

Congratulations!

You have just bought a SCORPA TYS 125 F. Welcome in the family of the SCORPA's customers.

This motorbike is the fruit of the experience of the high level of trial and of advanced technology. As all products of our range, it benefits from the expertise of our suppliers and from the high level of quality in the manufacturing of our motorbikes, which is well known in the world of trial.

The use of this bike requires the greatest precaution in order to take advantage of the abilities. It is very important to read this user manual before starting the bike. In this, you could find the pieces of information about the maintenance and the controls of your bike. First and foremost you will find all security instructions to avoid the risks and the danger of bike-riding.

Moreover, the advice given in this manual will help you to keep your bike in perfect working order. If necessary, do not hesitate to go and see your dealer SCORPA. The company SCORPA wishes you would find pleasure in riding your SCORPA TYS 125 F. Do not forget the security must always be the first preoccupation.

Thank you very much.

Those symbols give you pieces of information about the most important notions. They are described here:



**DANGER! BE CAREFUL, IT CONCERNS THE SECURITY**



**WARNING**

If the instructions given are not respected, it can have serious consequences for the health of the rider, of third party and of the people who work on the bike.

**WARNING**

This symbol concerns the indications, the precautions and the instructions which must be followed to avoid the deterioration of your vehicle.

**NB**

This symbol introduces pieces of information which will allow you to maintain your bike.

**NB:** The user manual takes part in the bike and must be given to the new owner in case the bike is sold. SCORPA is always working to develop and to improve its products, so that you could find a few modifications in this manual in comparison with your bike.

**SCORPA TYS 125 F  
USER MANUAL**

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A .SECURITY

B. DESCRIPTION OF THE VEHICLE

Left side

Right side

Controls, warning lights, instruments

C. CONTROLS, WARNING LIGHTS, INSTRUMENTS

1. Controls and electric switches:

Warning lights

Switches group

2. Controls and mechanical switches:

Speedometer

Clutch lever

Gearshift lever

Front brake lever

Rear brake pedal

Choke handling

Antitheft lock

3. Fuel tank:

Fuel tank cap

Fuel

Fuel tap

4. Side stand

D. CHECKINGS BEFORE USING THE BIKE

Points which must be checked before starting the bike

E. INSTRUCTIONS AND ADVICES FOR THE DRIVING

Starting (cold engine)

Starting (warm engine)

Gear shift

Reduction of fuel consumption

Engine running-in

Parking

F. MAINTENACE AND LITTLE REPAIRINGS

Tools  
Regular lubrications and maintenance  
Spark plug control  
Engine oil and oil filter  
Air filter cleaning  
Carburetion setting  
Valves loose  
Wheel-axle units  
Chain  
Clutch lever linkage  
Brakes  
Lubrications  
Side stand  
Rear shock absorber  
Front fork and steering  
Replacement of electric components  
Diagnosis of breakdown

G. CARE AND STORING OF THE BIKE

Care

Putting away

H. SPECIFICATION SHEET

Specifications

Identification number

Model card

The motorbike is a really particular vehicle, which gives incomparable sensations of power and freedom. However, it is very important not to forget that the best motorbike has only two wheels, so that it can not escape from physical laws.

As a consequence, the vehicle has to be maintained in the best work order. That is exactly the same for the rider. SCORPA recommends you to respect the laws of the country where you are riding, not to ride under the influence of alcohol or of drugs. To be in a great form, without extreme fatigue, can allow you a safe driving and quick reflexes.

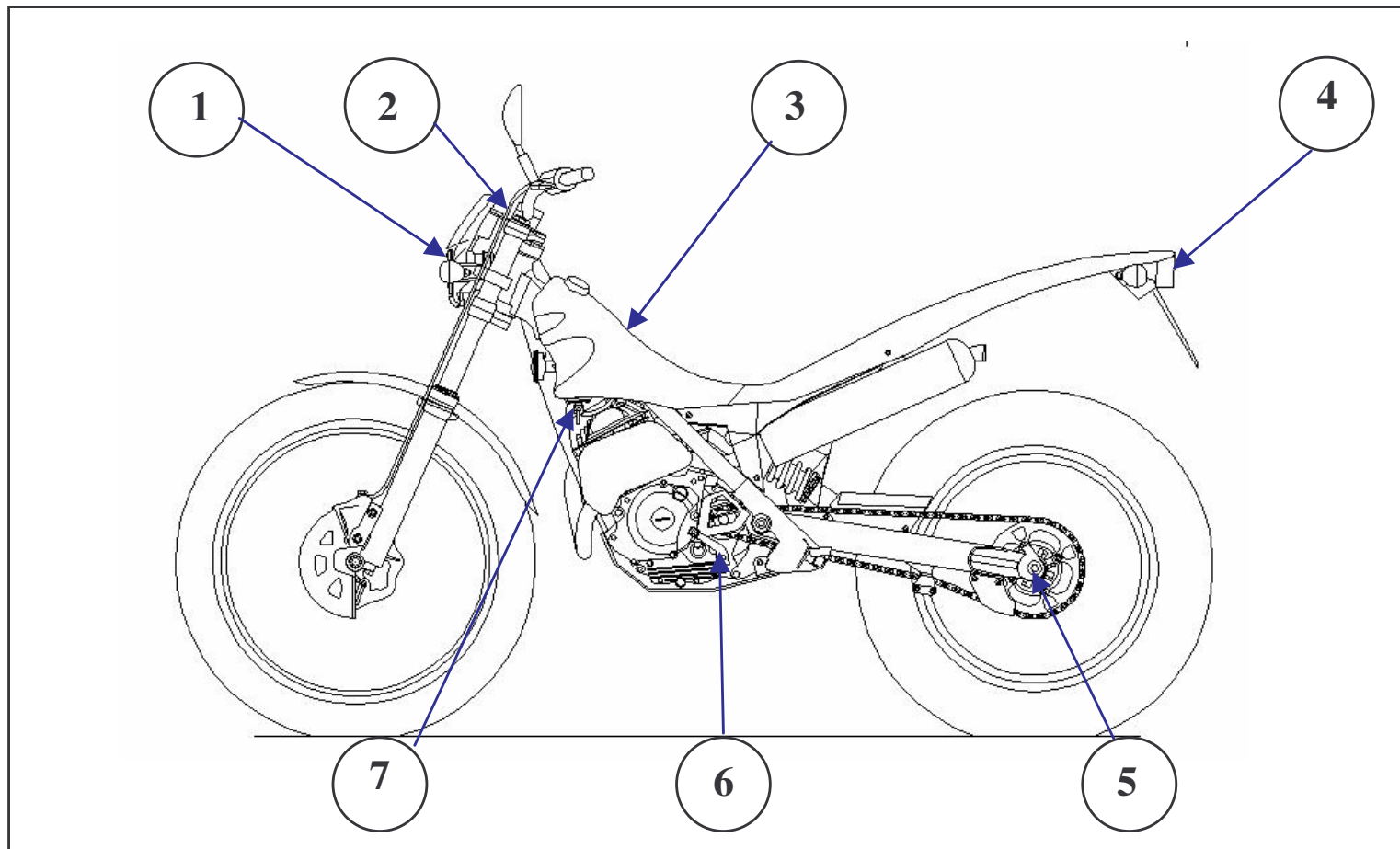
Riding motorbike implies that you wear sturdy bike clothes. The helmet, the clothes (of leather or of reinforced synthetic materials), solid shoes (preferably bike boots) and gloves are essential for the rider.

Wearing such equipments must not lead to change of the way of riding, and the security instructions must be respected. It is very important to be respectful to the legislation about maximum speed, and not to take risks.

Finally, riding a motorbike implies to be careful, always being looking not only after its own behaviour, but after those of the other drivers too.

**Left side of the bike**

- |                       |                          |              |
|-----------------------|--------------------------|--------------|
| 1. Headlight          | 2. Steering lock         | 3. Fuel tank |
| 4. Rear / stop lights | 5. Chain tension setting |              |
| 6. Gear shift lever   | 7. Fuel tap              |              |

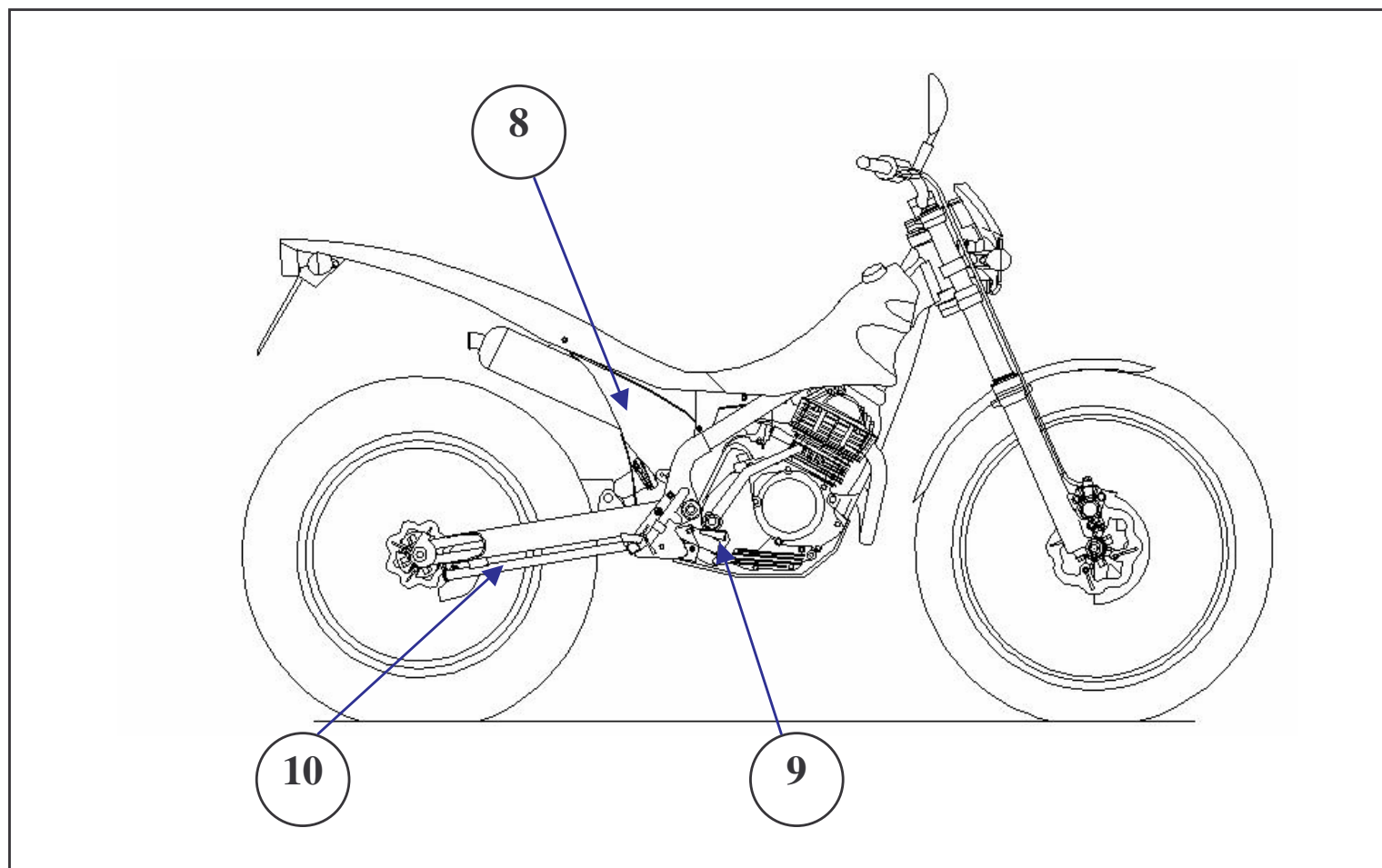


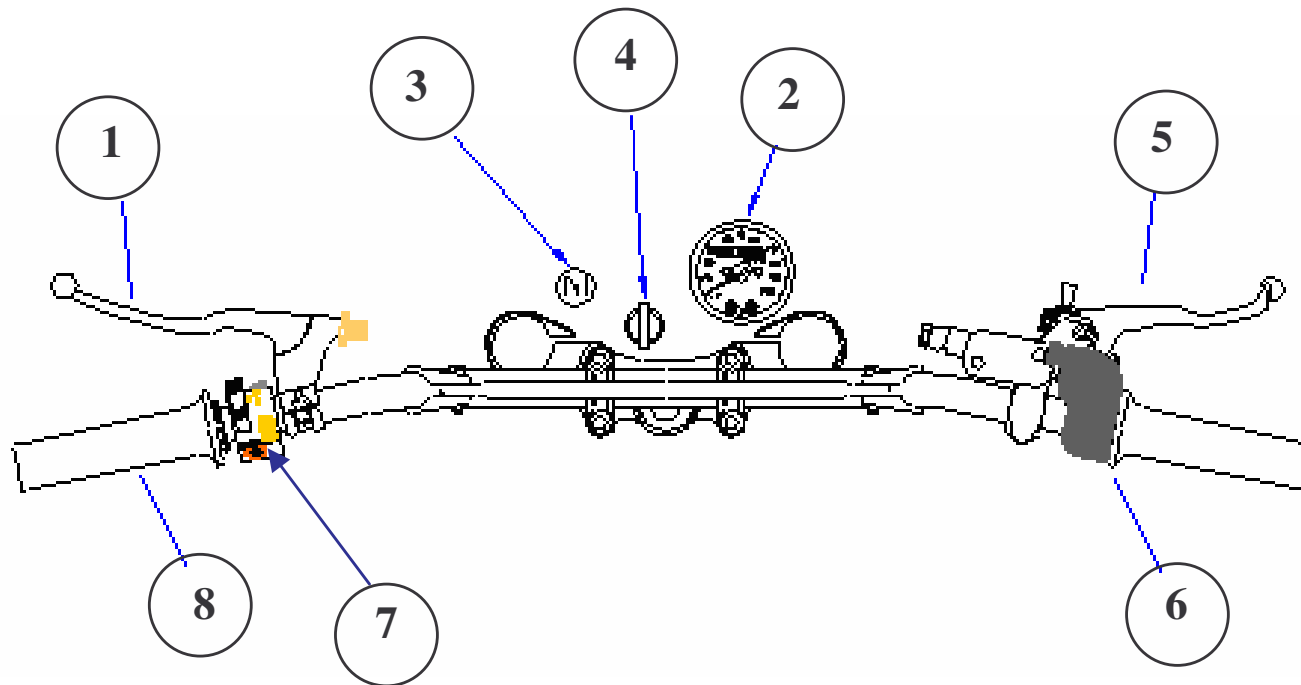
**Right side of the bike**

8. Air filter box

9. Rear brake pedal

10. Side stand





**Controls and instruments on the handlebar**

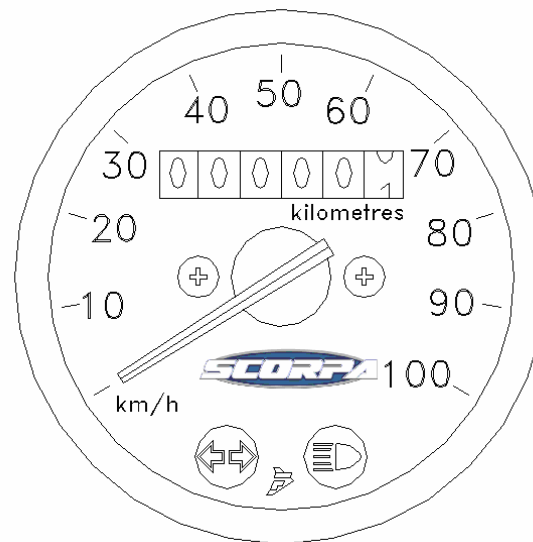
- |                  |                |             |                   |
|------------------|----------------|-------------|-------------------|
| 1. Clutch lever  | 2. Speedometer | 3. Choke    | 4. Antitheft lock |
| 5. Brake lever   | 6. Throttle    | 7. Fuel cap | 8. switches       |
| 9. Left handgrip |                |             |                   |

## CONTROLS AND INSTRUMENTS

### 1. Electric controls and switch

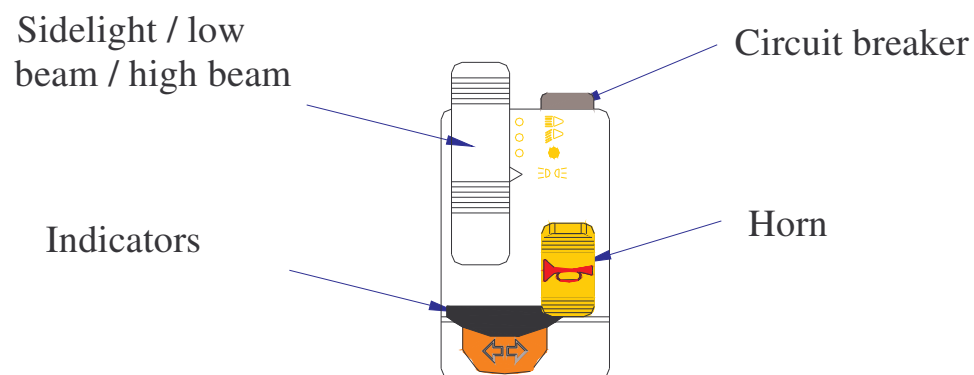
#### a) Warning lights:

They take place in the bottom of the speedometer.



- Indicators : “↔” : this light winks when the indicators control is pushed to the left or to the right
- High beam : “⊠” : this light shines when the control is put on ‘high beam’

## b) Light switches



This part is made up of four controls:

- Side light / low beam / high beam :  $\diamond \ni$     $\ni \diamond$  /  $\ni \diamond$  /  $\ni \diamond$   
You put the control on “  $\ni \diamond$  ” to switch on the high beam, on “  $\ni \diamond$  ” to switch on the low beam. The sidelight is shown by the symbol “  $\ni \diamond \ni$  ”
- Indicators control : “  $\leftarrow \rightarrow$  ”

In order to indicate a turn to the left: push the control to the left, towards the symbol “←”.

In order to indicate a turn to the right: push the control to the right: towards the symbol “→”.

NB: when the indicators control is released, it goes back to the middle. In order to turn the indicators off, press the control when it is back in central position.

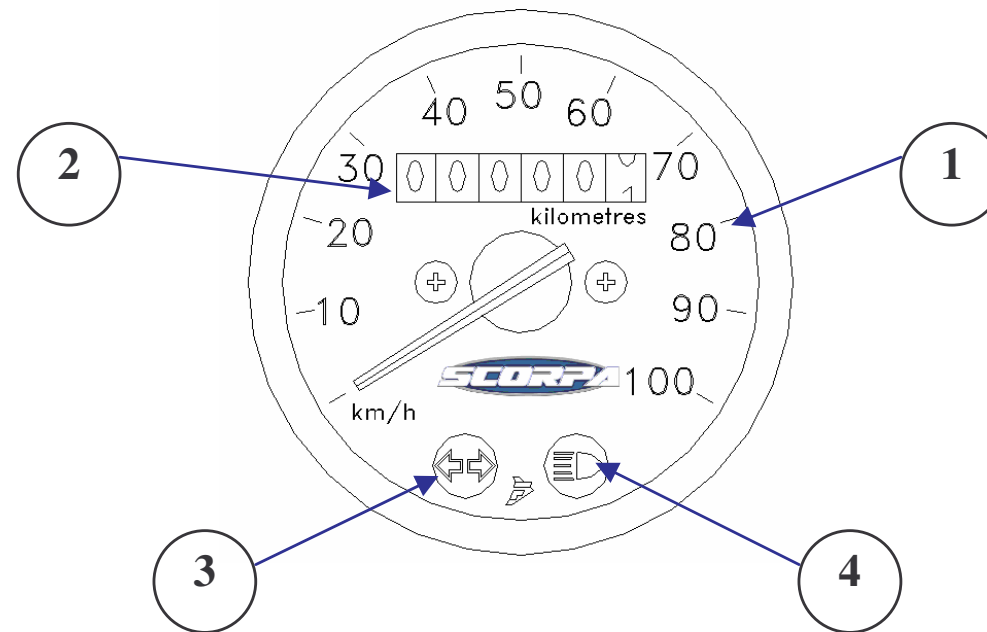
- Horn control : the horn rings when you push this control :



- Engine circuit breaker: “⊗”: press this button in an emergency like a fall, a brake or accelerator locking. That turns the engine off.

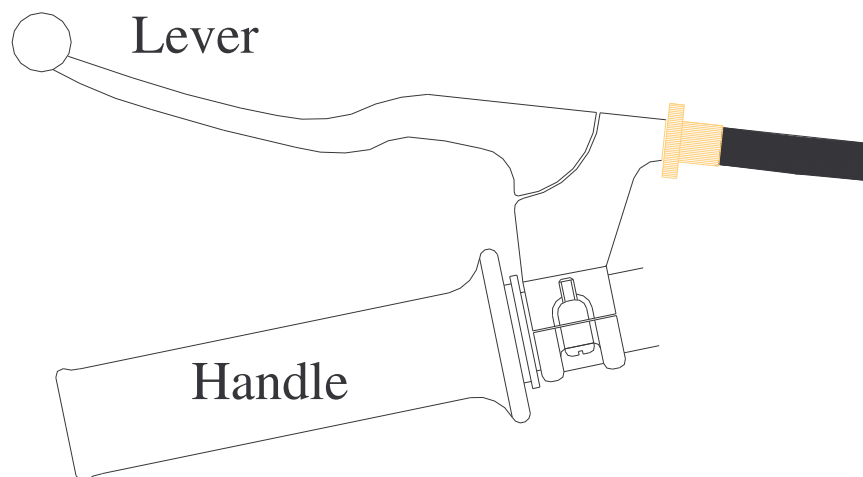
## ▪ 2. Mechanical controls and indicators

### a) Speedometer:



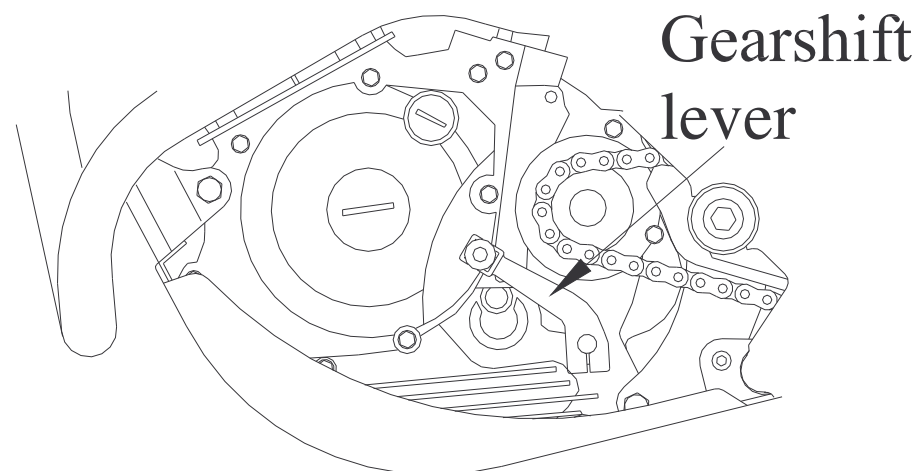
This part is made up of 4 elements:

- 1. A speedometer : it indicates the speed you are riding at
- 2. A odometer : it gives the number of kilometres covered
- 3. The turn indicators light (look at the previous paragraph)
- 4. The high beam light (look at the previous paragraph)

**b) Clutch lever**

The clutch lever is located on the left side of the handlebar. It is fixed near the left handgrip. To declutch, pull the lever towards the handgrip. To engage, just release the lever. If you would like to obtain smoothly driving, the solution is to pull the lever very quickly and to release it very progressively.

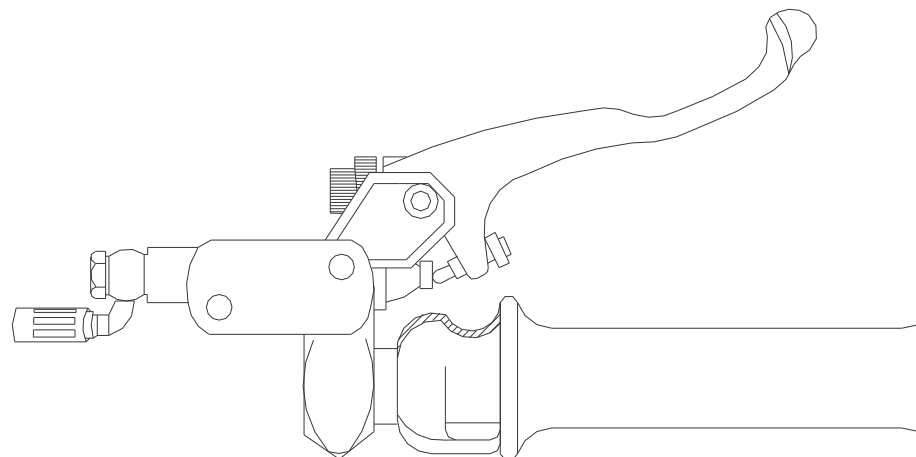
### c) Gearshift lever



The gearshift lever is situated on the left side of the bike, at left toes level, when the heel rests on the left rest-foot. The use of the gearshift lever must be done only when the engine is released. That means the clutch lever is pulled towards the handgrip. The gearshift lever allows choosing one of the 5 gears of the gearbox.

Those gears are told ‘in constant drive’.

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**d) Front brake lever**

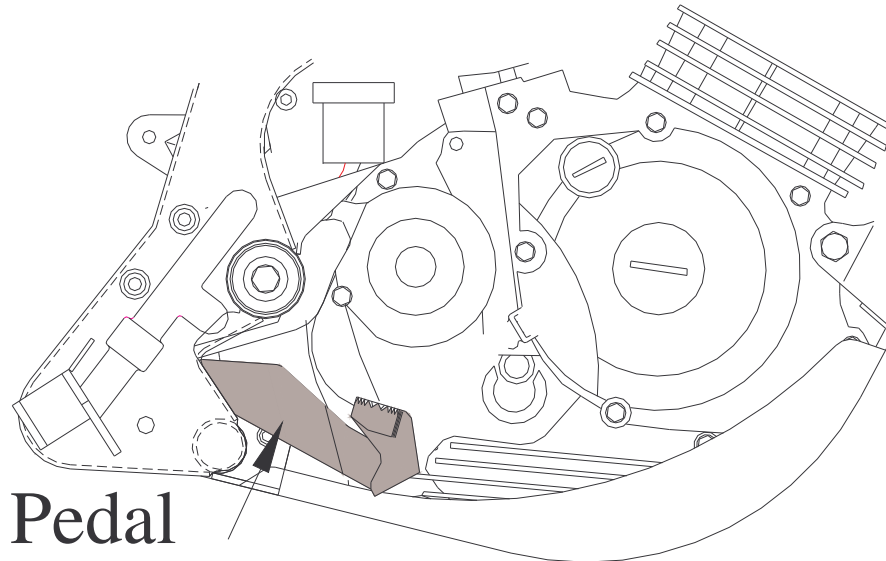
The front brake lever is situated on the right side of the handlebar. To operate the front brake, pull the lever towards the handgrip.

▲ Precautions in the handling of the brake levers.

The brake levers handling must be accompanied by high precautions. In fact, a wheel lock often means the fall of the rider and its bike.

That is one of the main reasons why the motorcyclists can fall. It is recommended to pull the lever as progressively as possible.

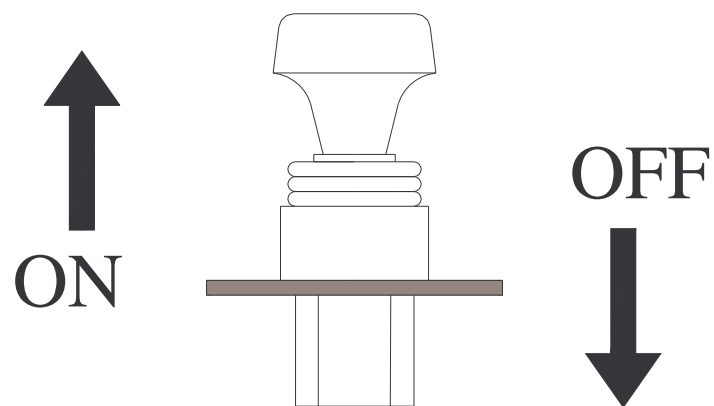
### e) Rear brake pedal



The rear brake pedal is situated on the right side of the bike, at the front of the right foot level, when the heel rests on the right rest-foot. To operate the rear brake, push the pedal towards the ground.

#### ▲ Precautions in the rear brake handling

As told for the front brake lever, be careful not to operate too strongly the rear brake pedal. Otherwise it can lead to the lock of the rear wheel and the fall of the rider.

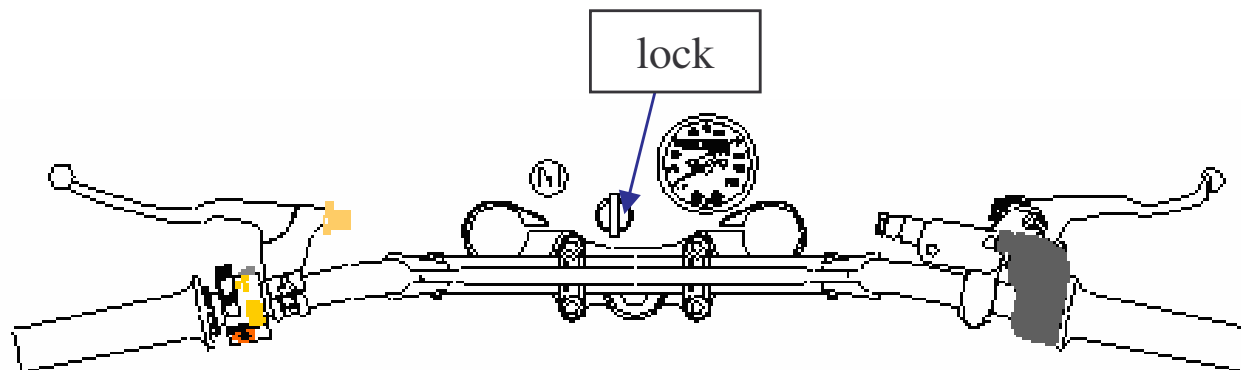
**f) Choke handling**

As the engine is cold, it may need to have recourse to the choke, in order to make the air / fuel mixture richer.

Pull the control to open the choke and enrich the mixture.

Push the control towards the ground to close the choke and to impoverish the air / fuel mixture.

## g) Antitheft lock



Locking the direction: insert the key in the lock and turn it a quarter of turn towards left. Push it and, while maintaining it pushed, turn it a quarter of turn towards right. Withdraw the key, the direction is locked.

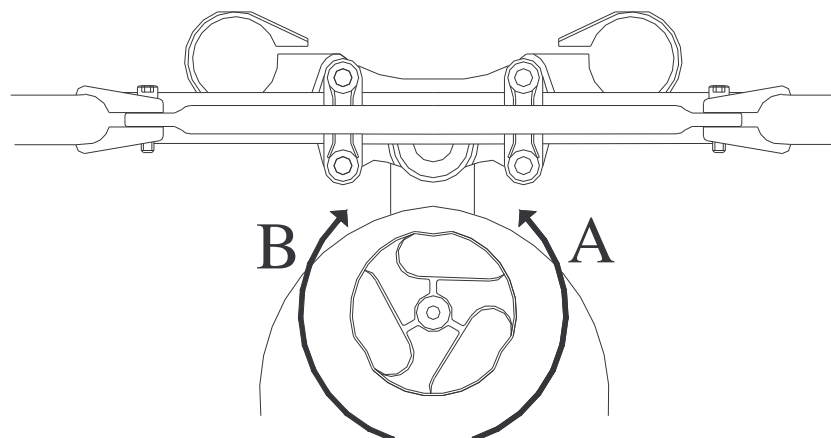
Unlocking the direction: insert the key in the lock and turn it a quarter of turn towards left: the lock goes up. Turn the key a quarter of turn towards right to withdraw the key and put it in your pocket.

**▲ WARNING**

Do not let the key in the key while riding. Always withdraw it before starting using your bike.

### 3. Fuel tank

#### a) Fuel tank cap



To remove the cap from the fuel tank, turn it anticlockwise (in the direction A), until it can be taken away. As soon as the cap is not screwed on the fuel tank, you can take it.

To put it back, turn the cap clockwise into the fuel tank (in the direction B).

When the tightening becomes harder, it is important to give one more effort, in order to be sure the fuel cap is tightened enough.

 **WARNING**

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It is very important to check that the cap is tightened enough before starting the engine and riding the bike.

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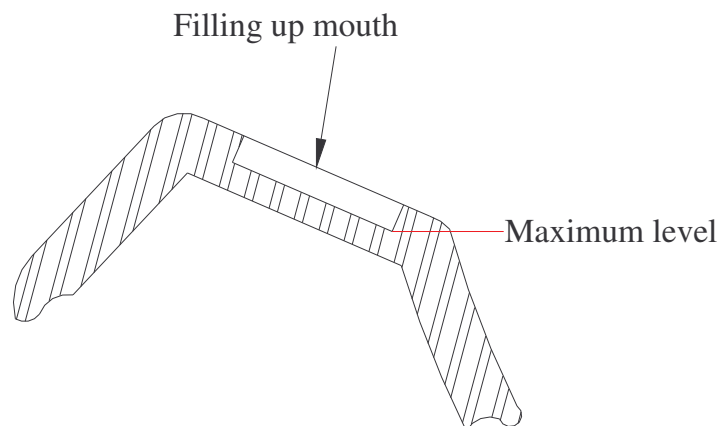
### **b) Fuel**

The recommended fuel is only lead-free high octane petrol.

The highest capacity of the fuel tank is 2,9 litres and the reserve is more than 0,5 L.

**WARNING:** the use of another fuel than this recommended by the manufacturer can cause serious deteriorations on the engine and on the exhaust system. SCORPA will not be responsible for any problem in that case

Before each use, check that the quantity of fuel is sufficient. In case it is not, complete in the tank. The filling up must absolutely not exceed the maximum level. Otherwise, the fuel contained in the tank could easily flow along it.



### ▲ AVERTISSEMENT

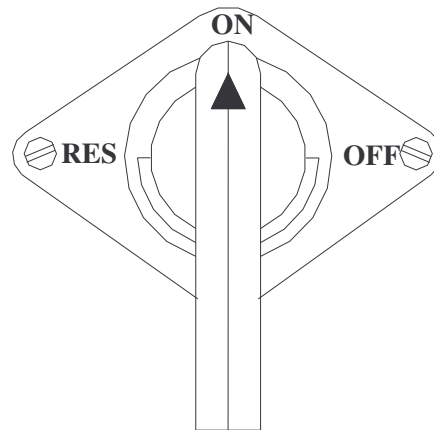
- The fuel tank must not be too much filled. In fact, as the engine is very close, the overflowing would be increased by the expansion due to the warmth.
- The filling up has to be operated with a lot of precautions. There must not be fuel on the engine. This is recommended not to fill the fuel tank near a flame or near a source of heat.

### WARNING:

When a little amount of fuel overflows on the tank during the filling up, wipe it thanks to a sweet, soft and dry duster, in order to avoid to damage plastic, polished and painted parts.

**c) Fuel tap :**

Its aim is to control the flow of fuel from the fuel tank to the carburettor, as the rider wants it to be regulated. This tap contains a filter, which role is to hold back the particles which could damage the engine. This diagram shows the three different possible positions. The chosen one is pointed out thanks to the drawn arrow:

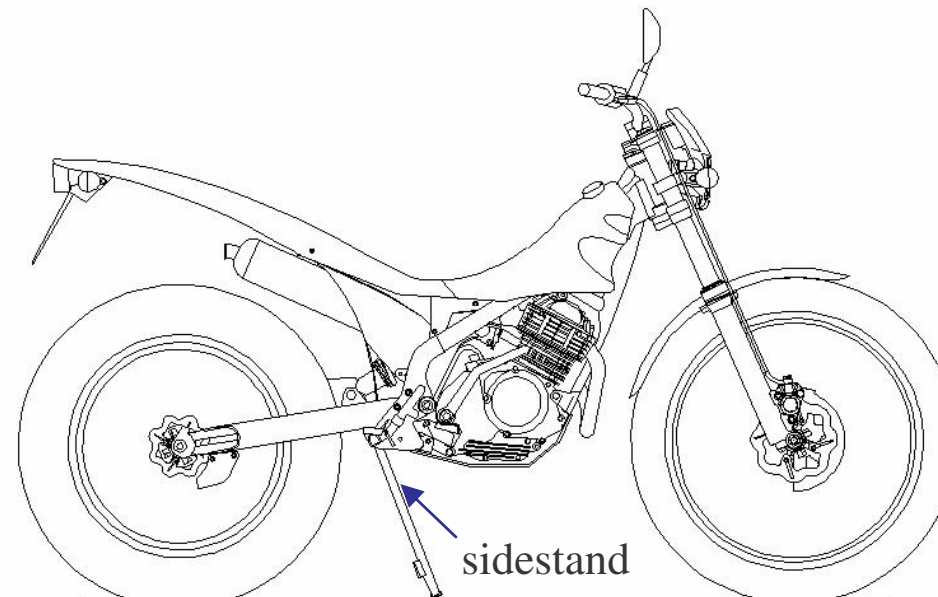


- OFF: The tap is off and the fuel is not able to flow to the carburettor. The tap must be on 'off' when the engine does not run.
- ON: the tap is running and the fuel can flow to the carburettor.

The tap must be on 'on' before trying to start the engine and during the use of the bike.

- RES (Reserve): when the fuel tank is almost empty and the fuel does not flow anymore, put the tap on the position 'res.'. This system is expected to allow you to join the first filling station. Fill up the fuel tank as soon as possible. When the tank is full, put back the tap on the position 'on'.

#### 4. Side stand



- The side stand is fixed to the swinging arm on the right side of the bike. It automatically folds back as soon as the bike is put vertical.

#### **WARNING**

During the fallback of the side stand, take care not to let one of your limbs near the mechanism and be sure the third parties do so. That is the way to minimize the risks of plucking. However the stand includes a protective rubber.

## CHECK LIST BEFORE USE

The owner is responsible for the condition of his vehicle. The bike may suffer damages during the use and during the parking too (bad weather or acts of vandalism for example). The damaging of parts which take part in the security can have very serious consequences. SCORPA recommends you to check visually those sensitive spots. If necessary, a more detailed check is naturally advocated. In case you have any doubt, do not hesitate to get in touch with your dealer.

### Check points before use

Heading	Check points	Page
<b>Fuel</b>	<ul style="list-style-type: none"> <li>• Fuel level check</li> <li>• Filling up if necessary.</li> <li>• Fuel hose check to detect a possible leak.</li> </ul>	
<b>Engine oil</b>	<ul style="list-style-type: none"> <li>• Engine oil level check. If necessary, filling up to the recommended level, with the indicated oil. Motul 300V Sport 100% synthèse-ester- SAE 10w40</li> <li>• Visual check to detect a possible leak.</li> </ul>	

<p><b>Front brake</b></p>	<ul style="list-style-type: none"> <li>• Check of the functioning.</li> <li>• In case the brakes are soft or spongy, ask your dealer to bleed the circuits.</li> <li>• Check of the play of the lever.</li> <li>• Adjustment if necessary.</li> <li>• Brake fluid level check.</li> <li>• If necessary filling up to the recommended level (<b>Motul Brake fluid DOT 5.1</b>).</li> <li>• Check of the circuit to find a potential leak.</li> </ul>	
<p><b>Rear brake</b></p>	<ul style="list-style-type: none"> <li>• Check of the functioning.</li> <li>• In case the brakes are soft or spongy, ask your dealer to bleed the circuits.</li> <li>• Check of the play of the pedal.</li> <li>• Adjustment if necessary.</li> <li>• Brake fluid level check (<b>Motul Brake fluid DOT 5.1</b>).</li> <li>• If necessary filling up to the recommended level.</li> <li>• Check of the circuit to find a potential leak</li> </ul>	
<p><b>Clutch</b></p>	<ul style="list-style-type: none"> <li>• Check of the functioning.</li> <li>• Lubrication if needs be.</li> <li>• Check of the play of the lever.</li> <li>• Adjustment if necessary.</li> </ul>	

<b>Throttle</b>	<ul style="list-style-type: none"> <li>• Make sure of the functioning progressiveness.</li> <li>• Check of the play of the accelerator cable.</li> <li>• If needs be, ask your dealer to adjust the play, and to lubricate the cable and the housing of the accelerator handle.</li> </ul>	
<b>Cables</b>	<ul style="list-style-type: none"> <li>• Check the normal and regular functioning</li> <li>• Lubrication if needs be with <b>Motul EZ Lub.</b></li> </ul>	
<b>Chain</b>	<ul style="list-style-type: none"> <li>• Check of the tension.</li> <li>• Adjustment if necessary.</li> <li>• Check of the condition.</li> <li>• Lubrication if necessary : use <b>Motul Chainé lub Off Road.</b></li> </ul>	
<b>Wheels and tyres</b>	<ul style="list-style-type: none"> <li>• Check of the condition.</li> <li>• Check of the depth of the treads.</li> <li>• Check of the air in the tyres.</li> <li>• Bring back to the recommended pressure.</li> </ul>	
<b>Brake pedal and gearshift lever</b>	<ul style="list-style-type: none"> <li>• Make sure of the functioning progressiveness and regularity.</li> <li>• Lubrication of the rotating parts: <b>Motul EZ Lub.</b></li> </ul>	
<b>Clutch and brake levers</b>	<ul style="list-style-type: none"> <li>• Make sure of the functioning progressiveness and regularity.</li> <li>• Lubrication of the rotating parts: <b>Motul EZ Lub.</b></li> </ul>	

<b>Side stand</b>	<ul style="list-style-type: none"> <li>• Make sure of the functioning progressiveness and regularity.</li> <li>• Lubrication of the rotating parts: <b>Motul EZ Lub.</b></li> </ul>	
<b>Frame fastenings</b>	<ul style="list-style-type: none"> <li>• Check of the nuts and screws tightening.</li> <li>• Tighten if necessary.</li> </ul>	
<b>Instruments, lights, gauges and electrical contacts</b>	<ul style="list-style-type: none"> <li>• Check of the functioning.</li> <li>• Corrections and repairings if necessary.</li> </ul>	

**NB:** It is strongly recommended to check all those points before each use. It only takes a few minutes and the security depends on it.

### **WARNING**

In case there still is a problem after the adjustments, fillings and lubrications please make it check by your dealer before starting or using the bike.

## USE AND ADVISES FOR THE DRIVING

### **WARNING**

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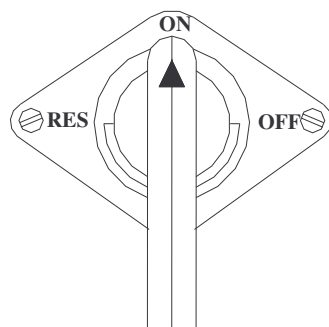
- Before taking place into the traffic or beginning a ride, it is recommended to make sure you have a sufficient experience of all controls and abilities of the vehicle. You can check it in a large area, which does not present any danger. In case you have any doubt, be careful and choose to get in touch with your dealer or with any other driving instructor.
  - The engine never must be started in a closed area or room, even for a very short period of time. In fact, the exhaust gases are very toxic. Some of them are colourless and odourless, but can cause very serious suffocations (even fatal).
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#### **a) Start ( when the engine is cold)**

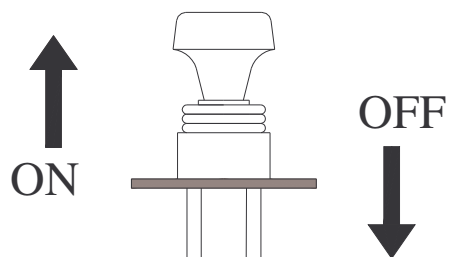
Before you start the engine, you have to put the gearbox in one of those positions, for security reasons:

- The gearbox is placed on neutral,
- If the bike is in gear, the clutch lever must be pulled and the side stand folded up.

- Turn the tap towards to 'ON' :



- Pull the choke lever and release the accelerator handling :



- Spread the kick-starter.
- Place you right foot on it and step very violently on it towards to the ground.
- If the engine does not start, operate the two last indications again.
- As soon as the engine starts, release the first half of the choke lever.
- When it is warm enough, release totally the choke lever.

NB: you can consider that the engine is warm enough when it accelerates well, even when the choke is totally released.

**WARNING:** in order to improve the useful life of your vehicle, make sure the engine is not excessively accelerated until it is warm enough!

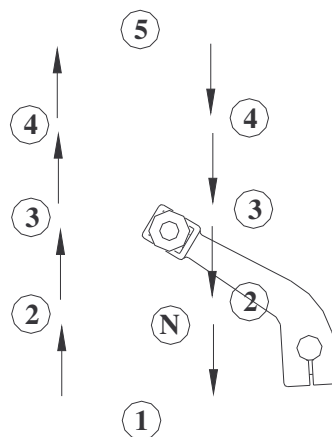
**b) Start ( when the engine is already warm)**

The process is the same as this with a cold engine, but you do not have to use the choke here.

### c) Gear change

The gearbox allows you to control the power transmitted to the rear wheel. That is very useful for the hill starts, the accelerations, the hills and the bends

This diagram shows the way you must use to change the gears thanks to the gearshift lever.



NB: to find the neutral, pull the gearshift lever at the maximum down. Then bring up a little the lever. On the neutral, the bike should be moved without operating the clutch lever.

**WARNING :**

- It is recommended not to ride on the neutral for a too long time, especially when the engine does not run. Do not tow the bike for long distances, even on neutral. The lubrication of the gearbox is only sufficient when the engine runs. The problem is that a lack of lubrication will damage seriously the gearbox and even the engine of your bike.
- It is essential always to operate the clutch lever when you change the gears. Otherwise you will damage the gearbox, the engine and the transmission. Those parts are not conceived for such shocks and stresses, caused by the change in force of the gears.

**d) Fuel consumption reduction :**

The fuel consumption directly depends on the way you ride. Despite everything, a few tricks can help you to save up in this field:

- Release the choke as soon as possible.
- Change quickly the gears, without letting it rev hard during the acceleration. Do not accelerate needlessly during the deceleration or during the stops.
- Stop the engine when the traffic jam is long enough, or in front of a level crossing.

**e) Engine running-it :**

The length of the bike's use life depends on the way the running-it is carried out. That implies you have to respect scrupulously the following indications. During the running-it, all parts are new and must grind each other.

The fragility of the parts during this period imposes not to subject them to violent shocks and important stresses for a long time:

- **0 to 500 Km**

Avoid accelerating more than a third of the throttle for a long lapse of time.

- **500 to 1000 Km**

Avoid accelerating more than an half of the accelerator handling for a long period.

- **At 1000 Km**

Replace the engine oil and clean the oil filter element.

- **After 1000 Km**

The running-it is complete. You also can use the bike in the normal conditions, which are given in this manual.

**WARNING:**

If a problem appears during the running-it, SCORPA recommends submitting the matter to your dealer as soon as possible.

**f) Parking**

When the bike is parked, the control of the fuel tank tap has to be turned to 'OFF'.

**▲ WARNING**

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- The hot engine and exhaust pipes could cause very serious burns to the children or to the pedestrians. Therefore it is really imperative to park the bikes in a way which help to prevent the people from burning themselves with those hot metallic parts.
  - Take care to the area where you decide to park the bike. In case there is a slope or if the ground is loose, the side stand could sink into it or fold up, so that the bike could fall.
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## PERIODIC MAINTENANCE AND SIMPLE REPAIRINGS

A good motorbike rider is first and foremost expected to worry about the security. Those precautions begin by taking care about the ‘active security’. That means that the rider has to respect the indications given in this manual about the checks, the maintenance, the adjustments and lubrications.

The different checks are listed in the paragraph which title is ‘**CHECK LIST BEFORE USE**’. The other indications are going to be given to you in the current paragraph.

NB: all pieces of information given in this manual are adapted for the normal conditions of use and ride. Each owner is expected to adapt all values and frequency for his way of driving and for the particular using conditions of his vehicle. If the use can be considered as sporting or intensive, or if the atmospheric and area conditions are bad, the frequency of checks, maintenances and lubrications must be shortened.

### **WARNING**

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If you do not master the techniques enough, or if you do not have the required tools, it is preferable for you to leave the work to your dealer.

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**a) Tools :**

In most operations are only used usual tools. So they often can be bought in simple equipment or do-it-yourself stores. If you do have not the necessary tools for one of the task, you can leave the work to your dealer.

**b) List of the regular maintenance and lubrications**

**NB :**

- **An annual global check of the bike must occur only in case no check has been done in the year.**
- If you have driven for more than 30000 Km, you can follow the indications of the list from the column of 6000 Km.
- The operations preceded by an asterisk can only be carried out by people specially trained, with the required tools. In fact, it would be safer to delegate the complicated maintenance to them.

N°	ELEMENT	CHECKS / MAINTENANCE	KILOMETERS x1000					ANNUAL CHECK
			1	6	12	18	24	
1	*	Fuel hose	•	•	•	•	•	•

• Check the state of the hose (no leak and not cracked)

2		<b>Spark plug</b>	<ul style="list-style-type: none"> <li>• Check the state</li> <li>• Clean and adjust the distance of the electrodes</li> </ul>	◆	◆		◆		
			<ul style="list-style-type: none"> <li>• Replace</li> </ul>			◆		◆	
3	*	<b>Valves</b>	<ul style="list-style-type: none"> <li>• Check the valves play</li> <li>• Adjustment</li> </ul>		◆	◆	◆	◆	
4		<b>Air filter element</b>	<ul style="list-style-type: none"> <li>• Clean with <b>Motul air filter clean</b></li> <li>• Replace</li> </ul> <i>Clear after each off road ride</i>		◆		◆		◆
5		<b>Clutch</b>	<ul style="list-style-type: none"> <li>• Check the functioning</li> <li>• Adjust</li> </ul>	◆	◆	◆	◆	◆	
6	*	<b>Front brake</b>	<ul style="list-style-type: none"> <li>• Check the level of brake fluid</li> <li>• Check the lack of fluid leak</li> </ul>	◆	◆	◆	◆	◆	◆
			<ul style="list-style-type: none"> <li>• Replace the brake pads</li> </ul>	When the brake linings are worn					
7	*	<b>Rear brake</b>	<ul style="list-style-type: none"> <li>• Check the level of brake fluid and the play of the brake pedal</li> <li>• Check the lack of fluid leak</li> </ul>	◆	◆	◆	◆	◆	◆
			<ul style="list-style-type: none"> <li>• Replace the brake pads</li> </ul>	When the brake linings are worn					
8	*	<b>Brake hoses</b>	<ul style="list-style-type: none"> <li>• Check the state</li> <li>• Make sure the hoses are not cracked and there is no leak</li> </ul>		◆	◆	◆	◆	◆
			<ul style="list-style-type: none"> <li>• Replace</li> </ul>	One time in four years					

9	*	<b>Wheels</b>	<ul style="list-style-type: none"> <li>• Check the wheels are not buckled, the state and the tightening</li> <li>• If necessary, tighten again</li> </ul>		◆	◆	◆	◆	
10	*	<b>Tyres</b>	<ul style="list-style-type: none"> <li>• Check the depth of the treads</li> <li>• Replace if needs be</li> <li>• Check the air in the tyres</li> <li>• Adjust if necessary</li> </ul>		◆	◆	◆	◆	◆
11	*	<b>Wheels bearings</b>	<ul style="list-style-type: none"> <li>• Check the lack of damage and of an excessive play</li> </ul>		◆	◆	◆	◆	
12	*	<b>Bras oscillant</b>	<ul style="list-style-type: none"> <li>• Check the functioning</li> <li>• Check the lack of damage and of an excessive play of the bearings</li> </ul>		◆	◆	◆	◆	
			<ul style="list-style-type: none"> <li>• Coat with lithium grease</li> </ul>	Every 24000 Km					
13		<b>Transmission chain</b>	<ul style="list-style-type: none"> <li>• Check the chain tension</li> <li>• Check the alignment of the rear wheel</li> <li>• Clean with <b>Motul chaine clean</b> and grease with <b>Motul chaine lub off road</b></li> </ul>	Every 500 Km or after the use in the rain					
14	*	<b>Steering bearings</b>	<ul style="list-style-type: none"> <li>• Check the lack of excessive play and of resisting point in the steering</li> </ul>	◆	◆	◆	◆	◆	
			<ul style="list-style-type: none"> <li>• Coat with lithium grease</li> </ul>	Every 24000 Km					
15	*	<b>Frame</b>	<ul style="list-style-type: none"> <li>• Check the nuts and screws tightening</li> </ul>	◆	◆	◆	◆	◆	◆
16		<b>Side stand</b>	<ul style="list-style-type: none"> <li>• Check the functioning</li> <li>• Lubricate</li> </ul>		◆	◆	◆	◆	◆
17	*	<b>Front fork</b>	<ul style="list-style-type: none"> <li>• Check the functioning and the</li> </ul>		◆	◆	◆	◆	

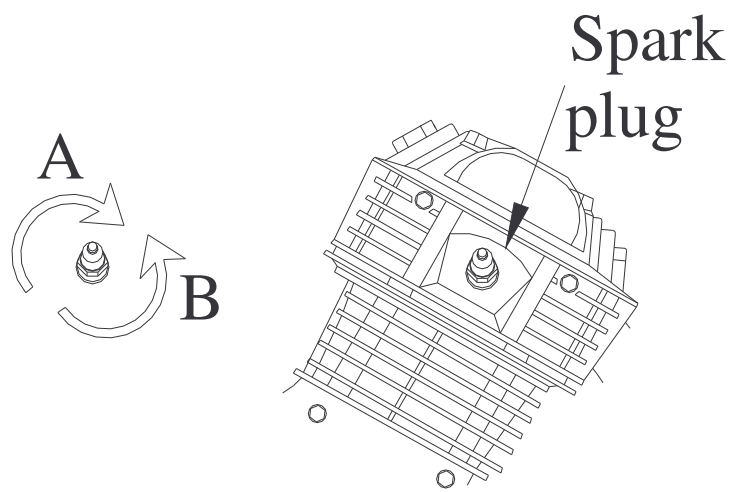
			lack of leak						
18	*	shock absorber	<ul style="list-style-type: none"> <li>Check the functioning and the lack of leak</li> </ul>		◆	◆	◆	◆	
19	*	Carburettor	<ul style="list-style-type: none"> <li>Check the functioning of the choke</li> <li>Adjust the idle</li> </ul>	◆	◆	◆	◆	◆	◆
20		Engine oil	<ul style="list-style-type: none"> <li>Replace</li> <li>Check the level of oil</li> <li>Check the lack of oil leak</li> </ul>	◆	◆	◆	◆	◆	◆
21		Oil filter element	<ul style="list-style-type: none"> <li>Clean</li> </ul>	◆		◆		◆	
22		Moving parts (including cables)	<ul style="list-style-type: none"> <li>Lubricate</li> </ul>		◆	◆	◆	◆	◆
23	*	Accelerator cable and handle	<ul style="list-style-type: none"> <li>Check the functioning and the play</li> <li>Adjust the play if necessary</li> <li>Lubricate</li> </ul>		◆	◆	◆	◆	◆
24	*	Lights, signalling and electric contacts	<ul style="list-style-type: none"> <li>Check the functioning</li> <li>Adjust the beam of lights</li> <li>Check the functioning of the front brake electric contact</li> </ul>	◆	◆	◆	◆	◆	◆

**NB :**

- The ‘unusual’ conditions of use must imply the increase of the maintenance frequency. All the parts which have to be lubricated or greased are concerned, as far as the air filter, which needs to be more frequently and after all “off road” ride. Those conditions are the rain, the humidity, the sand or the dust.

- The SCORPA 125 cm<sup>3</sup> is equipped with two hydraulic disk brakes, which require a special maintenance :
  - Regular check of the brake fluid level and make the fluid level if necessary.
  - Replacement of the brake master-cylinders components and callipers and the brake fluid change every two years.
  - Replacement of all brake hoses every four years or as soon as they are cracked or there is a fluid leak.

### c) Spark plug check



The spark plug has one of the essential roles in the functioning of the engine. That is why it is really of the primordial importance to check its state as often as written in the list. Bad adjustments, the heat and all the deposits can all damage the spark plug. For this bike, SCORPA recommends to use the following model: NGK CR7HSA

In order to take the spark plug off, follow those two stages:

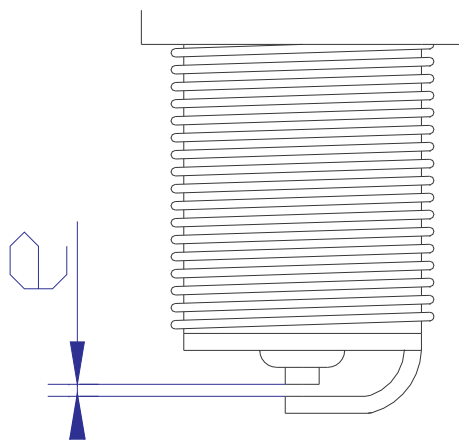
- Take off the anti-interference system
- Unscrew the spark plug in the direction (B) thanks to a spark plug spanner.

The spark plug state check consists in two stages too.

- Make sure the porcelain colour around the electrodes is dark or light coffee coloured, because that colour shows the spark plug works in good conditions
- Check the weakening level and that the carbon deposits thickness are not excessive. If one of those situations happens, it is time to replace the spark plug.

There are four phases in the spark plug reassembly:

- Measurement of the electrodes gap, thanks to a wedge whole set. If needs be, adjust to the recommended value: 0,6 to 0,7 mm.

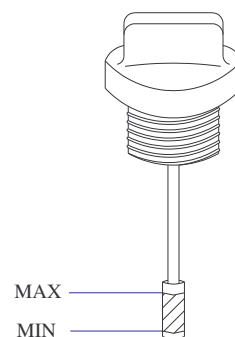


- Clean the joint surface and the spark plug thread.
- Put the spark-plug in the cylinder-head. Then begin to tighten it with the hand, in order not to damage the head cylinder tapping (direction A). Tighten the spark plug thanks to torque wrench: the recommended torque is: 17,5 Nm ( 1,75 m.kgf).  
If you have not got this tool, the solution is to tighten with the hand at the most, before to tighten from  $\frac{1}{4}$  to  $\frac{1}{2}$  turn with a usual wrench. After that, adjust to the recommended torque with a torque wrench as soon as possible.
- Put back the spark plug cap.

### d) Oil engine and oil filter

It is imperative to check the engine oil level before every use. The lack of engine oil can cause an insufficient lubrication of the moving parts as far as a superheating. The list of regular maintenance and lubrications gives you the recommended frequency for each task. For a greater longevity of the engine, use the Motul 300 V 100 % synthesis-ester-SAE 10w40 four stroke high performances.

#### Engine oil level check:



- The bike must be situated on the most horizontal ground and it has to stand upright.

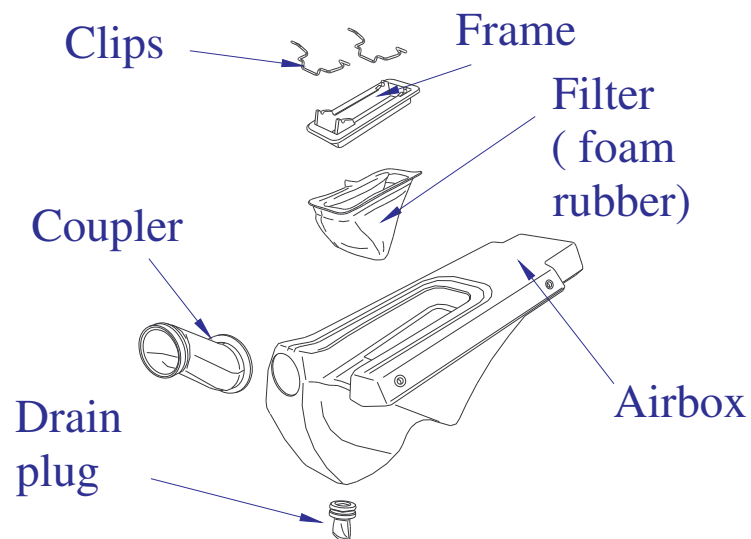
- The check is done thanks to the engine oil tank cap, on the right engine crankcase, and the level must be situated between MIN and MAX, with the engine cold and the cap not tightened, just laid down.
- In case there is not oil enough, add oil up to the recommended level. The oil filling up hole is on the top of the right crankcase.

#### Oil change:

- Start the engine and let it warm up for a few minutes, and after that switch it off.
- Put an oil change tray under the oil drain plug. It will help you to collect the old oil.
- Unscrew the cap and the drain plug. The oil should begin to flow.

#### **e) Air filter cleaning**

In order to keep the high level of performances of the bike and its reliability, it is essential to clean regularly the air filter, following the indications given by the list of regular checks and maintenance. As it has already been advised, the cleaning must be more frequent if the atmospheric and use conditions are humid or dusty. Do not forget to clean regularly the water drain plug rubber. Otherwise, the humidity could stay in the air filter and compromise the efficiency so that it could damage the engine.



Follow the 9 stages:

- 1. Remove the saddle: Put away the two screws which interlock the saddle and the rear mudguard. Disengage the bottom of the saddle from the cross arm, pulling it to the back.
- 2. Remove the rear fender: if the bike has not the saddle, unscrew the two screws at the back of the rear fender, then this which interlocks the fuel tank and the rear fender. So it can be taken out. Do not forget to disconnect the terminal spade tag and the electric cable.

- 3. Turn the two metallic springs which press the air filter on the airbox. Then it is possible to remove the little rectangular plastic frame and the foam air.
- 4. Separate the air filter and clean it with **Motul air filter clean**. Take care not to wring out it, because it may tear.
- 5. Coat the foam with the **Motul air filter oil**, and then eliminate the excess of oil by squeezing the filter again.
- 6. Check the cleanness and the lack of humidity in the airbox. If needs be, take off the undesirable particles and dry thanks to a clean and dry duster.
- 7. Grip the drain plug rubber of the air filter and check if it is not blocked. If necessary, unblock the rubber with a tool, which can not tear it, or take it off from its box. Otherwise clean it and put it back.
- 8. Replace the foam filter, the little rectangular plastic frame fix them in the airbox with the two metallic springs.
- 9. Reconnect the terminal spade tag and the electric cable before replacing the rear fender. Begin by replacing cross arm and the screw which interlocks the fuel tank and the rear fender. Put the two screws back at the back of the rear fender.

## f) Carburation adjustment

The carburettor is one of the essential parts for the functioning of the engine, in order to have the best performances, and to increase the engine reliability. It needs to be very precisely adjusted, preferably by a professional especially trained and tooled.

### Idle adjustment:

The idle has to be adjusted, if needs be, in accordance with the ‘List of the regular maintenance and lubrications’. Please notice that this setting has to be operated on a warm engine. It requires the use of a diagnosis revolution counter.

- Connect the revolution counter on the spark plug electric wire, without disconnecting and removing neither the spark plug nor its cap.
- Check the idle, and if necessary, correct it to the recommended value, thanks to the stop screw of the gas butterfly nut.

To increase the idle, turn the screw clockwise, in the direction (A). On the contrary, turn it anticlockwise to decrease the idle (direction B).

The idle recommended by the engine manufacturer is between 1300 and 1500 revolutions per minute.

### g) Play of the valves

As the time goes along, the play of the valves changes and it may alter the ratio of air to fuel of the inlet air-fuel mixture. The solution is so to make it adjust by your dealer, as often as written in 'List of the regular maintenance and lubrications'. It is a really complicated operation, which requires a professional expertise.

### h) Wheel-axle units

#### Front wheel removal:

- 1. Disconnect the speedometer cable from its mechanism on the wheel-axle.
- 2. Loosen the front wheel-axle and the screws on the bottom of the front fork arms.
- 3. Lift the front wheel, by using a raising stand or by putting a jack under the engine protection. Take care the bike is stalled enough to prevent it from overturning.
- 4. Remove successively the axle and the wheel.

#### Front wheel fitting :

- 1. Place the speedometer mechanism on the wheel axle, putting the two lugs between the wheel spokes.

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- 2. Lift the wheel up within the two front fork arms, and make sure the brake disk is situated within the brake pads.
  - 3. Thread the wheel axle through the two front fork arms, the speedometer mechanism, and the wheel hub.
  - 4. Tighten the axle to the recommended torque: **30 Nm (3,0 m.Kgf)**.
  - 5. Tighten the screws on the bottom of the front fork arms.
  - 6. Connect the speedometer cable with its mechanism on the wheel-axle.

#### Rear wheel removal:

- 1. Loosen the wheel axle nut.
- 2. Turn the two chain tension eccentrics in the direction which allows the wheel to move towards the front of the bike.
- 3. Lift the rear wheel, by using a raising stand or by putting a jack under the engine protection. Take care the bike is stalled enough to prevent it from overturning.
- 4. Remove successively the axle nut and the axle.
- 5. Make the wheel move to the front of the bike, and remove the chain from the rear sprocket.
- 6. Remove the rear wheel from the swinging arm.

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Fitting of the rear wheel:

- 1. Place the wheel within the arms and put back the chain on the rear sprocket (not completely).
- 2. Thread the axle through the first eccentric and through the first arm of the swinging arm.
- 3. Place the brake calliper in order to stop it on the swinging arm lug and to align its axle and this of the wheel.
- 4. Thread the axle through the hub and the brake calliper, then through the second arm and the second eccentric.
- 5. Tighten the nut on the wheel axle.
- 6. Let the rear wheel lean on the ground.
- 7. Adjust the tension of the transmission chain by turning simultaneously the two eccentrics (look at the dedicated paragraph).
- 8. Tighten the axle nut to the recommended torque: **60 Nm (9,0 m.Kgf)**.

### i) Tyres

Here are the different principles to follow, with the aim to improve the use life, the performances and the security of your tyres.

- Air in the tyres : it must be checked and adjusted before each use :

Recommended pressure (checks on cold tyres)	
Front tyre	Rear tyre
100kPa (1,0kgf/cm <sup>2</sup> ; 15psi)	120 kPa (1,2kgf/cm <sup>2</sup> ; 18psi)

### **WARNING**

The load carried by the vehicle has an important impact on the engine performances, on the braking, on the suspension, but first and foremost on the road holding and on the tyres performances. To avoid risks at the maximum, a few precautions have to be taken:

- DO NOT EXCEED THE TECHNICAL MAXIMAL LOAD. That could damage the tyres, and even the lost of control by the rider so that an accident could happen.
- Make sure meticulously that the transported objects are efficiently stowed. Try to place the heaviest objects near the centre of the bike, and check they are well shared out among the left and the right.
- Adapt the air in the tyres to the transported load.
- The air in the tyres, their condition and the depth of their treads must be checked before each use.

Check of the condition and of the treads depth of the tyres:

Some conditions must imply the replacement of the concerned tyre:

- If the depth of the treads has reached the minimum legal value,
- If there are one or some foreign bodies (nail, glass or metallic fragments) inlaid in the tyre,
- If the flanks of the tyre are cracked.

NB: the minimum depth of the treads is not the same everywhere in the world. That is why it is advisable to respect the legal value of the Country where you are riding.

Pieces of information about the tyres:

- The front and rear tyres are preferably from the same manufacturer, with the same structure, with the aim to improve the road holding.
- Here are the different tyres which are homologated for the SCORPA TY125F :

FRONT TYRE:

Mark	Dimensions	Model
MICHELIN	2,75-21	Trial compétition

REAR TYRE:

Mark	Dimensions	Model
MICHELIN	4,00-18 M/C	Trial compétition

**j) The spoke wheels :**

The normal functioning of the bike, its reliability and the security depend on the following precautions:

- Before each use, check the lack of cracks on the rims
- Check the spoke tightening and tighten it again if necessary as explained in the dedicated paragraph.
- Make sure the wheel is not buckled.
- Every time the tyre or the rim is replaced by another, it has to be rebalanced. A non-balanced wheel disrupts the road holding and shortens the length of the use life.
- After the tyre replacement, it is advised not to ride too fast, until the tyre is well run.

 **WARNING**

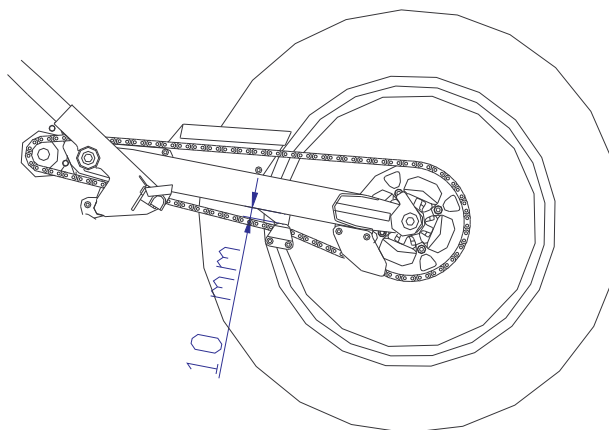
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Never try to repair an old and cracked or a buckled rim! It must imperatively be replaced by a new one.

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### k) Transmission chain

The tension of the transmission chain has to be checked before each use, and adjusted if it needs to be.



#### Check of the tension:

- 1. Place the bike on a horizontal area and set it upright. Careful! There must not be any load on the bike, during the checks.
- 2. Put the gearbox in neutral.
- 3. Make the bike move forward, in order to locate the place where the tension is at its maximum.

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- 4. Check the distance between the rubber chain-adjuster and the swinging arm as shown on the diagram. The distance must be bounded by 9 and 11 mm.

#### Setting :

- 1. Loosen the rear wheel axle.
- 2. To tighten the chain, turn the left eccentric clockwise (c) and the right one anticlockwise. On the contrary, to release the chain turn the right eccentric clockwise (c) and the left one anticlockwise, then push the wheel towards the front of the bike, until the eccentrics lean on their stop on the swinging arm again.
- 3. Tighten the wheel-axle nut to the recommended torque: **60 Nm (6,0M.Kgf)**.

NB: The two eccentrics must be adjusted exactly in the same way and the same position, to keep the wheel aligned with the rest of the bike.

**WARNING:** if the chain is not tightened enough, it can cause chain jumps and even the wheel locking, which imply the risk to make the rider fall. Moreover, that includes very strong stresses on the transmission parts (chain, sprockets) and on the engine.

#### Lubrication:

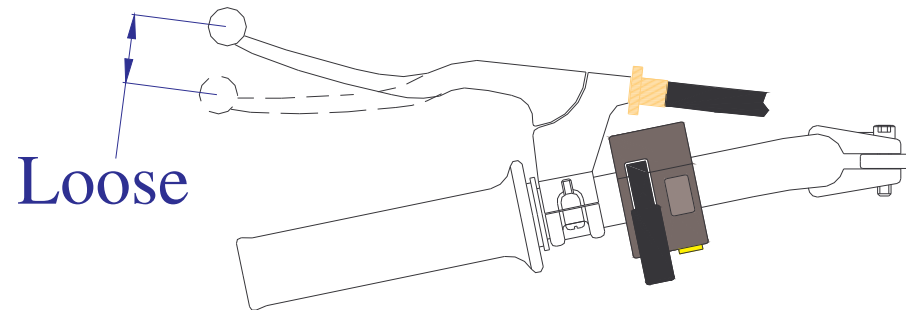
It is essential to clean and lubrication the chain as often as said in the 'List of the regular maintenance and lubrication'. Otherwise, the chain will deteriorate quickly, particularly if you ride in humid and dusty areas.

- After the first cleaning of the bike, brush out the mud and the grime thanks to an old piece of rag or a brush.

- Spray **Motul chaine lub off road** for transmission chain onto the chain, on both sides and on the top of the chain, to lubricate at best all the rolls.

### l) Adjustment of the clutch lever loose

The clutch lever play must be bounded by 10 and 15 mm as shown on the following diagram. It has to be checked and adjusted before each use. Here is the process:

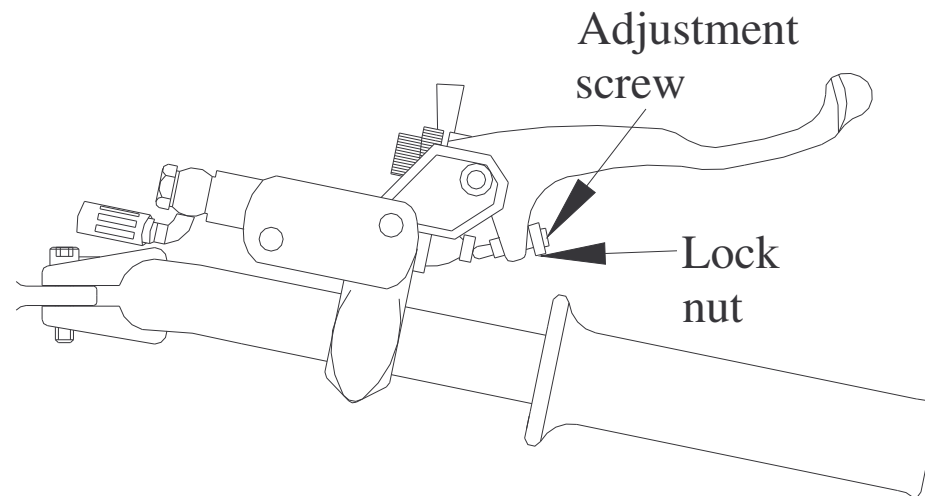


- Loosen the lock nut of the clutch lever.
- To increase the loose, turn the screw clockwise. To reduce it, turn it anticlockwise.

- Then there are two possibilities. In case the adjustment is efficient and sufficient, tighten the lock nut. In case not, ask your dealer to adjust it.

### m) Brakes

Adjustment of the front brake lever loose:



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The front brake lever loose must be bounded by 5 and 8 mm. The way to measure it is the same as for this of the clutch lever. It has to be checked and adjusted before each use. Here is the process:

Loosen the lock nut of the brake lever.

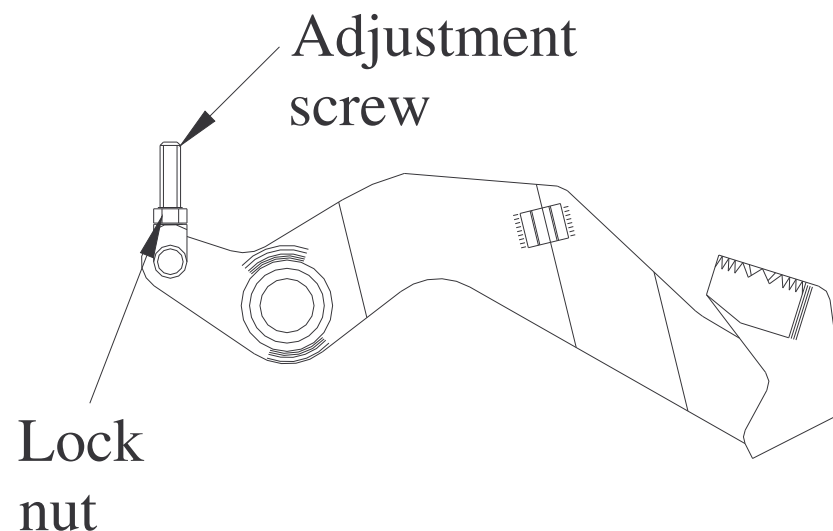
- To increase the loose, turn the screw clockwise. To reduce it, turn it anticlockwise.
- As soon as the recommended loosed is reached, tighten the lock nut. In case you do not manage to adjust it, ask your dealer to adjust it.

 **WARNING**

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- Check the functioning of the front brake every time you adjust the lever loose.
  - If the lever gives a feeling of being spongy, it is probably due to air bubbles in the hydraulic circuit. You need confide the bleeding of the brake circuit to your dealer, to avoid a loss of braking efficiency.
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### Adjustment of the rear brake pedal loose:

The loose of the brake pedal must be bounded by 20 and 30 mm, as shown on the diagram. It must be checked regularly and adjusted to the recommended value, if necessary.



Loosen the lock nut of the brake pedal.

- Tighten the setting screw to increase the loose, and loosen it to reduce the loose.
- As soon as the good loose is reached, tighten the lock nut of the brake pedal.

NB :

- Always check the functioning of the braking after having adjusted the pedal loose.

- If the lever gives the feeling of being spongy, it is probably due to air bubbles in the hydraulic circuit. You need confide the bleeding of the brake circuit to your dealer, to avoid a loss of braking efficiency.
- If the needed loose can not be reached, confide this task to your dealer.

### Check of the brake pads thickness:

Take care to check the brake pads wear, in accordance to the frequency given by the ‘List of the regular maintenance and lubricatings’:



Make sure that the thickness of the brake pads lining is sufficient. It must not be less than 1mm. Otherwise, make the pads replaced by your dealer and your brakes adjusted.

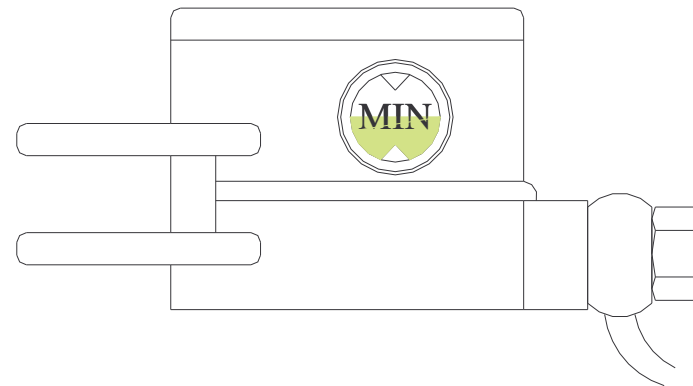
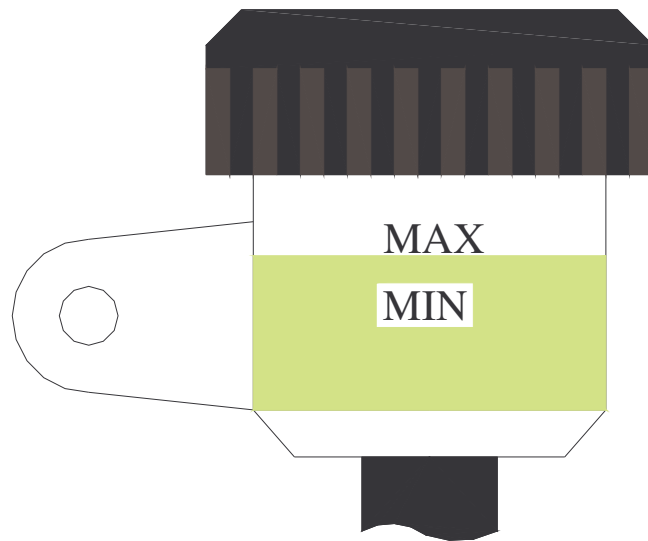
### Check of the brake fluid level:

If the level of brake fluid is not sufficient, that may create air bubbles in the hydraulic circuit, so that the brakes could work badly. The consequences could be very serious for the rider.

The regular check (before each use of the bike) and the filling up are essential.

The fall of the brake fluid level may be caused by an excessive pads wear or by bubbles in the hydraulic circuit. In this case, it is recommended to make sure the circuit is not cracked and there is no leak too.

A few precautions will help you to check and maintain at the best the brake circuit of your bike.



- The check of the brake fluid level must be operated when the top of the fluid tanks is horizontal, with the aim not to alter the level measurement.
- The filling up has to be operated with the recommended brake fluid: **Motul Brake Fluid DOT 4**, and the same type as this of the fluid of the circuit, to avoid the risk of chemical reaction.
- It is essential not to introduce bubbles of air in the brake fluid, because it could decrease the fusion temperature and to create steam in the circuit.
- Be careful not to let brake fluid flow on plastic or painted parts during the filling up: wipe carefully with a soft piece of rag.

### Brake fluid change:

The brake fluid change must occur in accordance with the indications given in the ‘List of the regular maintenance and lubrications’

It is preferable to confide this task to your dealer, and ask him to replace the collar joint of the master cylinder and of the calliper, as far as the brake fluid hose, following the recommended frequency and in case of leak of fluid.

- collar joint : replace every two years
- brake hose : replace every four years

## n) Lubrications

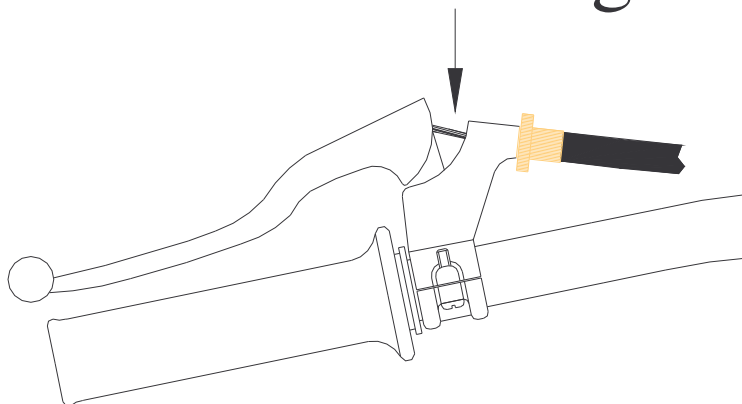
### Cables :

The accelerator cable, the choke and clutch cables have to be checked before each use. So a good functioning of the controls is obtained and it is easier to detect all dry and damaged cables.

In case the cable is damaged, if the functioning is uneven, if the progressiveness of the control is insufficient or if the cable is damaged, it is vital to replace the defective part.

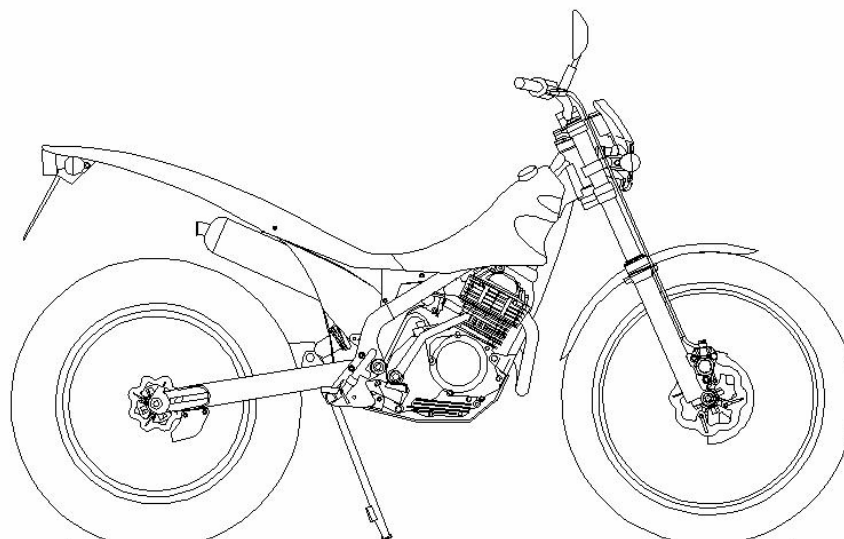
It is important to lubricate the cable as shown on the diagram, to the frequency given in the 'List of the regular maintenance and lubrications'; recommended lubricant: **EZ Lub multi protect**

### Lubrificating



Brake pedal, gearshift lever and levers:

The functioning of those controls must be given much care and needs to be checked before each use. If it needs to be, lubricate the articulations with the recommended lubricant, which is: **Motul Tech Grease 300**

**o) Side stand**

Just as for the levers, the functioning of the side stand has to be checked before each use. In fact, a bad functioning can prevent the side stand from folding up. If the stand does not totally fold up, it can make the driving very dangerous.

If needs be, lubricate the articulation of the stand as far as all contact surfaces, which take part in the rotation, with **EZ Lub multi protect**.

 **WARNING**

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If the side stand does not work properly despite the lubrication, it is strongly recommended to make it check by your dealer. If it needs to be, replace the defective part.

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#### p) **Rear shock-absorber**

A visual check before each use can help you to detect potential traces of oil leak on the rear shock absorber. In case it happens, resort to your dealer for the check, the repairing or possibly the replacement of this part.

Moreover, the owner has to follow the indications of the ‘List of the regular maintenance and lubrications’ as far as the rear shock absorber is concerned. The recommended lubricant is the **Motul Tech Grease 300**

### q) Front fork and steering

#### Check of the front fork:

- Check the condition of the front fork pipes (lack of scratch, of claw mark or of damage) and the lack of fork oil leak. If there is one, it must be minor. Otherwise, the fork has to be inspected by your dealer, then repaired or replaced. Use **Motul Fork oil Factory Line** .

#### **WARNING**

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This operation requires putting well the bike on blocks to prevent it from overturning.

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- Check of the functioning of the fork :
  - Place the bike the most vertically possible, on a horizontal area.
  - Operate a few times the front brake (in order to stop the bike from moving) while you compress strongly the front fork by pressing on the handlebar. So it is easier to check the progressiveness of the fork during the compression and the release.

**WARNING:** if the functioning or the progressiveness of the front fork is not satisfactory, make it inspect by your dealer, and replace it if there is a serious problem.

### Check of the steering:

It might happen that the steering bearings are loose or damaged. Then they may cause serious dysfunctions in the steering. That is why the owner is expected to check it as often as possible (look at the ‘List of the regular maintenance and lubricatings’).

Here are the different operations to follow:

- Put the bike on blocks to allow you to lift the front wheel off the ground. A wedge placed under the engine protection is the simplest solution. Make sure the bike will not overturn during the operation.
- Hold one fork pipe a hand and try to make them move forward and backwards many times. If a loose appears, ask your dealer to check it, and to repair or replace the defective parts if necessary.

### Check of the wheels bearings:

While the bike is on blocks, it is easier to check the condition and the progressiveness of the wheels bearings. That is expected to be checked in accordance with the pieces of information of the ‘List of the regular maintenance and lubricatings’. In case the buckles have loose, or in case the wheels do not revolve well, it has to be inspected and maybe repaired or replaced by an occupational mechanistic.

**r) Replacement of electric elements :**Replacement of a light bulb:

If one of the bulbs is dud, you can replace it, by following the instructions:

- Undo the two screws of the head light.
- Remove the light of the headlight.
- Separate the bulb support from the light.
- Remove the dud bulb by pressing on it while you turn it, until the bulb is pulled away.
- Put a new bulb on the bulb support, press on it and turn clockwise, until the bulb is stopped into the support.
- Put back the bulb support on the light.
- Replace the light on the headlight and tighten the two screws.

**WARNING:**

- The bulb becomes hot very quickly after the beginning of its use. To avoid the risks of burns and inflammation, it is essential to hold the bulb with a piece of rag and to operate far away from the sources of heat and flames.
- The glass of light bulbs must absolutely not be touched by the fingers, in order not to let greasy deposits. In fact they reduce the transparency of the glass so that the light beam is

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not as intensive as it is expected to be. Clean the traces with a soft duster, alcohol or solvent, **AFTER THE COMPLETE COOLING OF THE BULB.**

### Replacement of the indicators bulbs:

- Remove the screw of the indicator orange lens.
- Remove the dud bulb by pressing on it while you turn it, until the bulb is pulled away.
- Put a new bulb on the bulb support, press on it and turn clockwise, until the bulb is stopped into the support.
- Put back the orange lens on the indicator and tighten the screw. Do not tighten too much strongly, because the plastic part might become fragile after some removals.

### Replacement of the rear light bulb:

- Remove the two screws of the rear light red lens.
- Remove the dud bulb by pressing on it while you turn it, until the bulb is pulled away.
- Put a new bulb on the bulb support, press on it and turn clockwise, until the bulb is stopped into the support.
- Replace the red lens on the rear light. Then tighten the two screws.

**s) Diagram of breakdowns and dedicated checks :**

Despite the care, the complete check list, the static and dynamic checks, the quality controls led by SCORPA during the development and the manufacturing of its bikes, a breakdown could happen.

A problem could cause difficulty for the start out, a loss of performance or an abnormal functioning.

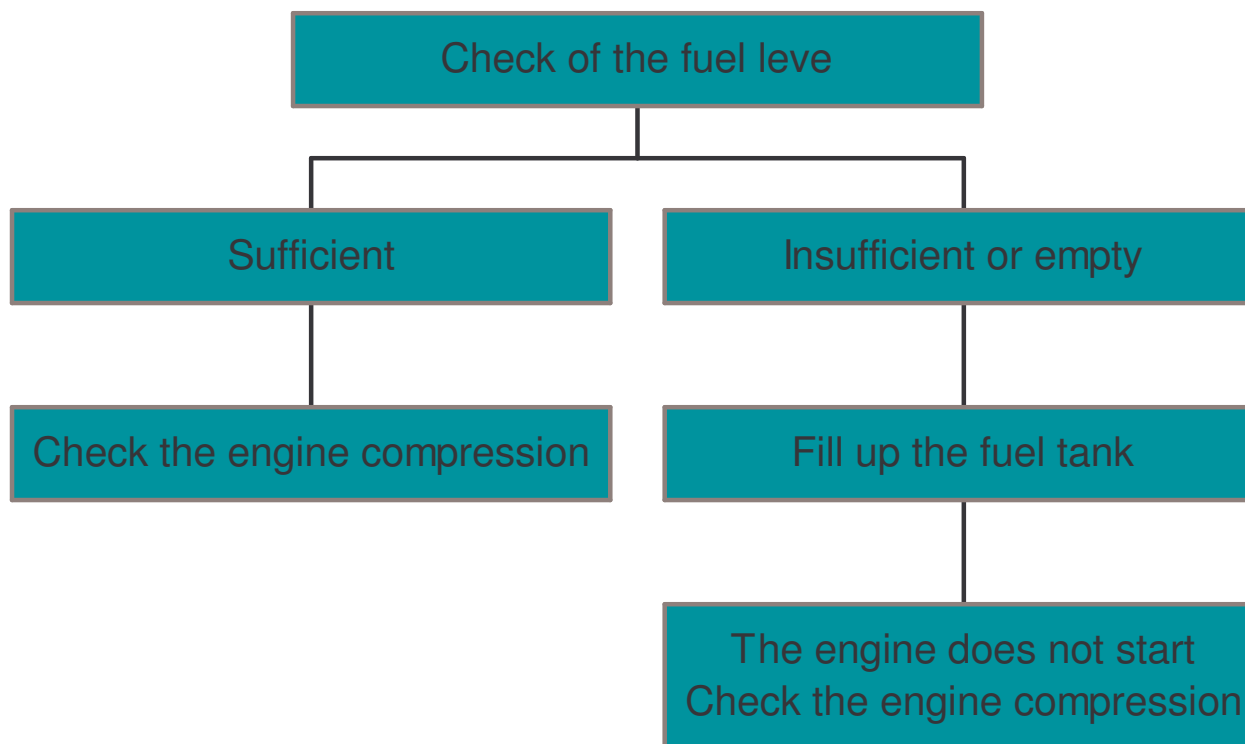
The following diagram gives some pieces of information about the checks you could operate, in order to set better the probable reasons for the breakdown.

If any important operation has to occur, it is strongly recommended to confide it to your dealer, who is especially trained therefore.

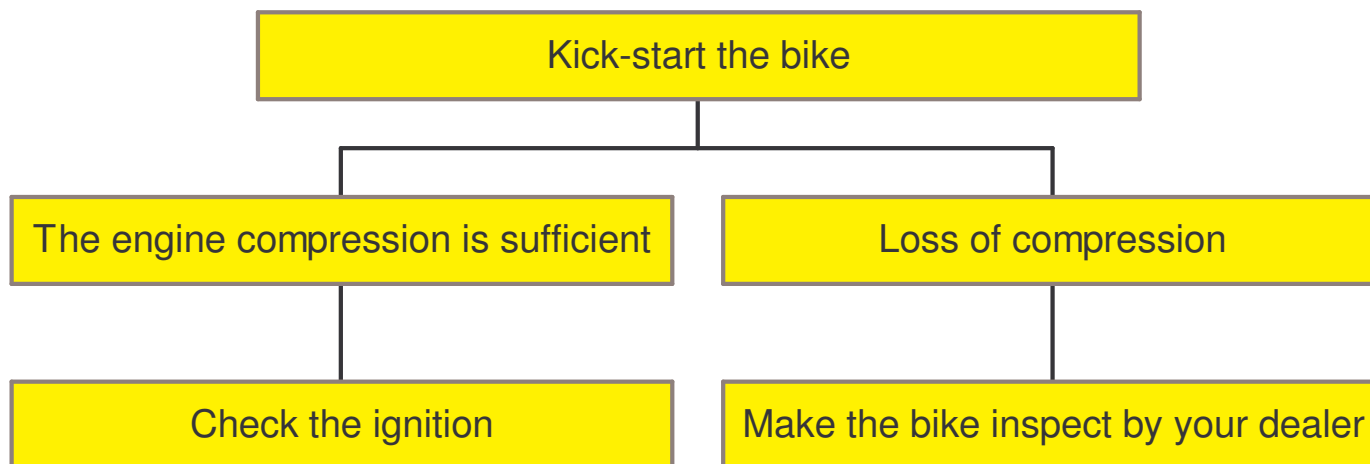
Moreover, the replacement of the defective parts has to be operated with SCORPA's parts, which ensure the best reliability and performances. Those are parts which have been jointly designed especially for your vehicle. The reputation of quality and sturdiness is firmly established.

The quality and sturdiness of the 'adaptable' parts is so very often lower. Then they will lead to additional cost in short or medium term, or to damages and repairings very expensive.

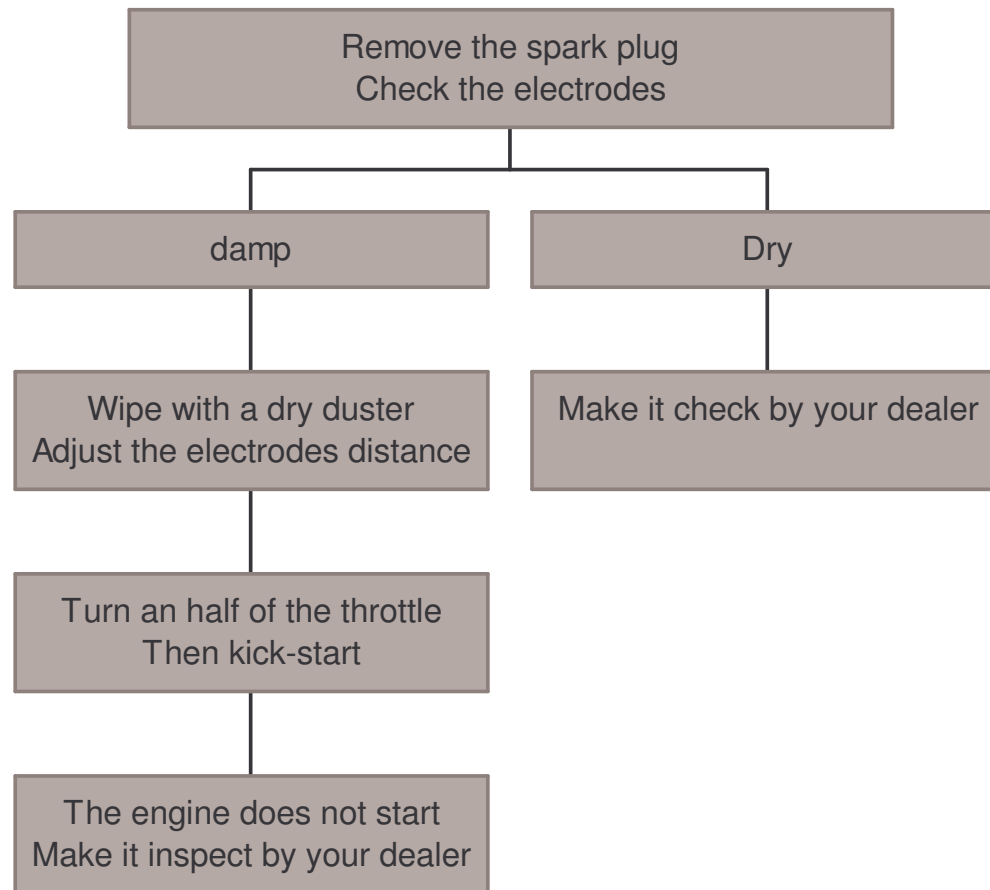
- Fuel level :



- Compression :



▪ Ignition :



## CARE AND STORING OF THE BIKE

### a) Care

The lack of coachwork exposes almost all parts of the bike to the stresses of the surroundings. The impacts caused by the throwings and the scratches weaken the surface of the parts, even if those of the best quality. Then they could begin to corrode and tarnish.

A regular maintenance permits the parts not only to keep their original appearance and their level of performance, but to assure the length of their use-life too. Moreover, the regular maintenance of the bike is the necessary condition to be sure the recourse to the guarantee will be possible.

#### Before the cleaning :

- Make sure the electric terminal spad tags, the spark plug cap and all caps are well protected and positioned.
- Wait for the cooling of the engine and all warm parts.
- Put a watertight cap on the exhaust silencer end.
- It is possible to use a brush and a spot remover only in case it is never brought into contact with the joints, the axles, the bearings, the sprockets and the chain. It is essential to rinse thoroughly with water.

Cleaning:**WARNING :**

- All the parts made of plastic or rubber have to be cleaned by soft sponges or pieces of rag, water and **Moto Wash Motul**. It is forbidden to use acid or basic chemicals.
- SCORPA strongly advise against high pressure or vapour cleaners. In fact an important amount of water could infiltrate joints, bearings, electric components or the airbox. The bike is only expected to work in atmospheric and ground humidity. The high pressure or vapour cleaners would cause serious dysfunctions or damage several parts.

The cleaning is different according to the conditions and the area of use. The classic one is made of warm water and **Moto Wash Motul**. It has to be followed by a copious water rinsing.

If the bike is used in particular conditions or if the air level of salinity is high, the way to clean the vehicle is a little bit different:

- Cleaning with cold water and **Moto Wash Motul** as soon as the bike is cooled.
- Protection against corrosion of all metallic surfaces (even if they are chromium-plated or anodized) by spraying **Motul EZ Lub Multi Protect**.

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After the cleaning:

- The drying of the bike has to be as quick as possible. If it is not the case, dry it with a soft piece of rag.
- As soon as the bike is dried, lubricate the chain with **Motul Chain lub Off Road** and all parts which could corrode.
- Scrub the chromium-plated or anodized metallic surfaces with a clean piece of rag and an anticorrosion chemical.
- Do not cover and store the bike before it is totally dry.

**b) Putting away**

Here are explained two different ways to put away the bike, according to the length of non-use. If it is short enough, about a few days, all you have to do is store the bike in a dry and fresh place. If this place is dusty and if animals could damage the bike, cover it with a porous dust cover.

For a longer period, it is recommended to follow those instructions:

- Clean the bike as explained in the previous paragraph.
- Remove the switch key and position all controls on 'OFF' (fuel tank tap, choke, light controls).

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- Empty the carburettor tank by loosening the drain plug and use **Motul Carbu Clean**. That is expected to fight against the formation of deposits. Another solution consists in putting the fuel tap on 'OFF' while the engine is still running, so that the engine stops a few seconds later. Make sure the bike is totally cooled before putting it away.
  - If possible, add a fuel stabilizer in the tank to prevent the fuel from deteriorating.
  - Respect the following recommendations to allow the engine to be protected :
    - A. Remove the spark plug and its cap
    - B. Pour about 3 centilitres of engine oil in the spark plug hole.
    - C. Operate several times and very slowly the kick-start in order to spread the oil everywhere in the engine.
    - D. Replace the spark plug and its cap.
  - Lubricate all cables, levers, pedals, gearshift lever, side stand and articulations with **Motul EZ Lub Multi Protect**.
  - If possible, it is preferable to heighten the bike, so that the humidity is not concentrated in the same place of the tyres.
  - Put a cap on the end of the exhaust pipe.
  - Store the bike in a fresh and dry place. If this place is dusty and if animals could damage the bike, cover it with a porous dust cover.

**DESIGN FEATURES**

<b>Model</b>	<b>TYS 125 F</b>	<b>Engine oil : Motul 300V 100 % synthesis</b>
<b>Dimensions</b>		Type
Total length	2000mm	• -10 à 30°C : SAE 10W/30
Total width	815mm	• -10 à 40°C : SAE 10W/40
Total height	1130mm	• -0 à 40°C : SAE 15W/40
Saddle height	680 mm	• -5 à 40°C : SAE 20W/40
Wheelbase	1332 mm	• -5 à 50°C : SAE 20W/50
Ground clearance	280 mm	Oil of type API Service, of class SE, SF, Sgmin Capacity
<b>Total net weight</b>		<b>Air filter</b> humid type
<b>Engine</b>		<b>Fuel</b>
Type	4 strokes SOHC Unleaded petrol Air cooling	Type Unleaded petrol
Cylinder	Mono, leaning	Total capacity 2,9 L
Capacity	124 cm <sup>3</sup>	Reserve 1,2 L
Bore x stroke	54 x 54 mm	<b>Carburettor</b>
Compression ratio	10,0 : 1	Mark MIKUNI
Start	Kick-start	Model VM 20 SS
Lubrication	Humid crankcase	<b>Spark plug</b> NGK CR4HSA
		Electrodes distance 0,6 – 0,7 mm

**Clutch**

**Transmission**

Primary reduction	Straight teeth
System	gearing
Reduction ratio	68/20 (3,40)
Secondary reduction	Chain
System	driving
Reduction ratio	57/14 (4,07)
Gearbox	Constant driving
	5 gears
Control	Left foot
Reduction ratios	1st: 37/14
	2nd: 29/15
	3rd: 25/19
	4th : 23/22
	5th : 21/29

**Frame:**

Frame type	half perimetric
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**Tyres**

Front wheel

Type	Tube type
Dimensions	2,75-21
Mark	MICHELIN
Model	Trial compétition

Rear wheel

Type	Tube type
Dimensions	4,00-18 M/C
Mark	MICHELIN
Model	Trial competition

Maximum load

180kg

Air in tyres (cold)

Front	100 kPa
Rear	120 kPa

**Wheels**

Front

Type	Spokes wheel
Dimensions	1,60×21''

Rear

Type	Spokes wheel
Dimensions	2,15×18''

**Brakes**

Front

Type 1 disk, Ø 185 mm  
 Control Right hand  
 Fluid DOT 4

Rear

Type 1 disk, Ø 145 mm  
 Control Right foot  
 Fluid DOT 4

**Suspensions**

Front

Type Telescopic fork

Rear

Type Swinging arm

**Shock absorbers**

Front

Helical spring /  
 Oil

Rear

Helical spring /  
 Oil

Maximum displacement

Front 180 mm

Rear 170 mm

**Electric parts**

Ignition

CDI

**Bulbs characteristics**

Front beam 12 V / 35 W  
 Rear beam / stop 12 V / 21 W  
 Sidelight 12 V / 5 W  
 Indicators 12 V / 12 W  
 Instruments lights 12 V / 1.2 W  
 Warning lights 12 V / 1.2 W

**Manufacturer's card**

Type Sticker  
 Place On the right of the  
 steering column

**Identification number**

Type Sticker  
 Place On the right of the  
 steering column