

# XP 65 R

## USE AND MAINTENANCE MANUAL

 polini<sup>®</sup>  
trasforma il meglio in massimo

## ENGLISH

### FOREWORD

INSTRUCTIONS MAY BE REPEATED A NUMBER OF TIMES IN THE COURSE OF THIS MANUAL.  
THIS HAS BEEN DONE PURPOSEFULLY TO EMPHASISE THE IMPORTANCE OF CERTAIN OPERATIONS AND THE NEED TO BEAR SAFETY CONSTANTLY IN MIND.  
ALL ENGINE MAINTENANCE MUST BE REFERRED TO A SPECIALIST DEALER.

### IMPORTANT

Read this manual carefully throughout before riding your new motorcycle.  
This manual contains important information that will help you avoid causing unnecessary damage to the machine and serious or even fatal injury to yourself, to other persons and things.  
To ensure care-free and satisfying offroad riding you must get to know your new motorcycle thoroughly and set it up correctly before you start riding.

### IMPORTANT LEGAL NOTICE

THIS MOTORCYCLE HAS BEEN DESIGNED AND MANUFACTURED EXCLUSIVELY FOR COMPETITION USE AND IS SOLD "AS SEEN" WITH NO WARRANTY.  
THIS MOTORCYCLE DOES NOT COMPLY WITH CERTAIN ROAD SAFETY REGULATIONS AND IT IS THEREFORE ILLEGAL TO RIDE IT ON PUBLIC ROADS, HIGHWAYS AND MOTORWAYS.

APPLICABLE LEGISLATION PERMITS THE USE OF THIS MOTORCYCLE ONLY IN ORGANISED COMPETITIONS OR CLOSED TRACK SPORTING EVENTS ORGANISED IN COMPLIANCE WITH LOCAL BY-LAWS.

ALWAYS ENSURE THAT IT IS LEGAL TO OPERATE THE MOTORCYCLE BEFORE RIDING IT.

IT IS STRICTLY FORBIDDEN TO CARRY PASSENGERS.  
This minicross motorcycle has been designed and manufactured for use by one rider only.

### NOTE

Children must always be supervised by an adult when riding this motorcycle.

### READ THIS MANUAL CAREFULLY.

#### CAUTION!

This text identifies a risk of serious or even fatal personal injury if the associated instructions are not followed. The associated instructions must be followed carefully to avoid damage to the motorcycle.

#### WARNING!

This text identifies a risk of personal injury or damage to the motorcycle. The associated instructions must be followed carefully to avoid serious or fatal accidents.

This manual is an integral part of the motorcycle and must accompany it if it is sold or transferred to a new owner or keeper.

### WELCOME NOTICE

Congratulations on your choice of a Polini minicross motorcycle. By purchasing a Polini motorcycle you have become one of a large family of satisfied Polini motorcycle owners and riders.

### NOTE!

**This Polini minicross is a high performance competition motorcycle and incorporates the latest motocross race technology. It must only be used in competitive racing by expert riders.**

This new Polini minicross model has been designed to perform as competitively as possible.

Motocross is nevertheless a physical sport and winning requires more than just a good motorcycle.

To achieve good results you must be in good physical condition and be a skilful motorcycle rider.

The best results are achieved by riders who exercise regularly to keep in peak physical form and who practise their motorcycling skills frequently.

The purpose of this manual is to help you get the greatest satisfaction possible from your new Polini minicross motorcycle, both from the performance of the machine itself and from success in competitions.

### PERSONAL PROTECTIVE EQUIPMENT

- 1- Most deaths in motorcycling are caused by head injuries.  
ALWAYS wear a helmet. Whenever possible, also wear a visor or goggles, as well as protective boots, gloves and clothes.
- 2- The exhaust system becomes extremely hot during use and may remain so for quite some time afterwards.  
Do not touch any parts of the exhaust system.  
Always wear clothes that completely cover your legs.
- 3- Do not wear loose or flowing clothing. This can become entangled in the control levers, kick-start lever, footrests, chain or wheels.
- 4- Respect the environment.

### DANGEROUS MODIFICATIONS

**MODIFICATIONS TO OR THE REMOVAL OF ORIGINAL PARTS FROM THIS MINICROSS MOTORCYCLE MAY CAUSE IT TO BECOME UNSAFE OR ILLEGAL. ALWAYS COMPLY WITH ALL LOCAL AND NATIONAL LAWS, REGULATIONS AND SAFETY STANDARDS.**

**THIS MOTORCYCLE HAS BEEN PROJECTED FOR A DRIVER UNDER A WEIGHT OF:**

**\_ 60 KGS**

For your own safety and for the best performance of your motorcycle, always insist on original Polini Motori spare parts for all repairs.

To be able to recognise your motorcycle and to keep track of its identity in case of theft, make a note here of its specifications and frame number:

MODEL: \_\_\_\_\_

ENGINE CAPACITY: \_\_\_\_\_

TYRES: Front. \_\_\_\_\_ Rear. \_\_\_\_\_

FRAME NUMBER: \_\_\_\_\_

IDENTITY CODE: 144.000. \_\_\_\_\_

#### **LOCATION OF VEHICLE IDENTITY CODE**

The motorcycle's identity code is stamped on the front of the frame or on the right hand side of the steering head.



#### **1. PREPARING YOUR MOTORCYCLE FOR USE**

When you first open the crate you will see that the motorcycle is not ready for use, but has been partly disassembled for reasons of packing and transport. Carefully unpack all the parts from the crate and proceed as instructed below to check and assemble your motorcycle for use.

The following instructions give the most practical order for assembling the various parts of your motorcycle.

1- Remove the motorcycle from the crate (photo 1).



2- Remove all the parts needed to reassemble the motorcycle from the crate and check them thoroughly (photo 2).

|                       |       |
|-----------------------|-------|
| WASHER 6X18X1         | No. 4 |
| PLASTIC TIE           | No. 1 |
| FRONT WHEEL SPINDLE   | No. 1 |
| WHEEL SPINDLE SPACER  | No. 1 |
| M12 WHEEL SPINDLE NUT | No. 1 |
| FOOTREST SPRING       | No. 2 |

|                          |       |
|--------------------------|-------|
| TCEI SCREW M8X40         | No. 2 |
| TB SCREW M6X16           | No. 4 |
| TBEI SCREW M6X40         | No. 1 |
| NUMBER PLATE             | No. 1 |
| NUMBER PLATE SPACER      | No. 1 |
| RIGHT FOOTREST           | No. 1 |
| LEFT FOOT REST           | No. 1 |
| M8 SELF-LOCKING NUT      | No. 2 |
| TCEI SCREW M8X75         | No. 4 |
| HANDLEBAR CLAMP          | No. 2 |
| HANDLEBAR CLAMP SPACER   | No. 4 |
| HANDLEBAR WITH FOAM ROLL | No. 1 |
| FRONT WHEEL WITH DISK    | No. 1 |
| FRONT MUDGUARD           | No. 1 |



3- Fit the rear shock-absorber, using the M10 hexagonal head screw and the two washers with the M10 nut. Fit one of the washers at the bolt side and the other at the nut side. The nut, bolt, spacers and washers have been pre-fitted in their seats on the swinging arm (photos 3).



4- Open the front brake disk pads.

5- Fit the front wheel using the special spindle; fit the spacer on the disk side of the wheel

6- Insert the spindle and the nut and tighten with a torque wrench (See section **6.2**) (photo n.4).

4



4

- 7- Tighten the spindle locking bolt with a torque wrench (See section **6.2**) (photo 5).



5

- 8- Inflate the front and rear tyres (See section **4.12**).

- 9- Fit the front mudguard with the provided 4 screws and the TBM6X16 washers (photo 6).



6

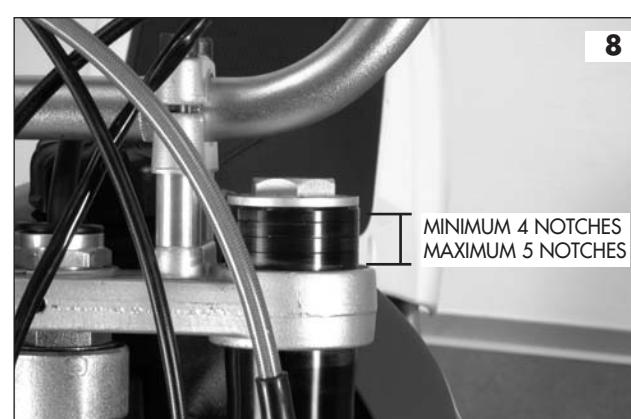
- 10- Cut the transport tie securing the front brake master cylinder. Fit the handlebar and fix it to the top fork with the two handlebar clamps and the four Allen bolts M8X75 (See section **6.2**) (photo 7).

- 11- Regulate the front fork height as per photo No. 8 (see section **6.2** for tightening torque)

**ATTENTION!** For safety reasons the front fork must be extracted within notch No. 4 (minimum) and No. 5 (maximum) (photo No. 8).



7



8

- 12- Remove the throttle control cover and fit the cable as shown in photo 9. Re-fit the cover. (See section **4.9**).



9

- 13- Fit the front brake lever and secure the clamp with the provided screws

- 14- Fit the engine stop button and fix it to the handlebar with its mounting clamp

- 15- Fit the clutch lever and adjust the travel of the lever as you prefer using the regulator (photo 10) (See section **4.11**). Fit the number plate fixing it with the related spacers and screw TBEI M6X40 and insert the front brake cable in the slide.

- 16- Fit the footrests (photo 11)

- 17- Fill the engine coolant circuit (See sections **4.5** and **4.6**) (photo 12).

**ATTENTION! While filling the cooling system, open the draining screw on the left radiator till the liquid comes out.**

**⚠ CAUTION!** The coolant circuit is normally drained for transport. Make sure that it is topped up before starting the engine.



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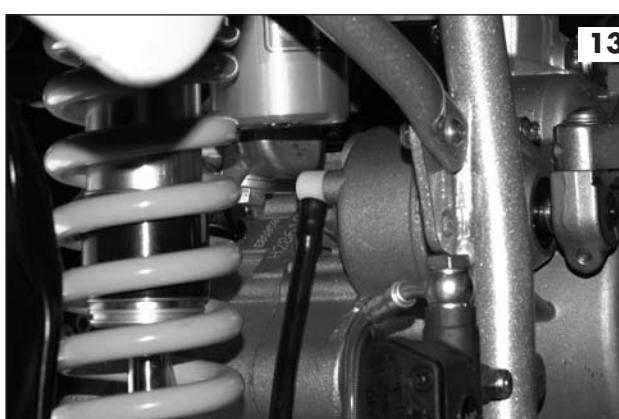


11



12

18- Take off the protection cap (photo No. 13) and check the oil level (See section 4.3).



13

19- Fit the gear lever (photo 14).



14

20- Fill the fuel tank (See section 4.16).

## INTRODUCTION

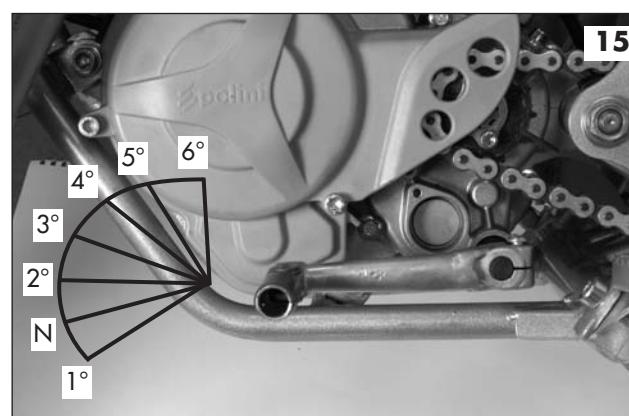
Always ensure that the motorcycle has been efficiently serviced and check it over before riding it. Take your motorcycle to an authorised POLINI MOTORI dealer for all major servicing and repair.

Because of the manufacturer's policy of continuous development, and because of constant innovations in technology, your motorcycle may differ in some details from what described in the illustrations and text in this manual. Original POLINI MOTORI spare parts are always made of the same materials and in the same way as the parts originally fitted on your minicross motorcycle to ensure a longer life and improve efficiency to your motorcycle. Always use original POLINI MOTORI spare parts.

## 2. STARTING THE ENGINE FOR THE FIRST TIME

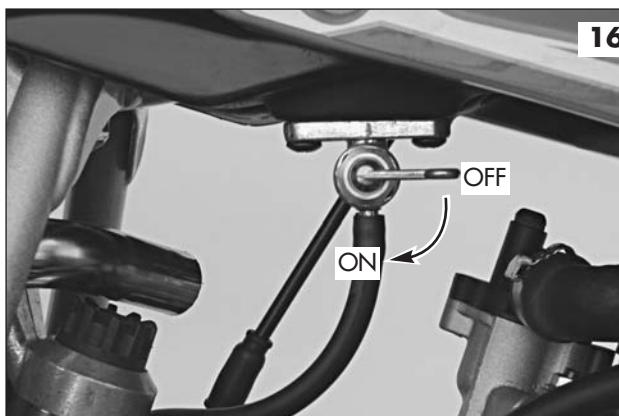
Always check over your motorcycle thoroughly before starting the engine. To start the engine for the first time, proceed as instructed below.

- 1- Remove the radiator filler cap.
- 2- Fill the cooling system with coolant up to the top rim of the radiator (photo 12). Wait a few minutes for the coolant to circulate through the system. Top up the radiator as necessary if the coolant level drops.
- 3- Screw the radiator filler cap back on tightly.
- 4- Before starting the bike, check that the gear is at the neutral position (photo No. 15, gear N)



15

5- Open the fuel cock located under the fuel tank: position ON (photo 16).



16

6- If the engine is cold, lift the choke lever on the carburettor.

**⚠ WARNING!** Lower the starter lever again as soon as the engine starts to warm up.

- 7- Leave the throttle closed. Pivot the kick-start lever outwards and push energetically downwards with your foot to start the engine.
- 8- Return the kick-start lever to its rest position. Leave the engine idle for a few minutes to warm it up.
- 9- Switch the engine off and remove the radiator filler cap. Check the level of coolant inside and top up as necessary.
- 10- Screw the radiator filler cap back on tightly. The motorcycle is now ready for riding.

**⚠ WARNING!** Risk of burns! Only check the coolant level with the engine cold and switched off.

**NOTE.** Motocross competition rules forbid the use of coolant other than water.

**⚠ WARNING!** Never open the throttle abruptly. The motorcycle could jump forwards, causing you to lose control.

**⚠ WARNING!** Check that the engine stop button stops the engine effectively before you begin riding the motorcycle.

### 3. RUNNING IN

- 1- Run your new motorcycle in as instructed below to ensure that the engine and transmission bed in correctly and to ensure continuous reliability in future.

**⚠ CAUTION!** The first time you ride your new motorcycle, ride for about two hours at low engine speeds to ensure that it runs in correctly. Also respect the following precautions.

- 2- Once the engine starts, leave it idle until it warms up to normal temperature. If you switch the engine off for a short time, wait for it to cool down completely before you re-start it.
- 3- During the running in period, always ride at constant speed. AVOID RAPID ACCELERATION.
- 4- Even when riding at low engine speeds, avoid extended difficult sections of road or track that could cause the engine to become very hot.
- 5- Once you have run in your motorcycle following all these instructions, take it to a Polini Motori dealer for its post-running-in service. Apart from a change of spark plug and engine oil, this service also includes the disassembly of the cylinder to check on the condition of the spark plug, cylinder head, piston and cylinder. The service also includes the replacement of the spark plug and of the transmission oil.

**⚠ CAUTION!** Scored pistons can lead to a drop in performance and to rapid deterioration of the cylinder. The nature of the carbon deposits that form on the cylinder head, spark plug and exhaust port gives important information about the fuel mixture burning in your engine. Remember that mixtures that contain too much oil do not extend the life of your engine.

## 4. SERVICING: INTERVALS AND OPERATIONS

The servicing described below is intended to keep your motorcycle in peak condition. It consists of tasks that should be done regularly, or on all occasions before you start riding. All the tasks and adjustments described below can be done easily by following the instructions given in this manual. Refer to your POLINI MOTORI dealer for scheduled services and repairs, and insist that only original spare parts are used to replace worn or broken components.

Refer to the servicing tables in sections **5.1** and **5.2** below for the frequency with which the various service operations must be performed.

### 4.1 REMOVING THE SEAT

Unscrew the seat fixing nut, lift the seat gently and slide it out towards the rear mudguard.

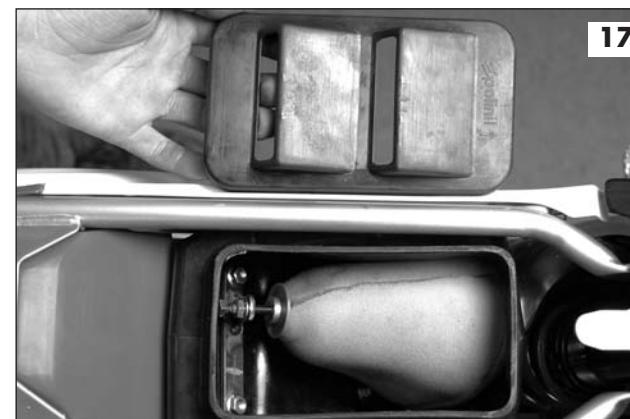
To refit the seat, engage the front seat catch with the screw on the fuel tank and push the seat onto the frame member. Once the seat is firmly in position, turn the seat lock 180 degrees clockwise to lock the seat in place.

### 4.2 REMOVING AND CLEANING THE AIR FILTER

Dirty air filters are one of the most common causes of poor engine performance.

Proceed as follows to clean the air filter.

- Remove the seat (See section **4.1**).
- Remove the cover from the filter box (photo 17).
- Remove the air filter and wash it in hot water with neutral soap (photo 18)
- Rinse the filter and squeeze it dry, then dampen it with oil for filters.



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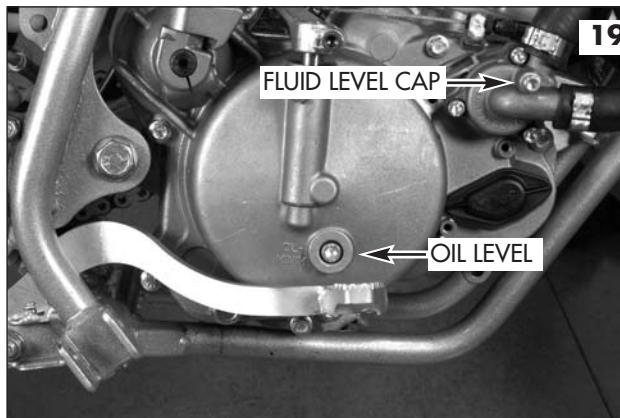
18

If the filter becomes clogged with fine dust as well as normal dirt, replace it with a new one.

**⚠ CAUTION!** Dirty air filters choke the engine and cause poor performance. Torn or broken filters can allow dirt to enter the engine and cause rapid deterioration of the piston rings and barrel.

#### 4.3 CHECKING THE ENGINE OIL LEVEL

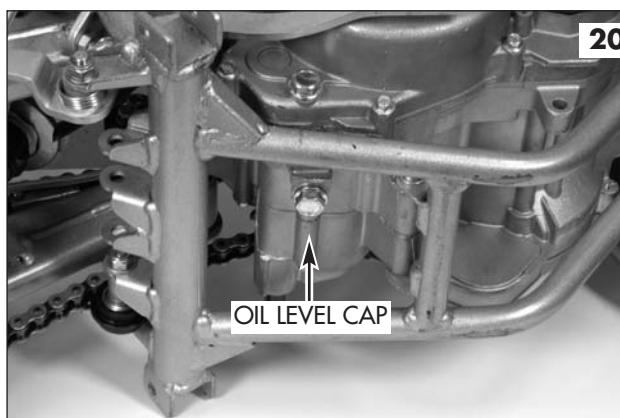
- Stand the motorcycle upright.
- Remove the oil level screw from the gearbox casing on the right hand side of the engine (photo 19).
- Check that the oil level reaches the bottom edge of the hole.



#### 4.4 CHANGING THE ENGINE OIL

**⚠ WARNING!** Risk of burns! Wait for the engine to cool before removing the oil drain screw.

- Stand the motorcycle upright.
- Remove the oil drain screw from the bottom of the gearbox casing (photo 20) and leave the old oil drain out.
- Do not throw spent oil into the environment. Dispose of it correctly through authorised collection points.
- Screw the drain screw back in. Add 600 grams of SAE 20W50 engine oil. Only employ highly detergent engine oil classified for service API SF or SG.



#### 4.5 CHECKING THE COOLANT LEVEL

**⚠ WARNING!** Risk of burns! Wait for the engine to cool before removing the radiator filler cap.

When the engine is cold, unscrew the radiator filler cap and check the level of the coolant inside. Top up as necessary. (See section 2, "Starting the engine for the first time").

#### 4.6 CHANGING THE COOLANT

- Stand the motorcycle upright.
- Unscrew the radiator filler cap.
- Unscrew the coolant drain screw on the engine casing on the water pump (photo 19).
- Wait until all the old coolant has drained out.
- screw the filler cap and refill the cooling system (See section 2, "Starting the engine for the first time").

#### 4.7 ADJUSTING ENGINE IDLING SPEED

- Warm up the engine before adjusting the idling speed and leave it run at neutral position (gear N).
- Leave the engine idle with the throttle closed.
- Turn the idle speed adjustment screw on the right hand side of the carburettor in or out to achieve the lowest engine speed possible without running becoming irregular (photo 21).



#### 4.8 ADJUSTING THE AIR SCREW

The air screw can be adjusted in order to obtain better performance when the bike is out of idling speed.

- If the engine has difficulty in curve (rich mixture) unscrew the air screw.
- If the engine has difficulty in curve (poor mixture) screw the air screw.

**⚠ WARNING!** The adjusting screw is near the cylinder. Pay attention not to scald oneself while adjusting it.

#### 4.9 ADJUSTING THE THROTTLE CONTROL AND CABLE

- Make sure that the throttle twist grip operates smoothly.
- Make sure that the play in the throttle cable measures 3-5 mm. If play exceeds this measurement, reduce play by screwing out the adjuster on the top of the carburettor. (Photo n. 22)



**⚠ CAUTION!** Failure to keep this parts in peak condition and to make repairs whenever necessary can lead to serious personal accidents and serious damage to the motorcycle.

#### 4.10 ADJUSTING BRAKES

This model is provided with a front and a rear hydraulic brake. When the brake pads wear, the oil brake level goes down. Therefore, periodically check the brake oil level and the wear of the brake pads.

**⚠ WARNING!** When you add brake fluid, make sure that the tank is in horizontal position before removing the cap to avoid spilling the fluid.

**⚠ WARNING!** Incorrectly positioned brake lines can be damaged by contact with moving parts, leading to serious accidents. The braking system must also be run in before it achieves maximum efficiency. Apply the brakes at least one hundred times before considering them to be fully efficient. Proceed with great caution throughout this period. At the end of this period, adjust the brakes and also check that all the fixing bolts are tight. Adjust the travel of the back brake pedal to suit the stature of the rider. To do so, loosen the lock nut and turn the adjuster on the master cylinder control rod (photo n. 24).

**⚠ CAUTION!** Use only DOT 4 hydraulic brake fluid from clean new containers.

**⚠ WARNING!** Brake fluid is highly corrosive to paintwork and can cause injury if it comes into contact with the eyes or skin. Consult a doctor immediately in case of accident.

Change the brake fluid every two years.

DO NOT THROW SPENT BRAKE FLUID INTO THE ENVIRONMENT.

##### Front and rear brake pads

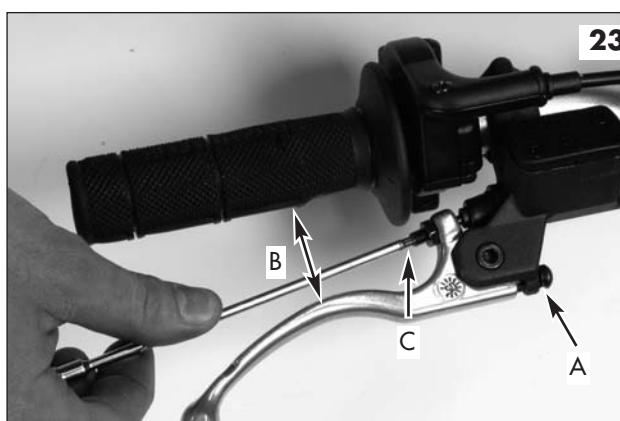
Check the brake pads through the wheel to determine the wear. If one of the pads should be worn up to a thickness of 1mm, replace both the pads.

##### General controls

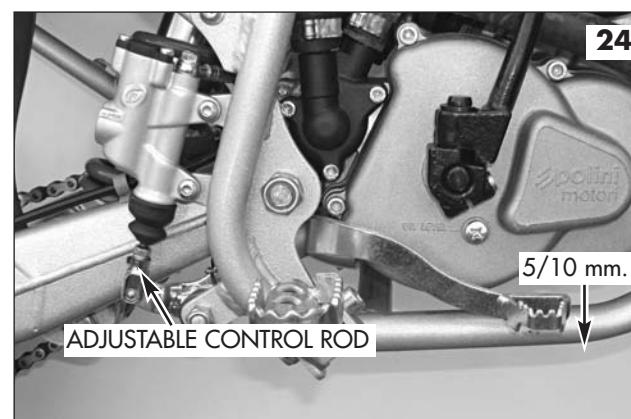
Make sure there are no drippings. Check if hoses and joints show wear or cracks.

#### 4.10.1 ADJUSTING HYDRAULIC BRAKES

To adjust the lever position, manually act on the screw "A" and adjust the distance "B" in relation to the rider's needs (photo 23). After adjusting, make sure that the lever keeps a 3/4 mm play. The adjusting of the play can be done through screw "C" (photo 23). The rear hydraulic brake, on the contrary, must have a bigger play (photo 24).



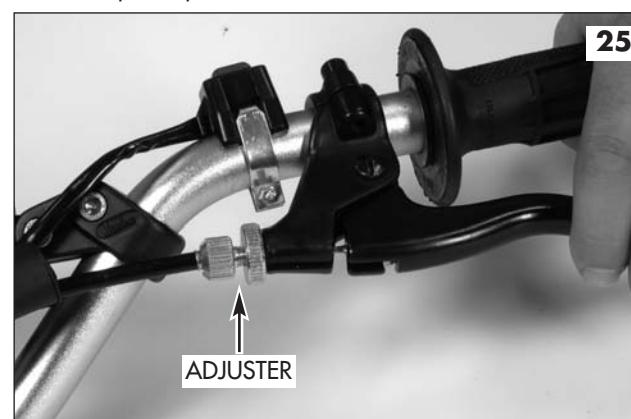
23



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#### 4.11 ADJUSTING CLUTCH

Make sure that the clutch lever keeps play before the coupling. The adjusting of the play can be done through the related adjuster (photo 25)



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#### 4.12 TYRE PRESSURES

Correct tyre pressure ensures maximum stability and control and also extends tyre life.

Check tyre pressure frequently and adjust as necessary. Always measure tyre pressure when tyres are cold.

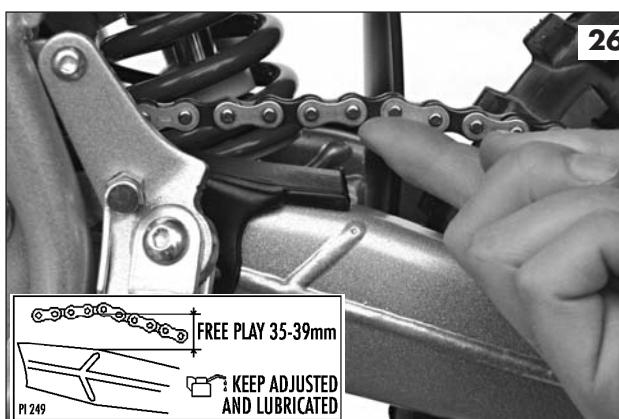
| RECOMMENDED TYRE PRESSURES |                    |
|----------------------------|--------------------|
| FRONT                      | REAR               |
| 1,0 BAR - 14,5 PSI         | 1,0 BAR - 14,5 PSI |

#### 4.13 TRANSMISSION CHAIN

The final drive chain is an extremely important component and deserves special care and regular servicing.

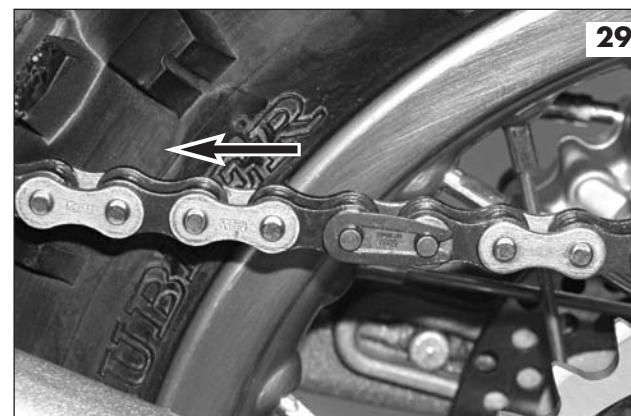
**⚠ WARNING!** When working on the chain, take care not to jam your fingers between the chain and sprocket.

- Check the chain tension with the motorcycle standing upright and with no pressure on the suspensions. Measure chain movement at the position shown in photo 26. Chain movement must be 35-39 mm as shown in the figure. If necessary, proceed as follows to adjust the chain tension (photo 27).
  - Loosen the nut (3) on the rear wheel spindle.
  - Loosen the two lock nuts (1) and turn the two adjusters (2) anti-clockwise to tighten or clockwise to slacken the chain. Make sure that the edges of the spindle plates are perpendicular to the swing arm and measure distance "A" between the swing arm and the plates. Make sure that distance "A" is the same on both sides.
  - Tighten the rear spindle nut (3) (photo 28). See section 6.2 for the tightening torque.

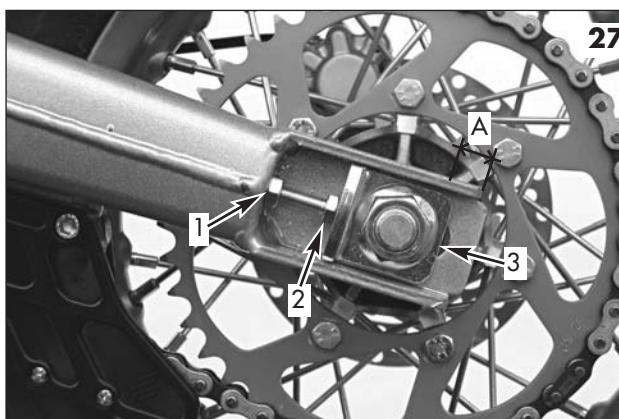


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jam the rear wheel and cause accidents with serious personal injury and damage to the motorcycle.



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- Measure the chain movement again and repeat the adjustment procedure if necessary.
- Gently turn the adjuster (2) to bring it into firm contact with the axle plates. Hold the adjusters firmly with a spanner and tighten the lock nut (1).
- 2- Whenever you check chain tension, also check the chain and the front and rear sprockets for wear or damage.
- 3- Always lubricate the chain after washing the motorcycle. Dirty chains can be cleaned with diesel fuel. A good quality chain lube spray reduces chain wear and improves the efficiency of the transmission.
- 4- If you need to remove or change the chain, remember to replace the clip on the split link with the closed end facing in the direction of travel (photo 29).

**⚠ CAUTION!** Never fit a new chain to worn sprockets or vice-versa. Incorrect wheel alignment not only causes rapid chain and sprocket wear but also affects the handling and control of the motorcycle.

**⚠ WARNING!** Loose, worn or badly aligned chains can break or come off the sprockets. If this occurs the chain can

#### 4.14 ADJUSTING THE REAR SHOCK

The swinging arm is damped by a hydraulic monoshock with oil and nitrogen gas reservoir. Gas pressure in the reservoir is maintained by a rubber diaphragm. The spring preload of the monoshock, (compression and travel) must be adjusted to suit the weight of the rider and the circuit conditions.

**⚠ WARNING!** Never attempt to open the oil reservoir, since it also contains nitrogen gas at high pressure. Incorrect handling of the reservoir can lead to the unit exploding, causing potentially serious personal injury.

The monoshock can be adjusted in four different ways:

- 1- Spring preload (photo 30). The bike is equipped with a 80 Newton spring, to be used for riders with a weight of 50/60 Kgs. If the weight is inferior, we suggest your replacing with a 75 Newton spring, listed in the Polini Catalogue.
- 2- Hydraulic adjusting in compression (photo 31).

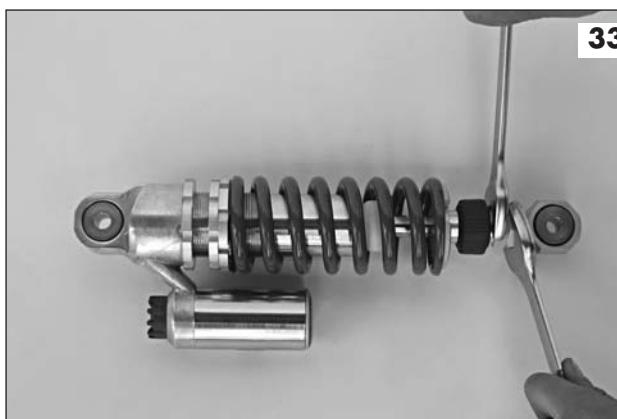
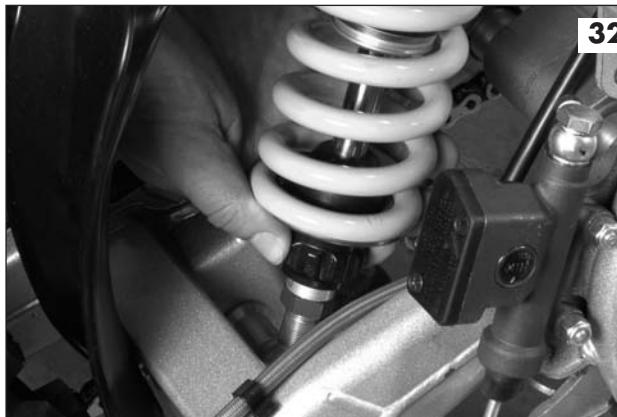


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- 3- Hydraulic rebound (turn clockwise for greater damping, anti-clockwise for faster action) (photo 32).
- 4- Suspension height (photo 33). When your motorcycle is new, run the suspensions in with their factory settings for at least one hour before making any personal adjustments



**ATTENTION!** The shock is set up in the factory and has no user adjustments. Never exceed the line indicated on the register

#### SERVICING

- 1- Check the spring for damage or wear.
- 2- Bounce the rear of the motorcycle up and down and check that the rear suspension functions smoothly.
- 3- Check that the shock rod is perfectly straight and that there are no oil leaks around it.
- 4- Push the rear wheel sideways to check for play in the swing arm bushings. Replace the bushings immediately if any play is detected.

#### 4.15 ADJUSTING THE FRONT FORK

The front fork is set up in the factory and no adjustments can be done by users.

#### SERVICING

- 1- Check that the fork seals are clean and free from oil, dust and dirt.
- 2- Check the legs for oil leaks. Replace damaged fork seals before using the motorcycle.
- 3- Apply the front brake and bounce the front of the motorcycle up and down to check that the front fork is functioning smoothly.

#### 4.16 FUEL

Your bike is equipped with a 2 stroke engine which needs a 2% synthetic oil and fuel mixture. Only use car petrol with an octane rating of 96 to 100 or more. In case of pre-ignition (knocking) try a different brand of fuel or a higher octane rating. Fuel tank capacity is 3 litres.

#### 4.17 FUEL FILTER

The fuel filter is incorporated in the fuel tap under the tank. As dirt builds up in the filter it gradually impedes the flow of fuel to the carburettor. For this reason the filter must be cleaned regularly.

#### SERVICING

- 1- Drain the fuel out of the tank into a clean petrol can.
- 2- Unscrew the two fixing screws and remove the fuel tap from the tank.
- 3- Wash the filter in water with neutral soap. Leave the filter dry, in the sun if possible.
- 4- Replace the fuel tap on the tank, making sure that the seal is correctly seated.

**WARNING!** Petrol is extremely inflammable and petrol vapour can explode easily. Only drain the tank in a well ventilated area and with the engine switched off. Refrain from smoking and avoid all naked flames or sparks while draining fuel or refuelling.

#### 4.18 WASHING THE MOTORCYCLE

Cover the following parts to prevent water from entering before washing your motorcycle:

- the throttle control
- the brake controls
- the air intake and filter
- the exhaust hole.

Avoid directing jets of water directly on to the following parts:

- the wheel hubs
- the swinging arm pivot
- the steering head
- the brake callipers
- the spark plug hood.

On completion of washing, lubricate the above parts as necessary then start the engine and leave it run for a few minutes.

**WARNING!** Make sure that the brakes are fully efficient before you start riding the motorcycle.

#### 5. PRE-RACE INSPECTION AND PREPARATION

##### 5.1 DAILY CHECKS: TO BE PERFORMED ALWAYS BEFORE RIDING THE MOTORCYCLE

- Engine oil: check for leaks; check oil level.
- Carburettor: check that the throttle cable operates smoothly and without sticking.
- Coolant: check for leaks; check level; check that the hose clamps are tight.
- Radiator filler cap: check for tightness.
- Fuel filler cap: check for tightness.
- Air filter and filter box: check that filter and box are free from dust and dirt.
- Brakes: check that the brakes lines are not kinked or pinched and that the callipers are clean.
- Seat: check that the seat is correctly fitted and locked in place.
- Chain: check that the chain is free from caked mud and that it is well lubricated and correctly tensioned.
- Sprockets: check that the sprockets are free from dirt and stones.
- Handlebars: check that the handlebar clamp bolts are tight.
- Tyres: check the tyre pressures.
- Front fork: check functioning and cleanliness.
- Steering: check the steering head for play.

| <b>5.2 REGULAR CHECKS: TO BE<br/>PERFORMED EACH RACE AND AFTER<br/>LAYING UP</b> | <b>INTERVAL</b>                |                                |                                | <b>RISK LEVELS</b><br>W: WARNING!<br>C: CAUTION! | <b>SECTION</b> |
|--|--------------------------------|--------------------------------|--------------------------------|--|----------------|
|  | AFTER 1 RACE<br>APPROX.2 HOURS | AFTER 3 RACE<br>APPROX.6 HOURS | AFTER 9 RACE<br>APPROX.18HOURS |  |                |
| CHAIN  | +  +                           |                                |                                | W  | 4.13           |
| SPROCKETS AND GEARS  | +                              |                                |                                | W  | 4.13           |
| CHAIN ROLLER   | +                              |                                |                                | W  |                |
| CHAIN GUARD - CHAIN SLIDE  | +                              |                                |                                | C  |                |
| BRAKES   | +                              |                                |                                | W  | 4.10           |
| COOLING LIQUID - RADIATOR  |                                |                                |                                | W  | 4.5            |
| HYDRAULIC BRAKE CALIPERS   | +                              |                                |                                | C  | 4.10           |
| BRAKE PADS   | +                              |                                |                                | C  | 4.10           |
| HYDR. BRAKE OIL LEVEL  | +                              |                                |                                | C  | 4.10           |
| THROTTLE CONTROL   | +                              |                                |                                | C  | 4.9            |
| THROTTLE CABLES  | +                              |                                |                                | C  | 4.9            |
| AIR FILTER   | *                              |                                |                                | W  | 4.2            |
| TYRE PRESSURE  | +                              |                                |                                | W  | 4.12           |
| WHEEL BEARINGS   | +                              |                                |                                | W  |                |
| SPOKES   | +                              |                                |                                | W  |                |
| ENGINE OIL   | +  +                           |                                |                                | C  | 4.3            |
| STEERING HEAD ACTION   | +                              |                                |                                | C  |                |
| STEERING HEAD BEARINGS   | +                              |                                |                                | C  |                |
| FRONT FORK   | +                              |                                |                                | C  | 4.15           |
| REAR FORK  | +                              |                                |                                | W  |                |
| FUEL LINE  | +                              |                                |                                | W  | 4.17           |
| FUEL FILTER  |                                | +                              |                                | W  | 4.17           |
| REED VALVE   | +                              |                                |                                | W  |                |
| CARBURETTOR  | +                              |                                |                                | W  | 4.8            |
| SPARK PLUG   | +                              |                                |                                | W  |                |
| SPARK PLUG HOOD  | +                              |                                |                                | W  |                |
| ELECTRICAL SYSTEM  | +                              |                                |                                | W  |                |
| EXHAUST  |                                |                                |                                | W  |                |
| SILENCER   |                                |                                |                                | W  |                |
| CYLINDER HEAD PISTON AND BARREL  |                                | +                              |                                | W  |                |
| PISTON   |                                | +                              |                                | W  |                |
| PISTON RING  |                                | +                              |                                | W  |                |
| ENGINE CASING  |                                |                                |                                | W  |                |
| CRANKSHAFT   |                                |                                | +                              | W  |                |
| MAIN BEARINGS  |                                |                                | +                              | W  |                |
| ALL ENGINE BEARINGS  |                                |                                | +                              | W  |                |
| PRIMARY / SECONDARY GEAR   |                                |                                | +                              | W  |                |
| CLUTCH SPRING DRIVE GEAR   | +                              |                                | +                              | W  |                |
| CLUTCH GEAR  | +                              |                                |                                | W  |                |
| KICK-START BOLTS   | +                              |                                |                                | W  |                |
| KICK START GEAR  | +                              |                                |                                | W  |                |
| NUTS, BOLTS, FIXINGS   | +                              |                                |                                | C  |                |

= INSPECT/ADJUST

= CLEAN

= LUBRICATE

= REPLACE

C= CAUTION!

W= WARNING!

\*: In dusty race conditions, clean the air filter after every heat.

| <b>6 TECHNICAL SPECIFICATIONS</b> |       | <b>XP 65 R</b>                         |
|-----------------------------------|-------|--|
| ENGINE                            |       | single cylinder two stroke             |
| COOLING SYSTEM                    |       | liquid                                 |
| BORE AND STROKE                   |       | 45x40,8                                |
| DISPLACEMENT                      |       | 64,9                                   |
| COMPRESSION RATIO                 |       | 14,2:1                                 |
| CARBURETTOR                       |       | Mikuni 24                              |
| IGNITION                          |       | electronic                             |
| FUEL                              |       | 2% unleaded fuel                       |
| INDUCTION                         |       | reed valve in crankcase                |
| STARTING                          |       | kick-start                             |
| TRANSMISSION                      |       | 6 Speed                                |
| FRAME                             | steel | steel                                  |
| FRONT MECHANICAL BRAKE            |       | Ø 180 mm.                              |
| REAR MECHANICAL BRAKE FRONT       |       | Ø 150 mm.                              |
| TYRE                              |       | 60/100 - 14"                           |
| REAR TYRE                         |       | 80/100 - 12"                           |
| FRONT SUSPENSION MARZOCCHI        |       | hydraulic fork, Ø 35 mm, adjusting usp |
| REAR SUSPENSION OHLINS            |       | hydraulic monoshock                    |
| FUEL TANK CAPACITY                |       | 3 litres                               |
| EMPTY WEIGHT                      |       | 56,5 Kg                                |
| SEAT HEIGHT                       |       | 790 mm.                                |
| WHEELBASE                         |       | 1.145 mm.                              |

**6.2 TIGHTENING TORQUE VALUES FOR FRAME AND CHASSIS**

|                                   | <b>M</b> | <b>N.m</b> | <b>Kgf.m</b> | <b>Lbf.t</b> | LOCKING COMPOUND |
|-----------------------------------|----------|------------|--------------|--------------|------------------|
| FRONT WHEEL SPINDLE               | M12      | 50         | 5            | 37           |                  |
| FRONT WHEEL SPINDLE LOCKING BOLT  | M6       | 10         | 1            | 7,4          |                  |
| HANDLEBAR FIXING SCREWS           | M8       | 20         | 2            | 14,8         |                  |
| REAR WHEEL SPINDLE                | M14      | 60         | 6            | 44,40        |                  |
| ENGINE/SWING ARM SPINDLE          | M12      | 50         | 5            | 37           |                  |
| FRONT ENGINE MOUNTING BOLT        | M8       | 25         | 2,5          | 18,,5        |                  |
| TOP FORK PLATES                   | M8       | 18         | 1,8          | 13,32        |                  |
| BOTTOM FORK PLATES                | M6       | 9          | 0,9          | 6,7          |                  |
| BRAKE DISK SCREWS                 | M6       | 10         | 1            | 7,4          |                  |
| HYDR. BRAKE CALIPER FIXING SCREWS | M6       | 10         | 1            | 7,4          | LOCTITE 242      |
| STEERING HEAD NUT                 |          | 80         | 8            | 59,2         | LOCTITE 242      |
| STEERING HEAD ADJUSTMENT RING NUT |          | 6          | 0,6          | 4,44         |                  |

**ENGINE SMALL PARTS TORQUE WRENCH SETTING N.m / Lbf. ft**

|                               | <b>M</b> | <b>N.m</b> | <b>Kgf.m</b> | <b>Lbf.t</b> | LOCKING COMPOUND |
|-------------------------------|----------|------------|--------------|--------------|------------------|
| HEAD BOLTS                    | M7       | 15         | 1,5          | 11,1         |                  |
| CRANKCASE NUT (CLUTCH SIDE)   | M10      | 45         | 4,5          | 33,3         | LOCTITE 270      |
| CRANKCASE NUT (IGNITION SIDE) | M10      | 40         | 4,0          | 29,6         | LOCTITE 242      |
| DRIVEN GEAR NUT               |          | 18         | 1,8          | 13,32        |                  |
| SPARK PLUG                    |          |            |              |              |                  |

The torque values listed in the tables above cover the most important nuts and bolts on the motorcycle.

Apply the following standard tightening torque values to all nuts and bolts not listed above.

**STANDARD TIGHTENING TORQUE VALUES**

|                      | <b>N.m</b> | <b>Kgf.m</b> | <b>Lbf.t</b> |
|----------------------|------------|--------------|--------------|
| 5 mm NUTS AND BOLTS  | 6          | 0,6          | 4,44         |
| 6 mm NUTS AND BOLTS  | 10         | 1            | 7,40         |
| 8 mm NUTS AND BOLTS  | 25         | 2,5          | 18,50        |
| 10 mm NUTS AND BOLTS | 45         | 4,5          | 33,30        |
| 12 mm NUTS AND BOLTS | 55         | 5,5          | 40,70        |

| <b>STANDARD SPARK PLUG</b> | <b>COLDER SPARK PLUG</b> |
|----------------------------|--------------------------|
| NGK B9, NGK BR9EG          | NGK B10, NGK BR10EG      |