

气派
QIPAI

Lifan KP MINI150

OWNER'S MANUAL

MOTORCYCLE QP150-5U



Manufactured by: JIANGMEN QIPAI MOTORCYCLE CO., LTD.

Imported by: AMERICAN LIFAN, INC.

PREFACE

Thank you for choosing QIPAI motorcycle. May you enjoy riding all time.

The manual contains the necessary instructions and guidance with respect to the operation and maintenance of the motorcycle, and **BE SURE TO READ IT CAREFULLY BEFORE YOU RIDE THE MOTORCYCLE**. Proper operation and maintenance can guarantee a safe riding to minimize troubles of the motorcycle and keep it in a sound condition, which can extend the engine service life.

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IMPORTANT NOTICES

● Operator and Passenger

QP150-5U motorcycle is designed to carry the operator and one passenger. The maximum load weight of the motorcycle must not exceed 150kg .

● On-road

QP150-5U motorcycle is designed for on-road use.

Pay special attention to statements preceded by the following words:

⚠WARNING: *Indicates a strong possibility of severe personal injury or death if instructions are not followed.*

⚠CAUTION: *Indicates a possibility of equipment damage if instructions are not followed.*

NOTE: Gives helpful information.

Environmental Protection (EP) : Indicates special precautions that must be taken to meet environment protection laws and regulations. Improper use of a motorcycle may cause environment pollution.

If the operator fails to follow safe operating and maintenance practices, QIPAI Co. will not take any responsibility to any injury or damage occurred.

This manual should be considered as a permanent part of the motorcycle and should remain with the motorcycle when resold.

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MOTORCYCLE SAFE RIDING

SAFE RIDING RULES

⚠WARNING Motorcycle riding requires special efforts on your part to ensure safety. Know these requirements before you ride.

- Always make a pre-ride inspection before you start the engine. You may prevent accident or equipment damage.
- Most countries require a special motorcycle riding test or license. Make sure you are qualified before you ride. NEVER lend your motorcycle to an inexperienced rider.
- Make yourself conspicuous to help avoid the accident that wasn't your fault:
- Wear bright or reflective clothing.
- Don't ride in another motorist's "blind spot".
- Don't speedily cross another's way.
- Obey all national and local laws and regulations.
- Obey the speed limits, and NEVER travel faster than conditions warrant.
- Signal before you make a turn or lane change to draw other motorists' attention.
- Use extra caution at intersections, parking lot entrances and exits.
- Always remember to ride with both hands and keep both feet on the rider footrest while the passenger grasps the handrail with both feet on the rear footrest.

PROTECTIVE CLOTHS

- For the safety sake, always wear a helmet, a face shield, dust glasses and protective clothing. Your passenger needs the same protection.
- The exhaust system becomes hot during operation, and it remains hot for a while after stopping the engine. Take care not to touch the exhaust system while it is hot. Wear clothing that fully covers your legs.
- Do not wear loose clothing that could catch on the control levers, wheels, etc.

REFITTING

⚠WARNING Arbitrarily refitting the motorcycle or removing the original parts

may make riding unsafe, and is illegal also. The user must obey all national and local laws and regulations in relation to vehicle and traffic. If you have a good proposal concerning refitting of the motorcycle, please write us. The refitment can be done with permission of the Co. Otherwise, the user will take the consequences.

LOADING

⚠WARNING Addition of accessories and cargo may reduce the motorcycle's stability, performance and safe operating speed.

- Keep cargo and accessory weight lower and close to the center of the motorcycle. Load weight equally on both sides to minimize imbalance. As weight is located further from the motorcycle's center of gravity, handling is proportionally affected.
- Adjust tyre pressure and rear suspension to suit load weight and riding conditions.
- Make sure that cargo is fastened on the vehicle.
- Do not attach items to the handlebars, fork or fender. Otherwise, unstable handling or slow steering response may occur.
- The maximum load weight of the motorcycle is 150kg. Please do not overload.

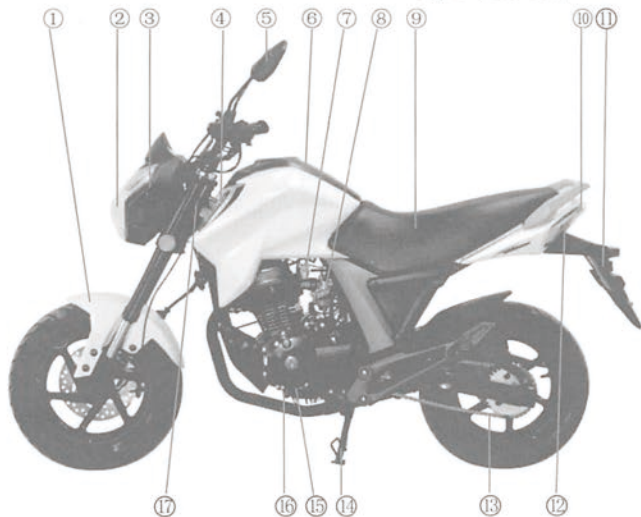
ACCESSORIES

- Genuine accessories of QIPAI Motors have been specifically designed and tested on the motorcycle. Because the factory cannot test all other accessories, you are personally re-sponsible for selection, installation and use of accessories not produced by the Co. Always follow Safe Riding Rules and these below:
- Carefully inspect the accessory to make sure that it does not obscure any lights, reduce ground clearance or banking angle, or limit suspension travel, steering travel or control operation.
- Do not install other cooling equipment for the engine.
- Do not add electrical equipment that will exceed the motorcycle's electrical system

GENERAL INFORMATION

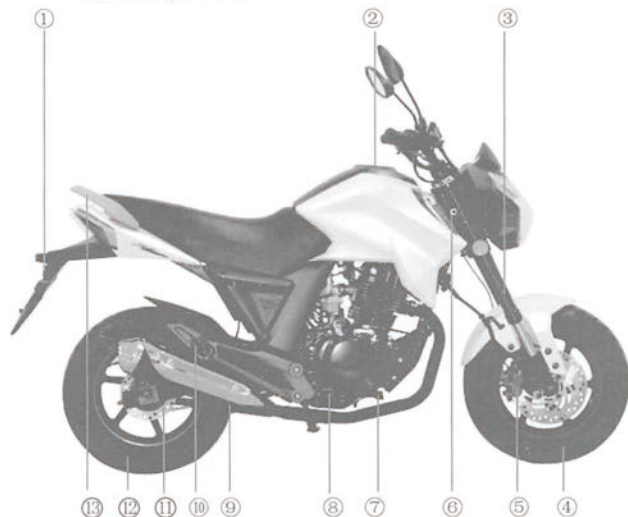
PARTS LOCATION (Fig. 1-2)

Fig. 1 (Left-view)



- ①Fr. fender ②Headlight ③Headlight housing ④Fr. winke ⑤Rearview mirror
⑥Fuel tank ⑦Fuel cock ⑧Carburetor ⑨Seat ⑩Tailligh ⑪Rr. fender ⑫Rr. winker
⑬Chain ⑭Side stand ⑮Engine code ⑯Gearshift pedal ⑰Nameplate

Fig. 2 (Right-view)



- ①Rr. reflector ②Fuel filler cap ③Fr. shock absorber ④Fr. wheel ⑤Fr. brake
⑥VIN ⑦Rr. brake pedal ⑧Rider footrest ⑨Exhaust muffler ⑩Pillion footrest
⑪Rr. brake ⑫Rr. wheel ⑬ Handrail

VIN RECORD (Fig. 3-5)



Fig. 3 VIN



Fig. 4 Engine model/code



Fig. 5 Nameplate



VIN:

Engine Code:

Please fill the VIN and engine model/code of your motorcycle in the blank above. They will help order spare parts and find out the vehicle when stolen.

NOTES

- ① The VIN is stamped on the right of the steering stem (Fig. 3).
- ② The engine model/code is stamped on the bottom-left of the crankcase (Fig. 4).
- ③ The vehicle nameplate is fixed on the front of the steering stem (Fig. 5).

FUEL AND ENGINE OIL (EP)

Fuel Selection

Fuel is a key factor in deciding the exhaust emissions from the engine, so selection of fuel must follow the rules below. Selected fuel must be unleaded gasoline of 87 Octane or above. Using improper fuel could reduce performance, shorten the engine's service life.

Engine Oil Selection (Fig. 6)

The quality of the engine oil plays a vital role in deciding the engine performance and service. Engine oil must be selected in accordance with rules below and other oils, such as ordi-

nary engine oil, gear oil and vegetable oil, are forbidden to be used.

The vehicle has been filled with engine oil SAE15W/40-SE before being delivered. The lubricant is only suitable at a temperature range within $-10^{\circ}\text{C}\sim+40^{\circ}\text{C}$. If other motor oil is to be used instead, the alternative must be technically equivalent in every respect. Viscosity varies with regions and temperatures, so the lubricant has to be selected according to our recommendation.

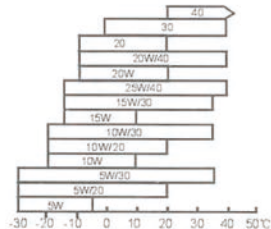


Fig. 6

If there is no gasoline engine oil SAE15W/40-SE, the engine oil No. HQB-10 (or HQB-6 in regions where the temperature is lower than 10°C) can be used instead.

CONTROLLING PARTS

METER AND INDICATORS (Fig. 7)

- ① Left turn signal indicator “←”
- ② High-beam indicator, “ \equiv ”
- ③ Time display
- ④ Speedometer
- ⑤ Tachometer
- ⑥ Red zone (of tachometer)
- ⑦ Gearshift display
- ⑧ Odometer
- ⑨ Fuel gauge
- ⑩ Neutral indicator
- ⑪ Right turn signal indicator “→”
- ⑫ Button MODE
- ⑬ Button RESET

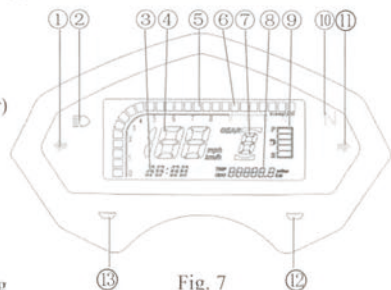


Fig. 7

Button Operating Instructions

1. Short press the button MODE to chang

the accumulated mileage into trip mileage or vice versa. In ODO condition, change metric system into British system or vice versa by such operation. In TRIP condition, it can be reset to 0 by depressing the button.

2. Long press the button RESET to set it in time condition. Depress the button for 3 seconds so as to let HOUR section wink, and sequentially click on the button until desired number appears; then depress the button to let MINUTE section wink, sequentially click on the button until desired number appears. After entering time set state for 40 seconds without any operation, the system will automatically quit the state.

IGNITION SWITCH (Fig. 8)

The ignition switch is equipped with 2 keys including a spare one.

“OFF”: Engine and lights cannot be operated and the key can be removed.

“ON”: Engine and lights can be operated, neutral light “N” is lit and the key cannot be removed.

Steering Lock

To lock the steering head, turn left the steering bar as far as it will go, insert the key into the ignition switch slot, turn to “⊗” (OFF) position, then depress and turn counterclockwise to “LOCK” position, at last remove the key. To unlock the steering head, turn the key clockwise.

Ignition sw. & Steering



Fig. 8

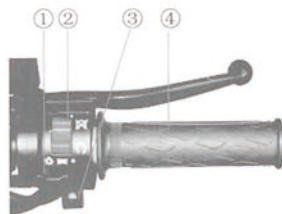


Fig. 9 ① Headlight sw.
② Emergency sw.
③ Starter button
④ Throttle grip

RIGHT HANDLEBAR CONTROLS (Fig. 9)

Lighting Switch

The 3-position switch functions as follows:

☀: The headlight, taillight and meter lights are bright. Ⓟ: The parking light, taillight and meter lights are bright.

● (OFF): The headlight, taillight, parking light and meter lights are off.

Emergency Switch

In an emergency, depressing the switch to “⊗” will stall the engine at once. In normal riding cases, always set the switch at “○”.

Throttle Grip

The grip is used to control the engine’s rotational speed. Turning rearward the grip will increase fuel supply, while turning forward it will decrease fuel supply.

LEFT HANDLEBAR CONTROLS (Fig. 10)

Headlight Dimmer Switch

Push the switch to “☀” to select high beam.

Push the switch to “☾” to select low beam.

Turn Signal Switch

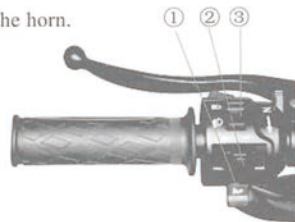
Move the switch to “←” to signal a left turn, and to “→” to signal a right turn.

Horn Button

Press the button “📢” to sound the horn.

Fig. 10

① Headlight dimmer sw.
② Turn signal sw.
③ Horn button



REFUELING AND FUEL FILLER CAP (Fig. 11)

The fuel tank capacity is 5.3 L including the reserves supply of 1.7 L.

- Open the lock lid, and insert the ignition key;
- Turn the key clockwise by 90° ;
- Remove the cap.

To reinstall the cap, just depress it onto the tank inlet.

⚠WARNING

- Do not overfill the tank (there should be no fuel in the filler neck). After refueling, make sure the fuel filler cap is closed securely.
- Gasoline is extremely flammable and is explosive under certain conditions. Refuel in a well-ventilated area with the engine stopped. Do not smoke or allow flames or sparks in the area where the fuel tank is refueled.
- Before refueling, make sure to filter fuel first. Spilled fuel vapor may ignite. If any fuel is spilled, make sure the area is dry before starting the engine.

KEEP OUT OF REACH OF CHILDREN.

FUEL COCK (Fig. 12)



“ ● ” OFF



“ □ ” ON



“ U ” RES

Fig. 12

Fuel filler cap



Fig. 11

With the fuel cock in the “ □ ” ON position, fuel will flow from the main fuel supply to the carburetor.

With the fuel cock in the “ ● ” OFF position, fuel cannot flow from the tank to the carburetor.

With the fuel cock in the “ U ” position, fuel flow the reserve fuel supply to the carburetor.

Use 1.7 L of reserve fuel only when the main supply is gone. Refuel at the earliest opportunity.

⚠CAUTION After refueling, return the fuel cock to ON position. Otherwise, you may run out of fuel with no reserve. Learn how to operated the fuel cock when riding the motorcycle.

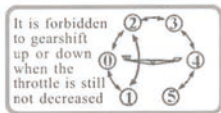
GEARSHIFT PEDAL (Fig. 13-14)

The motorcycle is equipped with a 5-speed mesh transmission. The gear indicator is shows the gear position at present.

Fig. 13 Gearshift pedal



The gearshift patters are as shown in Fig. 14.



Non-cyclid 5-speed



Fig. 14



REAR BRAKE PEDAL (Fig. 15)

The rear brake will function and the rear stop light will glow when applying the pedal.



Fig. 15 Rr. brake pedal

SIDE STAND (Fig. 16)

When parking the vehicle, turn the side stand clockwise along the frame to position. Before driving the vehicle, turn the stand to the initial position.

CAUTION Be sure to set the stand to position before driving the motorcycle. Otherwise, it may fall over.



Fig. 16

OPERATION GUIDE

PRE-RIDE INSPECTION




Inspect your motorcycle every time before you ride it. The items listed here will only take a few minutes to inspect, and in the long run they can save time, expense, and possibly your life.

1. Engine oil level - add engine oil if required. Check for leaks.
 2. Fuel level - fill fuel tank when necessary. Check for leaks.
 3. Front and rear brakes - check operation and adjust free play if necessary.
 4. Tyres - check condition and pressure.
 5. Battery electrolyte - check that the electrolyte is suitable.
 6. Throttle - check for smooth opening and full closing in all steering position.
 7. Lights and horn - check that headlight, tail/brake light, wipers, parking light, indicators and horn function properly.
 8. Drive chain - check condition and slack. Adjust and lubricate if necessary.
 9. Steering system - check for its smoothness and reliability.
 10. Fastener - check that all nuts, screws and bolts are mounted securely.
- Correct any discrepancy before you ride. Contact your dealer for assistance if you cannot correct the problem.


STARTING THE ENGINE

⚠WARNING Do not start the engine in a narrow area to prevent accidents. The exhaust contains poisonous carbon monoxide (CO) gas that cause loss of consciousness and lead to death.

Attempting to start the engine with the transmission in gear may result in damage to equipment.

- Make sure the fuel in the tank is enough. Set fuel cock to “” position.
- Insert the ignition switch and turn it to “” position.
- Move the gearshift pedal into NEUTRAL to light up the indicator “N” (green).
- Slightly turn the throttle grip, then operate the starter button “” to start the engine.
- By lightly turning the throttle grip, increase the engine’s rotational speed to warm up the engine at 1500r/min approximately until it works normally, then push the choke lever to the fully open position.

CAUTION Do not use the electric starter for more than 5 seconds at a time. Release the starter button for approximately 10 seconds before pressing it again. Don’t run the throttle grip fast and make sure that the vehicle is under the user’s guarding when the engine is being warmed up.

NOTE Starting up the engine in regions with especially low air temperature, tread the kick-starter pedal several times first to run the crankshaft while the ignition key should be at “” (OFF).

BREAKING-IN

Help assure your motorcycle’s future reliability and performance by paying extra attention to how you ride during the first 1000km.

During this period, avoid full-throttle riding and loading the engine heavily, be sure to drive at speeds not more than 80% of each gear and to keep changing speed.




NOTE After the first 1000km’s, be sure to conduct maintenance so as to make in compensation for slightly wear. The service life will be extended obviously through such maintenance.

RIDING

- Start the engine and warm up it.
- While the engine idling, pull in the clutch lever and push down the gearshift pedal to shift into low (1st) gear.
- Slowly release the clutch lever and at the same time gradually increase engine speed by opening the throttle.
- When the motorcycle attains a steady speed, close the throttle, pull in the clutch lever and shift to 2nd gear by treading the gearshift pedal.
This sequence is repeated to progressively shift to higher gears.
- Coordinate the throttle with brakes for smooth deceleration.
- Both front and rear brakes should be used at the same time and should not be applied strongly enough to lock the wheel, or braking effectiveness will be reduced and control of the motorcycle be difficult.

CAUTION It is forbidden to gearshift up or down when the throttle is still not decreased and the clutch is in. Doing so may damage the engine, chain or other parts.

BRAKING AND PARKING

To stop the motorcycle, close the throttle and disengage the clutch by pulling in the clutch lever, then smoothly operate the front and rear brakes until stopping the motorcycle. Shift the transmission into neutral, turn the emergency switch to “” position. Then set the fuel cock to “” position, support the motorcycle with the center or side stand. After parking, turn the ignition switch to “” position and lock the steering lock, followed by removing the key.

MAINTENANCE

MAINTENANCE SCHEDULE

Maintenance work should be performed in light of Maintenance Schedule. Letters in the table indicate as follows:

I: INSPECT AND CLEAN, ADJUST, LUBRICATE OR REPLACE IF NECESSARY

C: CLEAN R: REPLACE A: ADJUST L: LUBRICATE

NOTES: ① Clean more frequently when riding in unusual wet or dusty areas.

② At higher odometer readings, still follow the frequency intervals established in this manual.

ITEM \ REGULAR SERVICE	Which ever comes first	ODOMETER READING, km (Note ②)						Remarks
		1,000km or 1 month	4000km or 3 months	8000km or 6 months	12000km or 12 months	16000km or 18 months	20000km or 24 months	
Fuel line system			I	I	I	I	I	
Fuel filter		C	C	C	C	C	C	
Throttle operation		I	I	I	I	I	I	
Carburetor choke			I	I	I	I	I	
Air cleaner element	Note①		C	C	C	C	C	
Spark plug			I	I	I	I	I	
Lubricant in gear case	Yearly	R	every 2,000km-R					
Crankcase duct		I	I	I	I	I	I	
Engine idle speed		I	I	I	I	I	I	
Drive chain		I, L	I, L	I, L	I, L	I, L	I, L	
Battery		I	I	I	I	I	I	
Brake shoes/pad wear			I	I	I	I	I	
Brake system		I	I	I	I	I	I	
Brake light switch		I	I	I	I	I	I	
Headlight adjustment		I	I	I	I	I	I	
Clutch		I	I	I	I	I	I	
Side stand			I	I	I	I	I	
Suspension		I	I	I	I	I	I	
Nuts, bolts, fasteners		I	I	I	I	I	I	
Wheels/spokes		I	I	I	I	I	I	
Steering bearings		I			I			

ENGINE OIL (EP)

Check of Engine Oil (Fig. 17)

Check the engine oil level every use.

There is a sight glass on the right crankcase. It is designed for measuring the oil level. The level must be maintained between the upper and lower level marks

● Place the motorcycle on a level ground with the center stand. Observe the level through the sight glass.

● Remove the oil filler cap. Add engine oil SAE15W/40-SE to upper level mark. Do not overfill.

● Insert the cap. Check for leaks.

CAUTION Running the engine with insufficient oil can cause serious damage to the engine.

Change of Engine Oil (Fig. 18)

It is better to drain when the engine is still warmed.

● Place an empty container under the engine, unscrew the drain plug.

● Tread the kick-starter pedal several times so as to help empty the oil thoroughly.

● Reinstall the drain plug, and tighten it up.

※ Pour approx. 1L of SAE15W/40-SE into the engine. Restart the engine, keep it idle for a few minutes, and then stall it. Recheck the oil level, and add oil if necessary.

CAUTION When running in very dusty conditions, oil changes should be performed more frequently than specified in the maintenance schedule. Please dispose of used engine oil in a manner that is compatible with environment.

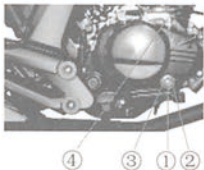


Fig. 17

- ① Sight glass ② Upper level mark
③ Lower level mark ④ Oil filler cap

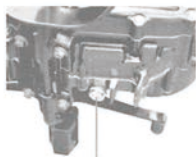


Fig. 18 Drain plug

SPARK PLUG (EP) (Fig. 19)

Spark Plug Type: B8RC

Check and Replace

● Disconnect the spark plug cap from the spark plug. Clean any dirt from around the spark plug base. Remove the spark plug by the special wrench.

Inspect the electrodes and center porcelain for deposits, and clean with a wire brush. If the spark plug is damaged, replace it.

● Check the spark plug gap which should be 0.8-0.9mm, and adjust by bending the side electrode if necessary.

CAUTION The spark plug must be securely tightened. Improperly tightened plug can become very hot and possibly damage the engine.

AIR CLEANER (EP) (Fig. 20)

The air cleaner must be cleaned and then soaked in clean oil at least once every 4000km's drive. Riding in very dusty area, the job should be done more often. See your dealer for further information.

● Remove the right cover. Drive out screws, remove the air cleaner cover. Take the filter element out of the air cleaner housing.

● Wash the element in cleansing solvent and dry it.

● Soak the element in gasoline engine oil SAE15W/40-SE until saturated, and then squeeze out the excess oil.

● Remove the plug from the carburetor, take out the gauze and clean it. Then fit them to the original position.



Fig. 19



Fig. 20 Air cleaner

VALVE CLEARANCE (Fig. 21)



Fig. 21

Check valve clearance when the engine is cold at the specified intervals.

- Remove the left cover and bottom fairing.
- Rotate the flywheel counterclockwise until mark T on the flywheel aligns with the index mark on the view hole. Check it is in TDC of the compression stroke by moving the rocker arms. If they are free, it means check can be done. Otherwise, rotate the flywheel through 360°.
- Clearance should be 0.05mm for the intake and exhaust valves.
- If it is necessary to make an adjustment, loosen the valve lock nut and turn the adjusting screw so there is a slight resistance when the feeler gauge is inserted. Then tighten up the lock nut, and recheck the clearance.

EXHAUST MUFFLER (EP)

Clear away regularly carbon deposit in the exhaust pipe; check the exhaust pipe inside for crack and washer for damage, and repair or replace if necessary.

CAUTION Always use a new gasket when reinstalling the exhaust muffler. The muffler becomes very hot during operation and remains hot for a while after stopping the engine. Beware of being scalded.

CRANKCASE GAS RECIRCULATION SYSTEM (Fig. 22)

WORKING PRINCIPLE A gas/fuel separator is installed between the crankcase and

air cleaner passage. When the engine is running, the separated air enters into the air cleaner and carburetor via the separator, then returns to the combusting chamber, avoid exhaust gas in the crankcase directly coming into air, therefore decrease atmospheric pollution.

NOTE The gas/oil separator should be cleaned periodically. It is recommended that the job is done at least once every 3-month service.

OPERATION OF THROTTLE

(Fig. 23)

- Check for smooth rotation of the throttle grip from the fully open to the fully closed position at both full steering position.
- Measure the throttle grip free play at the throttle grip flange. The standard free play should be approx. 2 ~ 6mm. To adjust the free play, loosen the lock nut, turn the adjuster. Adjustment over, fasten the lock nut.

IDLE SPEED OF CARBURETOR (EP) (Fig. 24)

The carburetor is installed between the engine and air cleaner.

NOTE The carburetor has been set accurately in factory. The user only needs to adjust idle speed after the engine is warmed up.

- Adjust idle speed with the throttle stop screw to set idle speed at about 1500r/min. Turn the screw in direction A will increase idle speed, in direction B decrease idle speed.
- When the engine has no idle speed or runs at a

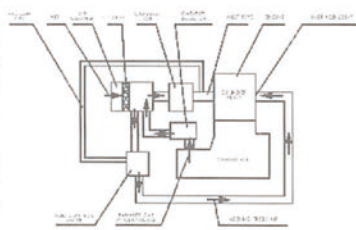


Fig. 22

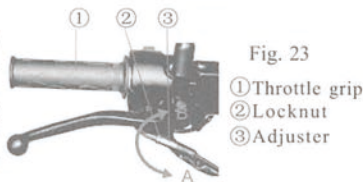


Fig. 23

Throttle stop screw

Fig. 24



decreased speed, set the throttle stop screw in the middle between the two limit positions to help mix air and fuel.

- Run the engine again. Readjust the throttle stop screw, if necessary.

CHECK LEAKS ALONG AIR SUPPLY LINE (EP)

Check regularly air supply line, specially such as the joint between the muffler and engine, the joint between the air cleaner, carburetor and inlet pipe, etc. for leakage, and repair or replace damaged parts once there are some troubles to assure a normal air supply, and avoid polluting the environment.

ADJUSTMENT OF CLUTCH (Fig. 25)

- Measure the clutch lever free play at the clutch lever flange. the free play should be 10~20mm. Adjustment of the clutch should be done with the engine stalled.
- Turn loose the locknut at the clutch cable holder located on the crankcase, and then make adjustment by screwing in or out the corresponding adjusting nut. After adjustment, tighten up the locknut.



Fig. 25

DRIVE CHAIN (Fig. 26)

Check

Check the drive chain for wear and slack. Lubricate the chain if it seems to be dry. Slack should be 10~20mm. Support the motorcycle with the center stand, check slack in the lower chain run midway between the sprockets.

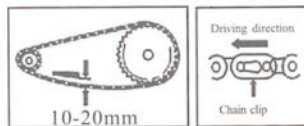
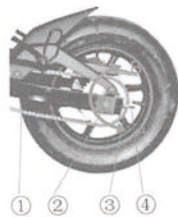


Fig. 26

- ① Chain
- ② Rear axle locknut
- ③ Nut
- ④ Adjusting bolt

Adjustment

Loosen the rear axle nut and lock nut, turn both adjusting nuts until the chain slack meets the standard, and make sure left and right adjusters align with the same index marks. After checking, tighten up the rear axle nut with a torque of 50~60N · m.

※ Check the chain for slack.

※ If slack of chain is changed, recheck and readjustment to rear brake should be conducted, because such change will influence the free play of rear brake.

Lubrication

Pull out the chain clip with pliers, remove the joint and chain. Wash the chain in cleansing solution and dry it in the air. Check the chain including link plates, bushings, and rollers for damage, cracks, wear-out. Replace if necessary. Lubricate the chain, then reinstall and adjust it.

CAUTION The chain clip should be so installed as to make sure that its closed end faces the direction of wheel rotation.

FRONT BRAKE (Fig. 27 & 28)

Check

The main cylinder is located at the right handlebar. When operating the brake lever, the pads equipped with caliper will clamp the brake disc. If any pad is worn to its limit depth, replace both pads as a set at the first opportunity.

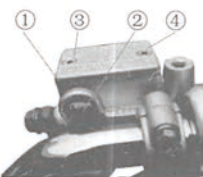


Fig. 28

- ① Main cylinder
- ② Sight glass
- ③ Screw
- ④ Cover
- ⑤ Brake caliper

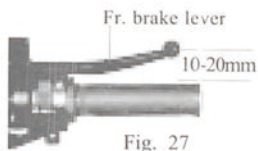
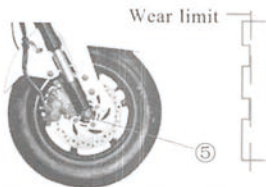


Fig. 27

⚠WARNING Brake fluid may cause irritation. Avoid contact with skin or eyes. In case of contact, flush thoroughly with water and call a doctor if your eyes were exposed. Apply only specified brake fluid, or braking effectiveness and riding safety will be affected adversely.

CAUTION Do not ride the motorcycle immediately after replacing a new disc brake. Apply the brake lever several times to recover its force and be sure the brake fluid cycles normally.

Adjustment

The free play of brake lever should be within 10 ~ 20mm. If not so, adjust it as follows: Pump the brake lever, then gently loosen the bleed valve while holding the lever. Take care to tighten up the bleed valve as soon as flowing fluid.

Repeat above procedure until the system is completely flushed/bled.

Apply the brake lever several times and check for free wheel rotation after the brake lever is released.

REAR BRAKE (Fig. 29)



Fig. 29

Support the vehicle on its center stand. Measure the distance the rear brake pedal moves before the brake starts to engage. The free play should be 20 ~ 30mm.

To adjust, turn the rear brake adjusting nut. Turning it in direction A will decrease the free play, and in direction B increase the free play.

※ Apply the brake several times and check for free wheel rotation after the brake pedal is released.

NOTE Make sure the curved slot in the adjusting nut corresponds to the circular surface of the brake arm pin after making final free play adjustment. If such adjustment is still unsatisfactory, see your dealer for help.

HOW TO USE BRAKE WEAR INDICATOR (Fig. 30)

Should either pads of front brake be worn to the limit depth, replace both pads as a set as soon as possible.

The rear brake is equipped with a brake wear indicator. If the indicator aligns with the reference marks on full application of the brake, the brake shoes must be replaced.



Fig. 30

- ① Fr. brake disc
- ② Fr. brake caliper



FRONT/REAR SHOCK ABSORBER AND SUSPENSION

Support the motorcycle on the center stand, pull in the front brake lever to lock the front wheel, pump the front/rear shock absorber up and down several times to see that it functions well without noise or leakage.

Check the rear fork bushing for proper play by pressing the side of the rear wheel. Make sure that all of the fasteners are tightened securely.

NOTE If the shock absorber is damaged, repair or replace it.

TYRE

Proper air pressure will provide maximum stability, riding comfort and prolong tyre life.

TYRE PRESSURE (Recommended)		
Rider	Front tyre:175kPa	Rear tyre:200kPa
Rider & passenger	Front tyre:200kPa	Rear tyre:225kPa
Tyre size	Front tyre:110/70-12	Rear tyre:130/70-12

⚠WARNING Operation with excessively worn tyres is hazardous and will adversely affect traction and handling.

NOTE Tyre pressure should be checked before you ride while the tyres are “cold”. Check the tyres for cuts, embedded nails, or other sharp objects. Check the rims for dents or deformation. See your dealer for change or damaged tyres or punctured inner tubes.

CAUTION Improper tyre inflation will cause abnormal tread wear and create a safety hazard. The tyre pressure less than the rated value may result in slipping wheel on the ground or coming off from the rim.

When the tread depth in the middle section of tyres reached limits below, please replace them.

Tread Depth Limits			
Front tyre	1.6 mm	Rear tyre	2.0 mm

FRONT WHEEL (Fig. 31)

To remove the front wheel, support the motorcycle on the center stand, loosen the lock screw, remove the speedometer cable, loosen the front axle nut, extract the front axle, and remove the front wheel.

Installation shall be done in the reverse order of removal.

Tightening torque of front axle nut: 55 ~ 65N.m



Fig. 31
① Lock screw
② Speedometer cable
③ Fr. axle nut

REAR WHEEL (Fig. 32)

Support the motorcycle on the center stand, unscrew the rear brake adjusting nut, take the link out of the brake arm. Loosen the lock nuts at both sides of the rear wheel, then loosen the rear axle nut and adjusting bolt. Take out the chain clip by pliers, remove the chain and rear axle nut, retract the rear axle, at last, remove the rear wheel.

Installation shall be done in the reverse order of removal.

Tightening torque of rear axle nut: 55 ~ 65N.m

For adjustment of the rear brake and chain, refer to related items prescribed in the manual.

FUSE (Fig. 33)

The fuse is positioned near the battery behind the left cover. The fuse will blow to protect the circuit automatically in the case of troubles such as a short circuit or an overload trouble. After the trouble-shooting, fit a new fuse available in the fuse box.



Fig. 32



Fuse
Fig. 33

⚠CAUTION Specially pay attention to specification (10A) of fuse when replace it. Never use other material such as aluminium, iron or copper wire instead. Otherwise the circuit may be burnt.

BATTERY (EP) (Fig. 34)

The battery is located behind the left cover of vehicle. Maintain it in accordance with the Maintenance Schedule in the manual. The battery electrolyte level should be between the UPPER level mark and LOWER level mark. Should battery electrolyte level be below the LOWER level mark, add proper distilled water to the UPPER level mark. Be careful not to exceed the UPPER mark when adding distilled water. Otherwise, overflowing electrolyte may cause corrosion.

⚠CAUTION Be sure not to discard the battery electrolyte or used battery. Handle in accordance with national or local environmental protection rules. Avoid entering water around the battery when washing the vehicle.

⚠WARNING If the battery is to be removed, disconnect the negative lead “-” from the battery terminal first, and then the positive lead “+”. Connection should be done in the reverse order of removal. Do not touch the positive lead to the vehicle body to prevent short-circuiting. The leads should be tightened securely, or spark may occur to cause a fire. Make sure that the duct of battery keeps unblocked, or the battery may be explosive under certain conditions. The battery, in addition, should be equipped with an exhaust pipe, otherwise, overflowing electrolyte (sulfuric acid) may erode the vehicle body, main cable, even causing a fire by short-circuiting.

CAUTION The battery contains sulfuric acid (electrolyte). Contacting with skin

or eyes may cause severe burns. If such case occurs, flush with water for at least 5 minutes and call a physician immediately. Please protective clothing and a face shield. Keep out of reach of children. Do not use a new battery until taking a 30-minute wait after adding liquid. If the engine fails to be started with the electric starter and the neutral light is dim, use the kick-starter to start the engine. For prolonging the service, please start the engine using the kick-starter when the air temperature is lower. Charge the battery at a rate less than 1A for 10-15 hours if necessary. For further details, refer to Operating Instructions of Battery.

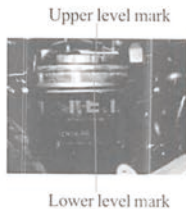



Fig. 34


TROUBLESHOOTING, STORAGE AND OPTIONAL PARTS

TROUBLESHOOTING

If the engine fails to start, do checks as follows:

1. Is there enough fuel in the tank?
2. Is fuel reaching the carburetor from the tank cock?
3. Disconnect the fuel line from the carburetor, set the tank cock to “” position, and see if fuel flows out?
4. If OK, check the ignition system.

⚠CAUTION Do not allow fuel to flow at will. Fuel should be collected in the retainer. Do not smoke or allow flames or sparks in the area where the engine is subjected to the check.

5. Remove the spark plug from the cylinder head, and connect it with the spark plug cap.
6. Fix the spark plug on the vehicle body. Turn the ignition switch on, set the emergency switch to “” position. Press the start button, and see if there are sparks at the electrode gap of the spark plug. If there are no sparks, see your dealer for help.

⚠CAUTION

Do not conduct the said check by fixing the spark near to the cylinder head. Otherwise, gas in the cylinder may ignite by sparks.

For safety's sake, it is better to connect the metal portion of spark plug outer housing with bare metal of vehicle body.

CLEANING AND STORAGE

Cleaning

1. Check if the spark plug and inlets are installed or plugged securely before cleaning the vehicle.
2. Hose the vehicle completely.
3. Dry the motorcycle using a soft cloth or sponge.
4. Lubricate the drive chain immediately after washing and drying to prevent surfaces from getting rusty.
5. Start the engine, and allow it to run for several minutes.

CAUTION High-pressure water can damage certain parts such as wheel bearings, front fork, brakes, seal of transmission, electric equipment, etc. Prevent the muffler

from getting in water, the spark plug from being wetted down when washing the vehicle.

Storage

Take some measures as following when subjecting the vehicle to 60-day or more storage.

1. Empty fuel inside the fuel tank, carburetor and other pipes.
2. Drive off the spark plug, pour a bit of engine oil SAE15W/40-SE into the engine. Turn off the ignition switch and tread the kick-pedal several times to scatter evenly the oil inside the cylinder.
3. Remove the drive chain, clean and oil it.
4. Lubricate all of the controlling cables.
5. Rise the vehicle frame so that both the wheels clear the ground.
6. Seal the muffler outlet with a plastic bag to prevent the former against moisture.
7. Coat all surfaces of bare metal with a thin layer of rust-resisting oil if the motorcycle is stored in moist and salty regions.
8. Dismantle the battery and store in a dry, cool and well-ventilated place. Charge the battery monthly in course of storage.

REMOVAL FROM STORAGE

After long-term storing the motorcycle, check, adjust and service it according to requirements stated in the manual to make sure the motorcycle functions properly. Try the vehicle at low speed in a safe riding area away from traffic.

MOTORCYCLE ALARM (Optional)

1. Before using the remote-controller, be sure that the vehicle is in neutral and the ignition switch is turned off.
2. Electric starting by the remote-controller only warms up the engine, and the engine will stop automatically in 2.5 minutes.
3. Don't apply both the front and rear brakes after starting the engine by the remote-controller and before turning on the ignition switch, otherwise, the starting motor will run once more.
4. Don't ride without the key to insure that the function of motorcycle alarm is reliable enough.

SPECIFICATIONS

Vehicle Model QP150-5U

1. DIMENSIONS & PERFORMANCE

Overall dim (L×B×H), mm	1790×740×1000
Steering bar angle, °	38
Ground clearance, mm	170
Turning circle dia., mm	4304
Wheel base, mm	1150
Kerb weight, kg	110
Max. weight capacity, kg	160
Seat height, mm	740
Top design speed, km/h	90
Fuel consumption limits, L/100km	≤2.9
Grade ability, °	≥22
Front tyre size/pressure	110/70-12 225kPa
Rear tyre size/pressure	130/70-12 225kPa
Front shock absorber	Telescopic type hydraulic drive
Rear shock absorber	Coil spring-dampened
Front brake type	Hydraulic disc brake operated by hand
Rear brake type	Hydraulic disc brake operated by foot
Fuel tank capacity, L	5.3

2. ENGINE

Model	157FMJ
Type	Vertical single-cylinder, 4-stroke, air-cooled
Bore×Stroke, mm	57.3×57.8
Displacement, ml	149
Compression ratio	9.1:1

Starting mode	Electric-starter
Ignition system	CDI
Rated power, kW/r/min	7.8/7000
Rated torque, N·m/r/min	11.5/5500
Engine oil type	SAE15W/40-SF
Engine oil capacity,	1.1
Lubrication	Press/splash
Fuel	Unleaded gasoline of 87 octane or above
Clutch	Wet multi-plate
Transmission type	5-speed, constant mesh
Primary reduction ratio (I _F)	3.350
Gear ratio, 1st (I ₁)	3.077
2nd (I ₂)	1.790
3rd (I ₃)	1.304
4th (I ₄)	1.091
5th (I ₅)	0.938
Final reduction (I _F)	2.400

3. ELECTRIC EQUIPMENT

Battery	YTX7A-BS
Spark plug	B8RC
Headlight	12V-35W/3.2W
Winker	LED0.72W/LED0.24W
Tail/stop light	LED0.48W
Horn	12V-1.5A
Odometer light	12V-3W
Fuse	15A

WARRANTY

HMC-EMISSION CONTROL SYSTEM WARRANTY STATEMENT

YOUR WARRANTY RIGHTS AND OBLIGATIONS

The U.S. Environmental Protection Agency and **American Lifan, Inc.** (hereinafter MFR), are pleased to explain the emission control system warranty on your motorcycle. New motor vehicles must be designed, built, and equipped to meet U.S. EPA standards. MFR 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.

A Warranty Statement: Replacement Parts, Service and Warranty. Any certification issued under this procedure is conditional upon full compliance with the design and defects emissions warranty requirements in the federal Clean Air Act (42U.S.C. 2017(a) for the applicable useful life (as specified in 40CFR 86.402-98) in which the engine is installed. Your emission control system may include components 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, MFR will repair your motorcycle at no cost to you, including diagnosis, parts and labor.

MANUFACTURER'S WARRANTY COVERAGE

- The warranty period begins on the date the motorcycle is delivered to the first purchaser and subsequently continuous to an ultimate purchaser thereafter and cover the useful life of the HMC per 40CFR86.402 for **12,000 km 7,456 miles) or 5 (five) years from the date of initial retail delivery, whichever first occurs.**

If an emission-related component on your motorcycle is defective, the component will be repaired or replaced by MFR. This is your emission control DEFECTS WARRANTY.

OWNER'S WARRANTY RESPONSIBILITIES

- As the motorcycle owner, you are responsible for the performance of the required maintenance listed in your owner's manual. MFR recommends that you retain all receipts covering maintenance on your motorcycle, but MFR 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 MFR dealer as soon as a problem exists. The warranty repairs should be completed in a reasonable amount of time, not to exceed 30 days.
- As the motorcycle owner, you should be aware the MFR may deny your warranty coverage if your motorcycle or a part has failed due to abuse, neglect, improper maintenance or unapproved modifications.
- In case no MFR authorized dealer is in the vicinity, the warranted MFR vehicle's repair can be conducted by a local licensed mechanic workshop. MFR will reimburse owner

for expenses including diagnosis, failed warranted part(s) mailing to MFR and repair labor charges fully paid-off by the owner. MFR will deliver warranted parts to the licensed workshop for replacement.

- Owner will be required to send the original copy of receipt of repairs conducted by the licensed workshop in order to receive the reimbursement by MFR.
- All Warranted repairs replaced emission parts are to be returned to MFR.

If you have any questions regarding your warranty rights and responsibilities, you should contact the MFR at 1-(855)-875-4326, or U.S. Environmental Protection Agency, 2000 Traverwood Drive, Ann Arbor, MI 48105.

American Lifan, Inc. - LIMITED WARRANTY ON EMISSION CONTROL SYSTEM

American Lifan, Inc. (hereinafter MFR) warrants that each new MFR motorcycle, which includes as standard equipment a headlight, taillight and stoplight, and is street legal:

- a. is designed, built and equipped so as to conform at the time of initial retail purchase with all applicable regulations of the United States Environmental Protection Agency.
- b. is free from defects in material and workmanship which cause such motorcycle to fail to conform with applicable regulations of the United States Environmental Protection Agency for a period of sue of :

- 12,000 km (7,456 miles), if the motorcycle's engine displacement is from 50 to 169 cubic centimeters or 5 (five) years from the date of initial retail delivery, whichever first occurs.

I. COVERAGE. Warranty defects shall be remedied during customary business hours at any authorized MFR motorcycle dealer or a licensed mechanic located within the United States of America in compliance with the Clean Air Act and applicable regulations of the United States Environmental Protection Agency. Any part of parts replaced under this warranty shall become the property of MFR.

II. LIMITATIONS. This Emission Control System Warranty shall not cover any of the following:

A. Repair of replacement required as a result of

- (1) accident;
- (2) misuse;
- (3) repairs improperly performed or replacements improperly installed;
- (4) use of replacement parts or accessories not conforming to MFR's specifications which adversely affect performance and/or
- (5) use in competitive racing or related events.

B. Inspections, replacement of parts and other services and adjustments required for required maintenance.

C. Any motorcycle on which the odometer mileage has been changed so that actual mileage cannot be readily determined.

D. MFR Warranty coverage will be voided if vehicle owner fix your vehicle using non original OEM parts.

III. LIMITED LIABILITY

A. The liability of MFR under this Emission Control System Warranty is limited solely to the remedying of defects in material workmanship by an authorized MFR dealer at its

place of business during customary business hours. This warranty does not cover inconvenience or loss of use of the motorcycle or transportation of the motorcycle to or from the MFR dealer. MFR SHALL NOT BE LIABLE FOR ANY OTHER EXPENSES, LOSS OR DAMAGE, WHETHER DIRECT, INCIDENTAL, CONSEQUENTIAL OR EXEMPLARY ARISING IN CONNECTION WITH THE SALE OR USE OF OR INABILITY TO USE THE FMR VEHICLE FOR ANY PURPOSE. SOME STATES DO NOT ALLOW THE EXCLUSION OR LIMITATION OF INCIDENTAL OR CONSEQUENTIAL DAMAGES, SO THE ABOVE LIMITATIONS MAY NOT APPLY TO YOU.

B. NO EXPRESS EMISSION CONTROL SYSTEM WARRANTY IS GIVEN BY MFR EXCEPT AS SPECIFICALLY SET FORTH HEREIN. ANY EMISSION CONTROL SYSTEM WARRANTY IMPLIED BY LAW, INCLUDING ANY WARRANTY OF THE MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE, IS LIMITED TO THE EXPRESS EMISSION CONTROL SYSTEM WARRANTY TERMS STATED IN THIS WARRANTY. THE FOREGOING STATEMENTS OF WARRANTY ARE EXCLUSIVE AND IN LIEU OF ALL OTHER REMEDIES. SOME STATES DO NOT ALLOW LIMITATIONS ON HOW LONG AN IMPLIED WARRANTY LASTS SO THE ABOVE LIMITATIONS MAY NOIT APPLY TO YOU.

C. No dealer is authorized to modify to modify this Limited Emission Control System Warranty.

IV. LEGAL RIGHTS.

THIS WARRANTY GIVES YOU SPECIFIC LEGAL RIGHTS, AND YOU MAY ALSO HAVE OTHER RIGHTS WHICH VARY FROM STATE TO STATE.

V. THIS WARRANTY IS IN ADDITION TO THE MFR LIMITED MOTORCYCLE WARRANTY.

VI. WARRANTY REPAIRS ELIGIBILITY EVALUATION

Your MFR vehicle Warranty repairs eligibility shall be evaluated at local dealer's store where your MFR vehicle is purchased. If repair is conducted at a local licensed mechanic workshop, vehicle owner is required to call or email MFR and provide mechanic workshop, vehicle owner is required to call or email MFR and provide following info for Warranty repairs eligibility evaluation prior to your Warranty Claims:

- A. Invoice number and purchase date;
- B. VIN number of the vehicle;
- C. Picture of the faulty parts;
- D. Credentials of the licensed mechanic;
- E. Labor charge for the repairs quoted by the licensed mechanic;

VII. WARRANTY PARTS DELIVERY AND LABOR CHARGE REIMBURSEMENT

- A. MFR will deliver the repair parts at no charge to the licensed mechanic workshop (if no MFR local dealer is available) you choose, suing express mail once your vehicle Warranty repairs eligibility is established.
- B. Owner has to mail in actual repair cost receipts to **MFR**.
- C. MFR will reimburse Owner's vehicle Warranty repair labor cost once your Warranty repair is completed by the approved local licensed mechanic workshop.

VIII. ADDITIONAL INFORMATION.

MFR recommend the OEM parts be always used when Warranty repairs are needed. This Emission Controls System Warranty may be voided if you use parts unapproved/un-authorized by the MFR. Nonetheless, any replacement part that is equivalent in performance and durability may be used in the performance of any maintenance or repairs. However, under such circumstance, MFR is not liable for these parts. The owner is responsible for the performance of all required maintenance. Such maintenance should be performed in accordance with Owner's Manual at a service establishment or by any individual.

IX. CUSTOMER COMPLAINTS AND WARRANTY CLAIMS TRACKING

To ensure Warranty parts complains and repairs are handled and tracked securely and timely, MFR provides "WARRANTY REGISTRATION CARD" (Appendix A) that needs to be completed by purchaser or dealer before purchaser receive MFR motorcycle. This will also register MFR with Warranty.

X. EMISSION DEFECT REPORT TO GOVERNING BODY

The manufacture will be monitoring Warranty Claims entry in a timely manner and will report to EPA once such claims reached 25 or more § per 85.1903(a)(2).

DEALER AND AUTHORIZED REPAIR FACILITY LIST

- City Scooters

6320 N Milwaukee Ave,
Chicago, IL 60646
Tel: 773-631-9320

Contact Name: Jeff Wunderlich

Website: <https://www.cityscooters.com/>

Email: jjwcpas@gmail.com

- R-3 Powersports LLC.

725 Old Hwy 51,
Mosinee, WI 54455
Tel: 715-693-7076

Contact Name: Ron Stimac

Website: <http://r3powersports.com/>

Note: closed Tue/Thur

- Start Motor Co

211 N Interstate 35 East Service Rd,
Red Oak, TX 75154
Tel: 972-617-7044

Contact Name: Phil Butler

Website: <http://www.redoakcycles.com/>

Email: phil@redoakcycle.com

- American Lifan, Inc.

1930 S. Rochester Ave, Unit 107
Ontario, CA 91764
1(855)-875-4326

sales@americanlifan.com

MAINTENANCE RECORD CARD

American Lifan Inc.

1930 S Rochester Ave, unit 107, Ontario, CA, 91764

MODEL NUMBER:		VIN:	
YOUR NAME (please print):			
STREET ADDRESS:			
CITY, STATE, ZIP:			
DEALER NAME:			
DEALER PHONE NUMBER:		DATE OF PURCHASE:	
I agree to be bound by the terms of this warranty, as presented in the Owner's Manual for this product.			
Date	Actual Mileage	Maintenance Item	Dealer Stamp/Signature

Date	Actual Mileage	Maintenance Item	Dealer Stamp/Signature

气派
QIPAI

IMPORTER

American Lifan, Inc.

1930 S. Rochester Ave., Unit 107

Ontario, CA 91764

909-605-6999

tonysun218@gmail.com

TOLL FREE & WARRANTY:

1-(855)-875-4326(1(855)US LIFAN)