

OWNER'S MANUAL

NRG 50 DIRT BIKE



ATTENTION:

1,CHILDREN UNDER 16 YEARS OLD DO NOT ALLOWED TO DRIVE THIS BIKE.

2,BEFORE DRIVE THE BIKE,PLEASE DO CHECK EVERYTHING AS THE BRAKE SYSTEM,ADD PUT THE RIGHT #97 GASOLINE WITH OIL MIXED.GAS:OIL:20:1.

3,.AND DRIVING SHOULD FOLLOW THE LOCAL LAWS

4,THIS BIKE IS PACKING WITH THE FRONT WHEEL DISASSEMBLY,SO BEFORE DRIVE,PLEASE PUT ON THE FRONT WHEELS,AND FIXING THE HAND BAR.

5,PLEASE READ THE FOLLOW PAGES VERY CAREFULLY BEFORE YOU USE THIS BIKE.

INTENDED PURPOSE

mini-sports motorcycles are designed and constructed to resist the usual wear and tear of normal use in competitions.

The motorcycles comply with the regulations and categories currently in effect with the leading international motorcycle associations.

OWNER'S MANUAL

Please read this manual thoroughly before letting your youngster ride the motorcycle for the first time. This manual contains important information and recommendations that will help you and your youngster to operate and handle the motorcycle properly. In the interest of everybody involved, we urge you to pay particular attention to instructions and information marked as follows:

WARNING

- Ignoring these instructions can be dangerous to life and limb!

CAUTION

- Ignoring these instructions may damage parts of the motorcycle or impair the motorcycle's traffic safety!

This manual contains important information on the operation and maintenance of your new KTM motorcycle. It went to press describing your model's latest state of development. Nevertheless, the descriptions may deviate slightly from the current design as our motorcycles are permanently improved. The Owner's Manual is an integral part of the motorcycle and must be handed over to the new owner when the motorcycle is sold.

SERVICE

Observance of the service, maintenance and tuning instructions for the engine and chassis specified in the Owner's Manual is a prerequisite for faultless operation and the avoidance of premature wear. An improperly tuned chassis can lead to damage and breakage of the chassis components (see chapter on checking the basic chassis setting).

The use of the motorcycle under extreme conditions, e.g. on extremely muddy and wet terrain, can lead to higher than average wear on components such as the drive train or the brakes. In this case it may become necessary to service or replace wear parts before the service limit specified in the maintenance schedule has been reached.

We expressly point out that work marked with an asterisk (*) in the chapter "Maintenance work on the chassis and engine" must be performed by a KTM workshop. If maintenance work should become necessary during a competition, it must be performed by a trained mechanic.

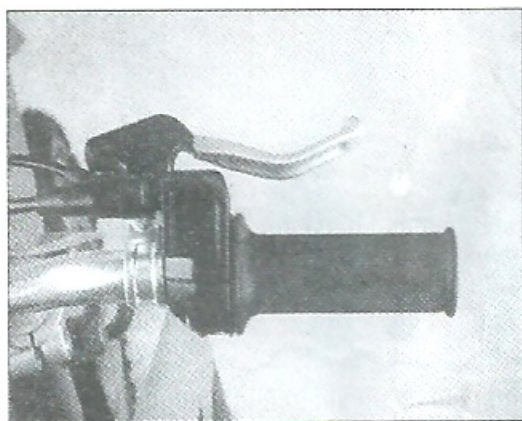
Please strictly observe the prescribed running-in periods and inspection and maintenance intervals. Compliance with these instructions will significantly prolong the life of your motorcycle.



mini motorcycles are off-road motorcycles designed for one person only. They are not allowed on public roads.

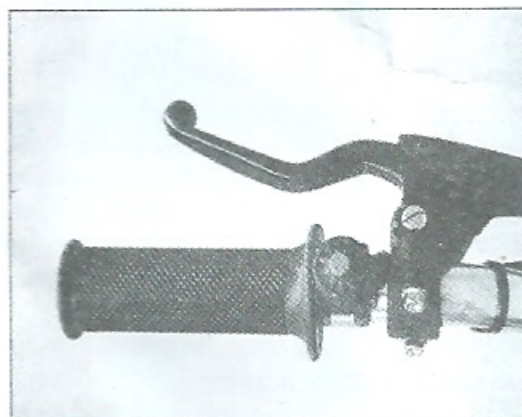
The vehicle dimensions and components are designed for children over 16 years old with a maximum weight of 35 kg (78 lbs) and a maximum height of 130 cm (51 in).

- Have your youngster wear proper protective gear whenever he or she rides the motorcycle: helmet, eye protection, chest, back, arm and leg protectors, gloves and boots. To set a good example, be sure to wear protective gear yourself whenever riding a motorcycle!
- Before your youngster takes his or her first ride, explain how each of the controls works and check if your youngster has understood what you explained. We recommend to review the entire owner's manual with your youngster item by item, paying particular attention to the specially marked warnings and pointing out the danger of injury. Please drive follow the local country law.
- Instruct your youngster about riding and falling techniques, explain how the motorcycle will respond to shifting of the rider's weight, etc.
- Before starting the motorcycle for the first time check whether the basic fork and shock absorber settings are suitable for your child's weight (see chapter on checking the basic chassis setting).
- Before using the motorcycle you should always check all components for proper operation (see maintenance schedule). Have your youngster perform these technical checks himself / herself as well.
- Whenever you go for a ride with your youngster, keep in mind that the speed should be adjusted to your youngster and not the other way around.
- Your youngster must understand that all instructions he or she receives from you or any other supervising adult must be followed.
- Your child must be physically ready to ride a motorcycle. This means that he or she must at least be able to ride a bicycle. Being good at sports that require fast reactions is an additional advantage. Your youngster should be strong enough to pick up the motorcycle after a fall.
- Never demand too much of your youngster. Give him or her time to get used to the motorcycle and to improve his / her riding skills. Do not even consider letting your youngster participate in a race before his / her physical condition, riding skills and motivation have sufficiently developed.
- Explain to your youngster that he / she should always adjust his / her riding speed to the local conditions as well as to his / her own riding skills and that excessive speed can cause falls and severe injuries. Always keep in mind that youngsters tend to underestimate dangers or fail to recognize them altogether. The riding speed must be reduced, in particular, on unknown terrain.
- Never let your youngster ride the motorcycle without supervision. An adult should always be present.
- The motorcycle is designed for one rider only. Your youngster is not allowed to transport a passenger.
- When you go for a ride, somebody at home should always know where you are going and when you will be back. This makes it easier to send you help, should problems occur.



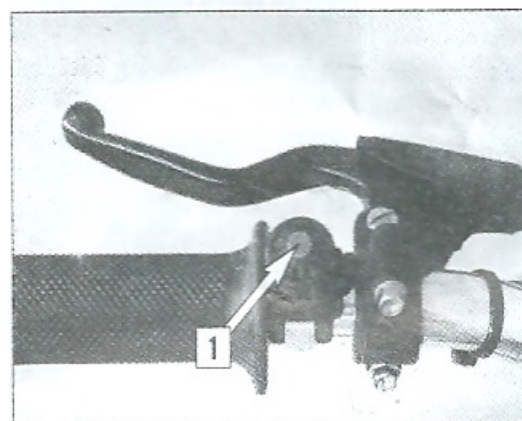
Hand brake lever (50 Mini SX)

The hand brake lever is located on the right side of the handlebars and actuates the front wheel brake. The basic position can be adjusted to fit your child's hand.



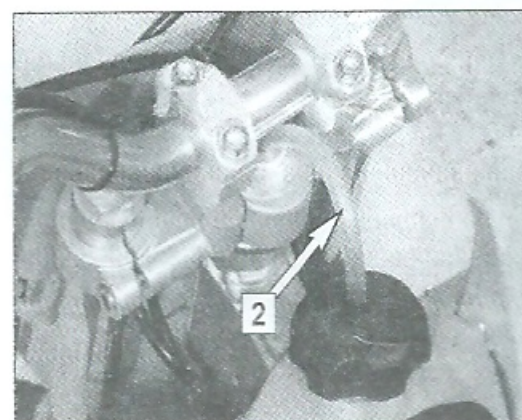
Left hand brake lever

The left hand brake lever is used to operate the rear wheel brake via a control cable.



Short circuit button

The short circuit button [1] turns off the engine. When pressing this button, the ignition circuit is short-circuited.



Filler cap

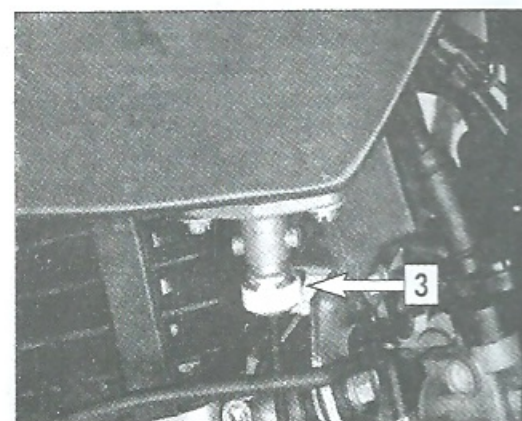
To open it:

Turn filler cap counter-clockwise.

To close it:

Put filler cap back on and tighten it by turning it clockwise.

Install tank breather hose [2] without kinks.



Fuel tap

The fuel tap [3] is located at the front of the motorcycle on the left side of the tank.

Opening the fuel tap:

Turn the knob all the way to the left.

Closing the fuel tap:

Turn the knob all the way to the right.

GENERAL TIPS AND WARNINGS FOR STARTING THE MOTORCYCLE »



Instructions for the first ride

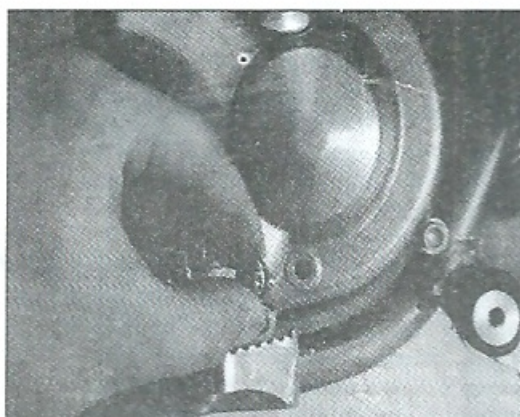
- Make sure the work for the „pre-delivery inspection“ was performed by your authorized workshop. The DELIVERY CERTIFICATE and SERVICE MANUAL will be handed over when you pick up your vehicle.
- Please note that this model has SEPARATE LUBRICATION (see page 13)
- Before your youngster takes his or her first ride, explain how each of the controls works and check if your youngster has understood what you explained. We recommend to review the entire owner's manual with your youngster item by item, paying particular attention to the specially marked warnings and pointing out the danger of injury.
- Adjust the basic hand brake lever position to your youngster's hand size. Your youngster should, of course, wear gloves!
- To prevent injury, teach your youngster the basic riding skills on soft ground, e.g. on a meadow or in the garden. Be sure that there is room enough to maneuver, and that no other riders are close.
- To ensure that your youngster gets the feel of the brakes, have your youngster operate the brakes while you push the motorcycle. Do not start the engine before your youngster has learned to apply both brakes with appropriate pressure.
- Now your youngster must get the feel of the throttle. Start the engine, hold the motorcycle and have your youngster slowly open the throttle. Then, your youngster can take his/her first ride. Initially, your youngster should ride back and forth between two persons who help the young rider to stop the motorcycle. However, you should also teach your youngster how to stop the motorcycle himself/herself.
- To improve his/her riding skills, your youngster should practice riding the motorcycle standing on the footpegs or riding at the slowest possible speed. Additionally, you can arrange a series of obstacles and have your youngster drive around them, etc. Tell your youngster to look 3-10 m ahead, depending on the speed, to recognize and avoid obstacles. When riding through curves, the rider should also look far ahead into the curve.
- Pay attention to running-in procedure.

Running in

- Even very precisely machined sections of engine components have rougher surfaces than components which have been sliding across one another for quite some time. Therefore, every engine needs to be broken in. For this reason, during its first 5 hours the engine must not be revved up to its performance limits.
- Apply low but changing loads for running-in.
- DO NOT DRIVE AT FULL LOAD FOR THE FIRST 5 HOURS!

⚠ WARNING

- Have your youngster wear proper protective gear whenever he or she rides the motorcycle: helmet, eye protection, chest, back, arm and leg protectors, gloves and boots. To set a good example, be sure to wear protective gear yourself whenever riding a motorcycle!
- The motorcycle has a centrifugal clutch. The motorcycle begins to move as soon as the throttle is opened.
- Always apply the front brake when starting the engine and release the brake slowly when the engine is running. An activated choke increases the idle speed of the engine, the centrifugal clutch thus beginning to engage. Therefore, the motorcycle can begin to move when the brake levers are released.
- When the engine speed drops to the level at which the centrifugal clutch disengages, braking with the engine is no longer possible and the motorcycle can only be slowed down using the brakes.
- Your child should never drive faster than its skills and the terrain permit.
- Never let your child drive its motorcycle unchaperoned.
- Replace the helmet visor or goggle glasses early enough. When light shines directly on a scratched visor or goggles, you will be practically blind.
- Only use accessory parts recommended by.
- Never leave your motorcycle without supervision as long as the engine is running.
- mini models are designed for one person only. Passengers are not allowed.
- These models do not comply with the regulations and safety standards established by the law. Therefore, they are not permitted on public roads.
- Always keep in mind that other people feel molested by excessive noise.



What you should check before each start

When you start off, the motorcycle must be in a perfect technical condition. For safety reasons, you should make it a habit to perform an overall check of your motorcycle before each start.

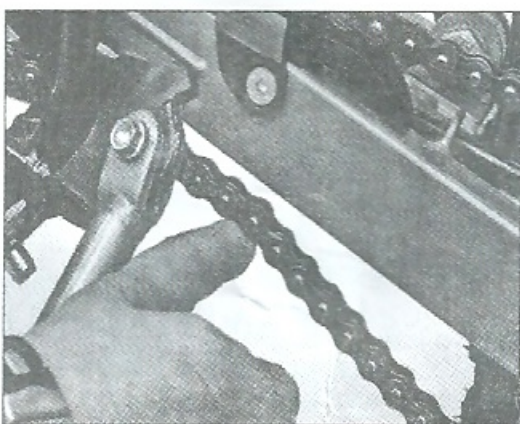
The following checks should be performed:

1 CHECK TRANSMISSION OIL LEVEL

A lack of gear oil leads to premature wear and finally results in destruction of the gear wheels.

2 FUEL

Check that there is sufficient fuel in the tank; when closing the filler cap, check that the tank venting hose is free of kinks.

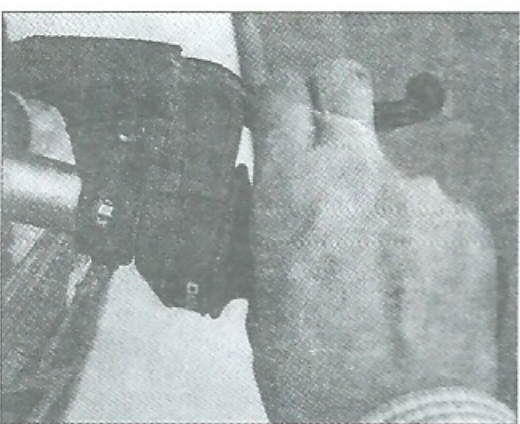


3 CHAIN

A loose chain may fall off the chain wheels; an extremely worn chain may tear, and insufficient lubrication may result in unnecessary wear of the chain and chain wheels.

4 TIRES

Check for damaged tires. Tires showing cuts or dents must be replaced. Also check the air pressure. Insufficient tread and incorrect air pressure deteriorate the driving performance.

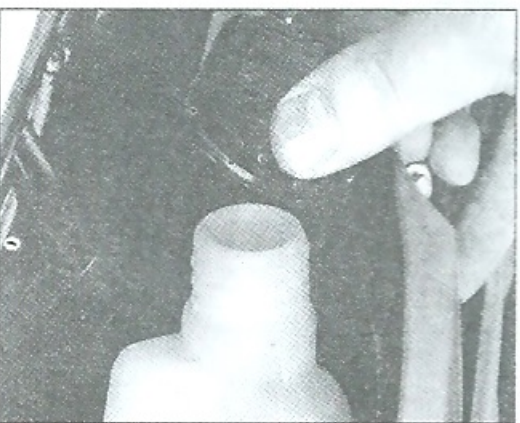


5 THROTTLE CABLE

Check the throttle cable for proper adjustment and smooth operation.

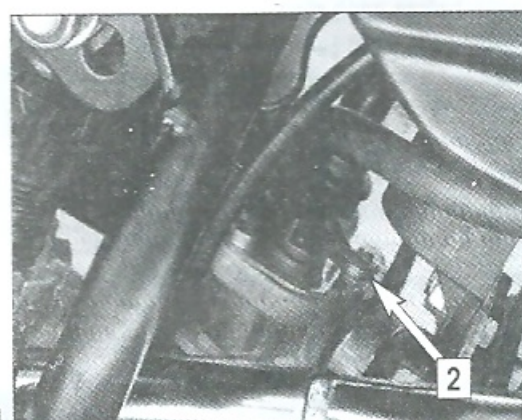
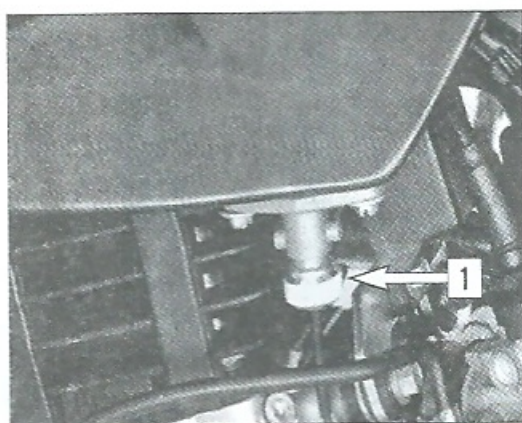
6 BRAKES

Check the brakes for proper adjustment and correct operation. Check the brake fluid level for the disk brake.



7 OIL TANK

Check the oil level in the tank. A shortage of two-stroke engine oil will lead to engine damage.



Starting when the engine is cold

- 1 Open fuel tap [1].
- 2 Operate the choke [2].
- 3 Swing the side stand all the way up.
- 4 Squeeze both brake levers.
- 5 Operate the kickstarter, depressing it all the way, without opening the throttle.

! WARNING

- When starting the engine, put on motorcycle boots in order to avoid injuries. You may slip off the kickstarter, or the engine may kick back if you do not kick hard enough.
- Do not start the engine and allow it to idle in a closed area. Exhaust fumes are poisonous and can cause loss of consciousness and death. Always provide adequate ventilation while the engine is running.
- Never tilt the motorcycle over the side stand to warm up the engine. The side stand could fold away and the motorcycle run out of control.

! CAUTION

Driving a cold engine at high speed will reduce the life of the engine. We recommend to warm the engine up at a medium engine speed for several minutes before switching to full load.

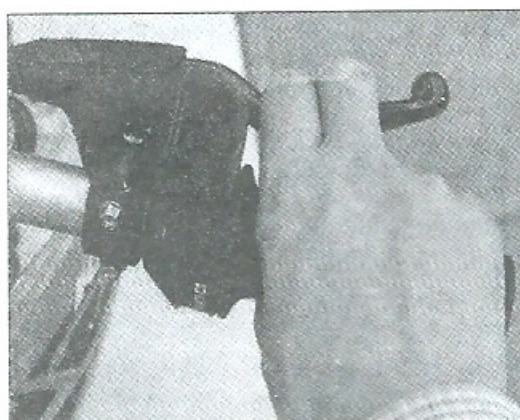
Note: If you have trouble starting the motorcycle, this could be due to old fuel in the float chamber. The easily inflammable components of the new fuels evaporate during longer periods of standstill. When the motorcycle has been out of operation for more than a week, it is therefore recommended to drain the old fuel from the float chamber. The engine will immediately start off when the float chamber is filled with new fuel.

Starting when the engine is warm

- 1 Open fuel tap [1].
- 2 Swing the side stand all the way up.
- 3 Squeeze both brake levers.
- 4 Operate the kickstarter, depressing it all the way, without opening the throttle.

What to do when the engine is „flooded“

- 1 Close fuel tap [1].
- 2 Squeeze both brake levers.
- 3 Start engine with full throttle. If necessary, unscrew spark plug and dry it.
- 4 Once the engine is running, open fuel tap again.



Starting off

Slowly release the brake lever while simultaneously opening the throttle.

! WARNING

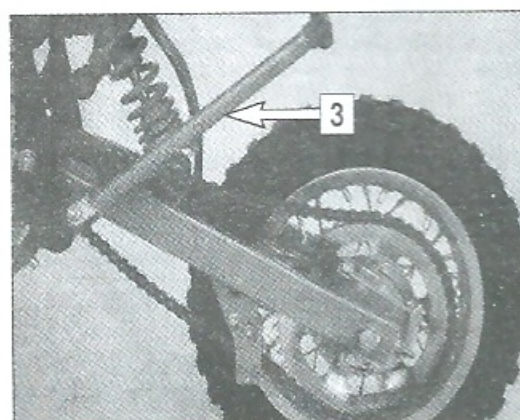
Always make sure the side stand [3] is kicked all the way up before you let your child drive off. If the stand drags on the floor, you may lose control of your motorcycle.

Driving

The engine speed, and thus the driving speed, are regulated by the throttle grip. The choke must always be deactivated as soon as the engine has warmed up.

! CAUTION

- In the event that, while your child is riding on the motorcycle, you notice any unusual operation-related noise, your child should stop immediately, turn the engine off, and contact an authorized KTM dealer.
- After falling with the motorcycle, check all its functions thoroughly before using it again.
- A bent handlebar must always be replaced. Never try to straighten the handlebar because this will cause it to lose its stability.





Braking

Close the throttle and squeeze both brake levers simultaneously. On sandy, wet or slippery terrain the rear wheel brake should be preferred. The brakes should always be operated carefully as locking wheels can cause skidding or falls.

⚠ WARNING

- Brake drum and linings heat up during brake operation, thus reducing the effect of the brakes.
- Wet brakes have reduced brake performance, therefore be sure to brake them dry after cleaning.
- If the resistance of the hand brake lever feels unresponsive, something is wrong with the brake system. Have the brake system checked at a workshop before you let your child drive the motorcycle.



Stopping

Reduce the speed. Immediately before the motorcycle comes to a stop, put the left foot down. To turn off the engine, press the short circuit button until the engine stops. Close the fuel tap.

⚠ WARNING

Motorcycles produce great heat during operation. Therefore, keep in mind that the engine, the exhaust system and the brakes can heat up considerably. Make sure that these parts are not touched and always take care, when parking the motorcycle, that other persons will not burn themselves.

! CAUTION

- Close the fuel tap when leaving the motorcycle. Otherwise the carburetor may get flooded and fuel will enter the engine.
- The side stand is only designed for the weight of the motorcycle. If you get on the motorcycle and thus put additional weight on the side stand, the side stand or the frame can be damaged and the motorcycle may fall on the side.



Refuelling, fuel

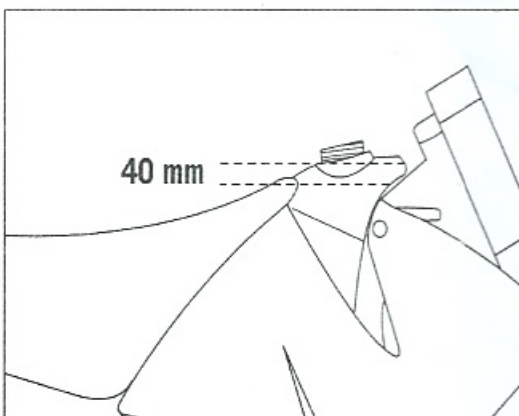
Refuel with pure fuel (RON 95) for separate lubrication.

⚠ WARNING

Gasoline is highly flammable and poisonous. Extreme caution should be used when handling gasoline. Never refuel the motorcycle near open flames or burning cigarettes. Always switch off the engine before refueling. Be careful not to spill gasoline on the engine or exhaust pipe while the engine is hot. Wipe up spills promptly. If gasoline is swallowed or splashed in the eyes, seek a doctor's advice immediately.

! CAUTION

- Only use premium-grade gasoline RON 95. Other types of gasoline can cause engine failure.
- Only use known brands of high-grade 2-stroke engine oil.
- Not enough oil or low-grade oil can cause erosion of the piston. When using too much oil, the engine may start smoking and foul the spark plug.
- Fuel expands when its temperature rises. Therefore do not fill the tank to the top. (see fig.)



CLEANING »

Clean your motorcycle regularly in order to keep its painted finish looking shiny and new.

The best manner would be to use warm water that has been mixed with a commercially available washing detergent and a sponge. The hard dirt can be removed before with the help of a soft water jet.

! CAUTION

Never clean your motorcycle with a high-pressured cleaner or a high-pressured water jet, otherwise the water might run into the electrical components, connectors, sheathed cables, bearings, carburetor, etc. and cause malfunctions, i.e., lead to the premature destruction of these parts.

- You should use commercially available detergents to clean the motorcycle. Heavily soiled parts should also be cleaned with the help of a paint brush.
- Before cleaning with water, plug the exhaust pipe to prevent water ingress.
- After the motorcycle has been rinsed with a soft water jet, it should be dried by air pressure and a cloth. Then take a short drive until the engine has reached its operating temperature, and also operate the brakes. The heat also causes the water at the inaccessible parts of the engine and the brakes to evaporate.
- Slide back the protective covers on the handlebar-mounted instruments so that any water that may have seeped into this part of the motorcycle is allowed to evaporate.
- After the motorcycle has cooled down, oil and grease all the gliding bearing parts. Also treat the chain with a chain spray.
- To prevent failures in the electric system, you should treat the short circuit button with a contact spray.

STORAGE »

If you want to put your motorcycle away for longer periods of time, please observe the following instructions:

- Clean motorcycle thoroughly (see chapter: CLEANING)
- Change engine oil (old engine oil contains aggressive contaminations).
- Let the engine warm up again, close fuel tap and wait until the engine dies off by itself. In this way, the carburetor jets are prevented from becoming resin-clogged by the old fuel.
- Remove spark plug and fill in approx. 5 ccm of engine oil into the cylinder through the opening. Actuate kickstarter 10 times in order to distribute the oil onto the cylinder walls and mount the spark plug.
- Let fuel flow out of tank into an appropriate basin.
- Correct tire pressure.
- Lubricate bearing points of the control levers, footrests, etc. as well as the chain.
- The storage place should be dry and not be subjected to overly great temperature fluctuations.
- Cover the motorcycle with an air permeable tarpaulin or blanket. Do not use airtight materials, as possible humidity might not be able to escape and thereby cause corrosion.

! CAUTION

It would be very bad to let the engine run for a short time during the storage period. The engine would not get warmed up enough and the thus developed steam would condense during the combustion process and cause the exhaust to rust.

USE AFTER PERIOD OF STORAGE

- Fill up tank with fresh fuel.
- Check motorcycle as before each start (see driving instructions).
- Take a short, careful test ride first.

NOTE: Before you put your motorcycle away for the winter, you should check all parts for their function and wear. Should any service jobs, repairs, or any refitting be necessary, you should have them carried out during the off-season (lower workload at mechanics' shops). This way, you can avoid the long waiting times at your shop at the beginning of the next biking season.

INSTRUCTION FOR START BIKE

A:For new bike should be start as below:

- 1,Adjust the idle to highest speed,**
- 2,Made the carburator choke closed(PULL UP)**
- 3, Kick start the engine,and when kick please do not turn the throttle, or will too much gas into cylinder cause the start problem**
- 4,after engine start,turn the throttle when engine hot,first made carburator choke open(PRESS DOWN)then adjust the idle,**
- 5,start the bike driving**

B:For the bike that already too much gas into cylinder under the wrong way ,so do as below:

- 1,moved the spark plug**
- 2,clean and use one of your finger press on the hole which installed spark plug,**
- then kick the kick start several times,till all the gas in cylinder spary out.**
- 3,installed the spark plug**
- 4,Keep the carburator chock open(PRESS DOWN)**
- 5,Turn the throttle to the end,then not move back,kick the kick start till the engine start**