

**MC6506**

**MANUAL DEL USUARIO**

**USER MANUAL**

**MANUEL D'ENTRETIEN**

**LIBRETTO D'USO**

**BETRIEBSANLEITUNG**

**GAS GAS**



**GAS GAS**  
**MG6506**

**USER MANUAL**



## **USER MANUAL**

GAS GAS thanks you for the trust you have placed in us.

We are delighted that you have selected the MC 65 motorcycle and we would like to welcome you to the GAS GAS family.

Get to know your new machine well. This bike incorporates our accumulated competition experience and that which we have gained from the achievement of many important titles.

You now possess a motorcycle with which, as well as feeling comfortable, you are offered infinite possibilities of driving at the highest level of your skill while maintaining a maximum of security.

Thank you for your confidence and welcome to GAS GAS motos SA.

GAS GAS MOTOS, S.A.

## Introduction

You are now the owner of a modern motorcycle which will give you and your children much pleasure with maximum safety, provided you look after and maintain the bike in good order. The manual supplied with your new motorcycle provides important information concerning the handling and maintenance of the bike. At the time of publishing, it included the latest technical details for this series. However, there may be minor differences due to constant developments in the construction of the motorcycles. The instructions for use are an important element of the motorcycle and, in the event of resale, should be handed over to the new owner.

We would stress that all maintenance work to the chassis and engine should be carried out by specialised GAS GAS workshops. In the event that such maintenance is required while competing with the bike, the work should be carried out by a qualified mechanic.

Please follow the recommended running-in times as well as the inspection and maintenance intervals given. Strict adherence to these time periods will have a direct affect on the working life of the motorcycle. In all cases maintenance services should be carried out by a specialised GAS GAS workshop to ensure the bike remains under guarantee.

For your child's safety, only use GAS GAS approved spare parts and accessories. GAS GAS will not accept responsibility for any damage caused by the use of other parts.

Please note that as parents you should be aware that the safety of your children depends upon you finding a safe location for the use of the motorcycle which should also be maintained in perfect technical order. Naturally, the motorcycle entails the possibility of risk, as with all vehicles, and therefore you should ensure that all basic precautionary measures are observed. To do so, follow the important instructions given to parents to ensure safe driving of the motorcycle.

Riding your motorcycle off-road is a marvellous sport which we hope you and your children will enjoy to the full. Nevertheless, it can be a source of problems for the environment and of conflict with other people. Responsible behaviour when using your motorcycle helps to prevent these problems and conflicts. To guarantee the future of motorcycling, please ensure that you and your children use your motorcycle in accordance with the law, behave responsibly towards the environment and respect the rights of others.

In conclusion we trust you and your children enjoy your motorcycle and always have a good journey.

The right to modifications in the production and design is reserved

## Important warning

Read this Manual carefully. You will find it contains all the necessary information for your safety, and that of others, as well as guaranteeing the correct conservation and maintenance of the GAS GAS motorcycle you have just bought.

All the instructions required in order to correctly drive and handle the motorcycle are listed below. Each message is preceded by a sign, the meanings of which are as follows:



Caution! This symbol indicates all of the rules and precautionary measures that must be taken in order to avoid any physical injury, serious or slight, including death of the user; to ignore these represents a serious danger.



Warning! This symbol introduces special warnings to avoid damaging your motorbike. If these warnings are ignored the vehicle guarantee may be automatically declared invalid.



Miscellaneous notes. These are the instructions necessary for an optimum use of the control and adjustment operations, as well as the conservation and maintenance work on the motorcycle, in order that you may benefit from a maximum of driving satisfaction.

The aim of this Manual is to help the user minimise or avoid possible damage to people, property, the environment, and naturally to your new motorcycle. Therefore all the information included in the manual is based on data obtained on the latest range of products made available by the manufacturer immediately before going to printing. Nevertheless, GAS GAS Motos, S.A. reserves the right to make modifications without prior warning to the consumer and without being held responsible in any way.

Your nearest dealer is also available to provide any information you may require.

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**Identification**

The motorcycle identification code is engraved on the steering stem.

This code should match the documentation provided with the motorcycle.

**Please note the following codes:**

Chassis number: \_\_\_\_\_

Engine number: \_\_\_\_\_

**Stamp and signature of dealer**

Gas Gas motor S.A. reserves the right to modify the equipment, technical instructions, colours, materials, services provided or similar without prior warning or reason, in addition to the right to withdraw any of the above without offering a replacement or to end the production of a particular model without prior warning.



## Important instructions to parents to ensure the safe driving of the motorcycle

### **Caution!**

The MC 65 motorcycle is designed for use Off-Road and by only one person at a time. The use of this motorcycle on public highways is prohibited.

The motorcycle is designed for use by children between 8 and 12 years of age with a maximum body weight of 50 kg and a maximum height of 160 cm.

- Before using the motorcycle ensure the child is equipped with suitable protective clothing. Protective clothing includes the helmet, goggles, protective gear for the trunk, arms and legs, gloves and boots.

- Adjust the clutch and brake levers to the size of the child's hand (with gloves).

- Adjust the basic position of the brake pedal to the child's position when seated.

- Before starting the cycle for the first time explain all the manoeuvres to your child and ensure that he/she has fully understood these. Go over the user manual step by step with your child, carefully explaining the instructions concerning dangers, and in particular, those which are shown as warning of the risk of accident.

- Explain to your child about: driving techniques, falls,

and the effect of the movement of body weight on the behaviour of the vehicle, etc.

- Before starting the cycle for the first time, check whether the basic adjustment of the fork and shock absorber has been adjusted to the body weight of the child.

- Each time you start the cycle, first check the working of all the components (see section – Checks each time you start the motorcycle) and teach the child how to make these checks him/herself.

- If you are also riding a motorcycle adjust your speed to that of your child and not vice-versa.

- The child should understand that the instructions or signs given by you, or other person in charge, must be followed to the letter.

- The child should be physically able to ride a motorcycle. He/she should at least know how to ride a bicycle. The child should be strong enough to lift the motorcycle after a fall.

- Do not expect too much of the child. Give him/her sufficient time to become familiar with the motorcycle and to improve his/her driving technique. The child should not take part in competitions until his/her physical condition, driving technique and motivation meet requirements.

- Explain to the child that he/she should only drive at a speed appropriate to the general conditions; otherwise, he/she may fall and be seriously injured. Children are often not aware of or do not recognise dangers. In particular, speed should be reduced on unknown tracks.

- Never allow the child to use the motorcycle unsupervised. An adult should always be present. If you are out riding together, always tell someone where and for how long you are going. This will allow help to be obtained more quickly in the event of problems.



## Instructions for starting the cycle the first time

- Check that the work detailed in “Checks each time you start the motorcycle” has been carried out by your representative.
- Carry out the preliminary driving trials with your child, preferably in a field or garden to prevent injury in the event that the child falls. The available area should, of course, be large enough to allow different driving manoeuvres. Take care to avoid collisions with other drivers.
- To allow your child to become accustomed to the brake lever action, the motorcycle should be pushed during the preliminary trials. Do not start the engine until the child is correctly able to control the brake lever.
- Initially, the child should be between two people who help him/her to stop the motorcycle. Explain the procedure for stopping alone to your child.
- To improve driving techniques, the child should also try to walk as slowly as possible while straddling the motorcycle. Position obstacles which the child should try to avoid, etc.
- Follow the instructions for running-in.

## Running-in period

Care of the engine during the first hours of use is vital for obtaining the best from your motorcycle. Therefore, we recommend:

- Keeping strictly to the ratios of oil and petrol shown, using 100% synthetic oil – see the section “Fuel – Petrol/oil mixture”, page 16.
- In the first hour of use, keep the engine at a moderate turnover speed (never go to maximum turnover).
- Constantly change the speed, by opening and closing the throttle alternately.

### **Caution!**

- Only GAS GAS approved accessories should be used.
- The front and rear wheels should be fitted with tyres of the same profile. Only approved tyres should be used.
- Replace the helmet visor or the goggle lenses if scratched.
- Never leave the motorcycle with the engine running. Remember that excessive noise may bother other people.

## INSTRUCTIONS FOR DRIVING



### **Checks each time you start the motorcycle**

The motorcycle should be in excellent technical condition while driving. For safety reasons, a general check of the motorcycle should be made each time you start the motorcycle. The following checks should be carried out:

#### **1 Gearbox oil**

Low levels of gearbox oil result in premature wear and the consequent damage to gears and gearbox parts.

#### **2 Petrol**

Check the level of petrol in the tank. When the petrol cap is closed, check that the tank vent hose is not blocked.

#### **3 Chain**

A loose chain may come off the sprockets; a very tight chain may break. A chain which has not been adequately greased will result in excess wear of the chain and sprocket.

#### **4 Brakes**

Check the level of brake fluid and that the brakes work correctly. The tanks have been designed so

that the fluid does not require topping up even when the brake pads are worn. If the level falls below the minimum level, this indicates a fault in the brake system or that the brake pads are totally worn. Have the brakes checked at a specialised GAS GAS workshop as the brakes may be faulty. Check the condition of the brake line. Check the play of the brake lever and brake pedal.

#### **5 Tyres**

Check that the tyres are in good condition. Tyres with cuts or bulges should be replaced. Check the tyre pressures. Incorrect air pressure affects driving and may damage the tyres.

#### ***Caution!***

If the resistance of the hand or foot brake lever appears spongy, there is a fault in the brake system. Have the brake system checked by a GAS GAS dealer before using the motorcycle.



**Checks each time you start the motorcycle (Cont.)**

### **6 Cables**

Check the adjustment and working of the accelerator cable.

### **7 Coolant fluid**

When the engine is cold, check the level of the coolant fluid.



**INSTRUCTIONS FOR MAINTENANCE**



**Fuel tap**

This has three positions:

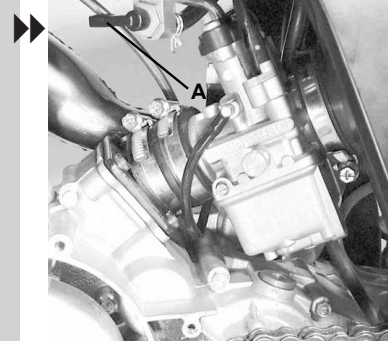
- 1- Reserve
- 2- Open
- 3- Closed

The diagrams below show the position of the fuel tap **(A)** for each case.



**Starting when the engine is cold**

- 1- Open the fuel tap.
- 2- Place the gear in neutral.
- 3- Pull out the choke **(A)**.  
- Pull the choke control upwards **(A)**
- 4- Kick the starter pedal vigorously without opening the accelerator.



**Starting when the engine is cold (Cont.)****Caution!**

To prevent injury when starting the motorcycle, boots should be worn. Your foot may slip off the starter pedal or the engine may kickback if the kick was not hard enough.

Do not start or leave the engine idling in closed spaces. Exhaust fumes are highly toxic and may result in loss of consciousness or even loss of life. When the engine is running, ensure that there is always adequate ventilation.

**Warning!**

Driving the motorcycle while the engine is cold is not recommended as the piston heats up more quickly than the water cooled cylinder. Allow the engine to warm up while idling or driving at low speeds.

**Starting when the engine is warm**

- 1- Open the fuel tap.
- 2- Place the gear in neutral.
- 3- Kick the starter pedal vigorously without opening the accelerator.

**What to do when the engine is “flooded”**

- 1- Close the fuel tap.
- 2- Start the engine with the accelerator fully open. If necessary, remove and dry the spark plug.
- 3- When the engine starts again, re-open the fuel tap.







### Setting off

Pull on the clutch lever, engage first gear and slowly release the clutch lever while also accelerating.

#### **Caution!**

Always remove the stand before your child starts to ride the motorcycle.



### Changing gears, driving

First gear is the gear used to set off. Conditions permitting (traffic, slope, etc), a higher gear may be engaged. For this, close the throttle, pull on the clutch lever, engage the next gear, release the clutch lever and accelerate. When the choke is used, make sure that it is pushed back once the engine is warm.

When reducing gear, use the brake if necessary and close the throttle grip at the same time. Pull on the clutch lever and drop down to the next gear. Slowly release the clutch lever and accelerate or reduce gear again.

#### **Caution!**

After a fall with the motorcycle, all the functions should be checked before starting the bike again. A damaged lever should always be replaced. Never repair the lever as this will result in loss of stability.

#### **Warning!**

A high engine speed when the engine is cold will have a negative effect on the engine life. It is better to warm the engine at medium speed for several kilometres, and never reduce gear with the throttle fully open, if the engine races, this may cause damage. In addition, this may cause the rear wheel to lock, with the resultant loss of control of the motorcycle.

If, during long descents, the engine is working without accelerating, open and shut the throttle quickly from time to time to ensure that the lubricant-petrol mixture reaches the engine.

In the event of an unusual noise or vibration while driving the motorcycle, stop immediately, switch off the engine and contact a GAS GAS dealer.



### Fuel – Petrol/oil mixture

The motorcycle is fitted with a two-stroke internal combustion engine. This type of engine requires a mixture of petrol and oil.

To ensure the correct working of the engine, the following are recommended:

- Use high quality petrol, with an octane rating equal to or above 90 (RON +MON)/2 or 98 (RON).
- Use 100% synthetic oil.

#### **Warning!**

- If the recommended oil is not available, use semi-synthetic oil.
- Do not mix different oil-types.

Mixture ratio: oil, 2,5% of petrol volume (40 parts petrol to every 1 part oil).

Note: we recommend first preparing the mixture in a suitable container and then filling the fuel tank.



### Fuel tank

This has a rapid access cap (A) and a vent hose (B) to allow gases produced in the tank to escape.

- Turn the cap to the left to open.

#### **Warning!**

Regularly check the cap seal and vent hose to ensure they are leak proof. Risk of spillage.



**Fuel**

Unleaded Super, 95 octane, mixed with two-stroke oils. Mixture ration 1:40.

**Caution!**

Petrol is highly inflammable and toxic. Employ extreme caution when handling petrol. Do not refuel in the vicinity of naked flames or lit cigarettes. Always switch off the engine before refuelling. Take care not to spill petrol on the engine or exhaust pipe while these are hot. In the event of spillage, quickly wipe off with a cloth. In the event of contact with eyes or if swallowed, seek specialist advice immediately.

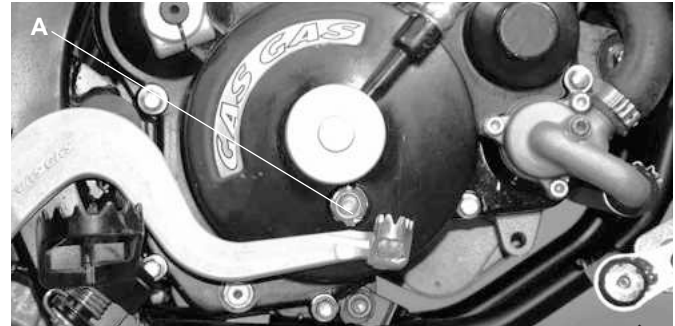
**Warning!**

Only use super (95 octane) petrol mixed with high quality two-stroke engine oil. Other types of petrol may damage the engine.

Only use recognised brands of oil.

Lack of oil may result in the premature wear of the piston. Too much oil causes excess fumes and greasing of the spark plug. Petrol increases in volume with temperature. Do not fill the tank to the limit.

**INSTRUCTIONS FOR MAINTENANCE**



**Transmission oil – Checking the level**

If the motorcycle has been used recently, wait a few minutes before checking the level.

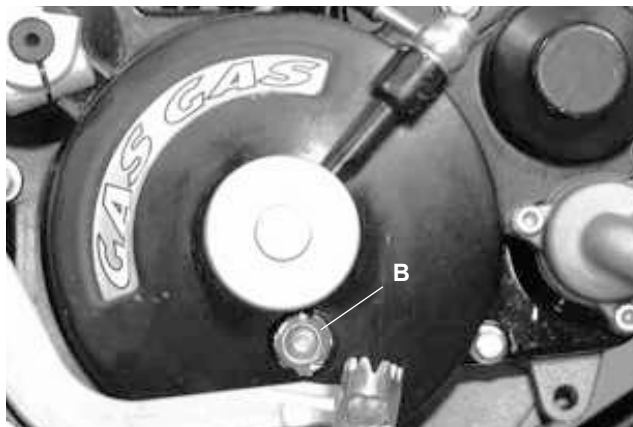
Note: the motorcycle should be perpendicular to the ground.

**Warning!**

Place a suitable recipient under the engine to collect possible oil spillage. - Remove the oil level screw (A).

The level is correct if it reaches the lower edge of the oil level hole (A).

If the level is lower then more oil must be added.



### Transmission oil – Topping up

If necessary, top up with oil:

- Remove the oil filler cap (**A**).

#### **Warning!**

Use the recommended oil.

- Add oil until it begins to pour out of the hole (**B**).

**Warning:** Do not overfill! Risk of damage to engine.

- Fit and tighten the oil level screw (**B**).
- Replace filler cap and tighten (**A**).





### Transmission oil – Changing

- Start the engine and keep it running until it warms up, then stop the engine.
- To drain used oil, remove the oil release plug **(B)** located underneath the engine.
- Replace the drain plug using a new seal washer. Tighten to 20 Nm.
- Remove the filler cap **(A)** and fill with oil (750 cc).

#### **Warning!**

- Use the recommended oil.
- Tighten the filler cap.

**Warning:** Do not pour used oil down the drain.





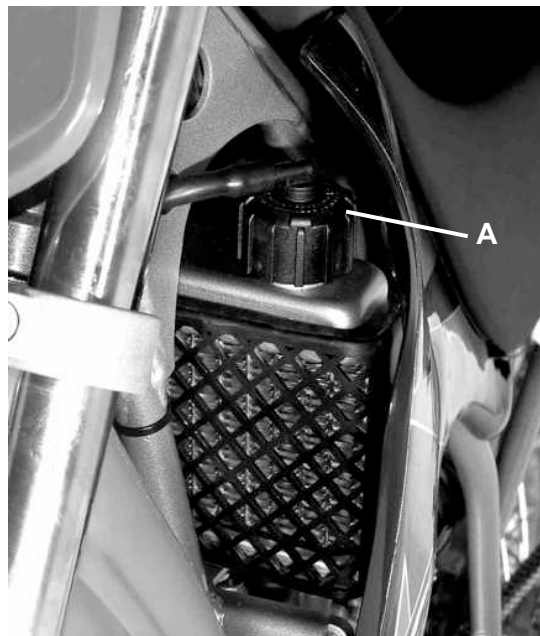
**MC 65 Cooling system– Checking / topping up**  
The MC 65 model has a liquid cooled system. ▶▶

**Warning:** If the motorcycle has just been used, wait a few minutes before opening the radiator cap. Risk of burns!

- Rotate the cap **(A)** anti-clockwise and remove it.
- The level of coolant should be at the lower edge of the filler neck of the radiator, below the position of the cap seal. If this is not the case, top up with coolant fluid.

***Warning!***

Only use coolant fluid suitable for light alloy engines, with antifreeze protection to -25 °C.



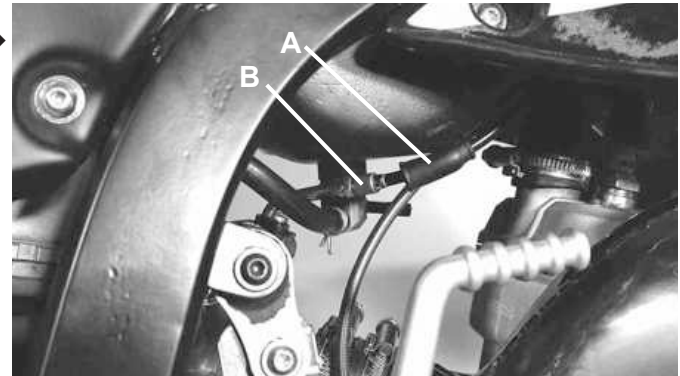


**Carburettor - Adjusting throttle cable**

The throttle lever cable should have a free play of between 2 to 3 mm.

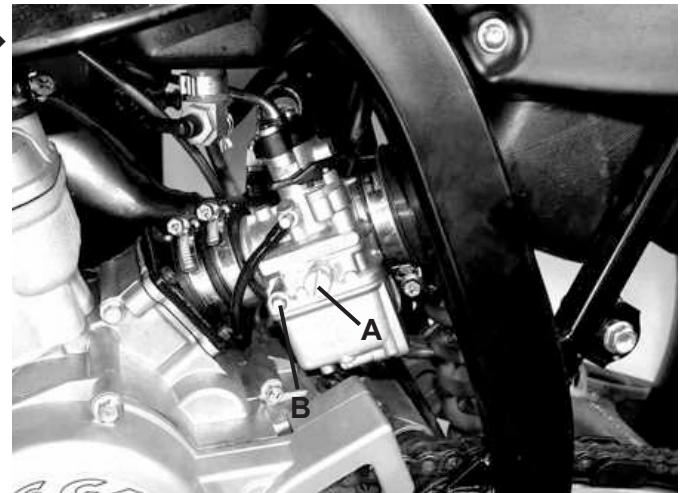
If necessary, adjust as described below:

- Raise the dust guard **(A)** on the throttle lever cable.
- Turning the threaded terminal **(B)** to the right increases the play of the cable, and turning it to the left reduces the play.



**Carburettor – Adjusting the idle speed**

The carburettor has an idle adjusting screw **(A)**, which acts on the opening of the carburettor throttle curtain, and a screw **(B)**, which controls the supply of the air/fuel mixture.

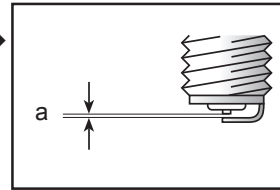






### Spark plug – Inspecting

The gap between the electrodes is:  $a = 0.6 \text{ mm}$ .



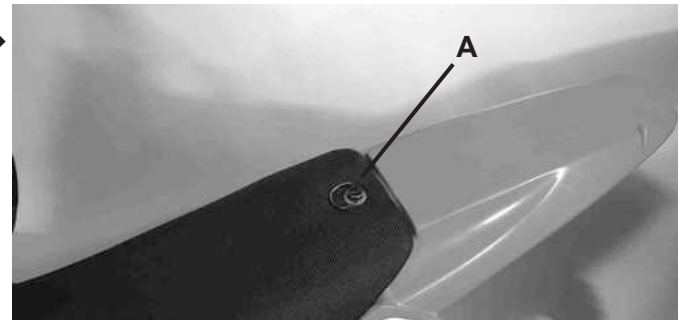
### Air Filter - Cleaning

A clean air filter not only improves engine performance but also prolongs its useful life. It should therefore be cleaned regularly.

To reach the air filter, proceed as follows:

- Turn the screw **(A)** anticlockwise.
- Dismount the seat by pulling it backwards until it detaches from the front fastening.
- Unscrew the filter bolt **(A)**.
- Remove filter.
- Wash the filter in warm water and soap and, once dry, grease with special filter oil.

Refit the elements in reverse order, noting that the seat must be pressed downwards and forwards to insert it into its forward attachment, in the front part of the padding.

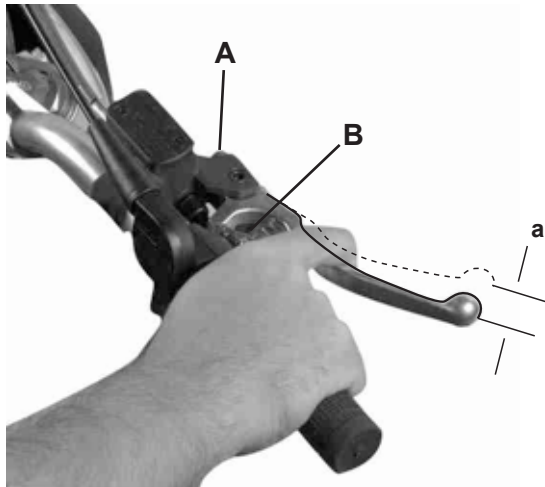
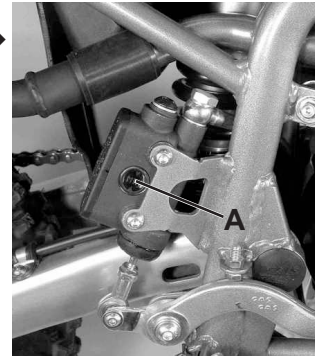






### Rear brake fluid – Checking

The level is correct if it falls within the upper half of the transparent window **(A)**.  
If not, top up with a recommended brake fluid.



### Front brake lever - Adjusting

The front brake lever should have a maximum play of:

$a = 3 \text{ mm}$ .

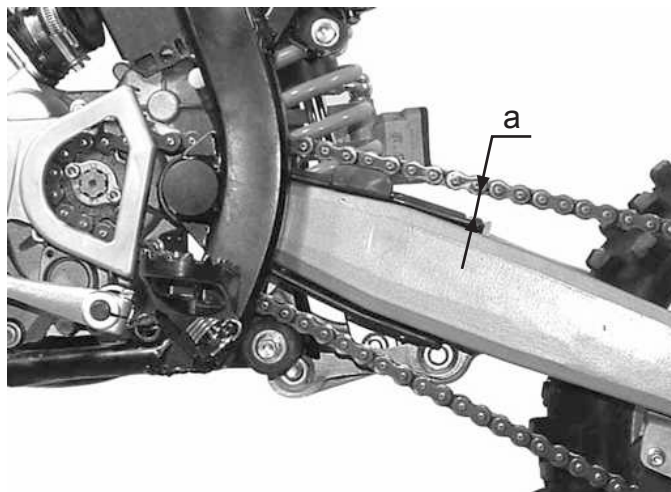
To adjust, proceed as follows:

- Adjust the maximum turn of the lever using bolt **(A)**, to suit the driver.
- Adjust the play of the lever using bolt **(B)**.



### Rear wheel – Centre alignment

The rear axle can be calibrated for this operation.  
To ensure perfect wheel alignment, make sure that the marks are in the same position on both sides.



### Chain slack - Checking

Adjust the tension of the chain so that the slack in the shoe area is:  
 $a = 25 \text{ mm}$





### Master link – Checking

The master link of the chain has an elastic locking clip.

As shown in the photo, place the closed part of the clip in the direction of the chain rotation.



### Tyre pressure – Checking

Check tyre pressures regularly in order to obtain the best road holding possible.

INFLATION PRESSURES:

Front wheel: 1.0 BAR

Rear wheel: 1.0 BAR

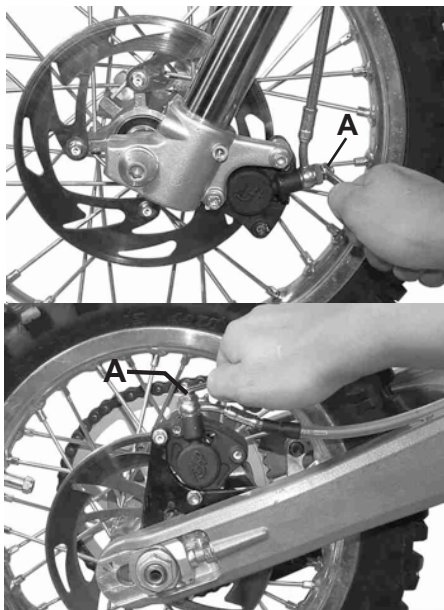


### Brake pads - Checking

The brake pads, both front and rear, should be checked for wear periodically, in order to enable you to brake effectively in any situation.

Replace if the thickness of the friction material of the pads reaches 1 mm.





### Brake circuit - Bleeding

If the system has been dismantled for repair, or if faults are detected in the brake system, the air in the hydraulic circuit can be removed using the bleeders (A).

Once the air has been removed from the system, replace the rubber cap on the bleeder to prevent dirt from entering the system.



### Front fork – Oil level

Each of the suspension struts is filled with SAE 7,5 oil. The oil level should be at 120mm +/-2.5 measured from the upper edge of the suspension strut.





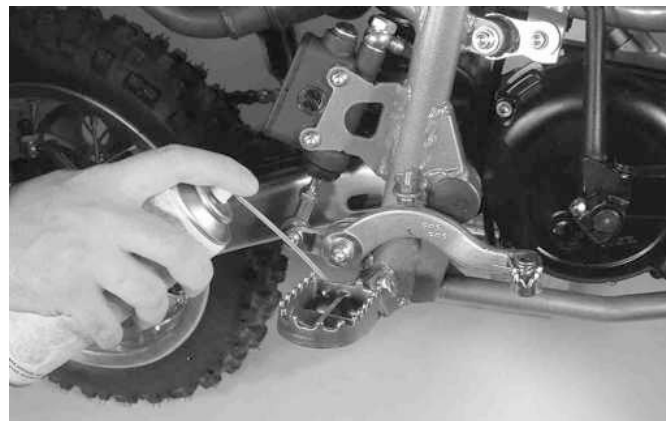
### Lubrication of levers

Clean and lubricate frequently with oil:  
- The joints of the clutch and front brake levers.



### Lubrication of foot pegs

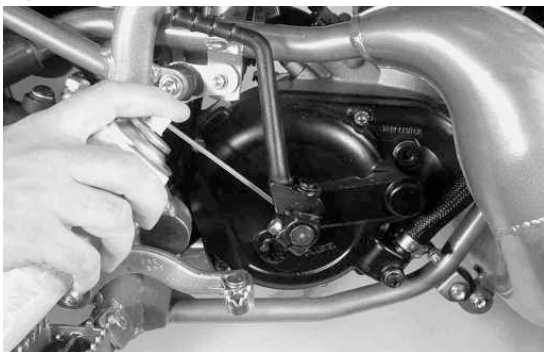
Clean and lubricate frequently with oil:  
The joint and spring of the foot pegs.





### Lubrication of the kick-start pedal

Clean and lubricate frequently with oil:  
- The joint of the kick-start pedal



### Chain lubrication

Clean and lubricate it frequently with oil, after every training session:  
- The secondary chain.



### Lubrication of throttle control

Clean and lubricate frequently with oil:  
- The throttle lever, especially after washing the motorcycle with high pressure hoses.



## CLEANING AND STORAGE



### Cleaning

Clean the motorcycle regularly.

We recommend using warm water with ordinary detergent and a sponge. More resistant dirt may be removed with a gentle jet of water.

### **Warning!**

Never clean the motorcycle with a high pressure cleaner or strong jet of water. The water may enter electrical components, bearings, carburettor, etc. resulting in their premature wear.

- Use ordinary household detergent for cleaning the motorcycle. For more resistant dirt remove with a brush.
- To prevent water penetration, cover the exhaust pipe before washing the cycle.
- After rinsing, dry the motorcycle with compressed air and a cloth. Then go for a short ride on the motorcycle to allow the engine to reach its normal operating temperature and also activate the brakes. This ensures total evaporation of any water from the more inaccessible points.
- Remove the protective rubber covers on the controls to allow any water to evaporate from within.
- When the motorcycle has cooled, moving parts and

bearings should be greased. Lubricate the chain with special spray.

- To prevent faults in the electrical system use a moisture-displacing spray on the short-circuit switch.





## Storage

If the motorcycle is not going to be used for a long period of time, the following should be observed:

- Thoroughly clean the motorcycle (see chapter: CLEANING).
- The gearbox oil should be changed (the used oil contains rusty particles).
- Check the antifreeze and the coolant level.
- Allow the engine to warm up again, close the fuel tap and leave the engine to stop on its own. This prevents rust on the carburettor jets due to old fuel.
- Remove the spark plug and pour approx. 5 cc of engine oil through the cylinder opening. Activate the starter pedal approx. 10 times to allow the oil to cover the walls of the cylinder and reassemble the spark plug.
- Drain the fuel tank into a suitable container.
- Check the tyre pressures.
- Lubricate the bearings of levers, foot rests etc. and the chain.
- Adjust the rear suspension.
- The storage area should be dry and not subject to large temperature fluctuations.
- Cover the motorcycle with breathable canvas or canopy. Do not use impermeable fabric as this will trap the damp and cause rust.

## **Warning!**

The engine of a motorbike can be damaged if used for short periods when cold. Because the engine does not reach its optimum operating temperature, steam generated during combustion condenses, leading to rusting of the exhaust.



## Starting after storage

- Fill the tank with new petrol.
- Carry out the checks for each time you start the motorcycle (see instructions for driving)
- Make a short trial ride.

## **Warning!**

Before storing the motorcycle at the end of the season, check the working and wear of all the parts. If technical service, repair or modification work is required, these should be carried out now during the off-season). This avoids long waiting times at the workshops at the start of the season.



## TECHNICAL DATA

### TECHNICAL DATA - MC 65 2006 ENGINE

Engine	Cross 65 cc 2T
Type	Otto two-stroke, single-cylinder, liquid-cooled engine
Displacement in cubic centimetres	64.89 cc
Bore/stroke	45 / 40.8 mm
Compression ratio	13: 1
Fuel	95 octane petrol, mixed with 100% synthetic oil - Ratio 1: 40
Primary transmission	Straight-cut gears, Z 22: 77
Gearbox	6 speed
Gearbox ratios	1st gear 12: 33 2nd gear 15: 29 3rd gear 18: 27 4th gear 20: 25 5th gear 25: 27 6th gear 23: 22
Engine lubrication	SAE 10 Engine oil
Ignition	Ducati Energia 310810GE
Spark plug      Make / Code	NGK / B10ES
Electrode spacing	0.60 mm
Carburettor	Dell'Orto* PHBL26BS.
Coolant fluid	0.55 litres, (40 % antifreeze, 60 % water) Protec. to -25° C
Air filter	Foam air filter.

**TECHNICAL DATA - MC 65 2006 FRAME**

Frame	Deltabox type manufactured in chrome-moly steel
Fork	Marzocchi inverted telescopic fork $\varnothing$ 35 mm
Front/rear susp. travel.	250 / 210 mm
Rear suspension	Progressive tie-rod system with Sachs hydraulic single shock absorber
Front brake	$\varnothing$ : 180 mm
Rear brake	$\varnothing$ : 180 mm
Tyres	Front: 60/100-14    Rear: 80/100-12
Tyre pressure	Front and rear: 1.0 bar
Fuel tank capacity	3.5 litres
Secondary transmission	Gear ratio 12:48
Chain	1/2 x 3/16"
Wheel base	1115 mm
Seat height	760 mm
Minimum height	285 mm
Dry weight, without petrol	55 kg
Maximum height	160 cm
Maximum weight	50 kg
For children	8-12 years of age

## MAINTENANCE CHART – FAULT DIAGNOSIS

### Maintenance chart

A clean vehicle helps to make quick checks and saves money		Service every 20 hours	Minimum once a year
ENGINE	Check gearbox oil level	●	
	Change gearbox oil		●
	Check spark plug, replace if necessary, adjusting electrode spacing	●	
CARBURETTOR	Check carburettor is securely fastened to intake pipe	●	
	The intake pipe and carburettor hose should be leak free	●	
FITTED PARTS	Check idling setting when engine is warm	●	
	Check for possible leaks in coolant system and check condition of anti-freeze	●	
	Check for possible leaks and the bracket in the exhaust system	●	
	Check cables for wear, movement and buckling and adjust and lubricate	●	
	Check oil level of hydraulic clutch master cylinder	●	
	Clean air filter and air filter casing	●	
BRAKES	Check brake fluid level, thickness of brake cover and brake discs	●	
	Check brake lines for wear and seal	●	
	Inspect movement and free play of hand brake lever and brake pedal, inspect working of brakes	●	
	Check the adjustment of brake system screws	●	

		Service every 20 hours	Minimum once a year
CHASSIS	Check the seal and working of shock absorber and fork	●	
	Bleed fork bottle		●
	Check swing arm support		●
	Check and adjust steering stem bearing	●	
	Check all frame screws (bridge, shaft nuts, swing arm support, shock absorber)	●	
WHEELS	Check wheel spoke tension and attachment to rims	●	
	Check pressure and condition of tyres	●	
	Check wear, fastening and tension of chain, connection seal, sprockets and chain guide	●	
	Grease chain	●	
	Check play of wheel bearings	●	



**Fault diagnosis**

FAULT	CAUSE	SOLUTION
Engine does not start.	Handling error.	Open fuel tap, add petrol, close choke.
	Break in fuel supply.	Remove end of carburettor fuel pipe, insert in container and open fuel tap. If petrol comes out, the carburettor needs cleaning. If no petrol comes out, check the bleeding of air from the tank or clean the fuel tap.
	Electrode spacing too big.	Reduce the electrode spacing (0.60 mm).
	Spark plug greasy, damp or gap bridged.	Clean or change spark plug.
	Faulty spark plug cap or spark plug.	Remove spark plug, connect it to plug cable, earth with plug (bare point on engine) and start engine: a good spark should come off plug. If there is no spark, take cable off cap, place it at 5 mm from earth and operate kick-start pedal. If there is a spark, the plug cap needs replacing. If there is no spark, check the ignition.
	Earth cable cut. Short-circuit button faulty	Disconnect the black cable from the ignition coil terminal and check the ignition spark. If the ignition spark is OK, repair the fault in the cable, ignition lock or button.

FAULT	CAUSE	SOLUTION
Engine does not start.	Ignition plug connection is loose or rusty.	Check connections.
	Ignition spark too weak.	Check ignition spark.
	Water in carburettor or jets are blocked.	Remove and clean carburettor.
Engine does not run at idle speed.	Idling Adjustment screw set incorrectly	Readjust idle speed or change idle speed adjustment screw.
	Damaged ignition.	Check ignition system.
	Signs of wear.	Overhaul engine.
Engine has little power.	Fibre glass thread in silencer carbonised.	Refill.
	Air filter blocked.	Clean or change filter.
	Fuel supply partially broken or blocked.	Drain petrol hose and clean carburettor.
	Loss in compression due to loose spark plug.	Tighten spark plug.
	Exhaust system bent or faulty.	Check for damage in exhaust system.

FAULT	CAUSE	SOLUTION
Engine does not accelerate and runs in four stroke.	Forward ignition of engine inadequate.	Check ignition point or adjust.
	Membrane reeds loose or seal surface of reed valve or reeds are worn.	Change reeds
	Wear.	Overhaul engine.
Engine fails at high engine speeds.	Carburettor floods because level is set too high, casing of float needle is dirty or worn.	Clean carburettor, change float needle, if necessary and adjust level.
	Loose Jets.	Tighten jets.
Engine backfires in carburettor.	Inappropriate heat value or poor quality spark plug fitted.	Use spark plug type shown in "Technical data".
	Ignition system connection pin loose or rusty.	Check connection pin and insulate with silicone.
Engine has little power.	Lack of fuel.	Clean carburettor pipes, check bleeding of air from tank and clean carburettor.
	Inappropriate heat value spark plug fitted (auto ignition).	Use spark plug type shown in "Technical data".

FAULT	CAUSE	SOLUTION
Engine backfires in carburettor.	Insufficient air suction.	Check cylinder and carburettor screws are correctly tightened; check intake pipe for cracks
Engine overheats.	Insufficient coolant fluid in radiator.	Add coolant fluid and bleed coolant system. Check for absence of leaks in the coolant system.
	Radiator reeds dirty.	Clean reeds with a gentle jet of water.
	Foam forms in cooling system.	Change coolant fluid; use recommended antirust and anti freeze products.
	Water hose bent.	Check hoses for kinks.
White smoke formed (vapour in exhaust fumes).	Cylinder head or cylinder head gasket faulty.	Check cylinder head or change gasket.
Oil leaks from gearbox through air vent hose.	Too much oil added.	Correct oil level





## **WARRANTY TERMS AND CONDITIONS**

(According to Law decree 23/2003 on the 10th of July, covering Warranties on Consumer Item Sales)

Warranty terms of the manufacturer GASGAS Motos, S.A.

The company GAS GAS MOTOS, S.A. (hereafter referred to as "GG"), with this present document guarantees the consumer, the purchaser of a vehicle manufactured by GG, that both the materials and the manufacturing are free of defects in accordance with the highest standards of quality. Consequently, GG with this document guarantees the consumer (hereafter referred to as the "purchaser"), in accordance with the conditions set out below, the repair, free of charge, of any defect in materials or that might result from faulty manufacture that is detected in a new motorcycle within the period covered by this Warranty and with no limit on the number of kilometres covered or hours of use.

### **Warranty Period**

The period covered by this Warranty will begin on the day of delivery of the vehicle to the purchaser by a GG authorised dealer, or in the case of demonstration models, on the date in which the vehicle is used for the first time. The seller will be responsible for any unwarranted faults that become apparent within the period established in the Law decree 23/2003 on the 10th of July covering Warranties on Consumer Goods Sold from the time of delivery and in accordance with the Directive 1999/44/EC for other members of the European Community. For countries outside the European Community, the Warranty Period will be determined by the existing regulations in those countries. Nevertheless, should the fault appear during the first six months after the delivery of the motorcycle, it will be presumed that the said fault existed at the time of delivery; from the end of the sixth month onwards, the purchaser must demonstrate that the unwarranted fault existed at the moment of delivery. During the first six months subsequent to the delivery of the repaired vehicle, the seller will be responsible for any unwarranted faults arising out of the repair.

Any defects detected in the product must be brought to the attention of a GG authorised dealer within the Warranty Period. If the last day of this period is a Sunday or an official holiday, the Warranty period will be extended such that the last day of the period covered will be the first working day after the Sunday or official holiday.

**Those claims under Warranty for defects not brought to the attention of a GG authorised dealer before the end of the Warranty Period will be excluded.**

## **Obligation of the purchaser**

GG will have the right to reject any claims under Warranty in the event that:

- a) The purchaser has failed to submit the vehicle to any of the inspections and/or maintenance work required in the Users' Manual, or has exceeded the date set for such inspections or maintenance work. Also excluded from guarantee are those faults that appeared prior to the dates established for an inspection or maintenance work where the latter was not carried out, or was carried out later than the date established.
- b) An inspection, maintenance or repair has been performed on the vehicle by third parties not recognised or authorised by GG.
- c) Any maintenance or repair has been carried out on the vehicle that violates the technical requirements, specifications and/or instructions indicated by the manufacturer.
- d) Spare parts whose use has not been authorised by GG have been used during the course of maintenance work or repairs to the vehicle, or in the event that the vehicle has been used with fuels, lubricants or other liquids (including, amongst others, cleaning products) that have not been expressly mentioned in the specifications set out in the User's Manual.
- e) The vehicle has been altered or modified in any way or fitted with components other than those expressly authorised by GG as accepted components of the vehicle.
- f) The vehicle has been stored or transported in a way that is not in accordance to the corresponding technical requirements.
- g) The vehicle has been used for special purposes other than ordinary use, such as competition, races or record breaking attempts.
- h) The vehicle has been directly or indirectly damaged as a result of a fall or an accident.

## **Warranty exclusions**

The following items are not covered by this Warranty:

- a) Worn parts, including, without any limitation, spark plugs, batteries, petrol filters, oil filter elements, (secondary) chains, engine output pinions, rear sprockets, air filters, brake discs, brake pads, clutch plates and discs, bulbs, fuses, carbon brushes, footrest rubbers, tyres, inner tubes, cables and other rubber components
- b) Lubricants (for example, oil, grease, etc.) and working fluids (for example, battery liquid, coolant, etc.)
- c) Inspection, adjustments and other maintenance tasks, as well as all kinds of cleaning work
- d) Damage to the paint-work and consequent corrosion due to external causes, such as stones, salt, industrial fumes and other environmental impact, or inadequate cleaning with inappropriate products

- e) Any damages caused as a result of the defects, as well as any expenses incurred either directly or indirectly as a consequence of the defects (for example, communication costs, accommodation expenses, car hire costs, public transport costs, breakdown truck fees,, courier costs, etc.), as well as other financial losses (for example, those caused by the loss of the use of the vehicle, loss of income, time lost, etc.)
- f) Any acoustic or aesthetic phenomenon that does not significantly affect the condition or use of the motorcycle (for example, small or hidden imperfections, noise or vibrations that are normal in use, etc.)
- g) Phenomena that are the result of the ageing of the vehicle (for example, discolouring of painted or metallic coated surfaces).

## **Various**

- 1.- GG shall have the prerogative to decide, at its own discretion, whether to repair or replace defective parts. Where parts are replaced, ownership of the parts removed shall pass to GG without any other consideration. The GG authorised dealer, to whom the making good of the defects has been entrusted, is not authorised to make any declarations that are binding on GG.
- 2.- In case of doubt regarding the existence of a defect, or a visual or material inspection is required, GG reserves the right to demand the return of the parts which are the object of a claim under Warranty, or to arrange an inspection of the defect by an expert from GG. Any additional obligations arising out of guarantees on parts replaced free of charge, or any other service rendered free of charge, are excluded from the effects of this present warranty. The Warranty on parts replaced within the Warranty Period will end at the expiry date for the Warranty Period of the product concerned.
- 3.- Should it prove to be the case that a defect can not be repaired, the purchaser guaranteed shall have the right to the cancellation of the contract (payment of compensation) or a partial refund of the purchase price (discount), instead of repairing the motorcycle.
- 4.- Any claims against Warranty by the purchaser under the terms of the sale contract with the corresponding authorised dealer shall not be affected by the terms of this present Warranty. Neither will this present Warranty affect those additional contractual rights acquired by the purchaser under the general commercial terms and conditions of the authorised dealer. However, such additional rights may only be exercised through claims against the authorised dealer.
- 5.- Should the purchaser resell the product within the Warranty Period, the duration and conditions of the present Warranty will remain unaltered, in such a way as that the rights to make claims under the present Warranty in accordance with the terms and conditions set out in this present document shall be transferred to the new owner of the motorcycle.











***GAS GAS***

RECOMIENDA EL USO DE ACEITE:  
RECOMMENDS THE USE OF OIL:  
RECOMMANDE L'USAGE DE L'HUILE:  
CONSIGLIA L'USO D'OLIO:  
EMPFIHLT DEN GEBRAUCH VON ÖL:



PUO10638017

**OCTUBRE / OCTOBER / OCTOBRE / OTTOBRE / OKTOBER 2005**

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