefully read this manual, paying particular attention to the chapter "SAFE DRIVE".

Your and other people's safety depends not only on your quickness of reflexes and on your agility, but also on what you know about the vehicle, on its efficiency and on your knowledge of the basic information for SAFE DRIVE.

Therefore, get a thorough knowledge of the vehicle, in such a way as to be able to drive in the traffic safely.

For the controls and repairs not expressly described in this manual, for the purchase of **aprilia** original spare parts, accessories and other products, as well as for specific technical advice, contact only **aprilia** Authorized Outlets and Official Dealers, who can ensure you reliable and prompt servicing.

Thank you for choosing **aprilia**. We wish you a nice ride.

Carefully observe the instructions preceded by the following warning signs:



Safety norms and regulations to protect the driver and other people from severe injuries or grave risks.



Caution norms and suggestions to avoid damaging the vehicle and/or hurting yourself or other people.



Indications to make the operations easier. Technical information.

IMPORTANT:

When asking your Dealer for spare parts, specify the spare part code indicated on the SPARE PARTS IDENTIFICATION LABEL.

Write down the identification code in the space here below, in order to remember it also in case of loss or deterioration of the sticker.

The sticker is placed under the saddle, on the left tube of the pillar.

aprilia CODICE RICAMBI spare parts code number											
N°		A		B		C		D		E	
I	UK	S	A	P	SF	B	D				
F	E	GR	NL	CH	DK	N	IRL				
J	SGP										

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safe drive



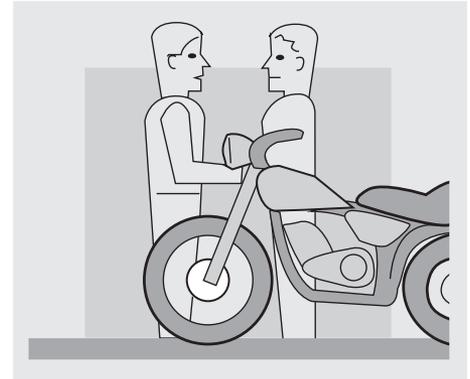
BASIC SAFETY NORMS:



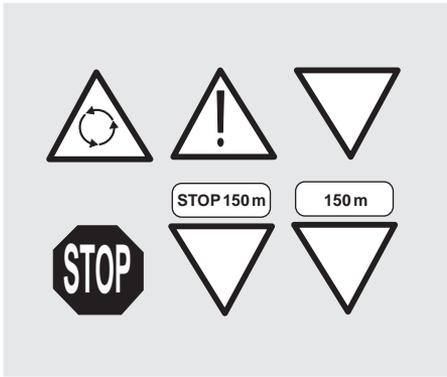
To drive the vehicle it is necessary to have all the requirements provided for in law (driving licence, minimum age required, psychophysical ability, insurance, state taxes, registration, number plate, etc.). Gradually get to know the vehicle, driving it in areas with low traffic and/or in private areas.



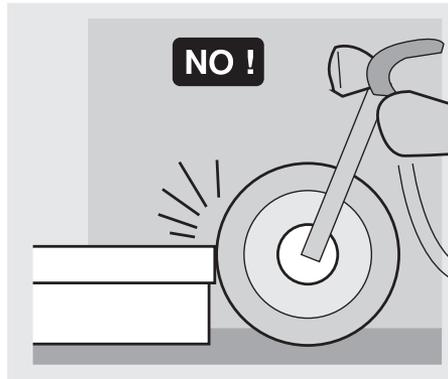
The taking of some medicinal preparations, alcohol and drugs or psycho tropic substances notably increases the risk of accidents. Be sure that you are in good psychophysical conditions, fit for driving, paying particular attention to physical weariness and drowsiness.



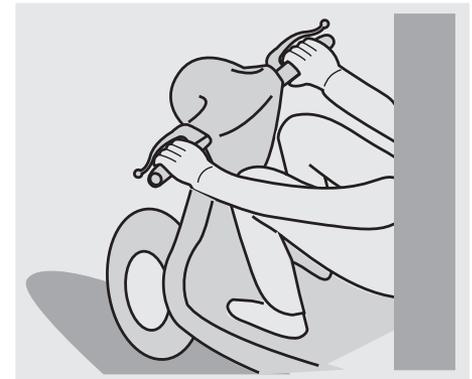
Most road accidents are ascribable to the driver's lack of experience. NEVER lend the vehicle to beginners and, in any case, be sure that the driver has all the requirements necessary for driving.



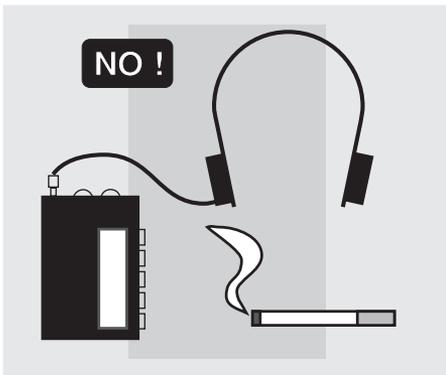
Rigorously observe the road signs and the national and local road regulations. Avoid any abrupt movement, which can be dangerous for yourself and for other people (for example: rearing up, speed limit excess, etc.), and verify and always take into consideration the road surface conditions, visibility etc.



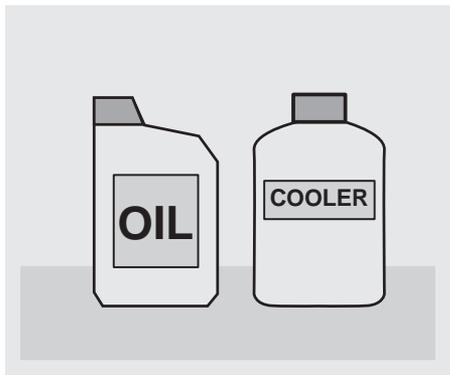
Do not hit obstacles which could damage the vehicle or make you lose the control.
Do not drive in the slipstream of the preceding vehicles in order to increase your speed.



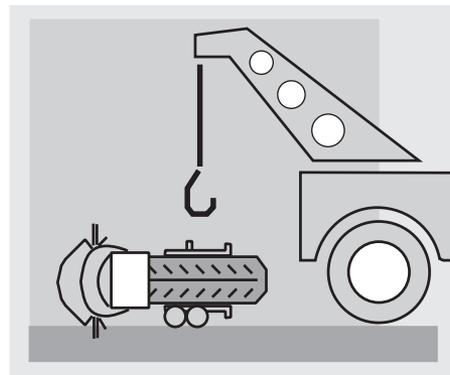
Always drive with both hands on the handlebar and both feet on the footrests, in the correct driving posture. Absolutely avoid standing up or stretching your limbs while driving.



The driver should neither be inattentive, nor be distracted, nor influenced by people, things, movements (do not smoke, eat, drink, read, etc.) while driving.



Use only fuels and lubricants that are specific for the vehicle and indicated in the "LUBRICANT CHART"; repeatedly verify that the oil, fuel and coolant levels are as prescribed.

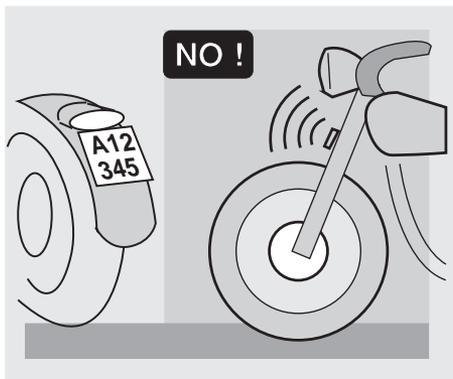


If the vehicle has been involved in an accident, if it has been hit or has fallen down, make sure that the control levers, the pipes, the wires, the braking system and the vital parts haven't been damaged.

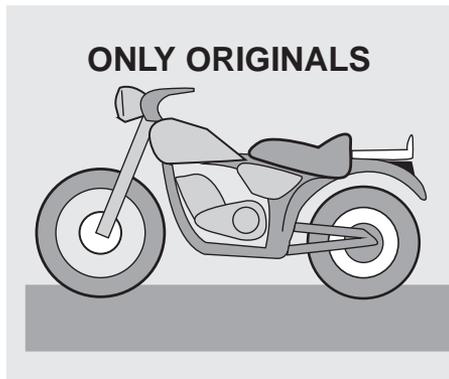
If necessary, have the vehicle controlled by an **aprilia** Official Dealer, asking him to carefully check the frame, the handlebar, the suspensions, the safety parts and the devices whose integrity you are not able to verify.

Always remember to report any malfunction to the technicians and/or the technicians to help them in their work.

Never use the vehicle if the suffered damage can endanger your safety.

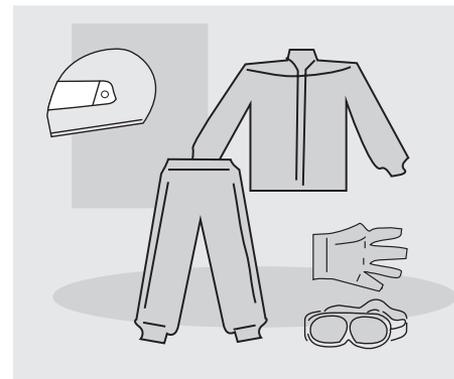


Do not absolutely change the position, the inclination or the colour of: plate, turn indicators, lights and horns.



Any modification carried out on the vehicle or the removal of original parts can impair the performance of the vehicle, thus reducing its safety level or even making it illegal.

As far as the equipment of the vehicle is concerned, always keep to the national and local laws and regulations. In particular, avoid increasing the performance or changing the original features of the vehicle by means of technical modifications. Absolutely avoid racing with other vehicles. Avoid off-road driving.



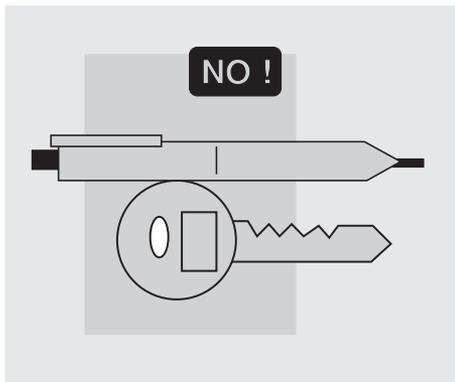
CLOTHING

Before moving off, always wear your crash helmet, correctly fastened. Make sure that it is homologated, sound, of the right size and that the visor is clean.

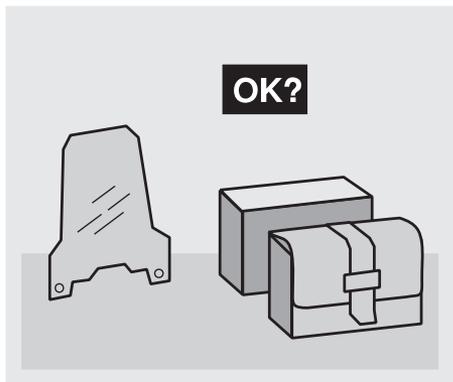
Wear protective clothing, preferably in light and/or reflecting colours.

This way you will make yourself more visible to other drivers, thus notably reducing the risk of being knocked down, and you will be more protected in case of fall. This clothing should be very close-fitting and fastened at the extremities.

Strings, belts and ties should not be hanging down; prevent these or other objects from interfering in the drive by getting entangled with moving parts or driving mechanisms. Do not keep objects which can be dangerous in case of fall, for example pointed objects like keys, pens, glass vials etc. in your pockets (the same recommendations are valid for any passenger, too).



Do not keep objects which can be dangerous in case of fall, for example pointed objects like keys, pens, glass vials etc. in your pockets (the same recommendations are valid for any passenger, too).

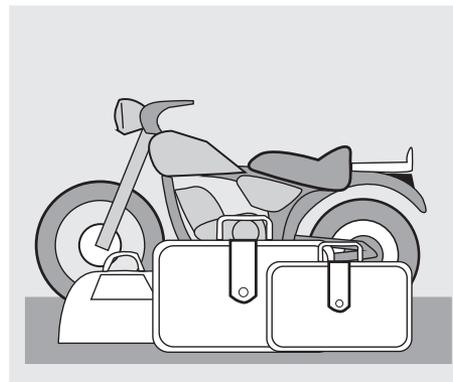


ACCESSORIES

The owner of the vehicle is responsible for the choice, installation and use of any accessory.

Avoid installing accessories that cover horns or lights or that could impair their function, limit the suspension stroke and the steering angle, hamper the operation of the controls and reduce the distance from the ground and the angle of inclination in turns.

Avoid using accessories that hamper access to the controls, since this can prolong reaction times during an emergency. Large fairings and windscreens assembled on the vehicle can produce aerodynamic forces capable of compromising the stability of the vehicle itself while driving.



Make sure that the equipment is well fastened to the vehicle and is not dangerous during the drive.

Do not install electrical devices and do not modify those already existing to avoid electrical overloads, because the vehicle could suddenly stop or there could be a dangerous current shortage in the horn and in the lights.

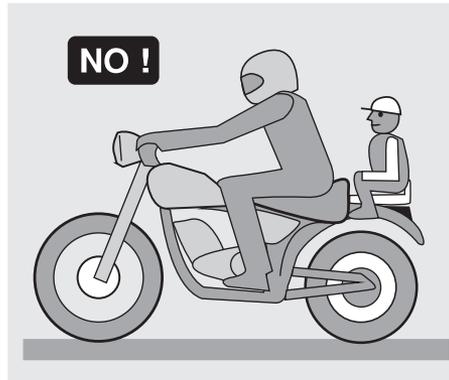
LOAD

Be careful and moderate when loading your luggage. It is necessary to keep the luggage as close as possible to the barycenter of the vehicle and to distribute the load uniformly on the two sides, in order to reduce any lack of balance to the minimum.

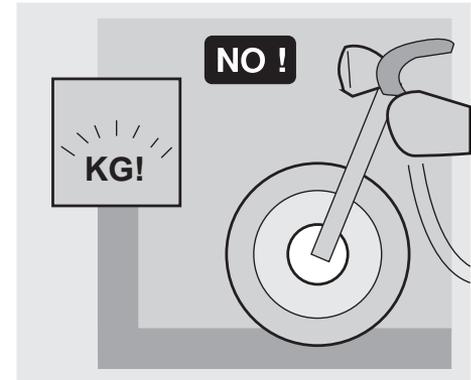
Further, make sure that the load is firmly secured to the vehicle, especially during long trips.



Absolutely do not hang bulky, voluminous, heavy and/or dangerous objects on the handlebar, the mudguards and the forks, as the vehicle could react more slowly in turns and its manoeuvrability could be unavoidably impaired. Do not place too bulky bags on the vehicle sides and do not hang the crash helmet from the apposite string, as they could hit people or obstacles, thus causing the loss of control of the vehicle.



Do not carry any bag if it is not tightly secured to the vehicle. Do not carry bags which protrude too much from the luggage-rack or which cover the lights, the horn or the indicators. Do not carry animals or children on the glove-compartment or on the luggage-rack.



Do not exceed the maximum load allowed for each side-bag. When the vehicle is overloaded, its stability and its manoeuvrability can be compromised.

ARRANGEMENT OF THE MAIN ELEMENTS

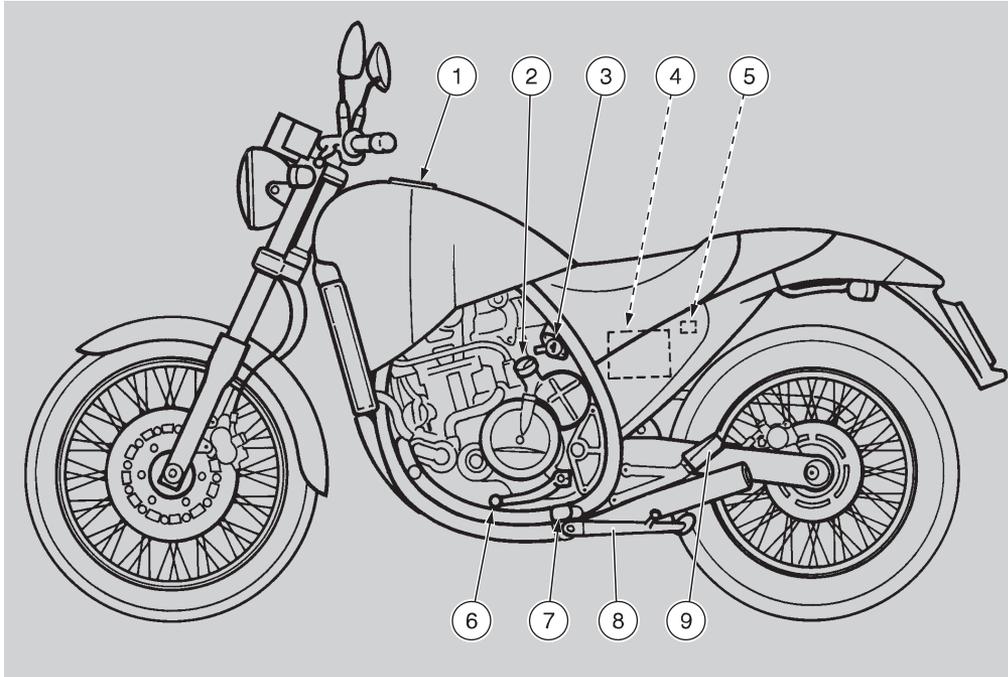


Fig. 1

KEY Fig. 1

- 1) Fuel tank plug
- 2) Coolant expansion tank plug
- 3) Crash helmet hook
- 4) Battery
- 5) Fuses

- 6) Transmission control lever
- 7) Footrest
- 8) Side stand
- 9) Passenger's footrest

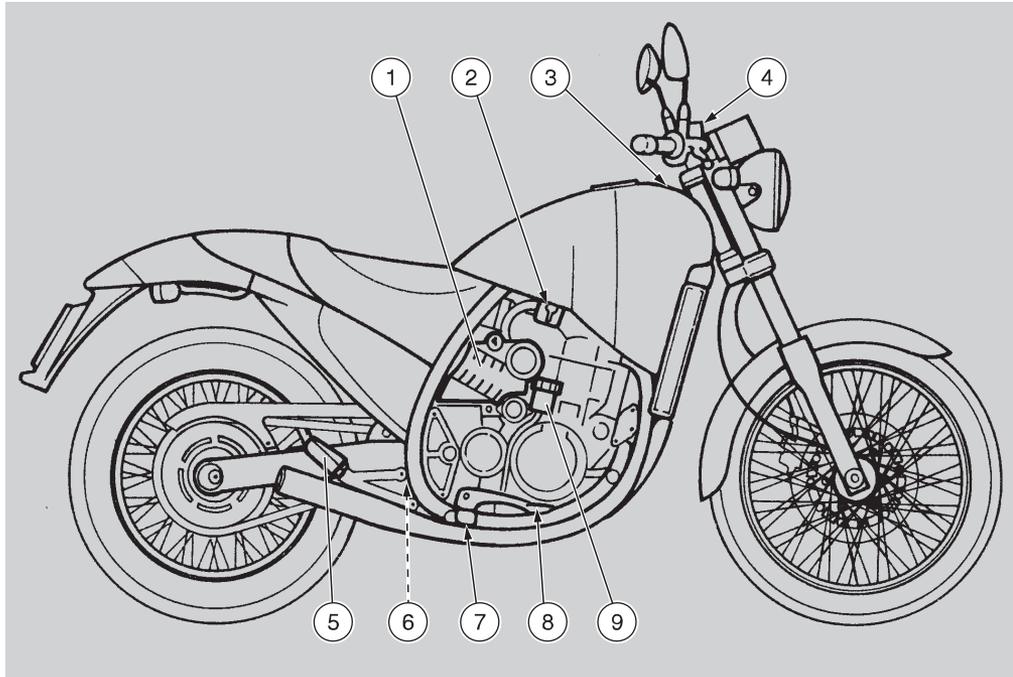


Fig. 2

KEY Fig. 2

- | | |
|------------------------------------|---|
| 1) Tool kit/glove compartment | 6) Rear suspension spring-loading adjusting nut |
| 2) Fuel tap | 7) Footrest |
| 3) Motor oil inlet hole plug/stick | 8) Rear brake control lever |
| 4) Front brake fluid tank | 9) Rear brake fluid tank |
| 5) Passenger's footrest | |

ARRANGEMENT OF THE INSTRUMENTS

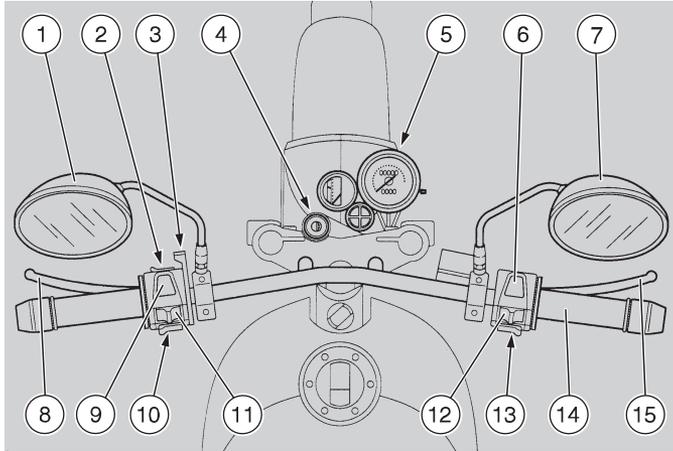


Fig. 3

KEY Fig. 3

- 1) Left rear-view mirror
- 2) High beam signaller push button
- 3) Cold start lever ()
- 4) Ignition switch
- 5) Instruments and indicators
- 6) Engine stop switch ()
- 7) Right rear-view mirror
- 8) Clutch control lever
- 9) Headlight switch ()
- 10) Horn push button ()
- 11) Turn indicator switch ()
- 12) Light switch ()
- 13) Starting push button ()
- 14) Throttle grip
- 15) Front brake lever

INSTRUMENTS AND INDICATORS

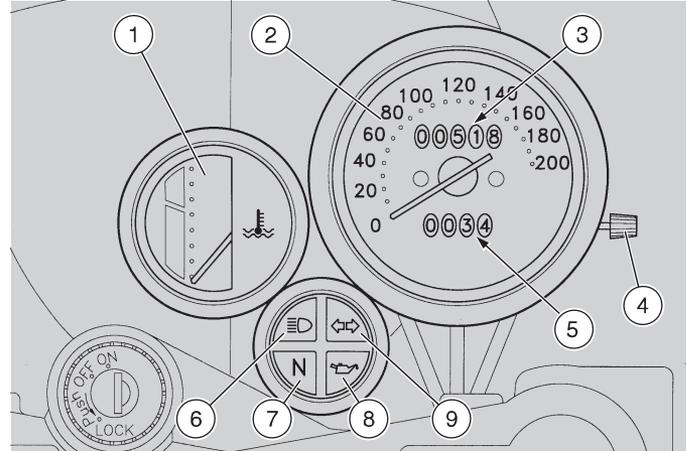


Fig. 4

KEY Fig. 4

- 1) Coolant temperature indicator ()
- 2) Speedometer
- 3) Total kilometres odometer
- 4) Trip odometer control knob
- 5) Trip odometer
- 6) High beam warning light ()
- 7) Neutral indicator warning light ()
- 8) Low motor oil pressure warning light ()
- 9) Turn indicator warning light ()



Remember:

1 mi = 1,6 km

1 km = 0,625 mi

INSTRUMENTS AND INDICATORS

DESCRIPTION	FUNCTION
Revolution counter	It indicates the number of engine revolutions per minute.
Speedometer	It indicates the driving speed.
Total kilometres odometer	It indicates the total number of kilometres covered.
Trip odometer	It indicates the partial number of kilometres covered.
Trip odometer control knob	By rotating it clockwise, it is possible to set the trip odometer to zero.
High beam warning light 	It comes on when the headlight is in "high beam" position.
Idle indicator warning light 	It comes on when the transmission is in neutral.
Turn indicator warning light 	It blinks when one of the turn indicators is on.
Low motor oil pressure warning light 	<p>It comes on every time the key is turned to the "ON" position and the engine isn't running, checking the proper functioning of the lamp. If during this phase the lamp doesn't turn on, it must be replaced. The warning light must go out when the engine starts running, exception made for the cases in which the engine is hot and is nearly idling.</p> <p> If the warning light turns on during the normal running of the engine, this means that the oil pressure in the circuit is below the usual operating value. In this case, provide for immediate topping up.</p>
Coolant temperature indicator 	It indicates the coolant temperature.

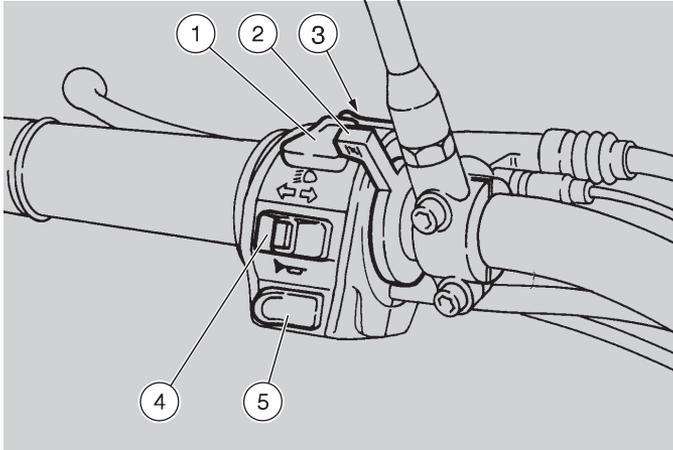


Fig. 5

CONTROLS ON THE LEFT SIDE OF THE HANDLEBAR (Fig. 5)

 The electrical parts work only when the ignition key is on the "ON" position.

- 1) HEADLIGHT SWITCH ( - )
When the light switch, see p. 17 (CONTROLS ON THE RIGHT SIDE OF THE HANDLEBAR) is on the "  ", position, if the headlight switch is on the "  " position, the high beam comes on, while if it is on the "  " position, the low beam comes on.
- 2) COLD START LEVER ()
The starter for the engine cold start is operated by rotating the cold start lever downwards. To disconnect the starter, it is necessary to rotate the lever completely upwards.
- 3) HIGH BEAM SIGNALLER PUSH BUTTON
This push button makes it possible to use the high beam signaller, which is useful to send signals to the forthcoming vehicles when passing and in case of danger or emergency.
- 4) TURN INDICATOR SWITCH ()
To indicate the turn to the left, move the switch to the left; to indicate the turn to the right, move the switch to the right.
To turn off the turn indicator, press the switch.
- 5) HORN PUSH BUTTON ()
The horn is operated when the "  " push button is pressed with the ignition key on the "ON" position.

CONTROLS ON THE RIGHT SIDE OF THE HANDLEBAR (Fig. 6)

 The electrical parts work only when the ignition key is on the "ON" position.

1) ENGINE STOP SWITCH (-)

It mainly serves as a safety or emergency switch.

When the switch is on the "  " position, it is possible to start the engine; the engine is stopped by moving the switch to the "  " position.

2) STARTING PUSH BUTTON ()

When the starting push button is pressed, the starter makes the engine run. For the starting, see p. 28 (STARTING).

3) LIGHT SWITCH (- -)

When the switch is on the "  " position, the headlights are off; when the switch is on the "  " position, the parking lights are on; when the switch is on the "  " position, the low beams are on.

It is possible to turn on the high beams by means of the headlight switch, see p. 16 (CONTROLS ON THE LEFT SIDE OF THE HANDLEBAR).

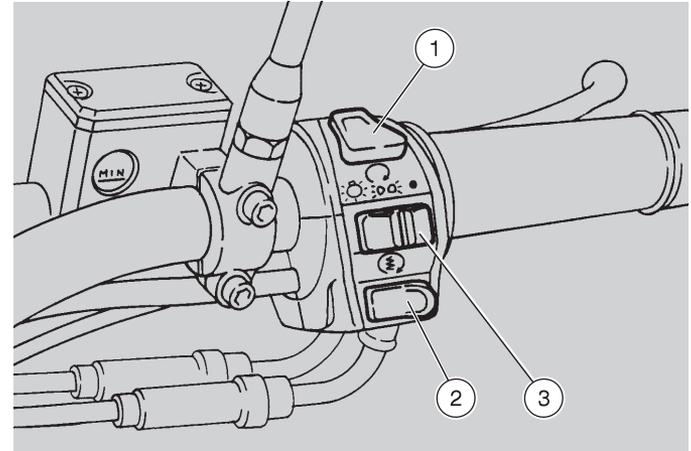


Fig. 6

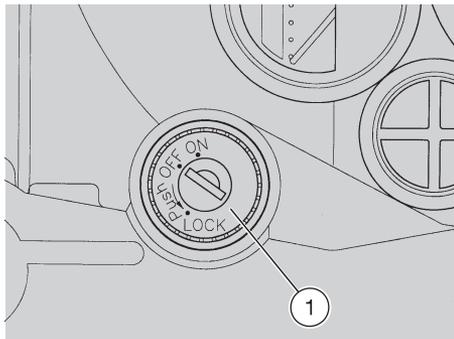


Fig. 7

IGNITION SWITCH (Fig. 7)

The ignition switch (1) is positioned on the steering tube plate.

 **The key operates the ignition switch/steering lock and opens the tool kit/glove compartment, the fuel tank plug and the crash helmet hook. Two keys are supplied together with the vehicle (one spare key).**

STEERING LOCK (Fig. 7)

To lock the steering, turn the handlebar leftwards completely with the key on the "OFF" position, press the key, release it and turn it to the "LOCK" position. Extract the key.



Never turn the key to the "LOCK" position while driving, in order to avoid losing control of the vehicle.

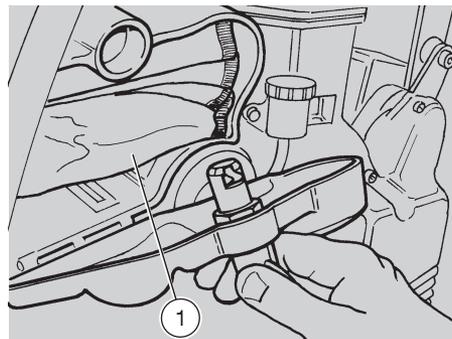


Fig. 8

AUXILIARY EQUIPMENT

TOOL KIT (Fig. 8)

To reach the tool kit, introduce the ignition key in the lock of the tool kit/glove compartment and turn it anticlockwise.

The tool kit (1) includes:

- no. 1 tool case
- no. 1 4 mm hexagon spanner
- no. 1 5 mm hexagon spanner
- no. 1 6 mm hexagon spanner
- no. 1 8 mm hexagon spanner
- no. 1 5.5/6.2 mm double-ended spanner
- no. 1 8/11 mm double-ended spanner
- no. 1 10/13 mm double-ended spanner
- no. 1 17 mm non-adjustable spanner
- no. 1 22 mm hexagon spanner with handle
- no. 1 extension for spanner with handle
- no. 1 25 mm spark plug spanner
- no. 1 screwdriver for cross-slotted screws

POSITION	FUNCTION	KEY REMOVAL
LOCK Steering lock	The steering is locked. It is neither possible to start the engine, nor to switch on the lights.	It is possible to remove the key.
OFF	Neither the engine, nor the lights can be switched on.	It is possible to remove the key.
ON	The engine and the lights can be switched on.	It isn't possible to remove the key.

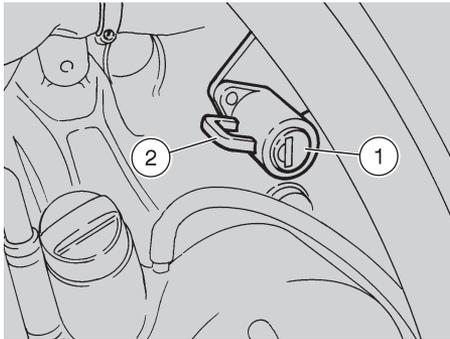


Fig. 9

CRASH HELMET HOOK (Fig. 9)

! Do not drive with your helmet hanging from the hook, as this could compromise your safety while driving.

Thanks to this hook, you no longer have to carry the crash helmet with yourself every time you park the vehicle.

To hang the crash helmet, introduce the key in the lock (1), rotate it anticlockwise and pass the special looped wire through the hook (2).

Close the hook and rotate the key clockwise.

Make sure that the hook has been properly closed.

MAIN COMPONENTS

FUEL (Fig. 10)

! During refuelling, avoid pushing the gun (1) to the bottom of the tank, in order to prevent fuel from flowing out of the filler. Screw the plug up carefully after refuelling.

The fuel used for internal combustion engines is extremely inflammable and in particular conditions it can become explosive.

It is important to carry out the refuelling and the maintenance operations in a well-ventilated area, with the engine off. Do not smoke while refuelling or near fuel vapours, in any case avoid any contact with free flames, sparks and any other heat source to prevent the fuel from catching fire or from exploding. Further, prevent fuel from flowing out of the fuel filler, as it could catch fire when getting in contact with the red-hot surfaces of the engine.

In case some fuel has accidentally been spilt, make sure that the area has completely dried and before starting the vehicle verify that there is no fuel inside the fuel filler neck.

Avoid any contact of the fuel with the skin and the inhalation of vapours; do not swallow fuel or pour it from a receptacle into another by means of a tube.

KEEP AWAY FROM CHILDREN

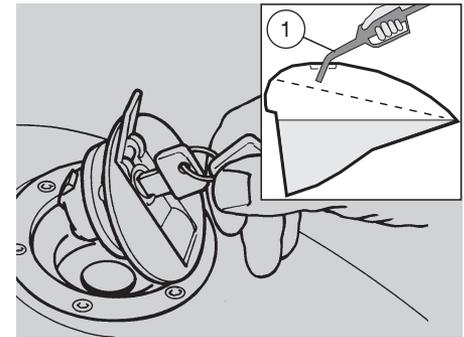


Fig. 10

! Since unleaded petrol expands under the heat of the sun and due to the effects of sun radiation, never fill the tank to the brim.

Use only unleaded petrol, in conformity with the DIN 51607 standard, min. O.N. 95 (N.O.R.M.) and 85 (N.O.M.M.). The fuel tank capacity is approximately 16 ℓ, about 2,5 ℓ of which make up the reserve. To unlock the tank plug, insert the ignition key in the lock and turn it clockwise (Fig. 10).

ENGINE OIL

It is necessary to change the engine oil after the first 1000 km and afterwards every 6000 km, see p. 37 (CHANGING THE ENGINE OIL AND THE OIL FILTER); to check the oil level, see p. 36 (CHECKING THE ENGINE OIL LEVEL AND TOPPING UP).



Remember:
1 mi = 1,6 km
1 km = 0,625 mi

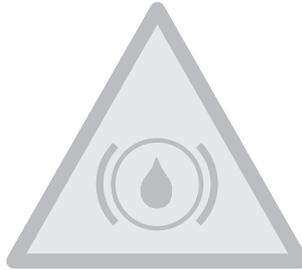


Oil can cause severe damages to the skin if handled every day and for long. Wash your hands carefully after using it.



If the vehicle is used in very dusty areas, the oil should be changed more frequently. Do not dispose of oil in the environment. Put it in a sealed container and take it to the filling station where you usually buy it.

aprilia recommends:
see p. 59 (LUBRICANT CHART).



BRAKE FLUID (RECOMMENDATIONS)



Sudden play variations or elastic resistance on the brake lever are due to troubles in the hydraulic system. For any doubt regarding the perfect functioning of the braking system and in case you are not able to carry out the usual checking operations, contact your **aprilia** Official Dealer. Make sure that the brake disc and the friction surface are neither oily nor greasy, especially after maintenance or checking operations.

Check that the brake cables are neither twisted nor worn out.

Prevent water or dust from accidentally getting into the circuit.

If the brake fluid gets in contact with the skin or the eyes, it can cause serious irritations.

Carefully wash the parts of your body that get in contact with the liquid.

Consult a doctor or an oculist if the liquid gets in contact with your eyes.

Do not dispose of brake fluid in the environment.

KEEP AWAY FROM CHILDREN



When using the brake fluid, take care not to spill it on the plastic or painted parts, since it can damage them.

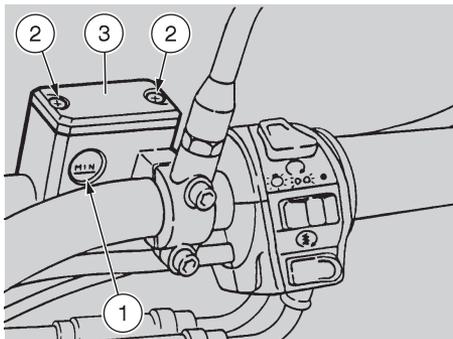


Fig. 11

FRONT BRAKE (Fig. 11)

! The brakes are the parts that most ensure your safety and for this reason they must always be perfectly working. The brake fluid must be changed once a year by an **aprilia** Official Dealer.

This vehicle is provided with front hydraulic disc brake. When the disc pads wear out, the level of the fluid decreases to automatically compensate for their wear.

No adjustment is necessary, but it is important to periodically check the brake fluid level in the tank (Fig. 11) and the wear of the pads, see p. 46 (CHECKING THE BRAKE PAD WEAR).

To check the fluid level, keep the vehicle in vertical position and the handlebar straight, so that the fluid it contains is parallel to the ground.

Make sure that the fluid covers the glass (1) completely. Otherwise, provide for topping up. Proceed as follows:

- ◆ Unscrew the two screws (2) and raise the little cover (3).



In order not to spill the brake fluid while topping up, keep the vehicle in vertical position.

- ◆ Remove the gasket.
- ◆ Fill the tank with brake fluid, see p. 59 (LUBRICANT CHART), until this covers the glass (1) completely.
- ◆ Put the gasket back.
- ◆ Put the little cover (3) back and tighten the screws (2).



Check the braking efficiency. In case of excessive stroke of the brake lever, of excessive elasticity or in case there is air in the circuit, contact your **aprilia** Official Dealer, since it may be necessary to bleed the system. In any case, the bleeding must be carried out after the first 1000 km.

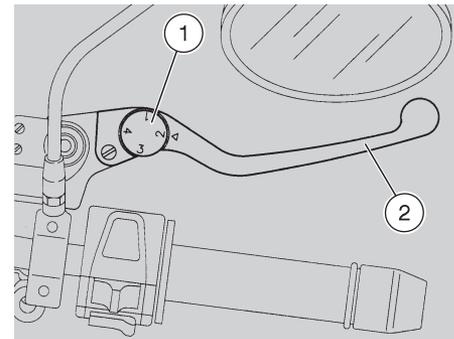


Fig. 12

ADJUSTING THE FRONT BRAKE (Fig. 12)

It is possible to adjust the distance between the front brake lever end and the hand grip, by rotating the adjuster (1). Position "1" corresponds to an approximate distance of 105 mm between the lever end and the hand grip; position "4" corresponds to an approximate distance of 75 mm between the lever end and the hand grip.

To rotate the adjuster, push the lever (2) forward and position the wished number of the register (1) in correspondence with the reference arrow.



Check the braking efficiency. If necessary, do not hesitate to contact your **aprilia** Official Dealer.

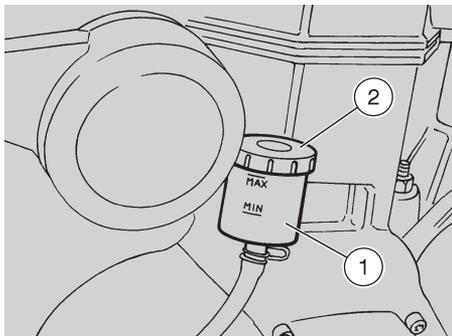


Fig. 13

To check the fluid level, keep the vehicle in vertical position and incline the tank (1), so that the fluid it contains is parallel to the ground.

Make sure that the fluid level is included between the "MIN" and "MAX" notches.

If the fluid level does not reach the "MIN" notch, provide for topping up.

Proceed as follows:

- ◆ Unscrew the plug (2).



In order not to spill the brake fluid when topping up, keep the fluid in the tank parallel to the ground.

- ◆ Remove the gasket.
- ◆ Fill the tank until the fluid reaches the "MAX" notch.
- ◆ Put the gasket back.
- ◆ Screw the plug (2) thoroughly.



Check the braking efficiency. In case of excessive stroke of the brake lever, of excessive elasticity or in case there is air in the circuit, contact your aprilia Official Dealer, since it may be necessary to bleed the system.

In any case, the bleeding must be carried out after the first 1000 km.

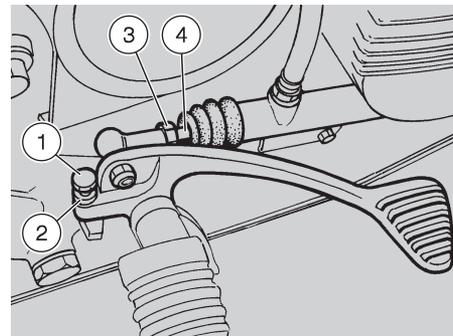


Fig. 14

REAR BRAKE (Fig. 13)

⚠ The brakes are the parts that most ensure your safety and for this reason they must always be perfectly working.

The brake fluid must be changed once a year by an aprilia Official Dealer.

This vehicle is provided with rear hydraulic disc brake.

When the disc pads wear out, the level of the fluid decreases to automatically compensate for their wear.

Periodically check the brake fluid level in the tank (1) and the wear of the pads, see p. 46 (CHECKING THE DISC PAD WEAR).

ADJUSTING THE REAR BRAKE (Fig. 14)

It is possible to position the brake lever at the wished height by means of the adjusting screw (1):

- ◆ Loosen the lock nut (2).
- ◆ Act on the screw (1), until reaching the wished position.
- ◆ Loosen the pump adjuster lock nut (3).
- ◆ Screw or unscrew the adjustment rod (4), to obtain the wished play.

Minimum lever play: 3-4 mm.

- ◆ Tighten the pump adjuster lock nut (3).
- ◆ Put the adjusting screw (1) back.
- ◆ Tighten the lever lock nut (2).



After the adjustment, make sure that when the brake is released the wheel rotates freely.



Check the braking efficiency. If necessary, do not hesitate to contact your **aprilia** Official Dealer.

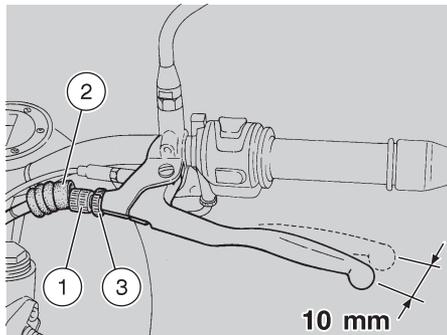


Fig. 15

CLUTCH

ADJUSTING THE CLUTCH (Fig. 15)

If the engine stops or tends to advance when the clutch lever is pulled or the gears are engaged, or if the clutch slips causing a delay in the acceleration in comparison with the engine speed, adjust the clutch.

Carry out the adjustment by means of the adjuster (1).

- ◆ Remove the protection element (2).
- ◆ Loosen the lock nut (3).
- ◆ Rotate the adjuster (1) until the idle stroke of the clutch lever end is about 10 mm.
- ◆ Tighten the lock nut (3) and check the adjustment again.

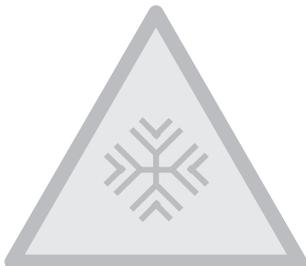
- ◆ Start the engine and engage the 1st gear, make sure that the engine doesn't stop, doesn't tend to advance or that the clutch doesn't slip during the acceleration phase or while the vehicle is running.



If it is not possible to obtain a correct adjustment or if the clutch does not function properly, contact your **aprilia** Official Dealer.



Check the integrity of the clutch cable: it must not present flattened parts and the sheath must not be worn out in any point of its whole length.



According to the freezing temperature of the cooling mixture you want to obtain, add water to the coolant percentage indicated in the following table:

FREEZING POINT °C	COOLANT % VOL.
-20°	35
-30°	45
-40°	55

It is useful to keep the same mixture also during the summer, since this reduces losses through evaporation and therefore it is not necessary to top up very frequently. This way, the deposits of mineral salts left in the radiator by evaporated water decrease and the efficiency of the cooling system is thus preserved.

For the cooling solution, use distilled water mixed with antifreeze.



Do not remove the radiator plug when the engine is hot, since the coolant is under pressure and its temperature is high.

If it gets in contact with the skin or with clothes, it can cause severe burns and/or damages.

The coolant is noxious:

DO NOT SWALLOW IT KEEP AWAY FROM CHILDREN

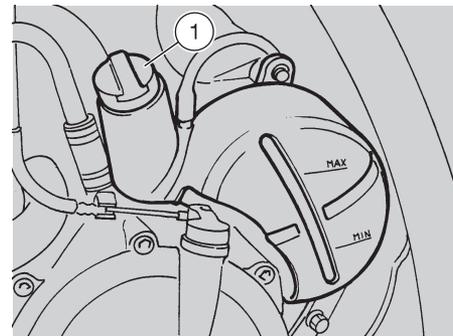


Fig. 16

COOLANT



Do not use the vehicle if the coolant is below the minimum allowed level, see below (CHECKING AND TOPPING UP).

Check the coolant level every 2000 km and after long rides; change it every 12000 km or every 2 years (whichever comes earlier).



Remember:

1 mi = 1,6 km

1 km = 0,625 mi

CHECKING AND TOPPING UP (Fig. 16)

- ◆ Let the engine cool down for a few minutes.
- ◆ Keep the vehicle in vertical position.
- ◆ Make sure that the level of the liquid contained in the expansion tank is included between the "MIN" and "MAX" notches (Fig. 16).
- ◆ If not, remove the filling cap (1).
- ◆ Top up until the level of the fluid approximately reaches the "MAX" notch. Do not exceed such level, otherwise the fluid will flow out when the engine is running.
- ◆ Put the filling cap (1) back.



To change the coolant, or in case of leaks in the circuit, contact your aprilia Official Dealer.



CATALYTIC SILENCERS (Only for the catalytic version)



Avoid parking the catalytic vehicle near dry brush wood or in places easily accessible to children, as the catalytic silencer becomes extremely hot during use; be very careful and avoid any kind of contact before it has completely cooled down.

The catalytic vehicle is fitted with two silencers with metal catalytic converter of the "platinum-rhodium bivalent" type.

This device provides for the oxidation of the CO (carbon monoxide) and of the HC (unburned hydrocarbons) contained in the exhaust gases, changing them into carbon dioxide and steam, respectively.

Due to the catalytic reaction, the high temperature reached by the exhaust gases makes for the burning of the oil particles, thus keeping the silencer clean and eliminating the exhaust fumes.

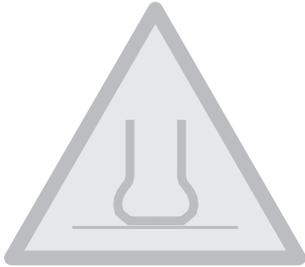
To have the catalytic converter function correctly and for long and to reduce possible problems regarding the soiling of the thermal unit and of the exhaust, it is necessary to avoid covering long distances with the engine running at constantly low rpm.

It is sufficient to alternate these periods with periods in which the engine runs at relatively high rpm, even if only for a few seconds, but rather frequently.

What has been stated above assumes particular importance for the cold starting of the engine: in this case, in order to reach a rpm regime sufficient to enable the "priming" of the catalytic reaction, you just need to make sure that the temperature of the thermal unit has reached at least 50° C, which generally occurs a few seconds after starting the engine.



Leaded petrol destroys catalytic silencers! Do not use leaded petrol for the catalytic version of the vehicle.



TYRES

 Periodically check the tyre inflation pressure at room temperature. If the tyres are hot, the measurement is not correct. Carry out the measurement especially after long rides. If the inflation pressure is too high, the ground unevenness cannot be dampened and is therefore transmitted to the handlebar, thus compromising the driving comfort and reducing the road holding during turns. If, on the contrary, the inflation pressure is too low, the tyre sides are under greater stress and the tyre itself may slip on the rim or it may become loose, with consequent loss of control of the vehicle.



In case of sudden braking the tyres could even get out of the rims. Further, the vehicle could skid while turning.

Check the surface and the wear of the tyres, since tyres in bad conditions can impair both their grip and the controllability of the vehicle.

Change the tyre when it is worn out or in case of puncture on the tread side, if the puncture is larger than 5 mm.



After repairing a tyre, have the wheels balanced. Use only tyres in the size suggested by aprilia, see p. 56 (TECHNICAL DATA).

Make sure that the tyres always have their valve sealing caps, to prevent them from suddenly going flat.

Change, reparation, maintenance and balancing operations are very important and should be carried out by qualified technicians with appropriate tools.

For this reason, it is advisable to have the above mentioned operations carried out by an **aprilia** Official Dealer or by a qualified tyre repairer.

If the tyres are new, they may still be covered with a slippery film: drive carefully for the first kilometres.

Do not oil the tyres with unsuitable fluids.

INFLATION PRESSURE

FRONT	1.8 bar
REAR	1.9 bar

FOR DRIVE WITH PASSENGER

FRONT	1.8 bar
REAR	2.2 bar

MINIMUM TREAD DEPTH LIMIT

FRONT	2,0 mm
REAR	2,0 mm

INSTRUCTIONS FOR USE



Before departure, always carry out a preliminary checking of the vehicle to make sure that it functions correctly and safely (see the PRELIMINARY CHECKING OPERATIONS table here below).

The non-performance of these checking operations can cause severe personal injuries or damages to the vehicle.



Do not hesitate to consult your **aprilia** Official Dealer in case there is something you do not understand about the functioning of some controls or in case you suspect or discover some irregularities. It does not take long to carry out a check-up and this operation ensures you much more safety.

PRELIMINARY CHECKING OPERATIONS

COMPONENT	CHECK	PAGE
Front and rear disc brake	Check the functioning, the idle stroke of the control lever, the fluid level and make sure there are no leaks. Check the wear of the pads. If necessary, top up the fluid tank.	21, 22
Accelerator	Make sure that it works smoothly and that it is possible to open and close it completely, in all steering positions. If necessary, adjust and/or lubricate it.	46
Engine oil	Check and/or top up, if necessary.	20, 36
Wheel/tyres	Check the tyre surface, the inflation pressure, wear and tear and any damage.	26
Brake levers	Make sure that they work smoothly. If necessary, lubricate the articulations and adjust the stroke.	21, 22
Clutch	The idle stroke at the end of the clutch lever must be about 10 mm; the clutch must function without jerks.	23
Side stand	Make sure that it works smoothly and that the spring tension brings it back to its normal position. If necessary, lubricate joints and hinges. Check the proper functioning of the starting lock system.	50
Fastening elements	If necessary, tighten all the fastening elements.	
Gearing chain	Check the slack.	40
Fuel tank	Check the fuel level and top up, if necessary. Make sure there are no leaks or occlusions in the circuit.	42
Coolant	The coolant level in the expansion tank must be included between the "MIN" and "MAX" notches.	24
Lights, warning lights, horn and electric devices	Check the proper functioning of acoustic and visual devices. Change the bulbs or intervene in case of failure.	49 ÷ 53

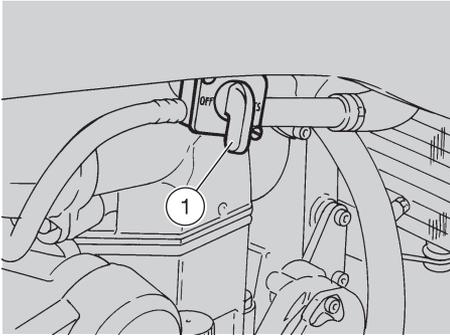


Fig. 17

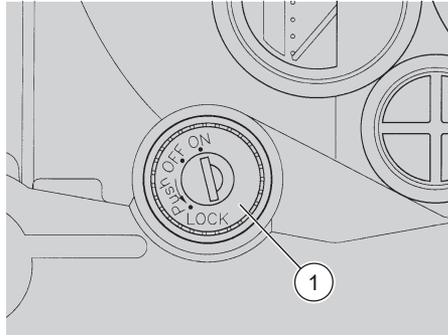


Fig. 18

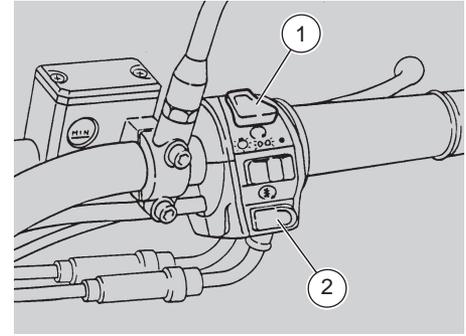


Fig. 19

STARTING (Fig. 17 ÷ 20)



Exhaust gases contain carbon monoxide, which is extremely noxious if inhaled.

Avoid starting the vehicle in closed or badly-ventilated rooms.

The non-observance of these warnings could cause loss of consciousness or even lead to death by asphyxia.

- ◆ Before starting the engine, let the side stand up and block at least one wheel, in order to avoid losing control of the vehicle. If this operation is carried out on uphill or downhill roads, be particularly careful.
- ◆ Turn the fuel tap lever to the "ON" position (1-Fig. 17).
- ◆ Turn the ignition switch to the "ON" position (1-Fig. 18).



The engine can be started with the side stand down only if the gears are in neutral; in this case, if you try to engage the gears, the engine stops.

With the side stand up it is possible to start the engine either when the gears are in neutral or with engaged gears and pulled clutch lever.

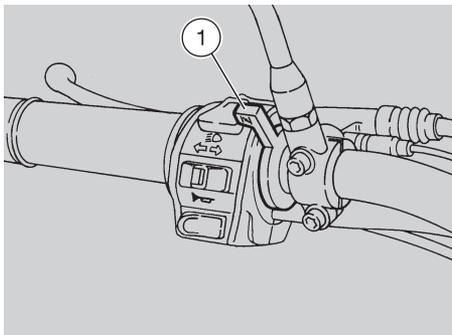


Fig. 20

- ◆ Put the gears in neutral (green warning light "N" on).
- ◆ Move the engine stop switch (1-Fig. 19) to the "O" position.
- ◆ Make sure that the red warning light "🛢️" indicating the engine oil level is on.
- ◆ Press the "🔔" push button (2-Fig. 19) with released throttle grip, then release it as soon as the engine has started. If the engine is cold, rotate the "|\|" lever (1-Fig. 20) downwards.



A few seconds after the engine start the warning light (🛢️) must go out.

If this does not occur, it is necessary to top up the engine oil.

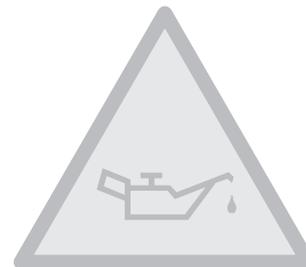
In this case, stop the engine immediately and proceed as indicated at page 36 (CHECKING THE ENGINE OIL LEVEL AND TOPPING UP).

Do not use the vehicle with insufficient oil in the tank, in order not to damage the engine components.

- ◆ Warm the engine up until it runs normally, with the air lever "|\|" (1-Fig. 20) completely rotated upwards.



Never leave suddenly when the engine is cold. Do not use the air lever "|\|" when leaving with hot engine.



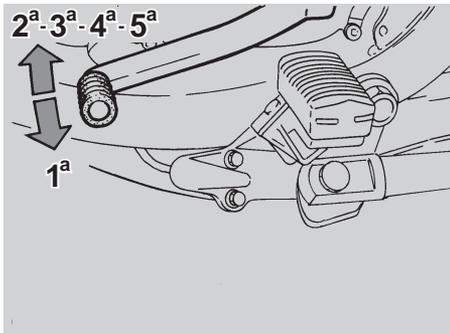


Fig. 21

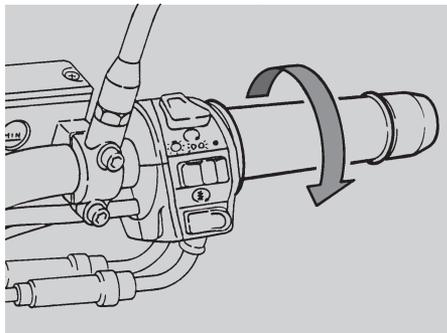


Fig. 22

STARTING WITH FLOODED ENGINE

If the starting is not carried out properly or if there is too much fuel in the intake ducts and in the carburettor, the engine may get flooded.

To clean a flooded engine, proceed as follows:

- ◆ Carry out the first 6 operations described for the starting.
- ◆ Rotate the cold start lever "1" (1-Fig. 20) downwards.

- ◆ Press the "⊗" push button (2-Fig. 19) for a few seconds (letting the engine idle) with completely open throttle (Fig. 22). At this point, if the engine starts, release the "⊗" push button and the throttle grip. If the rpm minimum isn't constant, act on the throttle grip rotating it slightly, but frequently. If the engine does not start, wait 10 seconds and carry out the starting again (p. 28).

DEPARTURE AND DRIVE (Fig. 21-22)

Before departure, read p. 5 (SAFE DRIVE) and p. 50 (CHECKING THE SIDE STAND SWITCH) carefully.



Adjust the inclination of the rear-view mirrors properly.

If there is no other passenger with you, make sure that the rear foot-rests are closed.

Before leaving, make sure that the side stand is completely folded.

If there is a passenger with you, instruct him/her so that he/she doesn't create problems during the manoeuvres.

For departure, proceed as follows:

- ◆ Make sure that the engine is warm.
- ◆ With released throttle grip and idling engine, pull the clutch lever and engage the first gear by pressing the gearshift foot lever downwards (Fig. 21).
- ◆ Release the clutch lever gently and at the same time increase the engine speed by rotating the throttle grip gradually (Fig. 22).
- ◆ When the vehicle has reached a certain speed, release the throttle grip, pull the clutch lever and engage the second gear by lifting the gearshift foot lever (Fig. 21).

To shift up, repeat this operation.



Avoid opening and closing the throttle grip repeatedly and continuously, so that you do not accidentally lose control of the vehicle.

If you have to brake, close the throttle and put both brakes on, properly exerting pressure on the braking parts, in order to obtain uniform deceleration.



By putting on the front brake only or the rear brake only, you reduce the braking force considerably, thus running the risk of locking one wheel and consequently losing grip. Before beginning to turn, slow down or brake driving at moderate and constant speed.

If the brakes only are continuously operated on downhill stretches, the friction surfaces can become overheated, thus reducing the braking efficiency.

Exploit the engine compression and shift down using both brakes intermittently.

Do not drive with the engine off!

In case of wet ground or scarce wheel grip (snow, ice, mud, etc.), drive slowly, avoiding sudden brakings or manoeuvres that could make you lose grip and fall down.



Pay the utmost attention to any obstacle or variation of the ground. Uneven roads, rails, manhole covers, indications painted on the road surface, building site metal plates become rather slippery by rain. For this reason all these obstacles have to be carefully avoided, driving smoothly and bending the motorcycle as little as possible.

Always use the turn indicators timely when you intend to change lane or direction, avoiding sharp and dangerous movements.



RUNNING-IN

The running-in of the engine is primary to ensure its working life and its correct functioning.

If possible, drive on hill roads and/or roads with many bends, so that the engine, the suspensions and the brakes undergo a more effective running-in. Keep to the following indications:

- ◆ Do not open the throttle suddenly and completely if the speed is low, both during and after the running-in.



Remember:

1 mi = 1,6 km

1 km = 0,625 mi

- ◆ During the first 100 km, put on the brakes with caution, avoiding sharp and prolonged brakings. This ensures a correct settlement of the friction material on the brake disc pads.
- ◆ During the first 500 km, never exceed 4000 rpm (see table).
- ◆ Between the first 500 and 1000 km, never exceed 5000 rpm (see table).



After the first 1000 kilometres, carry out the checking operations indicated in the Periodic maintenance chart, see p. 37 (PERIODIC MAINTENANCE CHART), in order to avoid hurting yourself or other people and/or damaging the vehicle.

- ◆ Between the first 1000 and 2000 km drive more briskly, change speed and use the maximum acceleration only for a few seconds, in order to ensure better coupling of the components subject to wear; never exceed 5500 rpm (see table).
- ◆ After the first 2000 km you can expect better performance from the engine, in any case without exceeding 6250 rpm.



If you have covered that number of kilometres without making long trips, follow the indications given for running-in up to 4000 km.

MAXIMUM RECOMMENDED SPEEDS FOR RUNNING-IN mph						
Miles covered	Ratio					
	1st	2nd	3rd	4th	5th	rpm
0 - 310	18	29	39	48	58	4000
310 - 625	23	36	48	61	72	5000
625 - 1250	25	40	53	67	80	5500
over the 1250	29	45	60	75	90	6250

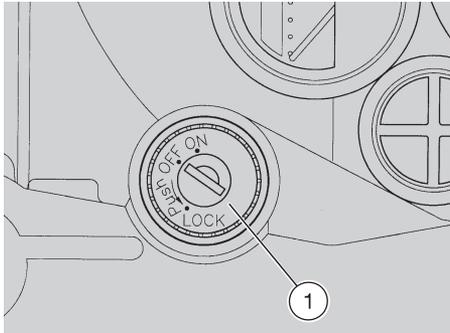


Fig. 23

STOPPING AND PARKING (Fig. 23)

To stop the vehicle:

- ◆ Release the throttle grip, stop the vehicle by gradually putting on both brakes and shifting down according to the speed of the vehicle.
- ◆ Disengage the clutch before the vehicle has completely stopped, in order to prevent the engine from stalling.

To park:

- ◆ Shift the gears to the neutral (green warning light "N" on).
- ◆ Turn the key to the "OFF" position (Fig. 23).
- ◆ Position the vehicle on the side stand.
- ◆ Turn the fuel tap lever to the "OFF" position.
- ◆ Turn the handlebar completely leftwards.
- ◆ Lock the steering, see p. 18 (STEERING LOCK) and extract the key.



Park the vehicle on firm and flat ground, to prevent it from falling down. Neither lean the vehicle against walls, nor lay it on the ground. Make sure that the vehicle and especially its red-hot parts do not represent a danger for persons and children. Do not leave the vehicle unattended when the engine is on or the key is inserted into the ignition block. Do not seat on the vehicle when the prop stand is down.

SUGGESTIONS TO PREVENT THEFT

NEVER leave the ignition key in the block and always use the steering lock. Park the vehicle in a safe place, possibly in a garage or a protected place.

When possible, use an additional anti-theft device.

Make sure that all documents are in order and the road tax has been paid.

Write down your personal data and telephone number in the space provided in this manual, to facilitate the identification of the owner in case of finding after theft.

SURNAME:.....

NAME:.....

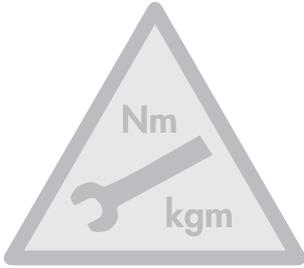
ADDRESS:.....

.....

TELEPHONE NO.:



Very often stolen vehicles are identified thanks to the data written on the use/maintenance manual.



MAINTENANCE



Before beginning any maintenance operation or any inspection of the vehicle, stop the engine, extract the key from the ignition switch, if possible lift up the vehicle by means of the proper equipment, keeping it upright on firm and flat ground. Keep away from the red-hot parts of the engine and of the exhaust system, in order to avoid burns.



The vehicle is made up of not edible parts. Never bite, suck, chew or swallow any part of the vehicle for any reason.



If not expressly indicated otherwise, for the reassembly of the units repeat the disassembly operations reversing the order.

Ordinary maintenance operations can be carried out by the user, but sometimes a basic knowledge of mechanics and specific tools are required.

If you need assistance or technical advice consult your **aprilia** Official Dealer, who can ensure you quick and careful servicing.

After any maintenance operation, carry out the preliminary checking operations, see p. 27 (PRELIMINARY CHECKING OPERATIONS).

PERIODIC MAINTENANCE CHART

COMPONENT	AFTER RUNNING-IN (1000 km OR 4 MONTHS)	EVERY 6000 km OR 8 MONTHS	EVERY 12000 km OR 16 MONTHS
Battery - fluid level	C	C	
Spark plug			S
Carburettor	C	P	
Gearing chain		every 500 km: C	
Timing chain		C	
Wheel centering		C	
Steering bearings and steering	C	C	
Wheel bearings		C	
Air filter		P	every 18000 km: S
Engine oil filter	S	S	
Clutch clearance	R	R	
Tappet clearance	C	R	
Braking systems	C	C	
Cooling system	C	C	
Light system	C	C	
Brake fluid	C	every year: S	
Coolant		every 2 years: S	
Fork oil			S
Engine oil	S	every 500 km: C / every 6000 km: S	
Tyre inflation pressure	R	every month: R	
Minimum rpm	R	R	
Fuel tap	C	C	
Nut, bolt, screw tightening	C	C	
Suspensions and attitude	C		C
Brake fluid drain	C		
Spoke tension	C	C	
Fuel pipes		C	every 4 years: S

C= check, clean, adjust, lubricate or change if necessary. **P** = clean, **S** = change, **R** = adjust
 Carry out the maintenance operations more frequently if you use the vehicle in rainy and dusty areas or on uneven ground.
Have the maintenance operations on the shaded indicated components carried out by aprilia Official Dealers ONLY.



Remember: 1 mi = 1,6 km 1 km = 0,625 mi

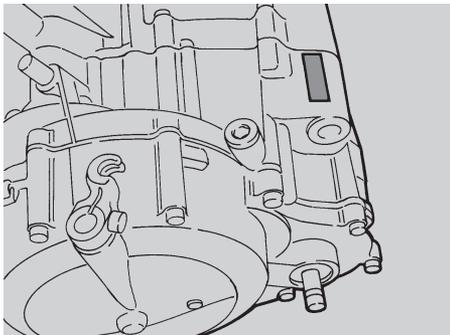


Fig. 24

IDENTIFICATION DATA (Fig. 24-25)

It is a good idea to write down the frame and engine numbers in the space provided in this manual.

ENGINE NUMBER

The engine number is stamped on the rear upper part of the vehicle (Fig. 24).

Engine no.

FRAME NUMBER

The frame number is stamped on the right side of the steering tube (Fig. 25).

Frame no.



Do not alter the identification numbers if you don't want to incur severe penal and administrative sanctions.

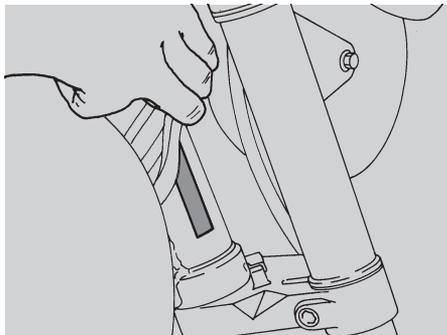


Fig. 25

CHECKING THE ENGINE OIL LEVEL AND TOPPING UP (Fig. 26)

Read pages 20 (ENGINE OIL) and 34 (MAINTENANCE) carefully.

Check the engine oil level every 500 km and change it every 6000 km, see p. 37 (CHANGING THE ENGINE OIL AND THE OIL FILTER).



Remember:

1 mi = 1,6 km

1 km = 0,625 mi

To carry out the checking:

- ◆ Stop the engine and let it cool down for at least 10 minutes, in order to allow the oil to flow back to the oil pan and to cool down.
- ◆ Keep the vehicle in vertical position, with the two wheels resting on the ground.
- ◆ Let the engine idle for at least one minute, in order to allow the filling of the oil tank.
- ◆ Stop the engine.

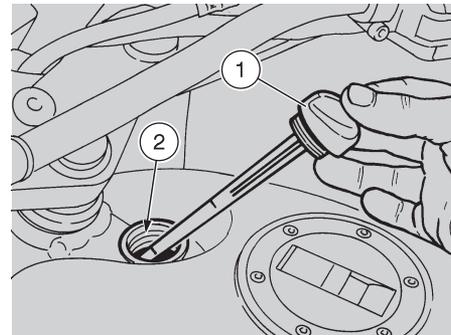


Fig. 26



If you don't carry out the above mentioned operations, you run the risk of making a wrong measurement of the filling.

- ◆ Unscrew the measure plug/stick (1), clean the part that is in contact with the oil with a clean cloth and tighten it.
- ◆ Then extract it again and read the level on the graduated notches:
MAX = maximum level
MIN = minimum level
The difference is about 300 cm³.
- ◆ The level is correct if it approximately reaches the maximum limit marked on the measure stick.



Neither exceed the "MAX" notch, nor stay below the "MIN" notch, in order not to cause severe damages to the engine.

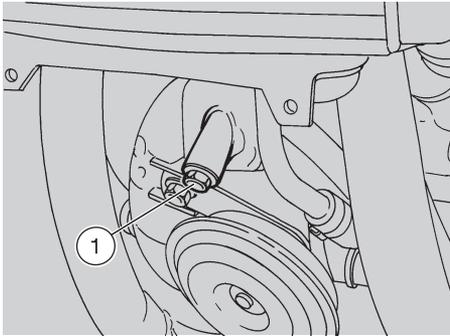


Fig. 27

- ◆ If necessary, top up the engine oil through the filling opening (2).
- ◆ Screw the measure plug/stick (1).

CHANGING THE ENGINE OIL AND THE OIL FILTER (Fig. 26 ÷ 29)

Read pages 20 (ENGINE OIL) and 34 (MAINTENANCE) carefully.

Change the engine oil after the first 1000 km and successively every 6000 km, see p. 35 (PERIODIC MAINTENANCE CHART).



Remember:

1 mi = 1,6 km

1 km = 0,625 mi

To carry out the changing:

- ◆ Let the engine idle for a few minutes, to facilitate the oil outflow during the following draining phase.
- ◆ Keep the vehicle in vertical position on a flat surface, with the two wheels resting on the ground.

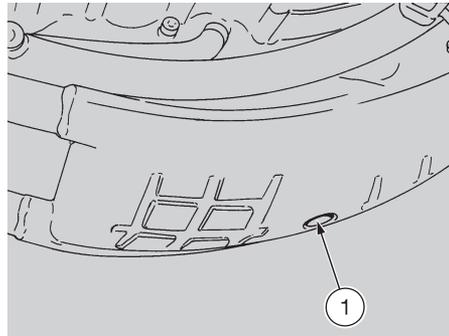


Fig. 28



When warmed up, the engine contains hot oil; therefore, in order to avoid burns, be careful while carrying out the operations described here below.

- ◆ Remove the oil filling cap (1-Fig. 26).
- ◆ Remove the plug positioned on the front beam of the frame (1-Fig. 27).
- ◆ Remove the oil drain plug (1-Fig. 28), positioned on the bottom of the base (a special hole has been made on the exhaust silencer).
- ◆ Drain the oil and let it drip into a container for a few minutes.
- ◆ Remove the metal residues from the drain plug magnet.

At this point, change the oil filter:

- ◆ Unscrew the two screws (1-Fig. 29) and remove the cover (2-Fig. 29).

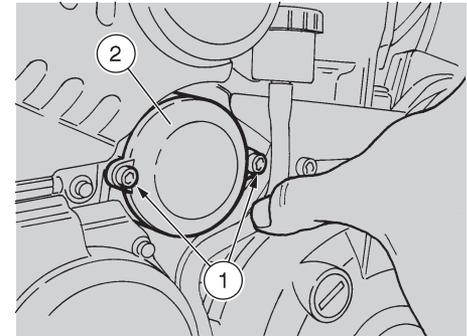


Fig. 29

- ◆ Remove the oil filter and change it.
- ◆ Put a thin layer of engine oil on the O ring of the new oil filter.
- ◆ Put the cover (2-Fig. 29) back and tighten the two screws (1-Fig. 29).
- ◆ Check the sealing washer of the drain plug (1-Fig. 28) and retighten it.
- ◆ Check the sealing washer of the front frame beam plug (1-Fig. 27) and retighten it.
- ◆ Pour about 1600 cm³ of engine oil through the filling opening (2-Fig. 26), see p. 59 (LUBRICANT CHART).
- ◆ Tighten the oil filling cap (1-Fig. 26).
- ◆ Start the engine and let it idle for about three minutes.
- ◆ Stop the engine and check the oil level again (with the vehicle in vertical position, on flat ground).
- ◆ At this point it will be necessary to add other 500 ÷ 600 cm³ of oil.

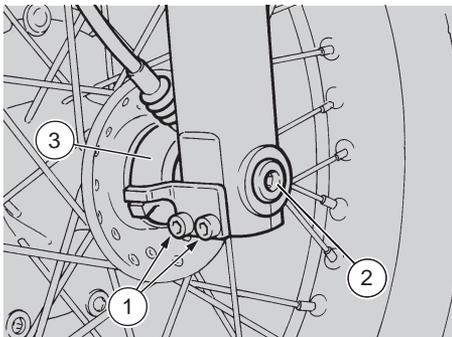


Fig. 30

FRONT WHEEL (Fig. 30)

DISASSEMBLY

Read page 34 (MAINTENANCE) carefully.



Be careful not to damage the pipes, the disc or the brake pads while disassembling the wheel.



Never press the front brake lever after removing the wheel, otherwise the calliper pistons may go out of their seat, thus causing the outflow of the brake fluid. In this case consult your **aprilia** Official Dealer, who will carry out the proper maintenance operation.

To remove the front wheel, proceed as follows:

- ◆ Raise the front part of the vehicle, placing a support under the engine, so that the front wheel has enough space to move and the vehicle cannot fall down.
- ◆ Loosen the two screws of the fork clamps (1-Fig. 30).
- ◆ Loosen the wheel pin (2-Fig. 30).
- ◆ Raise the front wheel slightly and extract the pin.
- ◆ Remove the speedometer control (3-Fig. 30) and the spacing bushing positioned on the left side of the wheel.



When removing the wheel, extract the brake calliper disc with care.

REASSEMBLY

To reassemble the wheel:

- ◆ Position the front wheel between the fork rods, carefully introducing the disc in the brake calliper.
- ◆ Position the spacing bush (left side of the wheel) and the speedometer control (3-Fig. 30).
- ◆ Grease the pin (2-Fig. 30) only on the area introduced in the wheel; then insert it, lifting the wheel.
- ◆ Tighten the two screws of the fork clamps (1-Fig. 30).
- ◆ Tighten the pin (2-Fig. 30).

Pin driving torque: 80 Nm (8 kgm).

Fork clamp screw driving torque: 10 Nm (1 kgm).



Press the brake lever repeatedly and check the correct functioning of the braking system.

Check the wheel centering. Have the driving torque, the centering and the balancing of the wheel checked by your **aprilia** Official Dealer, in order to avoid inconveniences that may be harmful for you and other people.

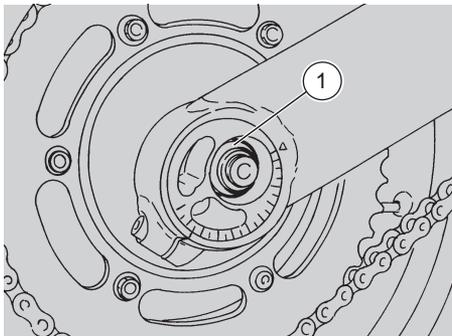


Fig. 31

REAR WHEEL (Fig. 31-32)

DISASSEMBLY

Read page 34 (MAINTENANCE) carefully.



Be careful not to damage the pipes, the disc or the brake pads while disassembling the wheel.



Never press the rear brake lever after removing the wheel, otherwise the calliper piston may go out of its seat, thus causing the outflow of the brake fluid. In this case consult your **aprilia** Official Dealer, who will carry out the proper maintenance operation.

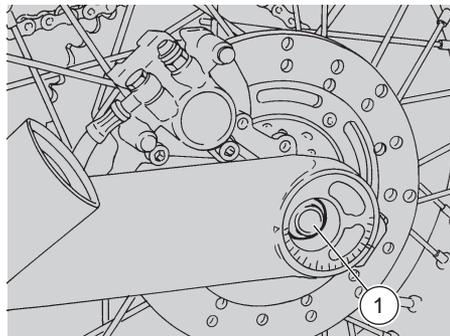


Fig. 32

To remove the rear wheel, proceed as follows:

- ◆ Raise the rear part of the vehicle, placing a support under the engine, so that the front wheel has enough space to move and the vehicle cannot fall.
- ◆ Unscrew and remove the nut (1-Fig. 31).
- ◆ Extract the pin (1-Fig. 32).
- ◆ Remove the gearing chain from the crown, by pushing the rear wheel forward, see p. 40 (CHAIN) and p. 41 (ADJUSTMENT).
- ◆ Remove the wheel from the rear fork.



When removing the wheel, extract the brake calliper disc with care.

REASSEMBLY

To reassemble the wheel, proceed as follows:

- ◆ Position the wheel between the fork rods, carefully introducing the disc in the brake calliper.
- ◆ Push the wheel forward and position the gearing chain in its seat.
- ◆ Insert the pin (1-Fig. 32).
- ◆ Insert and screw the nut (1-Fig. 31) until the pin sets in the seat.
- ◆ Check the chain tension, see p. 40 (CHAIN) and p. 41 (ADJUSTMENT).
- ◆ Tighten the nut (1-Fig. 32).

Nut driving torque:
100 Nm (10 kgm).



Press the brake lever repeatedly and check the correct functioning of the braking system.

Check the wheel centering. Have the driving torque, the centering and the balancing of the wheel checked by your **aprilia** Official Dealer, in order to avoid inconveniences that may be harmful for you and other people.

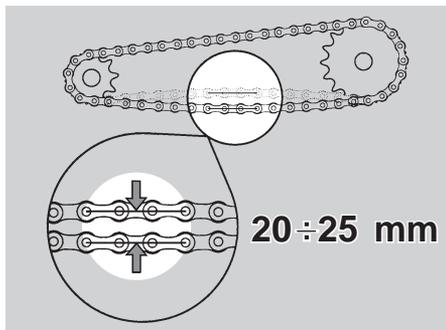


Fig. 33

CHAIN (Fig. 33 ÷ 35)

Read page 34 (MAINTENANCE) carefully.

The vehicle is provided with a single-unit chain, in which the main joint is not used.



An excessive slackening of the chain can cause its coming out of the pinion, which often results in accidents or serious damages to the vehicle. Periodically check the slack and if necessary adjust it, see p. 41 (ADJUSTMENT). To change the chain, contact your aprilia Official Dealer, who will ensure you careful and prompt servicing.

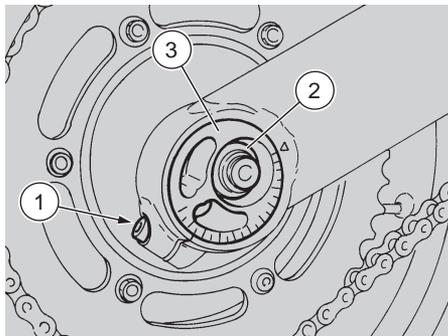


Fig. 34



If maintenance operations are not carried out properly, the chain may wear untimely and/or the pinion and/or the crown may be damaged.

CHECKING THE SLACK

To check the slack, proceed as follows:

- ◆ Stop the engine, position the vehicle on the side stand and put the gears into neutral.
- ◆ Make sure that the vertical oscillation, in an intermediate point between pinion and crown in the lower branch of the chain, is about 20 ÷ 25 mm (Fig. 33).

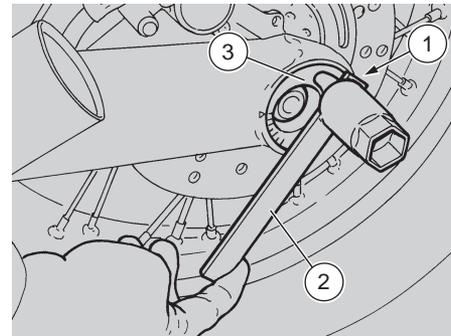


Fig. 35

- ◆ Move the vehicle forward, in such a way as to be able to check the vertical oscillation of the chain also when the wheel turns; the slack must be constant in all the wheel rotation phases.

If in some sections the slack is greater than in others, this means that there are crushed or seized links.

To eliminate the risk of seizures, lubricate the chain frequently, see p. 41 (LUBRICATION AND CLEANING).

If the slack is uniform, but exceeds 20 ÷ 25 mm, carry out the adjustment, see p. 41 (ADJUSTMENT).

ADJUSTMENT

If after the checking it is necessary to adjust the chain tension, proceed as follows:

- ◆ Loosen the screws (1-Fig. 34, 1-Fig. 35).
- ◆ Loosen the fastening nut of the rear wheel pin (2-Fig. 34).
- ◆ Using the spanner (2-Fig. 35) provided in the tool kit, rotate the adjusters (3-Fig. 34, 3-Fig. 35), until you obtain the prescribed tension.



For the wheel centering you can refer to:

- the notches on the mobile plates (3);
- a fixed reference, cut level with the plate seat, on both sides of the rear fork.

Make sure that the fixed reference coincides with the same notch on both sides.

- ◆ Once the operation has been completed, tighten the fastening nut of the rear wheel pin (2-Fig. 34).

Nut driving torque: 100 Nm (10 kgm).

- ◆ Tighten the screws (1-Fig. 34, 1-Fig. 35).
- ◆ Check the slack again.

CHECKING THE WEAR AND TEAR OF CHAIN, PINION AND CROWN.

Further, check the chain, the pinion and the crown and make sure that they do not present: damaged rollers; loose pins; dry, rusty, crushed or seized links; excessive wear; lacking O rings; excessively worn or damaged pinion teeth.

If the chain rollers are damaged, the pins are loose and/or the O rings are either damaged or lacking, it is necessary to replace the whole chain unit (pinion, crown and chain).



Lubricate the chain frequently, especially if there are dry or rusty parts. The crushed or seized links must be lubricated and made work again. If this is not possible, consult your aprilia Official Dealer, who will provide for changing the chain.

LUBRICATION AND CLEANING



The gearing chain is provided with O rings among the links, in order to keep the grease inside them. Be extremely careful while adjusting, lubricating, washing and changing the chain.

Lubricate the chain every 1000 km and whenever it is necessary.

Lubricate the chain with spray grease for chains only, see p. 59 (LUBRICANT CHART).

Never wash the chain with water jets, steam jets, high-pressure water jets and highly inflammable solvents.

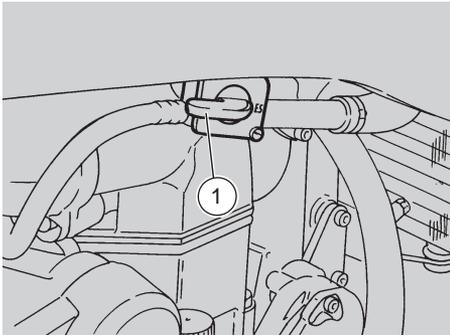


Fig. 36

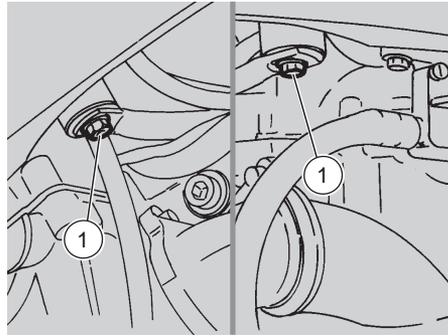


Fig. 37

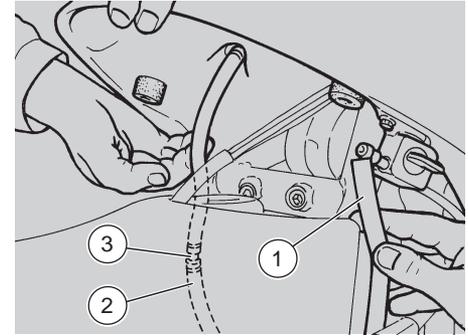


Fig. 38

REMOVING THE FUEL TANK (Fig. 36 ÷ 38)

Read pages 19 (FUEL) and 34 (MAINTENANCE) carefully.



Be extremely careful during this and the successive operations: petrol could flow out of the tank and catch fire when it gets in contact with the red-hot surfaces of the engine!!

To remove the fuel tank, proceed as follows:

- ◆ Turn the fuel tap lever to the "OFF" position (1-Fig. 36).
- ◆ Unscrew and remove the two screws (1-Fig. 37) positioned under the tank.
- ◆ Lift the tank slightly.
- ◆ Disconnect the fuel pipe (1-Fig. 38).

- ◆ Disconnect the fuel breather pipe (2-Fig. 38) from the connection point (3-Fig. 38).
- ◆ Lift the tank and extract it with care, inclining it slightly rightwards.

AIR FILTER (Fig. 39)



Do not use petrol or inflammable solvents to wash the air filter, in order to avoid fires or explosions.

Read page 34 (MAINTENANCE) carefully.

Periodically check the conditions of the air filter and clean it every 6000 km. If the vehicle is used on dusty or wet roads, the cleaning operations should be carried out more frequently.

For the cleaning, proceed as follows:

- ◆ Remove the saddle, see p. 45 (LOCKING/UNLOCKING THE SADDLE).
- ◆ Remove the filter case cover (1), loosening the two screws (2).
- ◆ Remove the filtering element (3) and the relevant grids (4-5), by means of a screwdriver.
- ◆ Remove the filtering element (3) from the grids (4-5).
- ◆ Wash the filtering element with clean, non-inflammable solvents or solvents with high volatility point, then let it dry thoroughly.
- ◆ Apply a filter oil or a thick oil (SAE 80W - 90) on the whole surface of the filtering element, then squeeze it to eliminate the oil in excess. It must be well impregnated, though not dripping.

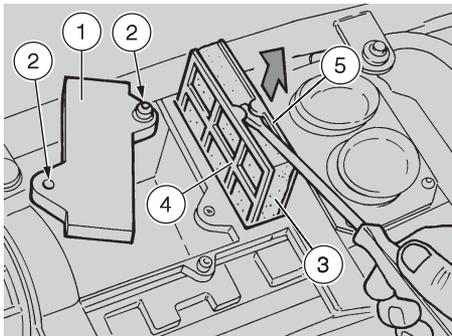


Fig. 39

FRONT AND REAR SUSPENSION INSPECTION

 To change the fork oil, contact your **aprilia** Official Dealer, who will ensure you prompt and accurate servicing.

Read page 34 (MAINTENANCE) carefully.

Change the front fork oil every 12000 km. Further, carry out the following checking operations:

- ◆ Pump the fork repeatedly, locking the front brake.
The stroke must be gentle and there must be no trace of oil on the rods.
- ◆ Lift the rear wheel from the ground, by using the proper stand, and check the rear fork bearings.

- ◆ Check the fastening of all the components and the functionality of the rear suspension joints.



If you notice irregularities in the operation or if the help of a qualified technician is necessary, contact your **aprilia** Official Dealer.

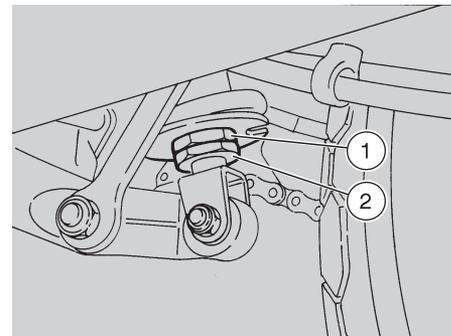


Fig. 40

ADJUSTING THE REAR SUSPENSION (Fig. 40)

The rear suspension consists of a spring-shock absorber unit, fixed to the frame and the rear fork by means of a silent-block.

The shock absorber is provided with nut (1) and lock nut (2) for the adjustment of the spring-loading.

The standard adjustment, set by the manufacturer, is suitable for a driver weighing about 70 kg.

For different weights and needs, act on the nut (1) with the apposite key, thus establishing the ideal driving conditions (see table).

ADJUSTING NUT	SCREWING	UNSCREWING
Function	Spring-loading increase	Spring-loading decrease
Kind of attitude	The attitude of the vehicle is stiffer	The attitude of the vehicle is softer
Recommended kind of road	Smooth or normal roads	Roads with uneven bed
Notes	Drive with passenger	Drive without passenger

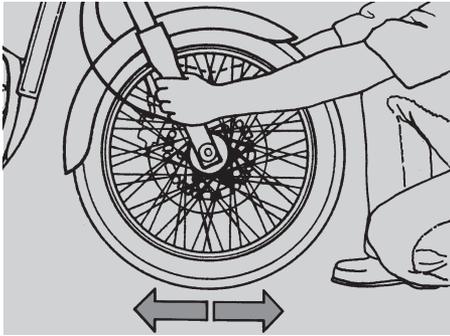


Fig. 41

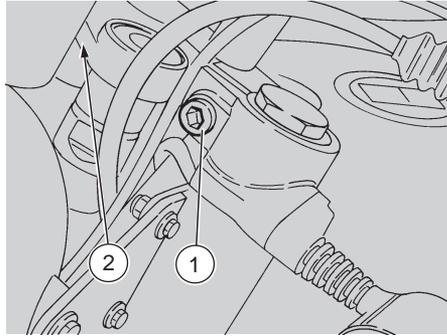


Fig. 42

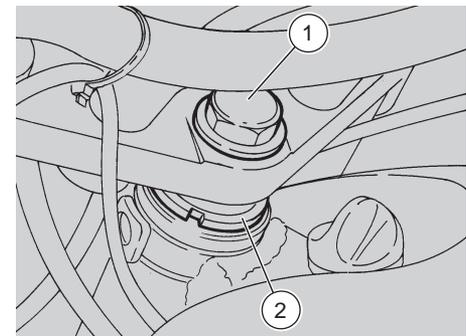


Fig. 43

CHECKING THE STEERING (Fig. 41 ÷ 43)

Read page 34 (MAINTENANCE) carefully.

To check the steering it is necessary to:

- ◆ Lift the front wheel, by means of a support or a special stand.
- ◆ Shake the fork in the driving direction (Fig. 41).

If the slack must be adjusted:

- ◆ Rotate the headlight/dashboard unit rightwards, see p. 51 (REPLACING THE HEADLIGHT BULBS).
- ◆ Loosen the two screws (1-2-Fig. 42).
- ◆ Loosen the nut (1-Fig. 43) and act on the adjusting metal ring (2-Fig. 43) with the apposite key, thus taking up the slack.
- ◆ Repeat the check until the problem is over.
- ◆ Tighten the nut firmly (1-Fig. 43).
- ◆ Tighten the screws (1-2 Fig. 42).
- ◆ Move the headlight/dashboard unit to its initial position.



Once this operation has been carried out, make sure that the handlebar turns smoothly, to avoid damaging the balls and in order not to lose control of the vehicle.

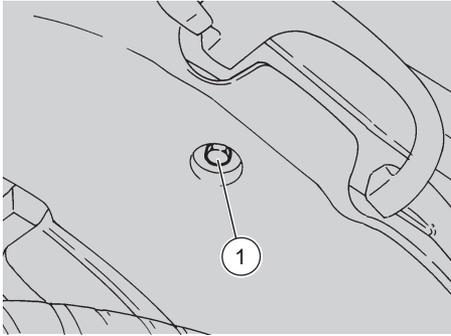


Fig. 44

LOCKING/UNLOCKING THE SADDLE (Fig. 44)

To unlock the saddle, unscrew the screw (1) positioned under the rear mudguard and raise the saddle.

To lock it again, introduce the hooks in the saddle bottom and insert the two side tangs in the relevant guide pins, then tighten the screw (1) firmly.



Before moving off, make sure that the saddle is correctly locked.

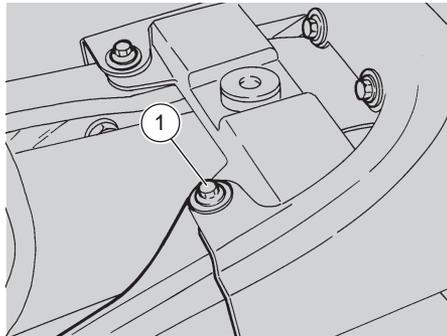


Fig. 45

REMOVING THE SIDES (Fig. 45-46)

Proceed as follows:

- ◆ Remove the saddle, see (LOCKING/UNLOCKING THE SADDLE).
- ◆ Unscrew and remove the screw (1-Fig. 45).
- ◆ Unscrew and remove the two screws (1-2-Fig. 46).
- ◆ Remove the left side.



To remove the right side, repeat the operations described above.

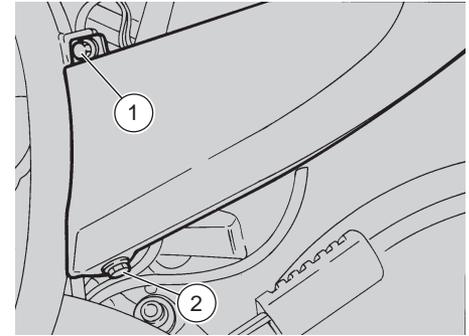


Fig. 46



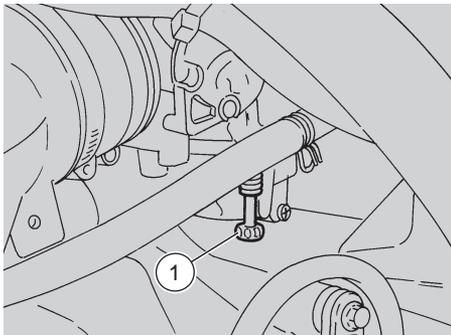


Fig. 47

IDLING ADJUSTMENT (Fig. 47)

Read page (MAINTENANCE) 34 carefully.

Adjust the idling every time it is irregular. To carry out this operation, proceed as follows:

- ◆ Warm the engine up until it reaches the normal running temperature (a 10-minute ride in the traffic will be sufficient).
- ◆ Position the vehicle on the side stand.
- ◆ Connect an electronic revolution counter to the spark plug cable.
- ◆ Act on the adjusting knob (Fig. 1) positioned on the carburettor, on the left side of the vehicle; by rotating it clockwise, you increase the engine rpm, by rotating it anticlockwise, you decrease the engine rpm.

The minimum speed of the engine (idling) must be about 1200 ± 100 rpm.

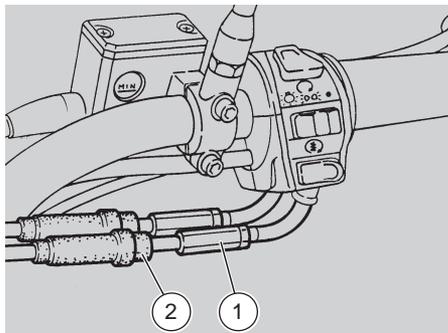


Fig. 48

- ◆ By acting on the throttle grip, accelerate and decelerate a few times to verify the correct functioning and to check if the idling speed is constant.



If necessary, contact your Aprilia Official Dealer.

TAKING UP THE THROTTLE GRIP SLACKS (Fig. 48)

The idle stroke of the throttle grip must be 2-3 mm, measured on the edge of the throttle grip itself. Otherwise, act on the adjusters (1) placed at the beginning of the accelerator control wires, after removing the protection elements (2).

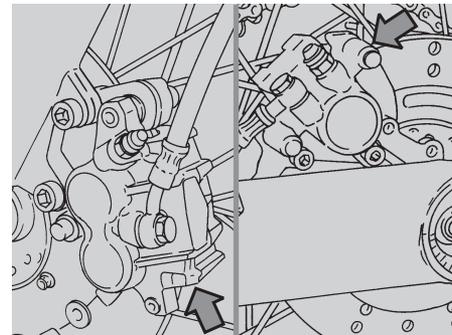


Fig. 49

CHECKING THE BRAKE PAD WEAR (Fig. 49)

Read page 34 (MAINTENANCE) carefully.



Have the pads changed by your Aprilia Official Dealer.

Check the brake pad wear after the first 1000 km, then every 6000 km.

The wear of the disc brake pads depends on the use, on the kind of drive and on the road.

The wear will be greater when the vehicle is driven on dirty or wet roads.

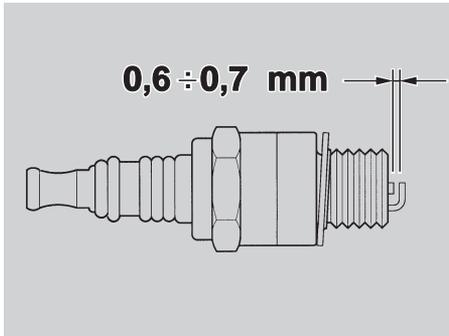


Fig. 50

To carry out a rapid checking of the wear of the front and rear pads, proceed as follows:

- ◆ Carry out a visual control from below (for the front calliper) and from above (for the rear calliper).
- ◆ If the thickness (even of one pad only) has reduced to about 1 mm, replace both pads.



If you are not able to carry out the checking described above, contact your **aprilia Official Dealer.**

SPARK PLUG (Fig. 50)

Read page 34 (MAINTENANCE) carefully.

Change the spark plug every 12,000 km. Remove the spark plug and clean it carefully, removing carbon deposits; change it if necessary.

To remove and clean the spark plug:

- ◆ Take off the spark plug cap.
- ◆ Remove all the dirt from the base of the spark plug, then unscrew it with the spanner you will find in the tool case and extract it from its seat, taking care that neither dust nor other substances enter into the cylinder.
- ◆ Make sure that on the electrode and on the central porcelain part there are neither carbon deposits, nor corrosion marks; if necessary, clean with a special cleaner for spark plugs, with an iron wire and/or a metal brush. Energetically blow some air, in order to prevent the removed residues from getting into the engine.

If the spark plug has crackings on the insulating material, corroded electrodes or too large deposits, it must be changed.

- ◆ Check the distance between the electrodes (Fig. 49) with a thickness gauge. The distance must be 0,6 ÷ 0,7 mm; if necessary adjust it, carefully bending the earth electrode.
- ◆ Make sure that the washer is in good conditions. With the washer on, screw the spark plug by hand in order not to damage the thread.
- ◆ Tighten the spark plug by means of a spark plug spanner, rotating it half-turn to compress the washer.
- ◆ Put back the spark plug cap.



The spark plug must be well tightened, otherwise the engine could overheat and be seriously damaged. Use the suggested type of spark plugs only, see p. 56 (TECHNICAL DATA), in order not to compromise the life and performance of the engine.

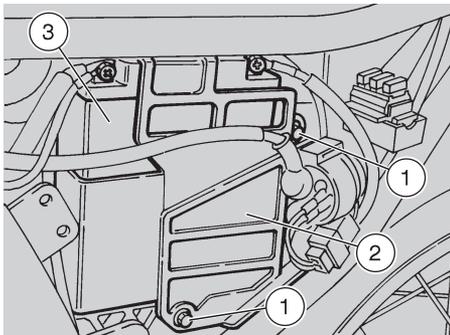


Fig. 51

BATTERY (Fig. 51)

Read page 34 (MAINTENANCE) carefully.

Check the electrolyte level and the tightening of the terminals after the first 1000 km and then every 6000 km.



The electrolyte in the battery is toxic and caustic and if it gets in contact with the skin it can cause burns, since it contains sulphuric acid. Wear protection clothes, a face mask and/or goggles during maintenance operations.

In case of contact with the skin, rinse with plenty of water.

In case of contact with the eyes, rinse with plenty of water for 15 minutes, then consult an oculist without delay.

If the electrolyte is accidentally swallowed, drink a lot of water or milk, then continue drinking milk of magnesia or vegetable oil and consult a doctor without delay.

The battery gives off explosive gases; keep it away from flames, sparks, cigarettes and any other source of heat.

During the recharging or the use, make sure that the room is properly ventilated and avoid inhaling the gases released during the recharging.

Never invert the connection of the battery cables.

Do not incline the vehicle too much, in order to avoid dangerous leaks of the battery fluid.

KEEP AWAY FROM CHILDREN

To check the electrolyte level, proceed as follows:

- ◆ Remove the saddle, see p. 45 (LOCKING/UNLOCKING THE SADDLE).
- ◆ Remove the left side, see p. 45 (REMOVING THE SIDES).
- ◆ Remove the two screws (1) and plastic protection (2).
- ◆ Extract the battery (3).
- ◆ Make sure that the fluid level covers the elements completely (the right level must be included between the two "MIN" and "MAX" notches stamped on the battery side).
If necessary, top up by adding distilled water.
- ◆ To recharge, disconnect the cables, extract the battery from its container and remove the element plugs.
A recharge with an amperage equal to 1/10th of the battery capacity is recommended.
After the recharging operation, check the electrolyte level again and if necessary top up with distilled water.
- ◆ Tighten the plugs.



Always connect the battery breather pipe, to prevent the sulphuric acid vapours from corroding the electric system, the painted parts, the rubber elements or the gaskets when they exit the breather pipe.



LONG PERIODS OF INACTIVITY

If the vehicle remains unused for a long period, remove the battery from the vehicle and recharge it completely, by using a trickle charge.

Place the battery in a cool and dry room; if the battery remains on the vehicle, disconnect the cables from their terminals. It is important to check the charge periodically (about once a month), during the winter or when the vehicle remains unused, in order to prevent its deterioration.

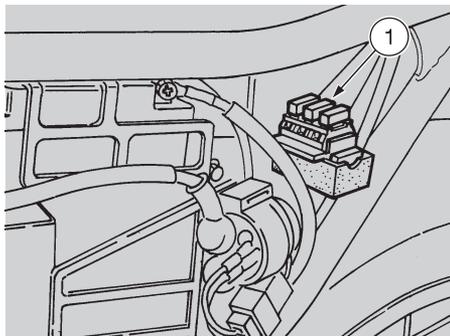


Fig. 52

CHANGING THE FUSES (Fig. 52)

If an electric component doesn't work or works irregularly, or if the vehicle fails to start, it is necessary to check the fuses.

- ◆ Turn the ignition switch to the "OFF" position, to avoid any accidental short circuit.
- ◆ Remove the left side, see p. 45 (REMOVING THE SIDES).
- ◆ Extract the fuses one by one (1) and check if the filament is broken.
- ◆ Before replacing a fuse, try to find out what caused the trouble, if possible.
- ◆ Then replace the fuse with a new one having the same amperage.

ARRANGEMENT OF THE FUSES

20A fuse - From the battery to: key switch, regulator.

15A fuse - From the key switch to: all light loads.

7,5A fuse - From the key switch to: ignition.



Never use fuses different from the recommended ones. The use of unsuitable fuses could cause damages to the electric system or, in case of short circuit, even a fire.



If a fuse cuts out frequently, there probably is a short circuit or an overload in the electric system. In this case it is advisable to consult an **aprilia** Official Dealer.

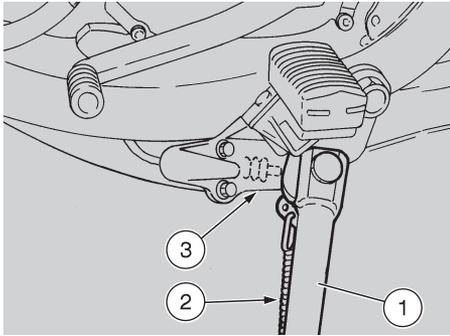


Fig. 53



If the engine does not stop, consult your **aprilia** Official Dealer, who will overhaul the system.

CHECKING THE SIDE STAND SWITCH (Fig. 53)

Read page 34 carefully (MAINTENANCE).

Carry out the following checking operations:

- ◆ The stand (1) must rotate freely.
- ◆ The springs (2) must not be damaged, rusty or weakened.

To check the proper functioning of the ignition lock system, proceed as follows:

- ◆ Get on the saddle.
- ◆ Lift the side stand and put the gears into idle.
- ◆ Start the engine with pulled clutch lever and put on the gears.
- ◆ Lower the side stand.
- ◆ In this position the side stand will push against the switch (3), which will stop the engine.

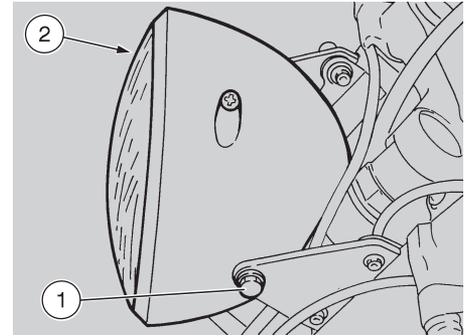


Fig. 54

ADJUSTING THE HEADLIGHT BEAM (Fig. 54-55)

The headlight beam can be adjusted by acting on the two screws (1-2-Fig. 54) positioned on the headlight sides.

To rapidly check the correct direction of the beam, place the vehicle on flat ground, ten meters away from a wall.

Turn on the dipped beam, sit on the vehicle and verify that the headlight beam projected on the wall is slightly under the horizontal line of the headlight (about 9/10th of the total length - see Fig. 55).

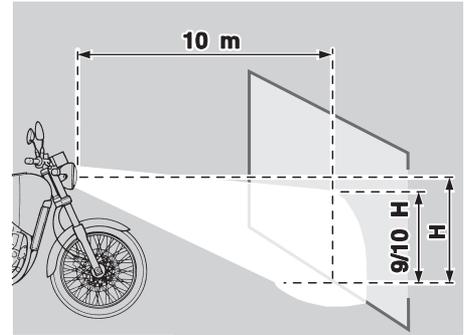


Fig. 55

BULBS

Read page 34 carefully (MAINTENANCE).



Before changing a bulb, turn the ignition switch to the "OFF" position. Change bulbs wearing clean gloves or using a clean and dry cloth.



Do not leave fingerprints on the bulbs, since these could cause their overheating and consequent breakage. If you touch a bulb with bare hands, remove any fingerprint with alcohol, in order to prevent it from frequently cutting out.

CHANGING THE HEADLIGHT BULBS (Fig. 56 ÷ 58)

Read page 34 carefully (MAINTENANCE).

To change the dipped and high beam bulbs, proceed as follows:

- ◆ Unscrew and extract the screw (1-Fig. 56).
- ◆ Rotate the headlight/dashboard unit rightwards (1-Fig. 57).
- ◆ Unscrew and extract the three screws (2-Fig. 57).
- ◆ Remove the left half (1-Fig. 58) and the complete parabolic element (2-Fig. 58).
- ◆ Remove the bulb socket (3-Fig. 58), rotating it anticlockwise.
- ◆ Pull the bulb (4-Fig. 58) with care and extract it.

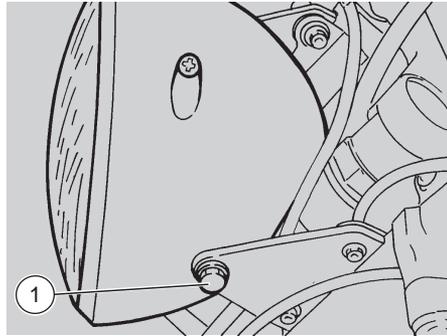


Fig. 56

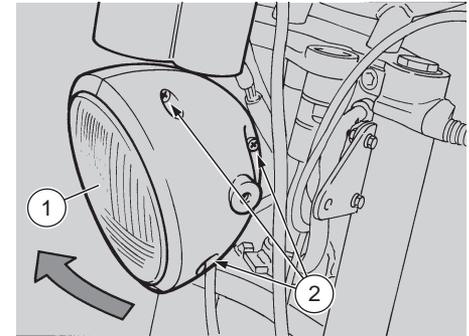


Fig. 57

To change the parking light bulb, proceed as follows:

- ◆ Carry out the first four operations described in the previous section.
- ◆ Remove the plastic bulb socket (5-Fig. 58) positioned at the side of the dipped/high beam light.
- ◆ Extract the bulb from its seat.



To reassemble the headlight: the arrow stamped on the headlight glass must be turned downwards.

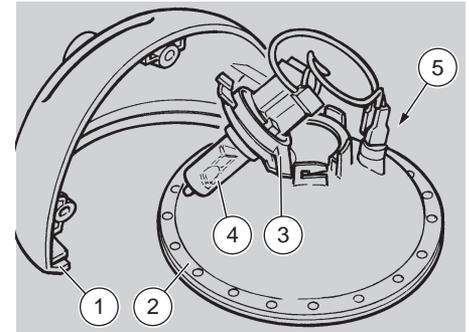


Fig. 58

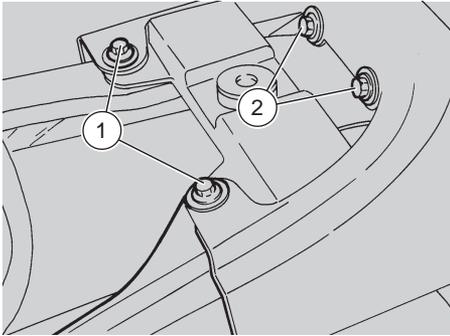


Fig. 59

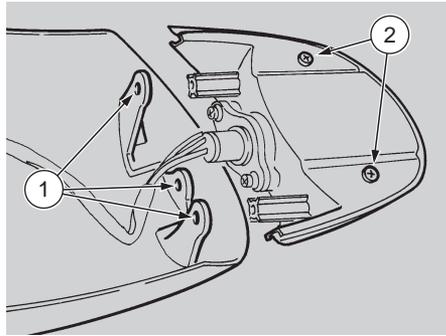


Fig. 60

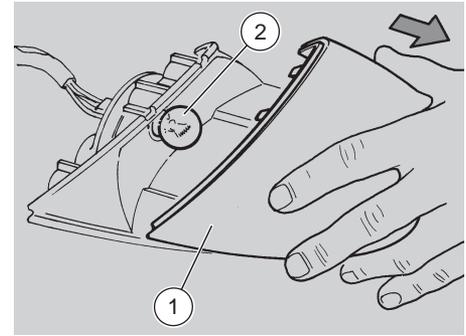


Fig. 61

CHANGING THE REAR LIGHT BULBS (Fig. 59 ÷ 61)

Read pages 34 (MAINTENANCE) and 51 (BULBS) carefully.

Proceed as follows:

- ◆ Keep the vehicle in vertical position.
- ◆ Remove the saddle, see p. 45 (LOCKING/UNLOCKING THE SADDLE)

- ◆ Unscrew and remove the four screws (1-2-Fig. 59).
- ◆ Disconnect the electric connector.
- ◆ Unscrew and remove the three screws (1-Fig. 60).
- ◆ Remove the whole light.
- ◆ Unscrew and remove the two screws (2-Fig. 60).
- ◆ Remove the glass (1-Fig. 61).
- ◆ Rotate the bulb (2-Fig. 61) anticlockwise and extract it from its seat.

 The introduction of a new bulb can be carried out in one sense only, because the two guide pins are misaligned.

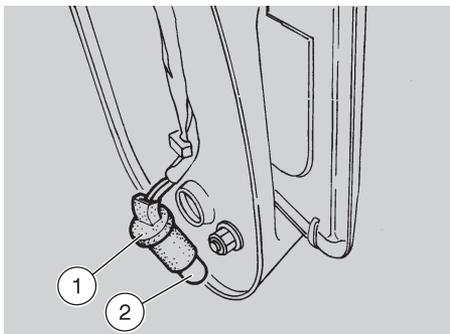


Fig. 62

CHANGING THE NUMBER PLATE BULB (Fig. 62)

Proceed as follows:

- ◆ Extract the rubber bulb socket (1).
- ◆ Remove the bulb (2) from its seat.
- ◆ Install a new bulb.

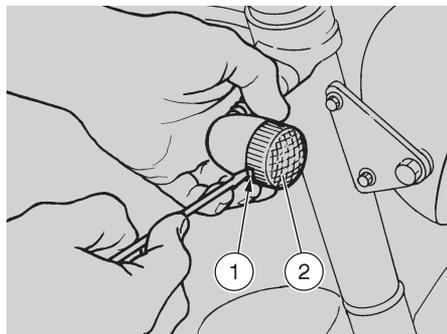


Fig. 63

CHANGING THE TURN INDICATOR BULBS (Fig. 63)

Read pages 34 (MAINTENANCE) and 51 (BULBS) carefully.

Proceed as follows:

- ◆ Press the tang (1) with a screwdriver for small slots.
- ◆ Remove the protection glass (2).
- ◆ Press the bulb slightly and rotate it anticlockwise.
- ◆ Remove the bulb from its seat.



When reassembling, press the protection glass exerting a slight pressure.

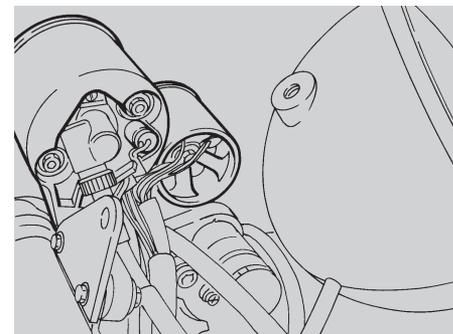


Fig. 64

CHANGING THE DASHBOARD BULBS (Fig. 64)

Read pages 34 (MAINTENANCE) and 51 (BULBS) carefully.

Proceed as follows:

- ◆ Unscrew and extract the screw (2-Fig. 54) on the right side of the headlight.
- ◆ Rotate the headlight leftwards.
- ◆ Remove the rubber bulb socket and if necessary change the bulb (1 bulb under the speedometer/odometer, 1 under the coolant temperature indicator, 6 under the warning light dashboard - Fig. 64).

TRANSPORT

Before transporting the vehicle, it is necessary to empty the fuel tank and the carburettor completely, making sure that both are completely dry.

During the transportation, the vehicle must be held upright, in its normal use position, to avoid any leakage of oil, battery fluid or brake fluid.

EMPTYING THE FUEL TANK

Read page 19 (FUEL) carefully.

- ◆ Stop the engine.
- ◆ Empty the fuel tank by means of a manual pump or a similar system.
- ◆ Put the free end of the emptying pipe into a receptacle.
- ◆ Open the carburettor breather acting on the bleeding screw.

When all the fuel has flowed out, turn the bleeding screw until the breather shuts.

CLEANING

To remove dirt and mud from the painted surfaces use a low pressure water jet; carefully wet the dirty parts, remove mud and filth with a soft car sponge impregnated with a lot of water and shampoo (2 ÷ 4% parts of shampoo in water). Then rinse with plenty of water and dry with chamois leather.

To clean the outer parts of the engine use a degreaser, brushes and wipers. Polish with silicone wax only after having carefully washed the vehicle.



Do not wash the vehicle under the sun, especially during the summer, when the body is still warm, since if the shampoo dries before being rinsed away, it can damage the paint. Use neither high pressure water/air jets, nor vapour jets on the following parts: wheel hubs, controls on the right and on the left side of the handlebar, carburettor, brake pumps, instruments and indicators, exhaust silencer, ignition switch/steering lock. Avoid damaging rubber and plastic parts with detergents and corrosive solvents or penetrants.



After the vehicle has been washed, its braking functions could be temporarily impaired due to the presence of water on the grip surfaces. Calculate long braking distances to avoid accidents. Brake repeatedly to restore normal conditions.

LONG PERIODS OF INACTIVITY

After a long period of inactivity of the vehicle some precautions are necessary to avoid any problem.

Further, it is important to carry out the necessary repairs and a general check up BEFORE a period of inactivity, since you could forget to carry them out later.

Proceed as follows:

- ◆ Empty the fuel tank and the carburetor, see p. 54 (EMPTYING THE FUEL TANK).
- ◆ Extract the spark plug and pour a teaspoon (5-10 cc) of four-stroke engine oil into the cylinder.
Operate the " ⌘ " push button for 1-2 seconds, to distribute the oil evenly on the cylinder surfaces.
- ◆ Remove the battery, see p. 48 (BATTERY) and charge it.
- ◆ Wash and dry the vehicle, see p. 54 (CLEANING).
- ◆ Polish the painted surfaces with wax.
- ◆ Inflate the tyres, see p. 26 (TYRES).
- ◆ Position the vehicle so that both tyres are raised from the ground, by means of a suitable support.
- ◆ Place the vehicle in an unheated, not-humid room, away from sunlight, with minimum temperature variations.
- ◆ Cover the vehicle avoiding the use of plastic or waterproof materials.



AFTER A PERIOD OF INACTIVITY

- ◆ Uncover and clean the vehicle.
- ◆ Check the electrolyte level in the battery and install it, see p. 48 (BATTERY).
- ◆ Refill the fuel tank, see p. 19 (FUEL).
- ◆ Carry out the preliminary checking operations, see p. 27 (PRELIMINARY CHECKING OPERATIONS).



Have a low speed test ride in a low-traffic area.

TECHNICAL DATA

DIMENSIONS	Max. length	2260 mm			
	Max. width.....	830 mm			
	Max. height incl. frontal element	1140 mm			
	Seat height.....	830 mm			
	Distance between centres	1460 mm			
	Min. ground clearance	180 mm			
	Steering diameter	4480 mm			
	Weight without driver (ready for starting)	183 kg			
ENGINE	Type.....	ROTAX 65 AP - 4-stroke, one-cylinder, with 5 valves, 2 camshafts at the head, lubrication with dry timing case.			
	Number of cylinders.....	1			
	Total displacement.....	649,5 cm ³			
	Alesaggio / corsa	100 mm / 82,7 mm			
	Compression ratio.....	9 ± 0,5:1			
	Starting	electric and with kick-starter			
	Rpm	1200 ± 100 rpm			
	Valve clearance (with cold engine)	0,1 mm			
	Clutch.....	oil-immersed multiple discs with control on the left side of the handlebar.			
CAPACITY	Cooling.....	with fluid			
	Fuel, reserve included	16 ℓ			
	Fuel reserve.....	2,5 ℓ			
	Engine oil.....	2200 cm ³			
	Coolant	1 ℓ			
	Seats.....	2			
	Vehicle max. load (driver+passenger+luggage).....	182 kg			
GEARS	Type.....	mechanic, no. 5 gears with foot control on the left side of the engine			
TRANSMISSION RATIOS	Ratio	Primary	Secondary	Final ratio	Total ratio
	(1st)	37/72 = 1 : 1,946	12/33 = 1 : 2,750	16/49 = 1 : 3,063	16,389
	(2nd)		16/28 = 1 : 1,750		10,429
	(3rd)		16/21 = 1 : 1,312		7,823
	(4th)		22/33 = 1 : 1,045		6,230
	(5th)		24/21 = 1 : 0,875		5,215

CARBURETTOR	Model.....	MIKUNI BST 40
	Choke tube	Ø 40 mm
	Fuel	Unleaded petrol according to the DIN 51607 standard, min. O.N. 95 (N.O.R.M.) and 85 (N.O.M.M.)
FRAME	Type	one-beam, split in two cradles, round- and square-section tubes.
	Steering inclination angle	26°
	Fore stroke	108 mm
SUSPENSIONS	Front	hydraulically operated telescopic fork
	Stroke	135 mm
	Rear.....	hydraulic mono-shock absorber
	Stroke	120 mm
BRAKES	Front.....	disc brake, Ø 298 mm with hydraulic transmission
	Rear.....	disc brake, Ø 220 mm with hydraulic transmission
WHEELS	Type	aluminium, with spokes
	Front.....	2,15 x 18"
	Rear.....	3,00 x 17"
TYRES	Front.....	100/90 56H
	Inflation pressure	1,8 bar (Drive with passenger 1,8 bar)
	Rear.....	130/90 68 H
	Inflation pressure	1,9 bar (Drive with passenger 2,2 bar)
IGNITION	Type	NIPPONDENSO - CDI
	Standard spark plug	NGK D8 EA - NKG DR 8 ES
	Spark plug electrode distance	0,6 ÷ 0,7 mm

ELECTRIC SYSTEM	Battery	12 V - 12 Ah
	Fuses.....	7,5 / 15 / 20 A
	Generator (with permanent magnet)	12 V - 180 W
BULBS	Dipped/high beam	12 V - 55 / 60 W
	Parking light.....	12 V - 5 W
	Turn indicators.....	12 V - 10 W
	Tail lamp/brake.....	12 V - 5 / 21 W
WARNING LIGHTS	Speedometer.....	12 V - 4 W
	Idle indicator	12 V - 2W
	High beam	12 V - 2W
	Turn indicator	12 V - 2W
	Oil level.....	12 V - 2W
	Coolant temp. indicator	12 V - 2W

RECOMMENDATIONS

Engine oil (recommended): IP EXTRA RAID 4, SAE 20W - 50 / IP SUPERBIKE 4, SAE 5W - 40.

As an alternative to the recommended oils, it is possible to use high-quality oils with characteristics in compliance with or superior to the CCMC G-4 A.P.I. SH specifications.

Bearings and other lubrication points (recommended): IP AUTOGREASE MP. As an alternative to the recommended product, use high-quality product for rolling bearings, working temperature range -30°C.... +140°C, dripping point 150°C... 230°C, high protection against corrosion, good resistant to water and oxidation.

Fork oil (recommended): IP F.A. 5W or IP F.A. 20W fork oil. If you need an oil with intermediate characteristics in comparison with the two recommended products, these can be mixed as indicated below:

- SAE 10W = IP F.A. 5W 67% of the volume, + IP F.A. 20W 33% of the volume.
- SAE 15W = IP F.A. 5W 33% of the volume, + IP F.A. 20W 67% of the volume.

Protection of the battery poles: neutral grease or vaseline.

Spray grease for chains (recommended): IP CHAIN SPRAY.

Brake liquid (recommended): IP F.F., DOT 5 (Compatible DOT4).



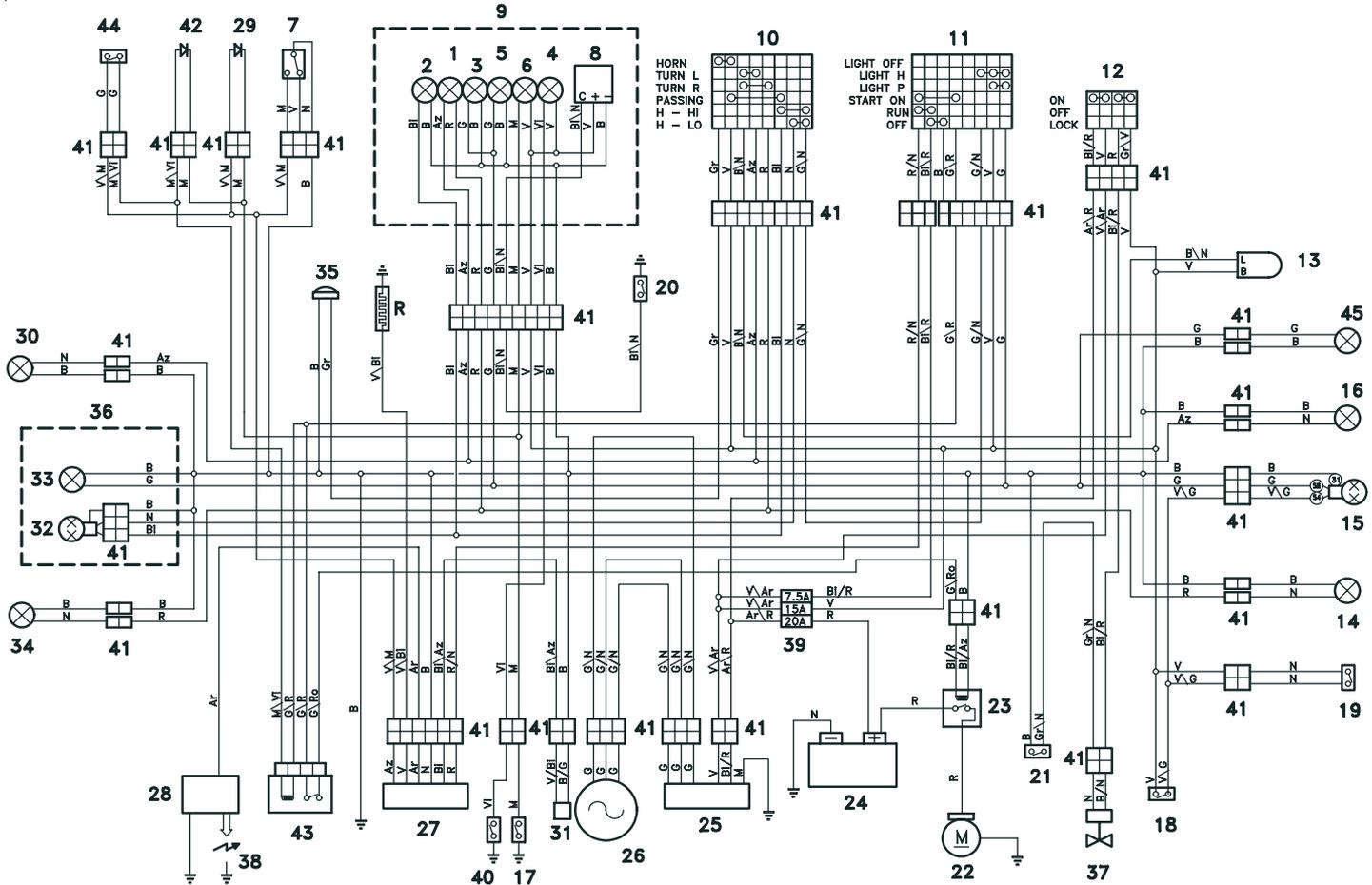
Use new brake fluid only.

Engine coolant (recommended): IP ECOBLU -40°C.



Use only antifreeze and anticorrosive without nitrite, ensuring protection at -35° C at least.

WIRING DIAGRAM - Motó 6.5



WIRING DIAGRAM KEY - Motó 6.5

- 1) Turn indicator warning light
- 2) High beam warning light
- 3) Thermometer light
- 4) Engine oil pressure warning light
- 5) Speedometer light
- 6) Neutral gear warning light
- 7) Side stand switch
- 8) Coolant thermometer
- 9) Dashboard
- 10) Left light switch
- 11) Right light switch
- 12) Key switch
- 13) Blinking
- 14) Right rear turn indicator
- 15) Rear light
- 16) Left rear turn indicator
- 17) Neutral gear switch
- 18) Rear stoplight switch
- 19) Front stoplight switch
- 20) Water temperature thermistor
- 21) Fan thermal contact
- 22) Starter
- 23) Starting relay
- 24) Battery
- 25) Voltage regulator
- 26) Generator
- 27) CDI unit
- 28) Spark coil
- 29) Diode 1
- 30) Left front turn indicator
- 31) Pick up
- 32) High/low beam light
- 33) Front parking light
- 34) Right front turn indicator
- 35) Horn

- 36) Headlight
- 37) Fan
- 38) Spark plug
- 39) Fuses
- 40) Engine oil pressure sensor
- 41) Multiple connectors
- 42) Diode 2
- 43) Starting safety relay
- 44) Clutch switch
- 45) Number plate light

CABLE COLOURS

- Ar Orange
Az Light blue
B Blue
Bi White
G Yellow
Gr Gray
M Brown
N Black
R Red
V Green
Vi Violet

The Aprilia logo, featuring the word "aprilia" in a lowercase, sans-serif font with a stylized vertical bar through the letter 'i', set against a dark grey rectangular background.

Importers

APRILIA MOTO UK LTD

GREGORY WAY, SOUTH REDDISH
STOCKPORT CHESHIRE, SK5 7ST - UK
TEL. 0044 161 4765770
FAX 4764545

IDEAL MOTO SPORT PTE LTD.

31, HOWARD ROAD
1336 SINGAPORE - SGP
TEL. 065 2820082
FAX 2821012

ASK FOR ORIGINAL SPARE PARTS ONLY

The Aprilia logo, featuring the word "aprilia" in a lowercase, sans-serif font with a stylized vertical bar through the letter 'i', set against a dark grey rectangular background.

NOTE

aprilia s.p.a. wishes to thank its customers for the purchase of this vehicle.

- Do not dispose of used oil, fuel, polluting substances and components in the environment.
- Do not keep the engine running if it isn't necessary.
- Avoid troublesome noises.
- Respect nature.

