

SECTION 3

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MAINTENANCE & STORAGE

Maintenance | Maintenance Log | Service | Cleaning | Storage | Troubleshooting

MAINTENANCE

To achieve the greatest safety, reliability and performance from this motorcycle, regular maintenance procedures must be followed. These include inspection, lubrication and adjustment. A Big Dog Motorcycles Dealer or Authorized Service Center will service your motorcycle, using factory approved methods, equipment and products, assuring you competent service.



CAUTION

MAINTENANCE AT REGULAR INTERVALS IS REQUIRED TO KEEP YOUR NEW MOTORCYCLE'S WARRANTY IN EFFECT. IF YOU OR SOMEONE OTHER THAN A BIG DOG MOTORCYCLES DEALER OR AUTHORIZED SERVICE CENTER PERFORMS THE REQUIRED SERVICE, YOU MUST RETAIN RECEIPTS, LOGS, OR OTHER DOCUMENTATION SUFFICIENT TO PROVE THAT THE REQUIRED MAINTENANCE WAS PERFORMED AT THE PROPER INTERVAL ACCORDING TO THE MAINTENANCE LOG LOCATED IN THIS SECTION.

Prior to delivery of this new motorcycle, a technician at the dealership where the motorcycle was sold performed a PDI (Pre-Delivery Inspection). This inspection was conducted to ensure that all components are adjusted correctly and in proper working order, and that all fluids are at the proper level.

GENERAL INSPECTION Good maintenance means a safe machine. A careful check of certain equipment must be made after periods of storage and frequently between the regular service intervals to determine if additional maintenance is necessary. The following items should be checked regularly:

1. Tires: For correct pressure, abrasions or cuts.
2. Brakes, steering and throttle: For responsiveness.
3. Drive belt: For condition.
4. Brake fluid: For level and condition.
5. Brake lines and fittings: For leaks.
6. Brake pads and discs: For excessive or disproportionate wear.
7. Cables: For fraying or crimping and free operation.
8. Engine oil, primary chaincase and transmission fluid: To maintain proper levels.
9. Headlamp, tail lamp, brake lamp and directional lamps: For proper operation.

To ensure the quality, safety and reliability of any repair, use only genuine Big Dog Motorcycles parts or recommended equivalents for replacement.

MAINTENANCE

By using the following recommended maintenance schedule, you will be assured longevity, reliability and performance of your motorcycle.

Mileage intervals shown in the maintenance schedule are intended as a guide for regular maintenance and lubrication periods for this motorcycle. With sustained adverse conditions (temperature extremes, dusty climate operation, poor road conditions, high-speed operation, riding through deep water, etc.) more frequent servicing may be required. To determine specific recommendations for servicing your motorcycle, consult your Big Dog Motorcycles Dealer or Authorized Service Center.

Remember, maintenance at regular intervals is required to keep your new motorcycle's warranty in effect. If you or someone other than a Big Dog Motorcycles Dealer or Authorized Service Center performs the required service, you must retain receipts, logs, or other documentation sufficient to prove that the required maintenance was performed at the proper interval according the maintenance log located in this section.

MAINTENANCE LOG

Air Filter (replace as needed)

Brake Line Fittings (check for tightness)

Brake Pads and Rotors (front and rear)

Clutch Operation

Clutch Pushrod

Drive Belt Adjustment

Electrical Components and Switches

Engine Oil and Filter (2.875 - 3.0 qts.)(clean magnetic plug)

Fluid Lines (oil, brake and fuel)

Fork Oil (PJ-1 Fork Oil, 10 oz./side)(inspect seals)

Fuel Valve and Fuel Filter Screen

Master Cylinder Reservoir, Fluid Level and Condition (front and rear)(fill system)

Primary Drive Chain

Primary Drive Lubrication (32 oz. primary fluid)(clean magnetic plug)

Spark Plugs

Steering Head Bearings (adjust fall-away and repack)

Tappet Screen

Throttle Cables

Tires

Transmission Lubrication (20 oz. transmission fluid)

Wheels (check bearing smoothness)

DOWNLOAD IGNITION MODULE TO CUSTOMER SERVICE (AWS)

SERVICE

If you decide to perform the scheduled maintenance yourself, it is essential you have the proper tools, knowledge and skills required. Improper maintenance will cause permanent damage to your motorcycle. In performing any service or maintenance Big Dog Motorcycles recommends the following safety precautions:

1. Wear safety glasses, goggles, or face shield when attempting any maintenance or service operations.
2. The motorcycle must be firmly supported in an upright position.
3. Never support the motorcycle by placing props under the brake pedal as damage could occur, resulting in a possible malfunction.
4. Any oil, solvent or grease on the floor can cause slips that could result in injuries.
5. The engine must not be running while attempting any maintenance or service operations.
6. Disconnect the battery's negative cable to avoid accidental start-up of the motorcycle or injuries.
7. When running the engine, adequate ventilation is imperative in preventing carbon monoxide poisoning.
8. To avoid burns, allow the engine and exhaust system to cool.
9. Work in a well-ventilated area while keeping all sparks and flames away from fuel related parts and battery to reduce the possibility of a fire or explosion.
10. Use only non-flammable solvent as parts cleaner.



AIR FILTER This motorcycle is equipped with a dry paper air filter. In order to function properly, the air cleaner must provide an airtight seal between the air cleaner cover and backing plate. Without this complete seal, dirt contaminated air may enter the engine causing rapid wear and possible engine failure. The air filter must be serviced or replaced at 500 miles and every 2,500 miles thereafter. A dry-paper filter cannot be cleaned with any type of

solvent or water. If the air filter is dirty, service using the following steps:

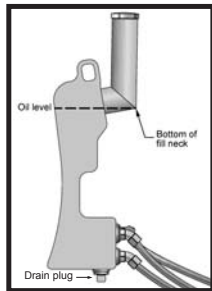
NOTE: California models are equipped with a charcoal impregnated air filter.

1. Remove the three Phillips screws attaching the air cleaner cover to the air cleaner backing plate.
2. Remove air filter from the air cleaner backing plate.
3. Tap the filter on a flat surface to dislodge any large embedded dirt particles. Use low-pressure air, 15 PSI or below, to clean the filter by blowing air through the filter from the inside out. Hold the air nozzle at least three inches from the filter to avoid rupturing.
4. After cleaning, reseal the air cleaner element and tighten the three Phillips screws.
5. Never operate the engine with the air filter removed.

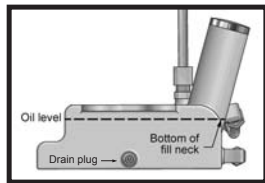
**WARNING**

BE SURE NO OIL GETS ON THE TIRES WHEN CHANGING THE OIL AND FILTER, AS TRACTION WILL BE ADVERSELY AFFECTED.

CHECK OIL LEVEL (BULLDOG, CHOPPER, K-9, MASTIFF) The oil level should be checked when the engine is at normal operating temperature, setting upright and level. First remove the seat then remove the oil cap by unscrewing counter-clockwise. The oil level should be at the bottom of the filler neck. When the motorcycle is on the kickstand, oil should be between the min/max marks on the dipstick.



CHECK OIL LEVEL (PITBULL) The oil level should be checked when the engine is at normal operating temperature setting upright and level. The oil level should be visible at the bottom of the fill neck.



ENGINE OIL Use only premium 20W50 V-Twin, detergent motorcycle oil. The quality and cleanliness of your engine oil, as well as maintaining the proper oil level helps prevent wear inside your engine.

CHANGING ENGINE OIL The oil tank should be drained only after the engine has reached normal operating temperature and proceed as follows:

1. Position the motorcycle upright and level. The oil drain is located at the rear of the oil tank.
2. Remove the threaded drain plug and allow oil to drain completely.
3. Clean debris from the drain plug and reinstall. Do not drain the crankcase.
4. Remove the oil filter; clean the gasket contact surface on the oil filter mounting bracket.
5. Apply a thin film of clean motor oil to the oil filter gasket and mounting bracket surface.
6. Screw the filter onto the mounting bracket using only moderate hand pressure. Do not over tighten.
7. With the oil drain securely in place, fill the tank to the proper level (see illustration).
8. Start motorcycle and allow engine to reach operating temperature. Shut off engine and fill tank to proper level (if needed).



ENGINE OIL FILTER The oil filter is located at the base in the front of the engine. The oil filter should be replaced every time the oil is changed. Use only factory recommended filters.

be drained frequently along with a thorough tank flush with fresh oil before new oil is put in the tank.



TRANSMISSION LUBRICANT The transmission lubricant level should be checked monthly. Big Dog Motorcycles recommends premium V-Twin motorcycle transmission lubricant. Synthetic lubricants are NOT recommended.

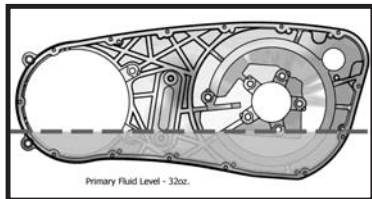
CHECKING TRANSMISSION LUBRICANT LEVEL The transmission lubricant level should be checked only when the drive train is at normal operating temperature.

1. Turn the engine off and position the motorcycle upright and level. Leave the motorcycle in this position for a short period allowing the lubricant level to equalize.
2. Remove the threaded dipstick (see illustration), wipe excess oil off and reinsert until threads on dipstick and filler neck align (DO NOT THREAD).
3. Remove the dipstick and take the reading. The lubricant level should be between the two marks on the dipstick. Transmission capacity is 20 oz. Do not overfill or leakage may occur.
4. Install the dipstick.

CHANGING TRANSMISSION LUBRICANT The transmission lubricant should be changed at all service intervals and every 5,000 miles thereafter. The drain plug is located on the left side trap door, bottom center under the transmission case.

1. Unscrew the threaded drain plug to allow fluid to drain.
2. Remove speedo sensor and clean off any debris.
3. Replace and secure the drain plug.
4. Fill the transmission case with 20 oz. of lubricant. When draining and refilling the transmission insure that dirt and debris do not enter the transmission case.

PRIMARY DRIVE LUBRICANT Use a high-grade primary drive lubricant designed for a wet clutch.



CHECKING PRIMARY DRIVE LUBRICANT LEVEL

1. Position the motorcycle upright and level.
2. Remove screws and washers that secure the inspection cover. Remove inspection cover.
3. Remove and discard gasket.
4. Primary lubricant should be at the bottom of the clutch diaphragm spring. This is indicated by lowest starter ring gear teeth being submerged in oil.
5. Add lubricant as required.
6. Install new gasket, apply silicone sealant to sealing edge of gasket where it contacts the outer primary. (See Changing Primary Drive Lubricant.)
7. Replace inspection cover and torque screws first to **54 in•lbs.** then to **108 in•lbs.**

CHANGING PRIMARY DRIVE LUBRICANT Primary lubricant should be changed initially at 500 miles and every 5,000 miles thereafter. The drain plug is located under the clutch, on the underside of the primary. The filler access is the tensioner inspection cover. To change the primary lubricant and to determine correct lubrication level in the primary, turn the engine off and proceed as follows:

NOTE: Replace gasket each time primary lubricant is changed. Clean old sealant from case.

1. Remove the primary tensioner inspection cover screws, cover, gasket, and drain plug, allowing the lubricant to drain. Inspect and clean the magnetic drain plug. Install the drain plug and tighten to 10 ft•lbs torque. Do not over tighten. Fill with 32 oz. of lubricant. For routine maintenance purposes, with bike upright and level, the proper fluid level can be visually checked by looking for partial oil coverage of the internal inner primary casting web as shown.
2. When draining or refilling with lubricant, do not allow dirt or debris to enter the primary. Do not allow lubricant to get on rear wheel, tire or brake components.
3. Apply silicone sealant to sealing edge of gasket where it contacts the outer primary.
4. Replace inspection cover and torque screws first to 54 **in•lbs.** then to 108 **in•lbs.**

SERVICE

PRIMARY DRIVE CHAIN INSPECTION The primary drive chain adjustment should be checked initially at 500 miles and every 2,500 miles thereafter. A loose primary chain may cause the motorcycle to “jerk” at low speeds and lead to excessive wear of the chain and sprockets. See a Big Dog Motorcycles Dealer or Authorized Service Center for proper adjustment.

ADJUSTABLE REAR SHOCKS (CHOPPER, K-9, MASTIFF) The rear shocks are limited to 5/8 inch travel at the shocks and approximately 1-3/4 inches of travel at the seat. A check hole is drilled into the eye of the shock to indicate the maximum extended length of the eye assembly. A paper clip or short length of wire can be used in checking the hole. When inserted, the wire should not go in more than 1/8 inch.



WARNING

DO NOT ADJUST THE EYES OUT SO FAR AS TO UNCOVER THE CHECKING PIN HOLE. THE HOLE INDICATES THE END OF THE ADJUSTMENT RANGE. WHEN THE HOLE IS UNCOVERED, THERE IS NOT ENOUGH THREAD ENGAGEMENT FOR PROPER SAFETY AND FUNCTION.

LENGTH ADJUSTMENTS To increase the length of the shocks after installation, loosen the short jam nut and turn the large adjuster nut counterclockwise. The range of the adjustment is approximately 12 full turns. Alternate between each shock a little at a time and make sure that they are even. Both adjuster nuts should be flush against the shock body seal head at the same time.

FRONT FORK OIL Drain and refill the front forks every 5,000 miles or annually. The Chopper, K-9, Mastiff, and Pitbull use 10 oz. of 30W synthetic fork oil per leg. The Bulldog uses 10 oz. of 10W per leg. Improper fluid level or leaking seals will cause the front forks to malfunction. If the fork does not appear to be working properly or evidence of oil leakage should develop, see a Big Dog Motorcycles Dealer or Authorized Service Center.

LUBRICATION

1. Lubricate throttle control cables with graphite every 5,000 miles.
2. Check steering head bearings for adjustment. Lubricate with wheel bearing grease at 5,000 miles and each 5,000 miles thereafter.
3. Lubricate the side stand with anti-seize every 2,500 miles.
4. All control pivot points may be lubricated regularly, especially after driving in wet weather or after washing.

DRIVE BELT INSPECTION The rear drive belt tension is set to 175 lbs. at the factory and should be checked along with pulley wear at the 500-mile service and each 5,000 miles thereafter. Inspect the belt for signs of excessive wear, tears, cracks and missing or broken teeth. Replace the belt if any of these conditions are found. The inner tooth surface area of a new belt is coated with a thin layer of polyethylene. This coating will wear off as the motorcycle is ridden and its appearance will change. This is a normal condition and not an indication of belt wear. Too tight or too loose belt tension will cause poor drivability.

SHIFTER LINKAGE ADJUSTMENT The shift linkage can be adjusted without removing the shift rod or eyelets from the shift controls. The shift rod has right and left-handed threads on opposite ends. To adjust the shift lever:

1. Loosen the jam nuts at the base of each shift rod eyelet.
2. Rotate the shift rod clockwise (to the right) to lower the shift lever. Rotate counter clockwise (to the left) to raise the shift lever.
3. Once the lever is adjusted to the desired position, tighten both jam nuts. As the jam nuts are locked into place, the shift rod eyelets must remain in a vertical position. If the eyelets are not aligned vertically, linkage may bind causing difficult shifting.
4. Following adjustment, verify that lever will shift from neutral to 1st, back to neutral and then to 2nd, prior to operating the motorcycle.

FRONT AND REAR BRAKE INSPECTION Initially, check your front and rear brakes at 500 miles then every 2,500 miles thereafter. If you ride under adverse conditions like steep hills or heavy traffic, more frequent inspection may be necessary. Visual inspection of brake pads can be made without removing the caliper by viewing the lower area of each caliper with the aid of a flashlight. If brake pad material is 1/16" in thickness (the thickness of a nickel) or less, the pad must be replaced immediately. Do not ignore this routine maintenance as damage could occur. Replace brake pads in pairs only. Check the brake caliper position on both brake discs. The discs should be centered between the brake pads. If the pads are not centered, or you have any other brake related problem, contact a Big Dog Motorcycles Dealer or Authorized Service Center.

BRAKE LINE AND MASTER CYLINDER INSPECTION AND SERVICING Whenever you inspect the brake pads and discs, also inspect the brake lines, connections, master cylinders and calipers for leakage.

To service the front brake master cylinder:

1. Stand the motorcycle on its side stand.
2. Turn the handlebars until the front brake master cylinder lid is close to level (you may need assistance to keep the front handlebars in this position).
3. Remove the master cylinder lid and visually check fluid level. Full level is indicated by undercut in reservoir.

To service the rear brake master cylinder:

1. Stand the motorcycle upright and level.
2. Remove the master cylinder cover and visually check fluid level. Full level is indicated by undercut in reservoir.

USE ONLY DOT 5 BRAKE FLUID IN YOUR BIG DOG MOTORCYCLE'S BRAKE SYSTEM. THE FRONT WHEEL MASTER CYLINDER IS LOCATED BESIDE THE FRONT BRAKE HAND LEVER.

CARBURETOR CONTROLS The idle speed adjustment screw should only be adjusted by a Big Dog Motorcycles Dealer or Authorized Service Center.

CLUTCH CABLE INSPECTION AND ADJUSTMENT The clutch cable should be checked, lubricated and adjusted at all service intervals and every 2,500 miles thereafter. If you experience slippage with the clutch engaged (clutch lever released) or dragging with the clutch disengaged (clutch lever pulled in) see a Big Dog Motorcycles Dealer or Authorized Service Center.

ALTERNATOR CHARGING RATE AND VOLTAGE REGULATOR These units require no scheduled maintenance. If any electrical system trouble is experienced that might be related to the alternator or voltage regulator, contact a Big Dog Motorcycles Dealer or Authorized Service Center.

BATTERY SERVICING AND INSTALLATION This motorcycle is equipped with a sealed, maintenance free battery. Battery connections should be cleaned and torqued to 50 **in•lbs.** every 2,500 miles. To service the battery:

1. Remove the seat.
2. Disconnect battery cables (negative first, positive last).
3. Clean the cable connectors and battery terminal with a wire brush or sandpaper to remove oxidation.
4. Connect the cables to the proper terminals (positive first, negative last). Do not over tighten terminal connections.
5. Reinstall seat.

SERVICE

Batteries may lose some charge even with the ignition turned off. Discharge rate depends on the storage temperature and the condition of the battery. After 30 days of non-use, the battery may not have sufficient cranking power to start the motorcycle. Big Dog Motorcycles recommends using the BDM250-00004 trickle charger in order to maintain sufficient cranking power. No other charger is recommended by Big Dog Motorcycles. DO NOT use an automotive battery charger.



CAUTION

CONNECTING CABLES TO THE WRONG BATTERY TERMINALS CAN CAUSE SERIOUS DAMAGE TO THE MOTORCYCLE'S ELECTRICAL SYSTEM.

DO NOT INSTALL ACCESSORY PLUG WIRES (NEON, TAYLOR, ETC.). ELECTROMAGNETIC NOISE FROM THE ACCESSORY PLUG WIRES WILL CAUSE IGNITION ISSUES.

SPARK PLUG/PLUG WIRE INSPECTION AND REPLACEMENT Inspect and/or replace the spark plugs at 500 miles and every 2,500 miles thereafter. To disconnect the spark plug wires from the plugs, pull on the molded connector boots. The connection is a “snap” type. Grasp the rubber wire boot, not the wire. Pulling on the wire may damage the internal conductor.

The spark plug gap should be set at .040 inches. Make sure that the new spark plugs are the same type as the ones being replaced: Champion® RA8HC. Spark plugs should be torqued to 14 ft•lbs. If the engine seems to be running on only one cylinder, check each spark plug wire connection at both ends.

HEADLIGHT REPLACEMENT The headlight has a replaceable quartz halogen bulb. When replacing a halogen bulb never touch the glass portion with your bare fingers. Oil contamination will reduce bulb life. Always wrap the bulb in clean paper or a clean dry cloth during handling. Do not attempt to remove bulb while it is still hot. Use only 55/60W, H4 bulbs.

TURN SIGNALS The turn signals for this motorcycle are designed for brighter illumination and longevity. Substitution with any other type or brand of turn signal will disrupt the operation of the electrical system. For parts and service, contact a Big Dog Motorcycles Dealer or Authorized Service Center.



WARNING

OBSERVE WARNINGS AND CAUTIONS GIVEN ON LABELS OF CLEANING PRODUCTS TO PREVENT DAMAGE TO YOUR MOTORCYCLE. DO NOT WASH YOUR BRAKE DISCS WITH ANY CLEANERS THAT CONTAIN EITHER CHLORINE OR SILICONE.

WHEN WASHING YOUR MOTORCYCLE, BE CAUTIOUS NOT TO EXPOSE THE BRAKES, ENGINE, MUFFLER, INSTRUMENTS, AIR CLEANER, WHEEL BEARINGS OR PAINTED AREAS TO HIGH-PRESSURE SPRAY. USE OF A HIGH-PRESSURE SPRAY OR PRESSURE WASHER IS NOT RECOMMENDED. A WET ENGINE COULD BE HARD TO START AND MAY NOT RUN WELL UNTIL IT DRIES. START THE ENGINE IMMEDIATELY AFTER WASHING AND BE SURE THE BRAKES AND ENGINE ARE OPERATING PROPERLY BEFORE RIDING.

DO NOT GET ANY CLEANERS, WAXES, POLISHES OR OTHER COMPOUNDS ON YOUR BRAKE COMPONENTS. FOREIGN MATERIALS MAY REDUCE BRAKING EFFICIENCY.

GENERAL CLEANING Care should be taken to keep your new motorcycle clean to inhibit rust and corrosion. Chrome and aluminum parts must be maintained regularly to ensure that they retain their original shine and luster. To aid in preserving your motorcycle's finish, see a Big Dog Motorcycles Dealer or Authorized Service Center for approved cleaning and polishing products.

CHROME Use warm soap and water and solvents to remove debris from chrome parts. Use a polish made especially for chrome to shine your chrome parts. Multipurpose cleaners are not recommended. Always use a clean, soft cloth to polish your motorcycle.

LEATHER Many accessories and seats are either made of leather or have a leather insert. Natural materials require different care than man made materials. Leather must be periodically cleaned and treated to maintain its appearance and extend its life. Use only products that are specifically made for leather on your leather accessories.

PAINT Here are seven tips to help keep your paint looking its best:

1. DO NOT APPLY ANY WAX PRODUCT FOR THE FIRST 90 DAYS. DO NOT USE SILICONE-BASED WAXES, POLISHES OR CLEANERS.
2. NEVER APPLY ANY WAX PRODUCT TO A MATTE FINISH.
3. When not riding your motorcycle, keep it inside. If it must remain outdoors, make sure to keep it protected with a high quality motorcycle cover. Over time, wind, rain and daily exposure to sunlight all take their toll on the finish if not properly protected.
4. Using an approved applicator, apply and remove wax in the same way the paint was applied, in a back and forth motion following the contour of the surface. This avoids etching swirl marks into the finish. Remove any abrasive particles from the painted surfaces and use a clean applicator with a non-abrasive polish to avoid scratching your paint.

CLEANING

5. Wipe off gasoline immediately. Chemicals and additives in gasoline can dull or fog painted surfaces.
6. Use only approved cleaners on your paint. Harsh cleaners may work great for removing road tar but also may damage your paint.
7. Avoid constant contact (rubbing) with any clothing or travel gear on your paint.



CAUTION

DO NOT WASH YOUR MOTORCYCLE WITH COOL WATER WHEN THE PAINT HAS BEEN HEATED BY DIRECT SUNLIGHT. THIS CAN BREAK THE BOND BETWEEN THE PAINT AND THE METAL SURFACE. DO NOT APPLY POWER WASH DIRECTLY ON THE PAINTED SURFACES AS THIS CAN DAMAGE THE PAINT.

STORAGE Proper long term storage is important for trouble-free operation of your motorcycle. If you do not wish to perform these tasks, contact a Big Dog Motorcycles Dealer or Authorized Service Center. They have trained technicians who can complete the work according to Service Manual procedures.

PREPARING YOUR MOTORCYCLE FOR STORAGE There are things to do if your motorcycle will not be operated for several months. To protect parts against corrosion, preserve the battery and prevent the build up of deposits in the carburetor the following steps are recommended to prepare your motorcycle for storage:

1. Change the oil and filter.
2. Fill the fuel tank and add a gasoline stabilizer.
3. Run the motorcycle for 1-2 minutes to circulate the fresh oil and give the stabilizer a chance to reach the carburetor.
4. Check condition of the drive belt.
5. Inflate tires to proper pressure.
6. Wash painted surfaces.
7. Remove battery.

If the motorcycle is to be covered, use a material such as light canvas that will breathe. Plastic materials trap condensation against the surfaces of your motorcycle.

WARNING

FUEL IS FLAMMABLE. DO NOT STORE A MOTORCYCLE WITH GASOLINE IN THE TANK INSIDE YOUR HOME OR GARAGE IF THERE ARE OPEN FLAMES, PILOT LIGHTS, SPARKS OR ELECTRIC MOTORS PRESENT.

REMOVING YOUR MOTORCYCLE FROM STORAGE When removing your motorcycle from storage, here is a checklist of things you will need to do prior to riding:

1. Remove and inspect the spark plugs. Replace if necessary.
2. Check and clean or replace the air filter.
3. Reinstall battery.
4. Start the engine and run until it reaches normal operating temperature. Then turn off the engine.
5. Check the oil level.
6. Check the transmission lubricant level.
7. Check controls for proper operation.
8. Check steering smoothness through full turning radius.
9. Check tire pressure.
10. Check all electrical equipment including turn signals, headlight (low and high beam) brake light and horn.
11. Check for any fuel, oil or brake fluid leaks.

TROUBLESHOOTING GUIDE The troubleshooting guide provides only the most common problem/solutions.

ENGINE

STARTER DOES NOT OPERATE OR DOES NOT TURN ENGINE OVER:

1. Engine run switch in OFF position.
2. Ignition switch not ON.
3. Discharged battery, loose, corroded or broken connections (solenoid chatters).

ENGINE TURNS OVER BUT DOES NOT START:

1. Fuel valve OFF (low fuel requires the fuel valve to be turned to reserve).
2. Fuel tank empty.
3. Throttle held open when enricher is used.
4. Engine flooded with fuel.
5. Fouled spark plugs.
6. Fuel valve clogged.
7. Spark plug cable connections loose or in bad condition and shorting.
8. Loose or corroded wire or cable connection(s) at coil.

HARD TO START:

1. Throttle held open when enricher used.
2. Fuel tank cap vent plugged or carburetor fuel line closed off, restricting fuel flow.
3. Spark plugs in bad condition.

TROUBLESHOOTING

4. Loose wire or cable connection(s) at one of the battery terminals or at coil.
5. Battery nearly discharged.
6. Water or dirt in fuel system and/or carburetor.
7. Engine oil too viscous (winter operation).

STARTS, BUT RUNS IRREGULARLY OR MISSES:

1. Spark plugs in bad condition or fouled.
2. Spark plug cables in bad condition or have become detached (check both ends of each spark plug cable).
3. Spark plug gap too close or too wide.
4. Damaged wire/loose connection at battery terminals or coils.
5. Intermittent short circuit due to damaged wire insulation.
6. Water or dirt in fuel system.
7. Fuel vent system plugged.
8. Air leak in intake manifold.
9. Air filter clogged.

SPARK PLUG FOULS REPEATEDLY:

1. Excessive enrichener use.
2. Fuel mixture too rich.
3. Incorrect spark plug or plug gap.
4. Air filter clogged.
5. Excessive "pumping" of the throttle grip.

EXCESSIVE VIBRATION:

1. Front, top or rear engine mounting bolts loose.
2. Transmission mounting bolts loose.
3. Wheels and/or tires damaged or out of balance.
4. Final drive belt badly worn.
5. Primary drive chain badly worn or links tight as a result of insufficient lubrication or improper adjustment.

TROUBLESHOOTING

ELECTRICAL SYSTEM

ALTERNATOR DOES NOT CHARGE:

1. Regulator not grounded or defective.
2. Negative battery cable loose or broken.
3. Malfunction in charging system.

BRAKES

POOR BRAKE PERFORMANCE:

1. Front and/or rear master cylinder low on fluid.
2. Air bubbles in the hydraulic system.
3. Contaminated brake pad/disc.
4. Brake pads badly worn (1/16 in. minimum lining thickness).
5. Brake discs badly worn or warped.
6. Brake fades because of heat build up due to:
 - a. Excessive braking (riding the brakes).
 - b. Brake pads dragging.
 - c. Insufficient hand lever or rear pedal free play.

SECTION 4

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WARRANTY

Warranty | Warranty Transfer

WARRANTY

This Manufacturer's Limited Warranty is between BIG DOG MOTORCYCLES, L.L.C., and you, the owner (OWNER).

Your motorcycle is warranted against defects in materials and workmanship for a period of two (2) years, with the exception of a) defects in paint and chrome, which are warranted for a period of six (6) months, and b) items or situations that are expressly excluded from coverage. BIG DOG MOTORCYCLES will be the sole arbitrator of defective paint. A defect is defined as the failure of an original part, or of a BIG DOG MOTORCYCLES' replacement part of the same quality, to function as it was designed, in normal use, when properly operated and maintained.

The term of this Manufacturer's Limited Warranty shall begin on the date the motorcycle is delivered to the first retail purchaser, or, if the motorcycle is placed into service as a demonstrator or company vehicle prior to sale at retail, on the date it is first placed in service.

Warranty services will be performed within a reasonable time after notification of a claim, subject to inspection and factory authorization, at any BIG DOG MOTORCYCLES Dealer or Authorized Service Center. Warranty will be provided during normal business hours and scheduled by the provider, consistent with existing workloads and parts availability. Any part(s) replaced under this warranty shall become the property of BIG DOG MOTORCYCLES.

TRANSFER OF WARRANTY This Manufacturer's Limited Warranty is, in most instances, transferable to a subsequent owner. However, BIG DOG MOTORCYCLES reserves the right to decline the transfer of the remainder of the warranty to subsequent owners under certain circumstances. It is the duty of subsequent purchasers to determine, prior to purchase, if the warranty is transferable. BIG DOG MOTORCYCLES must receive a copy of the Warranty Transfer Form within 30 days of the transfer of ownership, plus a \$50 warranty transfer fee payable to BIG DOG MOTORCYCLES.

PARTS AND LABOR NOT COVERED Items or situations not covered include, but are not limited to the following:

1. Batteries, drive belt, brake pads, light bulbs, throttle cables, choke cable, and clutch control cable, fasteners, and connectors (including but not limited to: bolts, clips, nuts, pins and screws), filters, fluids, or other maintenance items, tires, finish on polished metal, exhaust discoloration, squeaks, chirps, or rattles.
2. Damage caused by exceeding manufacturer's recommended weight and/or recommended rider limits.
3. Any regular or required maintenance services described in this OWNER'S MANUAL and other normal maintenance services and parts which include, but are not limited to: alignments, mechanical adjustments, shipping and handling, cleaning, wheel balancing, diagnostic time, test rides, shop supplies and environmental/hazardous waste charges, storage, taxes, freight.

WARRANTY

4. Damage and/or breakdown resulting from collision, fall over or upset, road hazard, fire, theft, attempted theft, malicious mischief, vandalism, riot, fire, explosion, lightning, earthquake, tornado, windstorm, sand storm, volcanic eruption, freezing, civil or governmental commotion, rust and corrosion, hail, snow, extreme water or flood, rotting, punctures, natural perils or acts of God, salt, environmental damage, falling objects, chemicals, cleaners, corrosives, high pressure wash, contamination of fluids, fuels, or lubricants, delay or failures in authorized repair and/or replacement services from the aforementioned causes, or other causes beyond BIG DOG MOTORCYCLES' control.
5. Any damage and/or breakdown caused by negligence, lack of scheduled maintenance, improper servicing or repairs performed by OWNER or an unauthorized repair facility, for any breakdown caused by use of wrong lubricants, blockage or the failure to maintain proper levels of lubricants, or any breakdown resulting from failure to protect vehicle from further damage when breakdown has occurred.
6. Damage resulting from the failure of any custom or add-on part, any frame or suspension modifications, lift or lowering kits, fork extensions, oversized/undersized tires, trailer hitches, engine modifications, carburetor, exhaust or emissions modifications, cam change, lighting/signal additions or modifications to the wiring, non-conforming replacement parts which adversely affect performance.

7. Any vehicle that does not have a valid manufacturer's VIN or has a title branded as salvage, junk, rebuilt, totaled, or flood damaged. Any motorcycle on which the odometer mileage has been changed so that actual mileage cannot be readily determined is not covered.
8. Damage to paint from any cause other than factory defects. Specifically, fading caused by over exposure to direct sunlight, rock chips, abuse, road debris, abrasion or overfilling of the fuel tank.
9. Any claims, if your vehicle is used for towing a trailer or another vehicle or object or is used as a commercial unit, or is used for rental, taxi, or shuttle, delivery, construction/job site activities, hauling, police or emergency service, off-road use, racing or competitive riding, or route work.
10. Any breakdowns that occur to your vehicle outside the United States or Canada.
11. Damage caused by failure to follow recommended BIG DOG MOTORCYCLES engine break-in procedures, including exceeding RPM limitations or low RPM operation (below 1000). Evidence of abuse or failure to adhere to the recommended break-in procedure will void the engine/drive train warranty. Your motorcycle's engine operation is monitored by an on board computer that permanently records the motorcycles' RPM usage range and instances where recommended RPM limitations have been exceeded. These recordings may be utilized in assessing whether abuse or failure to follow recommended break-in procedures has occurred.

WARRANTY

LIMIT OF LIABILITY The following are express limits of your BIG DOG MOTORCYCLES Warranty.

1. Repair or replacement of defective components.
 - **PICK-UP/TOWING** - In the event of a mechanical breakdown caused by a defect in a Covered Component, BIG DOG MOTORCYCLES will reimburse OWNER for reasonable pick-up and towing charges to transport the motorcycle to a Big Dog Motorcycles Dealer or Authorized Service Center. Maximum allowance per occurrence is \$100 and is subject to the terms and conditions of the current towing policy.
 - **IN THE EVENT OF A MECHANICAL BREAKDOWN** To obtain performance under this Manufacturer's Limited Warranty, OWNER must either return the motorcycle at OWNER'S expense to a Big Dog Motorcycles Dealer or Authorized Service Center, or to BIG DOG MOTORCYCLES, 1520 E. Douglas, Wichita, KS 67214. Follow these procedures:
 1. Use all reasonable means to protect your motorcycle from further damage that may result from continued operation.
 2. Contact BIG DOG MOTORCYCLES Customer Service to obtain the name of the nearest authorized repair facility.
 - **MISCELLANEOUS**
 1. OWNER agrees that he will not abandon the motorcycle to a dealer or to BIG DOG MOTORCYCLES.

2. Authorized Dealers are independently owned and operated and BIG DOG MOTORCYCLES is not responsible in any way for any parts, labor, alterations or modifications made to said motorcycle. Dealers are not an agent and cannot provide a warranty.

LEGAL RIGHTS THIS MANUFACTURE'S LIMITED WARRANTY IS IN LIEU OF ALL OTHER WARRANTIES WHETHER ORAL, WRITTEN, EXPRESSED, OR IMPLIED. BIG DOG MOTORCYCLES' OBLIGATIONS AND OWNER'S REMEDIES, HEREUNDER, ARE SOLELY AND EXCLUSIVELY AS STATED. BIG DOG MOTORCYCLES' LIABILITY FOR INCIDENTAL AND CONSEQUENTIAL DAMAGES INCLUDING, BUT NOT LIMITED TO, PERSONAL INJURY, OR DEATH OF ANY PERSON, ARISING OUT OF THE OPERATION, MAINTENANCE, OR USE OF YOUR VEHICLE, PHYSICAL DAMAGE, PROPERTY DAMAGE, LOSS OF USE OF THE MOTORCYCLE, LOSS OF TIME, INCONVENIENCE, AND COMMERCIAL LOSS RESULTING FROM THE OPERATION, MAINTENANCE, OR USE OF THE MOTORCYCLE IS EXPRESSLY EXCLUDED. THERE ARE NO WARRANTIES OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR USE OR PURPOSE. THE PROVISIONS OF THIS PARAGRAPH DO NOT APPLY TO SALES MADE IN THE STATE OF KANSAS TO "CONSUMERS" AS THE TERM IS DEFINED IN K.S.A. 50-624. SOME STATES DO NOT ALLOW LIMITATIONS ON HOW LONG AN IMPLIED WARRANTY LASTS, OR DO NOT ALLOW THE EXCLUSION OR LIMITATIONS OF INCIDENTAL OR CONSEQUENTIAL DAMAGES, SO THE ABOVE LIMITATIONS MAY NOT APPLY TO YOU. THIS WARRANTY GIVES YOU SPECIFIC LEGAL RIGHTS AND YOU MAY ALSO HAVE OTHER RIGHTS, WHICH VARY FROM STATE TO STATE.

WARRANTY

In addition to this Limited Warranty, the motorcycle is covered by the Emissions System Warranty that follows:

YOUR WARRANTY RIGHTS AND OBLIGATIONS The California Air Resources Board is pleased to explain the emission control system warranty on your 2007 BIG DOG MOTORCYCLES motorcycle. In California, new motor vehicles must be designed, built and equipped to meet the State's stringent anti-smog standards. BIG DOG MOTORCYCLES must warrant the emission control system on your motorcycle for the periods of time listed below provided there has been no abuse, neglect or improper maintenance of your motorcycle. Your emission control system may include parts such as the carburetor or fuel injection system, the ignition system, catalytic converter, and engine computer. Also included may be hoses, belts, connectors and other emission related assemblies. Where a warrantable condition exists, BIG DOG MOTORCYCLES will repair your motorcycle at no cost to you including diagnosis, parts and labor.

LIMITED WARRANTY ON EMISSION CONTROL SYSTEM BIG DOG MOTORCYCLES warrants that each new BIG DOG MOTORCYCLES motorcycle is designed, built and equipped to conform at the time of initial retail purchase with all applicable regulations of the United States Environmental Protection Agency. Each new motorcycle that is manufactured to be subject to the laws of the State of California conforms to all applicable regulations of the California Air Resources Board. The motorcycle is free from defects in material and workmanship that would cause such motorcycle to fail to

conform to applicable regulations of the United States Environmental Protection Agency and, if applicable, the California Air Resources Board within 5 years or 18,641 miles (30,000 kilometers) whichever occurs first. Warranty defects shall be remedied during customary business hours at any Authorized Dealer in compliance with the Clean Air Act and applicable regulations of the United States Environmental Protection Agency and, if applicable, the California Air Resources Board.

State of California Only: Emission related warranted parts are specifically defined by the state's Emission Warranty Parts List. These warranted parts are: carburetor and internal parts; intake manifold; fuel tank(s), fuel tank cap for evaporative emission controlled vehicles; fuel/vapor separator; canister; ignition coil; ignition wires; and spark plugs if failure occurs prior to the first scheduled replacement; and hoses, clamps, fittings and tubing used directly in these parts. Big Dog Motorcycles will replace the carbon air filters at each scheduled maintenance point during the first 30,000 km (18,641 miles) at no cost to OWNER. Since emission related parts may vary from model to model, certain models may not contain all of these parts and certain models may contain functionally equivalent parts. Emission Control System emergency repairs, as provided for in the California Administrative Code, may be performed by service centers other than an Authorized Dealer or by any individual.

An emergency situation occurs when an Authorized Dealer is not reasonably available, a part is not available within 30 days, or a repair is not complete within 30 days. Any

WARRANTY

replacement part can be used in an emergency repair. BIG DOG MOTORCYCLES will reimburse OWNER for the expenses, including diagnosis, not to exceed BIG DOG MOTORCYCLES' suggested retail price for all warranted parts replaced and labor charges based on BIG DOG MOTORCYCLES' recommended time allowance for the warranty repair and the geographically appropriate hourly labor rate. OWNER will be required to provide receipts and return the failed parts to BIG DOG MOTORCYCLES in order to receive compensation. For five years or 18,641 miles, whichever first occurs, if an emission-related part on your motorcycle is defective, the part will be repaired or replaced by BIG DOG MOTORCYCLES. This is your emission control system defects warranty. As the motorcycle owner, you are responsible for the performance of the required maintenance listed in your OWNER'S MANUAL. BIG DOG MOTORCYCLES recommends that you retain all receipts covering maintenance on your motorcycle, but BIG DOG MOTORCYCLES cannot deny warranty solely for the lack of receipts or for your failure to ensure the performance of all scheduled maintenance. You are responsible for presenting your motorcycle to a BIG DOG MOTORCYCLES dealer as soon as a problem exists. The warranty repairs should be completed in a reasonable amount of time, not to exceed 30 days.

If you have any questions regarding your warranty rights and responsibilities, you should contact BIG DOG MOTORCYCLES, at: (316) 219-6504, or the California Air Resources Board at 9528 Telstar Avenue, El Monte, CA 91731.

LIMITATIONS UNDER EMISSION CONTROL SYSTEM WARRANTY

The warranty period shall begin on the date the motorcycle is delivered to the first retail purchaser, or, if the motorcycle is placed in service as a demonstrator or company vehicle prior to sale at retail, on the date it is first placed in service.

The liability of BIG DOG MOTORCYCLES is limited solely to the remedying of defects in material or workmanship by an Authorized Dealer at their place of business during customary business hours. These warranties do not cover inconvenience or loss of use of the motorcycle.

OWNER'S WARRANTY RESPONSIBILITIES This Manufacturer's Limited Warranty will be maintained if BIG DOG MOTORCYCLES' recommended service is performed by a factory Authorized Dealer, or other service facility with evidence of having provided reasonable and necessary maintenance to all covered components. As the motorcycle OWNER, you should be aware that BIG DOG MOTORCYCLES will void your warranty coverage if your motorcycle or a part has failed due to abuse, neglect, improper maintenance or unapproved modifications.

1. OWNER must keep a maintenance log validated by the servicing dealer and keep receipts and work orders showing the date, mileage, and service performed.
2. In the event OWNER, or someone other than the dealer, performs the required service, OWNER must retain receipts, logs, or other documentation sufficient to prove that the required maintenance was performed at the proper time and mileage according

WARRANTY

to the Maintenance Log that is found on page 59 of this OWNER'S MANUAL.

TAMPERING WITH NOISE CONTROL SYSTEM PROHIBITED Federal law prohibits the removal or rendering inoperative by any person other than for purposes of maintenance, repair, or replacement, of any device or element of design incorporated into any new vehicle for the purpose of noise control prior to its delivery to the ultimate purchaser or while it is in use, or the use of the vehicle after such device or element of design has been removed or rendered inoperative by any person. Among those acts presumed to constitute tampering are listed below:

1. Modification or removal of the muffler and / or replacement of the exhaust system with one that is not EPA compliant for use on a street vehicle.
2. Modification to the air intake breather or replacement with a type that increases the noise level above the current standard.

Big Dog Motorcycles recommends that any noise related repair or maintenance be performed by a Big Dog Motorcycles Dealer or Authorized Service Center.

REPORTING SAFETY DEFECTS Required by the National Highway Traffic Safety Administration (NHTSA). If you believe that your vehicle has a defect which could cause a crash or could cause injury or death, you should immediately inform NHTSA in addition to notifying BIG DOG MOTORCYCLES. If NHTSA receives similar complaints, it may open an investigation, and if it finds that a safety defect exists in a group of

vehicles, it may order a recall and remedy campaign. However, NHTSA cannot become involved in individual problems between you, your dealer, or BIG DOG MOTORCYCLES.

If your dealer or BIG DOG MOTORCYCLES is unable or fails to remedy your motorcycle's defect without charge and within a reasonable time, you may submit a complaint to:

The Administrator | National Highway Traffic Safety Administration
400 Seventh Street SW
Washington, DC 20590

Or call the Vehicle Safety Hotline at 1 (888) 327-4236, or go to: www.safercar.gov

NOTICE OF WARRANTY DISPUTE RESOLUTION PROGRAM BIG DOG MOTORCYCLES has in place an informal dispute settlement mechanism, established in compliance with Federal Trade Commission Regulations, published at 16 C.F.R. Part 703. OWNER is required to resort to this alternative dispute resolution program before exercising rights or seeking remedies under the federal Magnuson-Moss Warranty Act, 15 U.S.C. §2301, et seq.

OWNER may be required to resort to this alternative dispute resolution program before exercising rights or seeking remedies under certain state consumer laws and "lemon law" statutes. These requirements vary from state to state, and are independent of the requirements of the federal Magnuson-Moss Warranty Act. 15 U.S.C. §2301, et seq.

WARRANTY

OWNER and BIG DOG MOTORCYCLES shall submit any dispute arising under this Warranty, to arbitration in accordance with the Rules of the Better Business Bureau (BBB). A volunteer BBB arbitrator will render a decision that the arbitrator considers to be fair. In doing so, the arbitrator is not required to apply legal principles. If OWNER accepts the arbitrator's decision, BIG DOG MOTORCYCLES will be bound to abide by the decision and comply with its terms (subject to any limited right of review that may be provided by state or federal law); OWNER must comply with the terms of the decision; and OWNER gives up the right to sue BIG DOG MOTORCYCLES in court on any claim that has been resolved at the arbitration hearing unless BIG DOG MOTORCYCLES fails to perform according to the arbitrator's decision (or unless otherwise provided by state or federal law). If OWNER rejects the arbitrator's decision, OWNER may pursue other legal remedies under state or federal law; and BIG DOG MOTORCYCLES will not be obligated to perform any part of the decision.

When filing a claim with the BBB, OWNER shall provide, at a minimum, the following information: make and model, vehicle identification number, date of purchase, place of purchase, current odometer reading, a list of all complaints, and a copy of all repair orders and any other documentation to support OWNER'S claim(s). BIG DOG MOTORCYCLES shall have ten (10) days from the receipt of written notice from the BBB that OWNER has filed a claim and requested an arbitration hearing within which to respond to OWNER'S claim. OWNER shall then have ten (10) days from the receipt of BIG DOG

MOTORCYCLES' response within which to respond to the same. Simultaneously, the BBB shall obtain a hearing date, said hearing to take place within forty (40) days of the original filing of OWNER'S claim and request for arbitration with the BBB. All administrative fees, except for attorney fees, for the arbitration process will be paid by BIG DOG MOTORCYCLES. For more information about the BBB arbitration process, or to file a claim with this mechanism, OWNER may write to:

Better Business Bureau of Wichita
328 S. Laura
Wichita, KS 67211
or call toll-free 1 (800) 856-2417.

This Arbitration process affects important legal rights, and OWNER should check with an attorney if he/she has QUESTIONS ABOUT THOSE rights.

NOTE: The foregoing Notice regarding arbitration, established in accordance with the Rules of the Better Business Bureau to settle any Warranty disputes that may arise with OWNER'S BIG DOG MOTORCYCLES motorcycle, is set forth in part, and acknowledged by OWNER, in a separate document furnished to OWNER at the time of sale, entitled "Notice of Warranty Dispute Resolution Program," and is set forth in its entirety in this WARRANTY SECTION to satisfy applicable state and federal compliance requirements (16 C.F.R. Part 703) and for OWNER'S reference.

WARRANTY

STATE WARRANTY ENFORCEMENT LAWS The laws of many states permit owners to obtain a replacement vehicle or a refund under certain circumstances. In some states, the law requires that you first notify the manufacturer in writing of a problem so that the manufacturer has an opportunity to make any needed repairs, before you are eligible for remedies these laws provide. Your written notification should be sent to:

BIG DOG MOTORCYCLES
Attn: Warranty Dept.
1520 E. Douglas Avenue
Wichita, KS 67214

NOTE: When writing to BIG DOG MOTORCYCLES, you will need to provide your name, address, phone number, vehicle model, vehicle identification number, date of purchase, current odometer reading, the name of your BIG DOG MOTORCYCLES Dealer and a description of the problem.

WARRANTY TRANSFER

OWNER'S NAME:

ADDRESS:

City/State/Zip:

PHONE:

EMAIL:

VIN:

BULLDOG CHOPPER K-9 MASTIFF PITBULL

DEALERSHIP:

DATE OF PURCHASE:

MILES AT PURCHASE:

IGNITION KEY #:

MAIL WITH A \$50.00 TRANSFER FEE TO: Big Dog Motorcycles, 1520 E. Douglas, Wichita, KS 67214

California residents only: failure to complete and return this form does not diminish your warranty rights.



Please mail this Warranty Transfer to:
Big Dog Motorcycles, 1520 E. Douglas, Wichita, KS 67214

WARRANTY TRANSFER

OWNER'S NAME:

ADDRESS:

City/State/Zip:

PHONE:

EMAIL:

VIN:

BULLDOG CHOPPER K-9 MASTIFF PITBULL

DEALERSHIP:

DATE OF PURCHASE:

MILES AT PURCHASE:

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California residents only: failure to complete and return this form does not diminish your warranty rights.



Please mail this Warranty Transfer to:
Big Dog Motorcycles, 1520 E. Douglas, Wichita, KS 67214

This Owner's Manual should be considered a part of the motorcycle and remain with it when it is sold for the use of the next owner.

Vehicle Identification Number:

Owner's Name:

Address:

City/State/Zip:

Purchase Date:

Ign. Key #:

Selling Dealer's Name:

Address:

City/State/Zip:

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This Owner's Manual should be considered a part of the motorcycle and remain with it when it is sold for the use of the next owner.

Vehicle Identification Number:

Owner's Name:

Address:

City/State/Zip:

Purchase Date:

Ign. Key #:

Selling Dealer's Name:

Address:

City/State/Zip:

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