

ZT125/155/200-G1 (EUROV)

Service manual



2023/4/26

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All the information, illustrations and photographs collected in this manual are compiled according to the latest products. However, there may be some inconsistencies between your motorcycle and this manual due to the continuous improvement of the product and other changes For colors or upgrades, please refer to the part codes on the official website. This manual will not be listed in detail; If the part names in this manual are inconsistent with the official website, the official website shall prevail. This manual is compiled on the basis of the chinese version of KD150-G1 high-seat version. The export version is different from the chinese version with only a few parts, such as decals, ECU version, muffler catalyst, etc. Although the status of such parts are different, the disassembly method is same, so refer to the chinese manual.

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Fig.1 FRAME&ELECTRONIC COMPONENT		Electronic parts COMPONENT 1 (MSE6.0)	CHK	
			ADJ	Ÿ
NO.	PART NO.	PART NAME	QTY	CAUTION
1		KD150-G1 (electrospray version) harness assembly	1	
2	1250303-010093	GB6177.1M6 (color zinc)	1	
3	1050954-009000	YH canister solenoid valve	1	
4	1244100-082000	ZT250-R dump switch sleeve	1	
5	1184100-002000	ZT250 – S dump switch	1	
6	1184100-017000	ZT250-S fuel-injection relay	6	
7	1184200-039000	ZT310-R flasher	1	
8	1224100-037000	Grade 0 flame retardant tie (black 3.6×295)	11	
9	1251100-101000	Non-standard bolt M6×12 (304 stainless steel)	3	
10	1274100-058000	ZT310 Electric seat lock	1	
11	1224100-051000	0 level fire-retardant belting (black2.5×100)	2	
12	1224200-205000	ZT310 Electric seat lock guide block	1	
DDOOD	DUDE			

• Main harness

Different plug-in methods are different, please unplug all the electrical components connected to themain thread according to the actual operation. It needs to use a word screwdriver, forceps, scissors andother tools to assist. The binding(8) or (1)can be picked out by using scissors.

• Flasher and dump switch

Remove the flasher(7), remove the rubber sleeve(4) that connects to the mounting bracket on the frame, and remove the dump switch(5).

Relay

Pull out 5pcs electric injection relay(6)directly.

Seat lock

Find and take off the plug of the seat lock, and cut off binding(1).Using 4# inner hexagon remove 3pcs bolts (9),then take off seat lock(0).

• Canister solenoid valve

First unplug the two oil pipes connecting the carbon canister to the solenoid valve, unplug the cable connector and then loosen the nut (2)and remove the solenoid valve (3).

CAUTION:

It must be dismantled them first, such as the cushion, fuel tank component, sider cover, tail dress and so on.

• In order to avoid the improper contact of the bending electrical parts, please pay attention to the direction and angle of force when plugging the electrical parts, so as to avoid the improper contact of the bending electrical parts. No violent operation.

Please notice the limit of the bracket when dismantling dump switch sleeve, beware of hurting your fingers.
Additional buide block for motorcycles manufactrued after 21 October 2020. Early-produced motorcycles can be purchased and installed on their own.



Fig.1.1FRAME&ELECTRONIC COMPONENT		Electronic parts COMPONENT 1(200/MSE8.0)	CHK	
			ADJ	Ÿ
NO.	PART NO.	PART NAME	QTY	CAUTION
1		G1 harness assembly(MSE8.0)	1	
2	1250303-010093	GB6177.1M6 (color zinc)	1	
3	1050954-009000	YH canister solenoid valve	1	
4	1244100-082000	ZT250 – R dump switch sleeve	1	
5	1184100-002000	ZT250 – S dump switch	1	
6	1184100-017000	ZT250 - S fuel-injection relay	5	
7	1184200-024000	ZT310-R relay of side support	1	
8	1180300-101000	HJ150-3 square flasher (LED)	1	
9	1224100-037000	Grade 0 flame retardant tie (black 3.6×295)	11	
10	1251100-101000	Non-standard bolt M6×12 (304 stainless steel)	3	
11	1274100-058000	ZT310 Electric seat lock	1	
12	1224100-051000	0 level fire-retardant belting (black2.5×100)	2	
13	1224200-205000	ZT310 Electric seat lock guide block	1	

• Main harness Different plug-in methods are different, please unplug all the electrical components connected to themain thread according to the actual operation. It needs to use a word screwdriver, forceps, scissors andother tools to assist. The binding(9) or (12)can be picked out by using scissors.

• Flasher and dump switch

Remove the flasher(8), remove the rubber sleeve(4) that connects to the mounting bracket on the frame, and remove the dump switch(5).

Relay

Pull out 6pcs electric injection relay(6) and (7)directly.

Seat lock

Find and take off the plug of the seat lock, and cut off binding(12). Using 4# inner hexagon remove 3pcs bolts (10), then take off seat lock(11) and electric seat lock guide block(13).

• Canister solenoid valve

First unplug the two oil pipes connecting the carbon canister to the solenoid valve, unplug the cable connector and then loosen the nut (2) and remove the solenoid valve (3).

CAUTION :

● It must be dismantled them first, such as the cushion, fuel tank component, sider cover, tail dress and so on. ● In order to avoid the improper contact of the bending electrical parts, please pay attention to the direction and angle of force when plugging the electrical parts, so as to avoid the improper contact of the bending electrical parts. No violent operation.

• Please notice the limit of the bracket when dismantling dump switch sleeve, beware of hurting your fingers.





Fig.2 FRAME&ELECTRONIC COMPONENT		Electronic parts COMPONENT 2	СНК	Ş
			ADJ	
NO.	PART NO.	PART NAME	QTY	CAUTION
1	1184200-004000	ZT310 horn	1	
2	1251112-001093	M6×16 Hexagon flange bolts (color zinc)	1	
3	1224100-037000	Grade 0 flame retardant tie (black 3.6×295)	2	
4	1250205-040095	GB70.1 inner hex bolt M8×16 (color Zinc)	2	
5	1184100-012000	ZT250-S shut down switch	1	
6	1250201-032093	GB818M5×16 (environmental color)	2	
7		EFI ignition coil	1	
8	1274100-017000	ZT250 – S line buckle	2	

• Horn

Take off the plug of horn, take the horn((1) by one hand use 8# sleeve remove bolts (2) by another hand, then take off the horn(1).

• Shut down switch

Find and take off the plug of the shut down switch(5) ,remove line buckle(8) cut ribbon (3).Using 6# inner hexagon socket remove 2pcs bolts(4) then take off shut down switch(5).

Ignition coil

Take off the plug of the ignition coil.Remove the crosshead bolts⁽⁶⁾ with a cross screwdriver and remove the ignition coil⁽⁷⁾.

CAUTION: • When take off the plug can't drag any cable.





ig.3 FRAME&ELECTRONIC OMPONENT		Electronic parts COMPONENT 3(MSE6.0)	CHK	
		Electionic parts colum ONENT 5(imSE0.0)	ADJ	Ŷ
NO.	PART NO.	PART NAME	QTY	CAUTION
1	1184100-010000	Starting relay	1	
2	1251100-119093	Non-standard bolt M6×12 (environmental color)	2	
3	1251100-120093	Non-standard bolts M6×16 (environmental color)	2	
4		MSE6.0 controller	1	【1】
5	1271200-080000	KD150-U Bosch ECU bracket	1	

Relay

Turn off the positive and negative protective rubber caps (red for the positive and black for the negative) of the starter relay⁽¹⁾. Using 10#sleeve remove nuts then remove the positive and negative connectors, and screw the nut back onto the relay stud to preventloss. Take off plug of the start relay and main hamess.

●ECU

After pressing the anti release buckle, rotate the ECU cable plug counterclockwise and pull it out. Remove the bolt (2) at the bottom of the frame with a 5# hexagon socket, and then remove the ECU assembly. Using 5# inner hexagon socket remove 2pcs bolts(3) then take off the ECU(4) from the ECU bracket(5). CAUTION:

• When Take off the plug can't drag any cable.

• **[**1] If the part code is empty, it indicates that the part has multiple states or colors. For specific states, please find the corresponding state or color in the official website parts. Only the disassembly and assembly steps are explained here, and the color and status do not affect the disassembly and assembly process. This description will not be added if there is such a situation later in this manual.

• Please refer to the driver's manual for details about the related content of the EFI fault code. The latest electronic version of the driver's manual can be downloaded from the corresponding model introduction page of the official website.

<u>Start</u>	ABS	Aided	Other	
1. 启动 2	2. ABS	3. 辅助	4. 其他	
 Main fuse ECM ACC ABS motor Resrve Resrve 	1. 主CM 2. ECM 3. 常液 5. 备 5. 备	■ 电 単元电机		7. 液控 8. 灯光 9. 备用 10. 备用 11. 备用 12. 备用

ABS ECU

lights fuse

Resrve

Resrve

Resrve

Resrve

8

9

10

11

12





Fig.3 FRAME&ELECTRONIC COMPONENT		Electronic parts COMPONENT 3(200/MSE8 0)	CHK	
		Electronic parts COMI ONENT 5(200/103E8.0)	ADJ	Y
NO.	PART NO.	PART NAME	QTY	CAUTION
1	1184300-002000	ZT350-S starting relay	1	
2	1251100-119093	Non-standard bolt M6×12 (environmental color)	2	
3	1251100-120093	Non-standard bolts M6×16 (environmental color)	2	
4		MSE8.0 controller	1	【1】
5	1271200-204000	KD150 MSE8.0 Controller Bracket	1	
PROCE	DURE:			

• Relay

Turn off the positive and negative.protective rubber caps (red for the positive and black for the negative) of the starter relay(1).Using 10#sleeve remove nuts then remove the positive and negative connectors, and screw the nut back onto the relay stud to preventloss.Take off plug of the start relay and main hamess.

●ECU

After pressing the anti release buckle, Pull it out the ECU cable plug .

Remove the bolt (2) at the bottom of the frame with a 5# hexagon socket, and then remove the ECU assembly. Using 5# inner hexagon socket remove 2pcs bolts⁽³⁾ then take off the ECU⁽⁴⁾ from the ECU bracket⁽⁵⁾.

CAUTION:

• When Take off the plug can't drag any cable.

• [1] If the part code is empty, it indicates that the part has multiple states or colors. For specific states, please find the corresponding state or color in the official website parts. Only the disassembly and assembly steps are explained here, and the color and status do not affect the disassembly and assembly process. This description will not be added if there is such a situation later in this manual.

• Please refer to the driver's manual for details about the related content of the EFI fault code. The latest electronic version of the driver's manual can be downloaded from the corresponding model introduction page of the official website.

Start	ABS	Aided	Other			
1. 启动 2	2. ABS	3. 辅助	4. 其他			
 Main fuse ECM ACC ABS motor Resrve Resrve 	1. 主保 2. ECM 3. 常液搭 5. 备用 5. 备用	一险 电 单元电机		7. 液控单元ECU 8. 灯光 9. 备用 10. 备用 11. 备用 12. 备用	7 8 9 10 11 12	ABS ECU lights fuse Resrve Resrve Resrve Resrve
				Sty -		



Fig.4 FRAME&ELECTRONIC		Electronic parts COMPONENT 4	СНК	
COMPON	ENT	Electionic parts COMI ONENT 4	ADJ	۶
NO.	PART NO.	PART NAME	QTY	CAUTION
1		Flasher	1	
2	1251112-003093	M6×45 Hex flange surface 9.8 bolt (color zinc)	2	
3		KD150-U rectifier shroud	1	
4	1251700-146000	Bushing $\Phi 12 \times \Phi 6 \times 26.5$ (environmental protection color)	2	
5	1181200-151000	KD150-U rectifier(A)	1	
6	1251112-002093	M6×30 Hexagon flange bolts (color zinc)	2	
7		KD150-U engine left rear cover	1	

• Flasher

Find and take off the flasher(1).

• Rectifier

Using 8#sleeve remove 2pcs bolts(2),then take off the rectifier shroud(3)and bushing(4). Find and take off the rectifier plug,then take off the rectifier(5).

• Engine left rear cover

Using 8#sleeve remove 2pcs bolts(6), then take off the engine left rear cover(7).

CAUTION: • When Take off the plug can't drag any cable.



Fig.5FRAME&ELECTRONICPAR		Frame plastic parts	CHK	
TS COMP	PONENT	Traine plastic parts	ADJ	Ŷ
NO.	PART NO.	PART NAME	QTY	CAUTION
1	1241200-044000	KD150-U fuel tank liner limit glue	2	
2	1240300-007000	HJ125-6 Battery rubber gasket	1	
3	1244100-002000	ZT250—S Side cover round rubber	6	
4	1244100-061000	ZT250 anti-water rubber of frame	6	
5	1251112-001093	M6×16 Hexagon flange bolts (color zinc)	1	
6	1221200-058000	KD150-U clamp	1	

• Fuel tank liner limit glue

Push out the fuel tank liner limit glues(1) then take off.

• Battery cushion

Put off the battery cushion (2)directly by hand.

• Side cover cushion

Remove the side cover cushion(3) with your hand directly.

• Frame waterproof rubber plug

Remove the 6pcs frame waterproof rubber plugs (4) with your hand directly.

● Clamp

First, take the throttle line off the clamp; hold the clamp by one hand, use 8# sleeve remove bolt(5) by another hand, take off clamp(6).

CAUTION:

It must be dismantled them first, such as the cushion, fuel tank component, sider cover, tail dressand so on.
All parts should be correctly assembled.



Fig.6 FRAME&ELECTRONIC		Directional column component	CHK	
COMPON	IENT		ADJ	Ŷ
NO.	PART NO.	PART NAME	QTY	CAUTION
1	1134100-007000	ZT250-S Adjusting nut locking washer	1	
2	1251300-046093	Direction column adjusting screw nut M24X1 (environmental color zinc)	2	
3	1244100-015000	ZT250-S Adjusting nut rubber pad	1	
4	1244300-014000	ZT350-R upper dust cover	1	
5	1130900-024000	Upper bead top	1	
6	1130900-022000	Upper connect iron ball	2	
7	1134100-015000	ZT250-S lower connection borad(self made/with ball head) assembly	1	
8	1224100-006000	Steering stem dust cap(down)	1	【1】

Dissembly

Remove the lock washer(1).

Remove the top adjusting nut (2) by using a special four-jaw or hook wrench tools. Remove the rubber pad (3).

With one hand to hold down the down connected plate assembly (7), the other hand use a special fourjaw set or hook wrench to remove the adjusting nut(2).

Remove the down connected plate component(7).

Remove the upper dustproof cover(4).

Remove the axletee ring (5) of the upper riser and the steel ball(6).

Remove the steel ball of the down connected plate component(7).

● Assemble

When reassembling, the conjoined steel beads should be painted lubricating grease, attention to the dosage.

The torque of rating nut which closes to upper dustproof cover is required to about 14N.m.so as to be able to rotate out of nimbleness.

The top adjusting nut only needs to rotate to the bottom of the nut groove alignment, not too tight to prevent the rubber pad (3) from deformation too larg.

CAUTION:

• Remove the head part component, handlebarcomponent and front shock absorber component first.

• Please pay attentin to fix the awaiting repair motorcycles during disassembly, prevent dumping by accident.

•Please check whether the steel beads of the conjoined body have abnormal phenomena such as partial abrasion and rust. If YES, please buy the regular accessories on ZONTES official website, if not, please be sure to grease the old grease and repaint the lubricating grease on it.

• It must be to check whether the steel ball is available during reassembly.

• It must be reasonable to adjust the steering, too loose will cause the locomotive to brake slightly, and the locomotive will shake slightly, too tight can lead to inflexibility, resulting in safety hazards.

• If you have the ability and the right tool, you can change the shaft ring (5) and the dustproof cover (8).During the replacement process, pay attention to the protection of the lower connected plate. After replacement, it must be to check the parallelism of the column and the damping hole, the vertical degree of the vertical column and the lower connected plate.

• [1] the down connected plate (selfmade/with blowout patch) component(7), has been contains the Steering column down dustproof cover(8).



Fig.7 FRAME&ELECTRONIC		Frame, side bracket	CHK	
COMPON	ENT	Franc, side bracket	ADJ	Ŷ
NO.	PART NO.	PART NAME	QTY	CAUTION
1		Frame after-sales component(contains fix loop and nameplate)	1	
2	1130900-026000	ZT250-S upper steel bowl	2	after-sales
3	1251300-057093	Non-standard nut M10×1.5 (dacromet)	1	
4	1251700-025091	ZT250-S side stand sleeve	1	
5		Side support	1	
6	1251100-088094	Non-standard nut M10×1.5×43 (dacromet)	1	
7	1264100-001000	ZT250-S side stand spring	1	

lackstriangletic Checking the cushion loop

Checking whether the cushion loop (2) is frayed, if as it, please replace it. Fix the cushion loop well and paint the lubricating grease on it with appropriate tool.

• Sider support

Using the cross screwdriver to remove the side support spring⁽⁷⁾, and guard against the personal injury caused by spring contraction, use 14#sleeve or plum blossom wrench remove the nuts ⁽³⁾ and then remove bolts ⁽⁵⁾. Remove the side support ⁽⁵⁾ and bush⁽⁴⁾, paint the lubricating grease on the bush⁽⁴⁾ when re-assembling ,then put it into the frame⁽¹⁾.

CAUTION:

- Remove the wind deflector component, handle bar component, steering column component first.
- Paint the lubricating grease on the cushion ring to decrease the rotary resistance of front forklift.
- Pay attention to safety when mounting side support spring.
- All parts should be correctly assembled.





CAUTION:

• Using suitable tools to support the motorcycle, in case of accidents caused by motorcycle falling down. Single person operating is prohibited.

• When reinstalling, please press down the lower bracket of the crash bar to the end and then tighten the fasteners. Assemble the inner crash bar bracket and the lower crash bar bracket first, and then assemble the surrounding.

• When reassembling the crash bar, install the crash bar protective glue first and then clip it into the groove of the plate.

Fig.1 FRAME & ENGINE COMBINATION		Frame & engine combination 1(Old)	СНК	Q
			ADJ	
NO.	PART NO.	PART NAME	QTY	CAUTION
1	1244100-061000	ZT250 anti-water rubber of frame	2	
2	1251100-142000	Non-standard hexagon socket bolt $M10 \times 1.5 \times 130$	2	
3		Guard bar anti-drop glue	2	
4		KD150—U left Guard Bar	1	
5	1251112-001093	M6×16 Hexagon flange bolts (color zinc)	4	
6	1241200-056000	KD150-U upgraded version of protective rubber	2	
7	4024200-027000	ZT310-T frame protection bar pressure plate	1	
8		KD150—U Right Guard Bar	1	
9	1244300-028000	O-ring φ 11.8×2.65(inner diameter×wire diameter)	4	
10		KD150-U Guard bar left inside bracket	1	
11	1251100-060000	Non-standard bolts M10X1.5X90 (dacromet)	2	
12	1251300-057093	Non-standard nut M10×1.5 (dacromet)	3	65±5N.m
13	4021200-021000	KD150-U guard bar lower bracket	1	
14	1251100-132003	Non-standard bolt M10×1.5×80 (dacromet)	1	
15		KD150-U Guard bar right inside bracket	1	
16	1250305-002091	GB6187.1 M8 (White zinc)	2	
17	1250105-042091	GB5789M8 × 75 (level 10.9 / white zinc)	2	

PROCEDURE:

• Frame protection bar pressure plate

Using 8# sleeve remove 4pcs bolts(5), take off the frame protection bar pressure plate(7).

• Guard bar component

Take off rubber(1).

Grasp the left crash bar assembly firmly, and use 8# inner hexagon to remove the hexagon socket bolt (2); take off the left crash bar assembly and the glue (3) and ring(9).

Remove the protective rubber (6) from the left crash bar (4).

Refer to the above steps to remove the right crash bar (8)and ring(9).

• Lower bracket

First remove the seat cushion, fuel tank assembly, surrounding assembly and side cover, and then use the 14# sleeve to fix the head of the bolt (14), then use the 14# sleeve to remove the nut (12), grasp the lower bracket of the guard(13) and then remove the bolt(14) after, remove the lower bracket of the guard bar(13).

• Crash car assembly

One person grasps the left crash bar inner bracket(10) and fixes the 2 bolts(11) at the bracket with a 14# sleeve and fixes the bolt(17) head on the upper part of the crash bar with a 12# sleeve, and the other holds the right crash bar. lower guard bar bracket and then assemble it to the inner crash bar bracket; finally, assemble the guard bar pressure After support(15), use 14# sleeve to remove nut(12) and 12# sleeve to remove nut(16). After removing bolts(11) and (17), remove the inner support of the guard bar and place it.



Fig.2 FRAME & ENGINE COMBINATION		Frame & angine combination 2(Old)	СНК	
		Frame & engine combination $2(Old)$	ADJ	X
NO.	PART NO.	PART NAME	QTY	CAUTION
1	1251112-003093	M6×45 Hex flange surface 9.8 bolt (color zinc)	2	
2	1271200-073000	KD150-U left lower bracket, surrounds cover	1	
3	1271200-071000	KD150-U surrounding right lower bracket	1	
4	1251112-002093	M6×30 Hexagon flange bolts (color zinc)	2	
5	1250105-017091	GB5789 M8×65(zinc)	3	
6	4021200-053021	KD150-G1 frame left hanging piece	1	
7	4021200-054021	KD150-G1 frame right hanging piece	1	
8	1250305-002091	GB6187.1 M8 (White zinc)	3	
9	4021200-029000	KD150–U frame bracket	1	
10	1251100-085093	Non-standard bolt M10×1.5×75 (dacromet)	2	
11	1252200-068000	KD150-U rear flat fork hollow shaft	1	
12	1251300-057093	Non-standard nut M10×1.5 (dacromet)	3	65±5N.m
13	1251100-086093	Non-standard bolt M10×1.5×112 (dacromet)	1	
14	1251300-067000	ZT250-R rear wheel hollow shaft nut	1	
PROCE	DURE			

Shroud bracket

Using 8# sleeve remove 2pcs bolts(1) then take off the bracket(2),remove 2pcs bolts(4) then take off the bracket (3). Reassemble the bolts to the engine after removing the bracket to prevent oil leakage.

• Hanging piece

First use a 12# sleeve to cover the head of the bolt (5), then use a 12# sleeve to remove the nut (8), remove the bolt (5), the upper right hanging piece (7) and the upper left hanging piece (6).

• Bracket, Engine hanger

First use a 14# sleeve to cover the head of the bolt (10) at the bracket, and then use a 14# sleeve to remove the nut (12) without removing the bolt and bracket (9).

Use a 14# sleeve to cover the head of the bolt (13) at the bottom of the engine, and then use a 14# sleeve to remove the nut (12) without removing the bolt (13).

Fix the head of the rear fork shaft (1) with a tool, and then use a 30# sleeve to remove the nut (14), take off the rear fork shaft (11) and then remove the rear flat fork shaft (11) and press down the rear fork assembly away from the engine.

Two people hold the left and right boxes of the engine at the same time; one person removes the 3 bolts (5), the right hanging piece(7), the left hanging piece(6), and the bottom bolt (13).

Support the engine to shift to one side, and pay attention to safety during the movement. Put the engine flat on the ground.

CAUTION:

• Using appropriate tools to support the motorcycle to prevent motorcycle dumping during disassembly. Single operation is forbidden.



CAUTION:

• Use suitable tools to support the whole vehicle to prevent accidents caused by vehicle tipping during disassembly; One-person operation is strictly prohibited.

• When reinstalling, pay attention to press the lower bracket of the guardrail down to the end, and then tighten the fasteners. Assemble the inner and lower bar brackets first, and then assemble the surround.

• When reinstalling the guardrail, the protective glue of the guardrail should be installed first, and then snapped into the groove of the lower guardrail bracket, and then assembled on the inner guardrail bracket; Finally, the guard bar platen is assembled

Fig.1 FF	RAME & ENGINE	Frame & engine combination $3(New)$	СНК	
COMBI	INATION	Traine & engine combination 5((vew)	ADJ	M.
NO.	PART NO.	PART NAME	QTY	CAUTION
1	1244300-027000	ZT350-R guard bar waterproof rubber stopper	2	
2	1251100-142000	Non-standard hexagon socket bolt $M10 \times 1.5 \times 130$	2	
3	1244300-026000	ZT350-R guard bar anti-drop glue	2	
4	1244300-028000	O-ring φ11.8×2.65(inner diameter×wire diameter)	4	
5		KD150-U right guard bar	1	
6		KD200-U Guard bar right inside bracket	1	
7		KD200-U Guard bar left inside bracket	1	
8		KD150-U left guard bar	1	
9	4021200-021000	KD150-U guard bar lower bracket	1	
10	1241200-056000	KD150-U upgraded version of protective rubber	2	
11	1251112-001093	M6×16 Hexagon flange bolts	4	
12	4024200-027000	ZT310-T frame protection bar pressure plate	1	
13	1250305-002091	GB6187.1 M8(White Zinc)	2	
14	1251500-007091	Non-standard flat mat φ 10.5× φ 24×2(White Zinc)	2	
15	1250105-018091	GB5789 M8×70(white Zinc)	1	
16	1250105-042091	GB5789M8 × 75 (level 10.9/white Zinc)	1	
17	1251100-060000	Non-standard bolts M10×1.5×90 (Dacromet)	2	
18	1251100-132003	Non-standard bolt M10×1.5×80 (Dacromet)	1	
19	1251300-057093	Non-standard nut M10×1.5(Dacromet)	3	

PROCEDURE:

• Guardrail assembly

Remove 4 bolts (11) with the 8# sleeve and remove the guard bar pressure plate (12).Remove the frame waterproof stopper (1). Grasp the left guard bar assembly firmly and remove the hexagon bolt with 8# Allen (2); Remove the left guard bar assembly and the anti-drop glue (3) and rubber ring (4). Remove the guard bar protector (10) from the left guard (5). Follow the steps above to remove the right guard (8) and rubber ring (4).

• Bracket under the guard

Remove the seat cushion, fuel tank assembly, enveloping assembly and side cover first, then fix the head of the bolt (19) with the 14# sleeve, remove the nut (18) with the 14# sleeve, grasp the lower bracket (9), remove the bolt (19), and then remove the lower bracket (9).

• Inner guard bar assembly

One person grasps the inner bracket (6) of the left guard bar and fixes the 2 bolts (15) and (16) at the bracket with the 14# sleeve and the bolt (17) head of the upper part of the guard bar with the 12# sleeve, and the other person grasps the inner bracket (7) of the right guard bar and then uses the 14# sleeve to remove the nut (13) and the nut (18) with the 12# sleeve. Remove the spacer (14), bolts (15), (16) and (17) and place the inner bracket of the guard.



CAUTION:

• Use suitable tools to support the whole vehicle to prevent accidents caused by vehicle tipping during disassembly; One-person operation is strictly prohibited.

• When reinstalling, pay attention to press the lower bracket of the guardrail down to the end, and then tighten the fasteners. Assemble the inner and lower bar brackets first, and then assemble the surround.

• When reinstalling the guardrail, the protective glue of the guardrail should be installed first, and then snapped into the groove of the lower guardrail bracket, and then assembled on the inner guardrail bracket; Finally, the guard bar platen is assembled.

Fig.1 FRAME & ENGINE		Frame & engine combination $4(200)$	CHK	
COMBI	INATION		ADJ	T.
NO.	PART NO.	PART NAME	QTY	CAUTION
1	1244300-027000	ZT350-R guard bar waterproof rubber stopper	2	
2	1251100-142000	Non-standard hexagon socket bolt $M10 \times 1.5 \times 130$	2	
3	1244300-026000	ZT350-R guard bar anti-drop glue	2	
4	1244300-028000	O-ring ϕ 11.8×2.65(inner diameter×wire diameter)	4	
5		KD150-U right guard bar	1	
6		KD200-U Guard bar right inside bracket	1	
7		KD200-U Guard bar left inside bracket	1	
8		KD150-U left guard bar	1	
9	4021200-021000	KD150-U guard bar lower bracket	1	
10	1241200-056000	KD150-U upgraded version of protective rubber	2	
11	1251112-001093	M6×16 Hexagon flange bolts	4	
12	4024200-027000	ZT310-T frame protection bar pressure plate	1	
13	1250305-002091	GB6187.1 M8(White Zinc)	2	
14	1250105-018091	GB5789 M8×70(white Zinc)	1	
15	1250105-042091	GB5789M8 × 75 (level 10.9/white Zinc)	1	
16	1251100-060000	Non-standard bolts M10×1.5×90 (Dacromet)	2	
17	1251100-132003	Non-standard bolt M10×1.5×80 (Dacromet)	1	
18	1251300-057093	Non-standard nut M10×1.5(Dacromet)	3	

PROCEDURE:

Guardrail assembly

Remove 4 bolts (11) with the 8# sleeve and remove the guard bar pressure plate (12).Remove the frame waterproof stopper (1). Grasp the left guard bar assembly firmly and remove the hexagon bolt with 8# Allen (2); Remove the left guard bar assembly and the anti-drop glue (3) and rubber ring (4). Remove the guard bar protector (10) from the left guard (5). Follow the steps above to remove the right guard (8) and rubber ring (4). • Bracket under the guard

Remove the seat cushion, fuel tank assembly, enveloping assembly and side cover first, then fix the head of the bolt (18) with the 14# sleeve, remove the nut (17) with the 14# sleeve, grasp the lower bracket (9), remove the bolt (18), and then remove the lower bracket (9).

• Inner guard bar assembly

One person grasps the inner bracket (6) of the left guard bar and fixes the 2 bolts (16) at the bracket with the 14# sleeve and the bolt (14) and (15) head of the upper part of the guard bar with the 12# sleeve, and the other person grasps the inner bracket (7) of the right guard bar and then uses the 14# sleeve to remove the nut (17) and the nut (13) with the 12# sleeve. Remove the bolts (14), (15) and (16) and place the inner bracket of the guard.



• Waste engine oil needs to be uniformly recycled and handed over to qualified institutions for disposal; It is forbidden to dump and pollute the environment or water sources at will. Wipe clean of oil.

- Always be vigilant throughout the process to prevent accidents.
- When disassembling the engine, be sure to operate it at the same time.

• All standard parts must reach the standard torque value when reloading, and re-add the oil according to the operation of the manual.

Fig.2 FRAME & ENGINE		Erame & engine combination $5(200)$	CHK	
COMBI	NATION	France & engine combination 5(200)	ADJ	Ÿ
NO.	PART NO.	PART NAME	QTY	CAUTION
1	1251112-003093	M6×45 Hex flange flange bolt	2	
2	1271200-210000	KD200-U Carbon Canister Bracket	1	
3	1271200-075000	KD200-U surrounding right lower bracket	1	
4	1251112-002093	M6×30 Hexagon flange bolts	2	
5	1250105-202091	GB5789M8×60 (10.9 grade/white Zinc)	2	
6	4021200-090000	KD200–Z3 hang piece	2	
7	1250305-002091	GB6187.1 M8(White Zinc)	3	
8	4021200-029000	KD150-U frame bracket	1	
9	1251100-085093	Non-standard bolt M10×1.5×75 (Dacromet)	2	
10	1252200-068000	KD150-U rear flat fork hollow shaft $\Phi 20 \times 295$	1	
11	1251300-057093	Non-standard nut M10×1.5(Dacromet)	3	
12	1251100-086093	Non-standard bolt M10×1.5×112 (Dacromet)	1	
13	1251300-067000	ZT250-R rear wheel hollow shaft nut	1	

PROCEDURE:

Windshield bracket

Remove the bolts (1) and (4) with the 8# sleeve, remove the shroud bracket (2), (3), remove the bracket, and reassemble the bolt to the engine to prevent oil leakage.

• Hanging tabs

First use the 12# sleeve to cover the head of the bolt (5), and then use the 12# sleeve to remove the nut (7). Remove the bolts (5) and the hanging tab (6).

• Bracket and engine hanging

First use the 14# sleeve to cover the head of the bolt (9) at the bracket, and then use the 14# sleeve to remove the nut (11), do not remove the bolt (9) and bracket (8) first.

First use the 14# sleeve to cover the head of the bolt (12) at the bottom of the engine, and then use the 14# sleeve to remove the nut (11), and do not remove the bolt (12) first.

First fix the head of the rear flat fork shaft (10) with a tool, then use the 30# socket to remove the nut (13), remove the rear flat fork shaft (10) and then remove the rear flat fork assembly down away from the engine. The two people simultaneously supported the left and right boxes of the engine; One person removes the bolt (9), bracket (8), and bottom bolt (12).

Hold the engine to one side and pay attention to safety during movement. Place the engine smoothly on flat ground.

CAUTION:

• Use suitable tools to support the whole vehicle to prevent accidents caused by vehicle tipping during disassembly; One-person operation is strictly prohibited.



Fig.1 INDUCTION		Intake system component (MSE6.0)	CHK	
SYSTEM	M COMPONENT	make system component (WSE0.07	ADJ	۶
NO.	PART NO.	PART NAME	QTY	CAUTION
1	1051356-012000	φ 42 × 10 pipe hoop assembly	1	
2	1050954-009000	YH canister solenoid valve	1	
3	1250303-010093	GB6177.1M6 (color zinc)	1	
4	1221200-125000	KD150-G1 Carbon Canister (Special for Euro V)	1	
5	1221200-033000	KD125-U air filter	1	
6	1246200-041000	KD150-U oil and gas separator intake pipe	1	
7	1221200-124000	KD150-U external oil and gas separator (no filter element) assembly	1	【1】
8	1246200-042000	KD150-U oil and gas separator outlet pipe	1	
9	1224100-037000	Grade 0 flame retardant tie (black 3.6×295)	1	
10	1251100-101000	Non-standard bolt M6×12 (304 stainless steel)	3	
11	1251300-063093	Plywood M6×11×15 (color zinc)	3	
12	4041201-332000	KD150-U external oil and gas separator assembly	1	[2]

● Air filter

First pull out the tubing connected to the check valve ③ from the check valve ③, and then pull out the oil pipe ⑤ connecting the fuel tank after the oil tank is removed. (Note: The check valve ⑥ does not need to be connected to any place in the fuel tank).and unplug the oil pipe ① connecting the carbon canister to the solenoid valve and the oil pipe ② connecting the solenoid valve to the throttle body respectively.

Remove the side cover, seat cushion, rear shock absorber, rear tail skirt, etc. to facilitate subsequent disassembly of the air filter and throttle body.

First use 4# inner hexagon to remove the 3 bolts (10) on both sides of the frame.

Loosen the hose clamp assembly (1) at the end of the air filter and move the clamp out toward the air filter, and pull out the air filter outlet pipe from the throttle valve body.

Use pliers to clamp the hoop on the gas separator outlet pipe (8) and pull out the gas separator outlet pipe (8), and then plug it with the rubber plug to prevent foreign matter from entering and damaging the engine.

Remove the air filter and carbon canister assembly.

Take off 3pcs plywood (11) from the air filter(5), remove the carbon canister(4) from the air filter(5). CAUTION:

 \bullet Regularly check whether the filter element of the carbon tank and air filter is not ventilated, otherwise it may cause the oil supply to affect the driving experience.

• The 2 oil pipes of the canister solenoid valve cannot be connected wrongly.

- \bullet It should be no crimp, entanglement and other phenomena.
- [1] Increase in mid-november 2020.
- [2] The gas separator assembly included the parts [1].





Fig.2 IN	Fig.2 INDUCTION	Throttle value body component(MSE6.0)	CHK	
SYSTE	M COMPONENT	Throthe valve body component(WSE0.0)	ADJ	M
NO.	PART NO.	PART NAME	QTY	CAUTION
1	1251112-001093	M6×16 Hexagon flange bolts (color zinc)	2	
2	1050956-010000	KD150-G1 EFI High Pressure Tubing Sub-assembly	1	
3	1051468-007000	31.8×2 fluorine rubber O-ring	1	
4		Intake manifold assembly	1	
5	1051356-010000	Φ45×10 pipe clamp assembly	1	
6		Throttle body assembly	1	
7	1050968-003000	EV14 injector G06	1	
8	1050968-002000	ZT1P58MJ injector holder	1	
9	1250105-138093	GB5789M6×20 (environmental color)	1	
10		DLA-mini stepless motor 5mm	1	after-sales
11		CTS three-in-one sensor	1	MSE6.0

• High-pressure oil pipe

Press the anti-trip buckle on the high-pressure fuel pipe (2) and then connect the oil pan to contain the remaining fuel. Be careful not to let the fuel drip onto the bike body.

• Throttle valve body assembly

Unplug the connector of the throttle valve body, remove the throttle cable and use an 8# wrench to remove the 2 bolts (1) Remove the throttle valve body assembly.

Remove the O-ring (3), check carefully for damage before reinstalling.

Use a 10# sleeve to remove the bolt (9) and then remove the retainer (8), and remove the fuel injector (7).

 $\label{eq:constraint} \mbox{After loosening the clamp (5), remove the throttle valve body assembly (6), and then remove the clamp (5). }$

• Throttle valve body after-sales parts

Throttle valve body assembly already contains stepper motor (10) and sensor (11). Remove the 2 bolts and then remove the clip, and then remove the stepping motor (10); then remove the 2 bolts that fix the sensor to remove the sensor (11).

CAUTION:

• First it need to remove the cushion, side cover, oil tank outside cover and liner, rear shock absorber and electrical device box etc.

• When removing the high pressure oil pipe, It is sure to operate until the engine and muffler are completely cooled.

• Fireworks, answering or dialing should be strictly prohibited near the car-breaking site to prevent accidents.

3-INTAKE SYSTEM COMPONENT



CAUTION:

• Regularly check whether the filter element of the carbon tank and air filter is not ventilated, otherwise it may cause the oil supply to affect the driving experience.

- The 2 oil pipes of the canister solenoid valve cannot be connected wrongly.
- Pay attenion to force when removing clamp.
- It should be no crimp, entanglement and other phenomena.

Fig.3 INDUCTION		The air filter assembly (MSES 0)	СНК	
SYSTEM	M COMPONENT	The an inter assembly (WSE8.0)	ADJ	Ŷ
NO.	PART NO.	PART NAME	QTY	CAUTION
1	1051356-012000	φ42×10 pipe hoop assembly	1	
2	1050954-009000	YH canister solenoid valve	1	
3	1250303-010093	GB6177.1M6 (environmental color)	1	
4	1221200-055000	KD150-U carbon canister (EFI)	1	
5	1221200-130000	KD125-U air filter	1	
6		KD150-U gas separator inlet pipe	1	
7		KD150-u External oil and gas separator (without filter element) assembly	1	
8		KD150-U gas separator outlet pipe	1	
9	1224100-037000	Grade 0 flame retardant tie (black 3.6×295)	1	
10	4041201-332000	ZT150-U External oil and gas separator assembly	1	
11	1251100-101000	Non-standard bolt M6×12 (304 stainless steel)	3	
12	1251300-063093	Plywood M6×11×15(color Zinc)	3	
13	1050961-004000	Air filter intake air temperature sensor	1	
14	1244300-056000	ZT350-T air filter intake air temperature sensor glue	1	
DD O OE	DUDE			

PROCEDURE:

• Carbon canister solenoid valve

First pull out the oil pipe ③ connected to the dumping valve ④ on the carbon canister from the dumping valve ④, and only after removing the oil tank can the oil pipe ⑤ connected to the tank be pulled out. Note: The check valve ⑥ does not need to be connected anywhere in the tank. Unplug the canister solenoid valve. Unplug the oil pipe ② connected to the solenoid valve of the carbon canister and the oil pipe ① connected to the throttle valve body of the solenoid valve respectively, and then use the 10# sleeve to remove the nut (3) and remove the solenoid valve (2).

• Air filter

Unplug the air filter inlet air temperature sensor.Remove the side cover, seat cushion, rear shock absorber, rear tail skirt, etc. to facilitate subsequent removal of the air filter and throttle valve body.

Remove the air filter inlet air temperature sensor (13) from the air filter (5). When pulling out the sensor (13), if the sealant (14) comes off, it needs to be plugged back into place.

First use the 4# Allen to remove the 3 bolts on both sides of the frame (11).

Loosen the clamp assembly (1) at the end of the air filter and move the clamp out in the direction of the air filter, and unplug the air filter outlet pipe from the throttle valve body.

Use pliers to clamp the hoop on the outlet pipe (6) of the oil and gas separator and pull out the outlet pipe of the oil and gas separator (6), and then plug it with the rubber plug distributed with the car at the time of purchase to prevent foreign objects from entering and damaging the engine.

Remove the air filter and carbon canister assembly.

Remove the 3-piece splint (12) from the air filter (5); Remove the carbon canister (4) from the air filter (5).



CAUTION:

• First it need to remove the cushion, side cover, oil tank outside cover and liner, rear shock absorber and electrical device box etc.

• When removing the high pressure oil pipe, It is sure to operate until the engine and muffler are completely cooled.

• Fireworks, answering or dialing should be strictly prohibited near the car-breaking site to prevent accidents.

Fig.4 INDUCTION		Throttle value body component(MSE8 ())	СНК	
SYSTEM	M COMPONENT	Througe valve body component(WISE8.0)	ADJ	Ÿ
NO.	PART NO.	PART NAME	QTY	CAUTION
1	1250205-036097	Gb70.1M6 ×16 (Chrome plated)	2	
2	1050956-010000	KD150-G1 EFI High Pressure Tubing Sub-assembly	1	
3	1051468-007000	31.8×2 fluorine rubber O-ring	1	
4		ZT158M Intake pipe assembly (with intake pressure sensor)	1	
5	1051356-010000	Φ 45×10 pipe clamp assembly	1	
6	1050956-021000	ZT29 Throttle body assembly	1	
7	1050968-003000	EV14 injector G06	1	
8	1050968-002000	ZT1P58MJ injector holder	1	
9	1251100-061093	M6×22 Hex flang bolt thread level 8.8 (color Zinc)	1	
10	1250106-112000	GB9074.13 Hexagon cross groove spring, flat cushion combination bolt M5×20	1	
11	1050961-003000	External intake air pressure sensorMAP0(18590H7U30	1	
12	1050956-025000	KD150Fixed bracket for external intake pressure sensor	1	
13	1050956-022000	Intake pressure sensor connection hose(φ 3.5× φ 7.5×L38.5)	1	

PROCEDURE:

• High-pressure oil pipe

Press the anti-trip buckle on the high-pressure fuel pipe (2) and then connect the oil pan to contain the remaining fuel. Be careful not to let the fuel drip onto the bike body.

• Throttle valve body assembly

Unplug the connector of the throttle valve body, remove the throttle cable and using 4# inner hexagon socket remove the 2 bolts (1) Remove the throttle valve body assembly.

Remove the O-ring (3), check carefully for damage before reinstalling.

Remove the connection hose(13) at the A-end.

Use 8# wrench to remove the bolt ⁽⁹⁾,take off the External intake air pressure sensor component,injector holder ⁽⁸⁾and injector ⁽⁷⁾

After loosening the clamp (5), remove the throttle valve body assembly (6) and intake manifold assembly(4), and then remove the clamp (5).

• External intake air pressure sensor

Using screwdriver for cruciform head remove the bolt (10),take off the sensor(11) and support(12), then remove the connection hose(13).



• The 2 oil pipes of the canister solenoid valve cannot be connected wrongly.

- Pay attenion to force when removing clamp.
- It should be no crimp, entanglement and other phenomena.

Fig.3 INDUCTION		The air filter accombly (200)	СНК	
SYSTEM	A COMPONENT	The all filler assembly(200)	ADJ	Ÿ
NO.	PART NO.	PART NAME	QTY	CAUTION
1	1050954-009000	YH canister solenoid valve	1	
2	1250303-010093	GB6177.1M6 (environmental color)	1	
3	1221200-034000	KD200-U air filter	1	
4	1226400-036000	ZT350T-D carbon canister (body)	1	
5	1241200-084000	KD200-U carbon canister outlet pipe	1	
6	1241200-083000	KD200-U carbon canister intake pipe	1	
7	1221200-151000	KD200-U carbon canister three-way valve assembly	1	
8	1251100-101000	Non-standard bolt M6×12 (304 stainless steel)	3	
9	1051357-002000	Φ48×8 pipe clamp assembly	1	
10	1251300-063093	Plywood M6×11×15(color Zinc)	3	
11	1050961-004000	Air filter intake air temperature sensor	1	
12	1244300-056000	ZT350-T air filter intake air temperature sensor glue	1	

PROCEDURE:

• Carbon canister solenoid valve

First pull out the oil pipe (6) from the dumping valve (7), and only after removing the oil tank can the oil pipe ③ connected to the tank be pulled out. Note: The check valve ④ does not need to be connected anywhere in the tank. Unplug the canister solenoid valve. Unplug the oil pipe (5) connected to the solenoid valve of the carbon canister and the oil pipe ①connected to the throttle valve body of the solenoid valve respectively, and then use the 10# sleeve to remove the nut (2) and remove the solenoid valve (1).

● Air filter

Unplug the air filter inlet air temperature sensor.

Remove the side cover, seat cushion, rear shock absorber, rear tail skirt, etc. to facilitate subsequent removal of the air filter and throttle valve body.

Remove the air filter inlet air temperature sensor (1) from the air filter (3). When pulling out the sensor (1), if the sealant (12) comes off, it needs to be plugged back into place.

First use the 4# Allen to remove the 3 bolts(8) on both sides of the frame .

Loosen the clamp assembly (9) at the end of the air filter and move the clamp out in the direction of the air filter, and unplug the air filter outlet pipe from the throttle valve body.

Use pliers to clamp the outlet pipe (5) of the oil and gas separator and pull out the outlet pipe (5), and then plug it with the rubber plug distributed with the car at the time of purchase to prevent foreign objects from entering and damaging the engine.

Remove the air filter and carbon canister assembly.

Remove the 3-piece splint (10) from the air filter (3).

CAUTION:

• Regularly check whether the filter element of the carbon tank and air filter is not ventilated, otherwise it may cause the oil supply to affect the driving experience.



• The seat cushion, side cover, etc. must be removed in advance.

• When disassembling the high-pressure oil pipe, be sure to wait for the engine and muffler to be completely cooled before operation, so as to prevent the fuel from accidentally igniting and causing fire.

• Near the demolition site, no fire, answering or dialing telephones, etc. should be strictly prohibited to prevent accidents.



Fig.5 INDUCTION		Replace air filter element	CHK	
SYSTEM COMPONENT		Replace all filler element	ADJ	Ŵ
NO.	PART NO.	PART NAME	QTY	CAUTION
1	4131200-001000	KD125-U air filter element (carton packaging)	1	

• Filter element

If you need to maintain the filter element of the air filter, remove the seat cushion, the right side cover Take the two standard parts ①and② out of air filter with the tool, dismantle the box cover ③Grasp the rubber strips on the filter (both sides shown in yellow) and pull the filter element (1) out. Blow the dust off the filter core by blowing dust gun in the filter element. If the filter paper is damaged, it should be replaced in time. If the blowback causes the dust to be unable to clean up, the engine will be damaged or the induction resistance will become larger and affect the driving experience. When assembling, apply a small amount of engine oil on the upper and lower sides of the rubber strip (shown in cyan as shown in the figure) to reduce assembly resistance. • Oil pipe and water pipe

Avoid water into the air filter when washing the motorcycle. Can pulled out the oil pipe⁽³⁾ and water pipe⁽⁴⁾ to release if into small water.keep no water inside before staring the engine. Inspecte the oil pipe regularly if more oil is accumulated should be released in time.

CAUTION:

• Regularly check whether the filter element of the carbon tank and air filter is not ventilated, otherwise it may cause the oil supply to affect the driving experience.

• When blowing dust, pay attention to maintain a certain distance to avoid excessive damage to the filter element.

• The filter element should be checked every 5000 kilometers or 15 months; it should be replaced every 10,000 kilometers or 30 months.







Fig.1 REAR WHELL COMPONENT		Rear mud board	СНК	
		Keur mud bourd	ADJ	Ÿ
NO.	PART NO.	PART NAME	QTY	CAUTION
1	1251100-102000	Non-standard bolt M6×16(304 stainless steel)	4	
2	1224200-003000	ZT310-Z Rear disc brake pipe clamp	2	
3		Wheel speed sensor	1	
4	1100100-564000	KD150-U brake hose RC-HU segment	1	
5	1244100-052000	Buffer rubber of flanging bushing ($\varphi 8.5 \times \varphi 14 \times 1$)	2	
6	1251700-059093	Flanging bushing ϕ 6.4× ϕ 9×8+ ϕ 18×2(environmental color)	1	
7	1221200-040000	KD150-U rear inner mud board	1	
8	1271200-068000	KD150-U rear inner mud board bracket	1	
9	1274100-057095	Flanging bushing $\varphi 6.2 \times \varphi 8.5 \times 3.5 + \varphi 14 \times 1.5$	1	
10	1250501-010000	GB93ø6 spring pad	1	

• Rear inner mudguard

First of all, pull out the braking oil tube(4) and wheel speed sensor cable(3), which are on the right side of rear inner mudguard, from the rear disc brake pipe clamp(2).

Using 4# inner hexagon socket remove 2pcs bolts(1), take off the brake pipe clamp(2).

Using 4# inner hexagon socket remove 2pcs bolts(1) on the left of the rear mud board,take off the flanging bushing(9),bushing(6) ,spring pad(0) and cushion rubber(5);remove rear mud board(7).

CAUTION:

• Using suitable tools to support the motorcycle, in case of accidents caused by motorcycle falling down. Single person operating is prohibited.

• Stay alert during the manipulation and avoid accident.



Fig.2 REAR WHELL		Rear shock absorption	CHK	
COMPONENT			ADJ	Ŷ
NO.	PART NO.	PART NAME	QTY	CAUTION
1	1251100-085093	Non-standard bolt M10×1.5×75(dacromet)	1	
2	1251100-132003	Non-standard bolt M10×1.5×80(dacromet)	1	
3		Rear shock absorption	1	
4	1251300-057093	Non-standard nut M10×1.5(dacromet)	2	65±2N.m

• Rear shock absorber

Put down side stand. Person 1: Turn the handling bar to left end with left hand; hold tight the rear pedal with right hand and lean the motorcycle to left side. Another person used a wooden stool to put a soft rubber cushion on the right side muffler back pressure bag of the bike to support the whole bike and let the rear wheel slightly off the ground.

After supporting the whole bike, use a 14# wrench to fix the nut (4) at the bottom of the shock absorber. One person uses a 14# sleeve on the right to loosen the bolt (2) counterclockwise and remove the nut (4).

Person 1 shake slightly the rear wheel up and down. Person 2 drag out bolt(2).

Person 1 fix the head of the bolt(1) with a 14# sleeve, person 2 remove the nut(4) with a 14# sleeve. Lift the rear shock absorber(3) towards the arrow direction and drag out bolt(1). Take off the rear absorber at last.

• Adjust the rear absorber

Using hook spanner to loosen adjustive nut①. Rotate adjustive nut②. If the nut is rotated towards the arrow direction, the spring becomes harder. Conversly, the absorber is softer. Tighten the adjustive nut① until the absorber is under suitable status. Please adjust in a reasonable range. Riding experience would be influenced either the absorber is too soft or too hard.

CAUTION:

• Disassemble seat, L,side cover, R, side cover, bolts on front parts of rear cover and rear inner mudguard.

• Using suitable tool to support the motorcycle. Avoid accidents caused by falling motorcycle. Single person manipulation is prohibited.

• All the standard parts need to reach standard torque while reassembling.



Fig.3 REAR WHELL		Rear wheel component 1	СНК	
COMPONENT		Rear wheel component i	ADJ	Ÿ
NO.	PART NO.	PART NAME	QTY	CAUTION
1	1251100-105000	ZT310-Z chain adjuster bolt M10×70	2	
2	1251300-050000	ZT310-Z chain adjuster bolt M10(304 stainless steel)	2	
3		ZT310 R, chain adjuster	1	
4	1251300-067000	ZT250-R rear wheel hollow shaft nut	1	110N.m
5		ZT310 L, chain adjuster	1	
6	1091200-025000	KD150-U rear wheel hollow shaft	1	
7	1274200-002000	ZT310 rear wheel right sleeve $\varphi 20 \times \varphi 28 \times \varphi 38 \times 18.5$	1	
8	1244200-050000	ZT310-T cushion gum	5	
9	1094200-011100	ZT310-R sprocket seat(counterbore positioning)	1	
10		Sprocket	1	
11	1251300-057093	Non-standard nut M10×1.5(dacromet)	5	45±3N.m
12	1094100-035000	ZT310 rear wheel left sleeve $\varphi 20 \times \varphi 30 \times \varphi 35 \times 17.8$	1	

•Rear wheel assembly

Disassemble rear wheel axle nut(4) with a 30# sleeve.

Using 17# open spanner to move chain adjuster nut(2) on both sides towards rear wheel axle until they reach chain adjusting bolt(1). Then rotate the bolts(1) and nuts(2) towards motorcycle front direction till the end.

Push rear wheel assembly towards motorcycle front direction and take off the chain from sprocket.

Tie firmly the rear disc brake clamp and avoid it to be lifted higher than disc brake oil cup. Hold the rear wheel assembly. Punch rear wheel axle(6) with rubber hammer. Take off right chain adjuster(3), rear tire and rim assembly, left chain adjuster (5), the rear wheel axle(6).Disassemble the right axle sleeve(7), left axle sleeve(2) at last.

• Sprocket bracket assembly

Put down the rear wheel assemble horizontally. Take off nut(1) with 14# sleeve. Take off sprocket(0); sprocket bracket(9). Pull out the sprocket gum cushion(8) from the rim.

CAUTION:

•Use suitable tool to support the motorcycle. Avoid accidents caused by falling motorcycle. Single person manipulation is prohibited. All the standard parts need to reach standard torque while reassembling.

• Using iron hammer to punch rear wheel axle, disc brake clamp assembly is prohibitd.

• While disassembling the rear wheel assemble, avoid the rear disc brake clamp to be lifted higher than the disc brake oil cup. If not, air will get into the tubes and cause softness or failure on braking system. As disc brake tubes request extreamly high vaccum degree. Make sure manipulator has maintenance ability before disassembling the disc brake assembly.

• Check the chain regularly. Increase the frequency of adjustment of the chain according to the driving conditions. Keep the tightness of chain to be in a suitable range. Too loose chain have possibility to separate from sprocket or damage the engine. Too tight chain can be worn out quickly.





CAUTION:

• After changing the tire, check air proof performace and dynamic balance.

• Disqualified tire repair liquid might corrode the rim and cause safety risk.

•Not enough tire pressure can cause abnormal wear and tare. Too high pressure in summer might have possibility of tire bursting.

Fig.4 REAR WHELL		Rear wheel component 2	СНК	
COMPC	DNENT	rear wheel component 2	ADJ	۶
NO.	PART NO.	PART NAME	QTY	CAUTION
1	1230100-455000	130/70-17(CMAD01) vacuum tire	1	
2	1091200-023000	KD150 $-$ U bright black rear rim (3.5×17)	1	
3	1100100-600000	KD150 $-$ U rear brake disc (230 × 4.5 / KD)	1	
4	1274200-058000	ABS induction ring (60 teeth)	1	
5	1251100-117093	Non-standard inner hex bolt M8×25(color zinc)	5	22~24N.m
6	1230200-006000	HJ100-D tire valve cap	1	aluminum
7	1230100-047000	Environmental vacuum tyre valve spile(TR-412)	1	wheel
8	1091200-035000	KD150 $-$ U black rear vacuum spoke wheel component (3.5×17/ ϕ 11.5)	1	with valve
9	1094200-058000	ZT310 independent valve	1	after-sales
10	1230100-236000	130/70-17 inner tube (E4)	1	N
11	1091200-027000	Matte Black Rear Mesh Wheel (3.5×17)	1	inon-vacuum
12	1230100-186000	KD125 rim belt	1	uite

PROCEDURE:

• Disc brake plate, ABS gear ring

Using 6# inner hexagon socket remove bolts(5), remove the ABS gear ring(4) and disc brake plate(3).

• Tire and rim assembly

Aluminum wheel assembly:Disassemble tire valve cap⁽⁶⁾. Deflate the tire with tools. Then disassemble the rear tire⁽¹⁾ with professional tire changing machine. Disassemble the tire valve⁽⁷⁾ with suitable tool.

Spoke wheel assembly: After removing the valve cap that comes with the independent valve (10), vent the air before removing the rear tire. Use a 12# torx wrench to remove the nut, remove the washer, and then remove the valve. (The spoke wheel kit (8) includes an independent valve (9).

Non-vacuum:Remove the valve cap(6), then remove the nut that comes with the tire(1). Vent the air before removing the rear tire.Remove the tire(1),then remove the inner tube(1),and then remove the rim belt(1) from the rear mesh wheel(1).

Maintenance

Tire: Check regularly the tire on cracks and air pressure. If the tire is ware to the marker, change the tire with same specification. See details in user manual. Ingradiant of tire include semi hot melt rubber. Area with too high temperature is not suitable. If temparature of outdoor is too low, storing the motorcycle in warm place or indoor is suggested in order to avoid frost crack. Normal temperaturestandard 250kPa.

Rim: Check if the rim has deformation or crack. Support the rim horizontally and check if it can rotate smoothly. Specification of oil seal on rear rim is $\phi 47 \times \phi 28 \times 7$. Bearing type: 6204-2RS.

Disc brake plate: Thickness can not be less than 4mm. If not, change it.



Fig.4.1 REAR WHELL COMPONENT		Rear wheel component 2(Square Meter)	CHK ADJ	Ø
NO.	PART NO.	PART NAME	QTY	CAUTION
1	1230100-455000	130/70-17(CMAD01) vacuum tire	1	
2		Bright black rear rim (3.5×17)	1	
3	1100100-600000	KD150 $-$ U rear brake disc (230 × 4.5 / KD)	1	
4	1274200-058000	ABS induction ring (60 teeth)	1	
5	1251100-117093	Non-standard inner hex bolt M8×25(color zinc)	5	22~24N.m
6	1184200-201000	ZT310 tire pressure sensor (straight head M10/reinforced)	1	
7		KD150-U rear aluminum wheel (3.5×17)	1	

• Disc brake plate, ABS gear ring

Using 6# inner hexagon socket remove bolts(5), remove the ABS gear ring(4) and disc brake plate(3).

• Tire and rim assembly

Remove the Tire pressure sensor (6) built-in valve cap ① use a tool to release the air, then use a professional tire puller to remove the rear tire (2). Be careful to avoid the tire pressure sensor. Finally, use a 12# torx wrench to remove the valve nut ② and the flat washer ③, and then remove the tire pressure sensor ④.

CAUTION:

• Be careful while disassembling the tire and rim in case of damages on the components.

• After changing the tire, check air proof performace and dynamic balance.

• Not enough tire pressure can cause abnormal wear and tare. Too high pressure in summer might have possibility of tire bursting.

• It needs running-in for about 300km after changing new arresters. During this period, leave enough braking distance while riging.

• The tire repair fluid should not be used because it will block the stoma of the pressure monitoring sensor, resulting in dificulty in inflating or failure of tire pressure momnitoring .

Maintenance

Tire: Check regularly the tire on cracks and air pressure. If the tire is ware to the marker, change the tire with same specification. See details in user manual. Ingradiant of tire include semi hot melt rubber. Area with too high temperature is not suitable. If temparature of outdoor is too low, storing the motorcycle in warm place or indoor is suggested in order to avoid frost crack. Normal temperaturestandard 250kPa.

Rim: Check if the rim has deformation or crack. Support the rim horizontally and check if it can rotate smoothly. Specification of oil seal on rear rim is $\phi 42 \times \phi 28 \times 7$. Bearing type: 6204-2RS. Disc brake plate: Thickness can not be less than 4mm. If not, change it.



Fig.5 REAR WHELL		Rear fork component	CHK	Q
COMPONENT			ADJ	
NO.	PART NO.	PART NAME	QTY	CAUTION
1	1252200-068000	KD150–U rear fork shaft	1	
2	1251300-067000	ZT250-R rear wheel shaft nut	1	110±5N.m
3		Link chain	1	
4	1251300-050000	ZT310-Z chain adjuster nut M10(304 stainless steel)	2	
5	1251100-105000	ZT310-Z chain adjuster bolt M10×70 (304 stainless stee	2	
6		ZT125 aluminum alloy rear fork assembly	1	
7	1251100-102000	Non-standard bolt M6×16(304 stainless steel)	3	
8	1274100-057095	Flanging bushing $\varphi 6.2 \times \varphi 8.5 \times 3.5 + \varphi 14 \times 1.5$	2	
9	1244200-053000	KD150-U rear fork anti-wear block	1	
10	1271200-062000	KD150-U rear fork wear block fixing bracket	1	
11	1271200-088000	KD150–U rear fork bushing	2	
12	1244200-079000	ZT310 single rocker arm Φ 25× Φ 32×4 oil seal	4	after-sales
13	1250602-035000	HK2516 needle roller bearing	4	

• Rear fork assembly

Person 1 fastensthe head of the rear fork shaft(1), person 2 remove the nut(2) with a 30# sleeve. Person 1 holds the rear fork assembly and the other person removes the rear fork shaft (1) with suitable tool and then remove the rear fork assembly.

• Rear fork rear-resistant block

Remove the bolts⁽⁷⁾,flanging bushing⁽⁸⁾ with a 4# inner hexagon socket, then turn off the rear fork assembly,using 4# inner hexagon socket remove 2pcs bolts⁽⁷⁾,take off the bracket⁽¹⁰⁾,and then remove the wear-resistent block⁽⁹⁾.

Remove the chain adjuster bolt⁽⁵⁾ and nut⁽⁴⁾ with the 17[#] open end wrench.

Put the rear fork bushing (11) inward and remove it.

Oil seal(12) and needle bearing(13) are used for interference compression.

Please ensure that you have the ability to disassemble and disassemble.

CAUTION:

n

• Be sure to fix up the motorcycle in the process of disassembly.

• Do not use a hammer to hit the rear fork shaft thread.

• The rear disc brake caliper must not be higher than the disc brake oil cup, otherwise the brake will become soft or faildue to air entering the pipeline. Because the brake line requires extremely high vacuum, it is necessary to ensure sufficient capacity for repair and disassembly.



Fig.6 REAR WHELL		Replace the rear brake pads	CHK	Q
COMPONENT			ADJ	
NO.	PART NO.	PART NAME	QTY	CAUTION
1	1100100-092000	ZT250-S rear disk brake piece (HS10)	1	after-sales

• Disassemble disc brake arrester Using strait screwdriver to disassemble nut①. Disassemble pin axle② with a 5# inner hexagon socket. Disassemble rolling axle③ with socket sleeve.

Take off rear disc brake arrester(1).

• Change rear disc brake arrester

Put the piston of clamp towards the direction of arrow to the end. See photo left below. To reduce resistance, you can disassemble the cross bolt on rear disc brake main pump oil cup. Take off the top cover and sealing gasket. Remember to rebound the pister afterwards. The new arrester must fit tightly the slot. See photo right below. Tighten the pin axle② with 5# inner hexagon socket tool. Tighten rolling axle③ with socket sleeve.

Tighten nut① with strait screwdriver.

Step on braking pedal several times until braking force is recovered.

CAUTION:

• Check regularly the arrester and disc brake plate status.

• To change arresters in qualified mainenance spot are suggested.

• After changing the arrester, adjust the height of braking pedal according to "Foot pedal, gear shift rod assembly" if necessary.

• It needs running-in for about 300km after changing new arresters. During this period, leave enough braking distance while riging.


Fig.7 REAR WHELL COMPONENT		Rear brake main pump adds brake fluid	СНК	
			ADJ	M
NO.	PART NO.	PART NAME	QTY	CAUTION
1	1251100-101000	Non-standard bolt M6×12 (304 stainless steel)	1	
2	1271200-087000	KD150–U rear disc brake oil cup bracket	1	

Add disc brake liquid

Cover the right pedal bracket with a waterproof plastic bag to prevent the brake fluid from dripping onto the paint and causing corrosion.

Using 4# inner hexagon socket remove the bolt(1), then pull out the oil cup.

The oil cup should always remain above the oil tube interface "a", parallel to the ground. Avoid braking failure caused by air getting into the oil circulation.

Disassemble bolt 1) with cross screwdriver.

Take off oil cup cap⁽²⁾, sealing gasket⁽³⁾.

Keep the top of oil cup parallel to the ground. Add DOT4 braking liquid. Ensure the liquid level is between "UPPER" and "LOWER".

While reassemble, pay attention install sealing gasket³ in correct position and direction. Step gently on the pedal constantly. Do not ride the motorcycle until the braking force is recovered.



CAUTION:

- Support the motorcycle well on flat ground before checking.
- Check regularly if the braking liquid surface is between "UPPER" and "LOWER".
- If liquid surface is below "LOWER", check the arrester status and confirm if the braking system is leaking.
- If the braking liquid is accidently swallowed, contact intoxication center or hospital immediately. If it gets into
- the eye, wash it away with clean water then see the doctor.
- Keep the braking liquid far away from children and pets.
- Flush the oil cup directly with high pressure water is prohibited.

• Mixing water, dust, impurity and liquid of silicic acid or petrol series into the braking liquid is prohibited. Otherwise, the braking system would be damaged.





Fig.1 FOOT PEDAL		Old Adjust the hight of foot pedal	CHK	
COMPO	NENT	Old Aujust the hight of 100t pedal	ADJ	Y
NO.	PART NO.	PART NAME	QTY	CAUTION
1	1251100-061093	M6×22 Hex flang bolt thread level 8.8 (color zinc)	1	
2		ZT250-S Gear swift rod spline of Rocker arm	1	
3	1250301-020093	GB6170M6 (environmental color)	1	
4	1271200-086000	KD150–U shift lever adjusting screw $\varphi 10 \times 72$	1	
5	1250301-018093	GB6170 M6-LH (army green)	1	
6		ZT310-T rocker arm, gear shift rod	1	
7		KD150–U brake pedal	1	
8		ZT310-X R, front pedal component	1	

• Adjust the height of gear shift rod

Follow the direction of arrow and loosen Nut(3), Nut(5) with a 10# open spanner.Using 8# open spanner to adjust the gear shift rod adjustment bolt until the height becomes suitable. Then tighten the nuts. If the abovementioned method can not adjust the gear shift rod to a satisfying position, take off bolt(1) and adjust gear shift rod spline of rocker arm(2) with a straight screwdriver by shoving a little bit the groove in the middle while dragging it out. Reassemble after the height is suitable. Pay attention to the aligning of the groove in the middle. • Adjust the height of brake pedal

Follow the direction of arrow and loosen Nut2 with a 14# open spanner. Spin the adjustment rod bolt1 with a 10# open spannerand adjust the brake pedal(7)position and foot(8) on top of the height to comfort position. Fix the adjustment rod bolt1 and tighten Nut2.

CAUTION:

• Ensure the motorcycle is well supported during manipulation. Avoid falling accident.

- The height of gear shift rod should be ajusted to a suitable range. Otherwise the riding experience would be influenced.
- The height of brake pedal should be ajusted to a suitable range. Otherwise the durance of braking shoe and plate would be influenced. In severe case, ineffective braking is possible.



Fig.2 FOOT PEDAL COMPONENT		Old Right footrest component 1	СНК	
			ADJ	M
NO.	PART NO.	PART NAME	QTY	CAUTION
1	1250205-023000	GB70.1 inner hexagonal M8X35 (color zinc)	3	
2	1251100-101000	Non-standard bolt M6×12 (304 stainless steel)	1	

Right Foot pedal component
Using a plier to disassemble the pin①. Then take off the washer② and pin③.
Using 6# inner hexagon socket remove 3pcs bolts(1).
Using 4# inner hexagon socket remove bolt(2), then take away the oil cup.



CAUTION:

While overturning the foot pedal holder, keep the components nearby well protected in case they are scratched.
Mind the disc brake oil tube while overturning the holder.

- Support the motorcycle properly while disassembling in case it falls down.
- Rear disc brake oil cup can not be lower than oil tube interface of main pump.



Fig.3 FOOT PEDAL Old Right footrest compon		Old Right footrest component 2	CHK	
COMPO	NENT	Old Right footest component 2	ADJ	Y
NO.	PART NO.	PART NAME	QTY	CAUTION
1	1251100-121093	Non-standard bolt M8×25 (color zinc)	2	
2	1251100-131000	Non-standard shaft position bolt M10×1.5×36(zine)	1	
3		KD150–U brake pedal	1	
4	1260100-119093	ZT310-R Brake footrest torsion spring (color zinc)	1	
5	1251500-060095	Non-standard flat pad φ 10.5× φ 26×1(zine)	1	
6	1251100-101000	Non-standard bolt M6×12 (304 stainless steel)	1	
7	1271200-087000	KD150-U rear disc brake oil cup bracket	1	

• Rear disc brake pump assembly

Using 6# inner hexagon socket remove bolts(1).Rear disc brake oil cup can never be lower than oil tube interface of main pump.

• Brake pedal assembly

Using 8# inner hexagon socket remove the bolt(2); pull out the brake pedal(3); take off the brake pedal spring(4) and the washer(5).

• Rear disc brake oil cup holder

Using 4# inner hexagon socket romove the bolt(6),take off the oil cup bracket(7).

CAUTION:

- Applying lubrification on inner surface of brake pedal bush can reduce resistance on brake pedal.
- While reassembling, remember to insert the spring into spacing hole of foot pedal holder.
- Support the motorcycle properly while disassembling in case it falls down.
- Place properly the disc brake oil cup and main pump. Avoid the air on top of oil cup getting into the tubes of disc brake.
- The bolt(2) should be checked regularly for looseness and thread fastening adhesive is recommended.



Fig.4 FOOT PEDAL COMPONENT		Old Right footrest component 3	СНК	0
			ADJ	Ŷ
NO.	PART NO.	PART NAME	QTY	CAUTION
1		KD150-U right pedal support	1	
2	1274100-012000	ZT250—S Pedal pin	2	
3	1264100-006000	ZT250—S Pedal circlip	2	
4	1264100-004000	ZT250-S front right foot pedal torsional spring	1	
5		ZT310-X R, front pedal component	1	
6		ZT310-X R, rear pedal component	1	
7	1270300-272000	KD250—F rear pedal locating plate	1	
8	1274100-010000	ZT250-S rear pedal steel ball	1	
9	1264100-005000	ZT250-S foot pedal steel ball spring	1	
10	1250205-038000	GB70.2M5×12(stainless steel)	2	
11	1250501-010000	GB93ø6 spring pad	2	
12	1274200-051000	ZT310-X footrest gum cover fixed plate	2	
13	1244200-024000	ZT310-X footrest gum cover	2	After sales
14	1251100-167000	Non-standard ball head boltsM6×8	1	
15		ZT310-X R, front pedal	1	
16		ZT310-X R, rear pedal	1	

\bullet R, front pedal

Disassemble circlip(3). Take off foot pedal pin axle(2). Then disassemble R, front pedal(5), foot pedal spring(4).

●R, rear pedal

Disassemble circlip(3). Take off foot pedal pin axle(2). Then pull out R, rear pedal(6). Take down positioning plate(7), steel ball(8), spring(9).

•After sales parts for pedal component

Hold tightly the R front pedal(15). Disassemble bolt(14) with a 10# sleeve. Disassemble bolt(10) with 3# inner hexagon socket. Take off spring washer (11). Take off rubber(13), positioning plate(12). Only front pedal needs bolt (14). Foot pedal rubber(13), positioning plate(12), bolt(10), spring washer (11) are in common use. Each part use 1 piece for after sales purpose.

Hold tightly the R rear pedal(14),Disassemble bolt(10) with 3# inner hexagon socket.Take off spring washer (11). Take off rubber(13), positioning plate(12).

CAUTION:

• Ensure correct installation when exchanging after sales components of the pedal.



3	

Fig.5 FOOT PEDAL		Old Left footrest component 1	CHK	
COMPONENT			ADJ	Ŷ
NO.	PART NO.	PART NAME	QTY	CAUTION
1	1250205-023000	GB70.1 inner hexagonal M8X35(color zinc)	3	
2	1251100-061093	M6×22 Hex flang bolt thread level 8.8 (color zinc)	1	
3	1251100-123093	Non-standard bolt M8×25 (color zinc)	1	
4	1251500-048000	ZT250-S Pedal support gasket	1	

- L, foot pedal holder assembly
- Remove the rectifier guard first.
- Using 8# ring spanner remove the bolt(2).

Insert strait screwdriver into slot and open a little bit the spline rockerarm while pulling it out from gear shift axle of engine.

Using 6# inner hexagon socket remove 3pcs bolts(1).

Take off left foot pedal holder assembly.

• Gear shift rod assembly

Using a 14# sleeve remove bolt(3). Separate left foot pedal component and gear shift rod assembly from left foot pedalholder assembly. Take off foot pedal holder washer(4).

CAUTION:

- Support the motorcycle properly while disassembling in case it falls down.
- Pay attention to the alignment of foot pedal holder washer and the lug boss while reassembling.
- Applying lubrification to the surface of cylinder of foot pedal holder can reduce resistance on gear shift rod.
- The bolt(3) should be checked regularly for looseness and thread fastening adhesive is recommended.



Fig.6 FC	OOT PEDAL	Old Left footrest component 2	CHK	
COMPO	ONENT	old Left footiest component 2	ADJ	Y
NO.	PART NO.	PART NAME	QTY	CAUTION
1		ZT310-X L, front pedal component	1	
2	1264100-003000	ZT250-S front left foot pedal torsional spring	1	
3	1274100-012000	ZT250—S Pedal pin	1	
4	1274100-035000	ZT250—S Foot pedestal	1	
5	1264100-006000	ZT250-S Pedal circlip	1	
6	1250303-010093	GB6177.1M6(color zinc)	2	
7	1274200-160000	ZT310-T shift lever step rocker	1	
8	1274100-043000	Miniature rod end ball bearing SALJK6C	1	
9	1250301-018093	GB6170 M6-LH (army green)	1	
10	1271200-086000	KD150-U adjusting screw of gear shift lever $\varphi 10 \times 72$	1	
11	1250301-020093	GB6170M6 (environmental color)	1	
12	1274100-042000	Miniature rod end ball bearing SAJK6C	1	
13	1251100-061093	M6×22 Hex flang bolt thread level 8.8 (color zinc)	2	
14	1274100-039000	ZT250-S shift lever spline rocker arm	1	
15	1244200-024000	ZT310-X footrest gum cover	1	
16	1274200-051000	ZT310-X footrest gum cover fixed plate	1	
17	1250205-038000	GB70.2M5×12(stainless steel)	1	ofter color
18	1250501-010000	GB93ø6 spring pad	1	arter-sales
19	1251100-167000	Non-standard ball head boltsM6×8	1	
20		ZT310-X L, front pedal	1	

●L, Foot pedal component

Disassemble circlip(5). Take off foot pedal pin axle(3). Take off L, foot pedal(1), foot pedal spring(2) from foot pedal holder(4).

• Gear shift rod assembly

Disassemble on both sides nut(6) wit a 10# sleeve and bolt(13) with a 8# open spanner.Disassemble gear shift rod rocker arm(7), spline rocker arm(14). Loosen nut(9)&(11) with a 10# open spanner. Take off adjusting rod(10). Separate bearing (8)&(12).

• Foot pedal with rubber for after sales service

Hold the L, front pedal tightly. Disassemble bolt⁽¹⁹⁾ with a10# ring spanner.Then take off bolt⁽¹⁸⁾ with 3# inner hexagon socket.Take off spring washer ⁽¹⁷⁾,Take off rubber⁽¹⁵⁾, positioning plate⁽¹⁶⁾. CAUTION:

• Applying lubrification to the surface of cylinder of foot pedal holder can reduce resistance on gear shiftrod.

• Pay attention to distinguishing the nuts at both ends of the knuckle bearing and the adjustment screw.

• Ensure correct installation when exchanging after sales components of the pedal.



Fig.7 FOOT PEDAL		Old Laft faatrast component 3	СНК	
COMPC	DNENT	Old Left footest component 3	ADJ	Y
NO.	PART NO.	PART NAME	QTY	CAUTION
1		ZT310 $-X$ L, rear foot pedal component	1	
2	1264100-005000	ZT250-S foot pedal steel ball spring	1	
3	1274100-010000	ZT250-S rear pedal steel ball	1	
4	1270300-272000	KD250-F rear pedal locating plate	1	
5	1274100-012000	ZT250-S Pedal pin	1	
6	1264100-006000	ZT250-S Pedal circlip	1	
7		KD150-U left pedal support	1	
8	1250205-038000	GB70.2M5×12(stainless steel)	1	
9	1250501-010000	GB93φ6 spring pad	1	
10	1032142-040000	ZT310-X rear left pedal	1	After sales
11	1274200-051000	ZT310-X footrest gum cover fixed plate	1	
12	1244200-024000	ZT310-X footrest gum cover	1	

● L, rear foot pedal

Disassmble circlip(6) with a tool. Take off foot pedal pin axle(5). Then pull out L, rear foot pedal(1). Take off positioning plate(4), steel ball(3), spring(2).

• After sales parts of foor pedal with rubber

Hold the L, rear foot pedal⁽¹⁰⁾ tightly, using 3# inner hexagon socket to disassemble bolt⁽⁸⁾, Take off spring washer ⁽⁹⁾; rubber⁽¹²⁾; positioning plate⁽¹¹⁾; L, rear foot pedal⁽¹⁰⁾.

CAUTION: • Ensure correct installation when exchanging after sales components of the pedal.







Fig.8 FOOT PEDAL COMPONENT		New right footrest component-1	СНК	Q
			ADJ	
NO.	PART NO.	PART NAME	QTY	CAUTION
1	1250205-023000	GB70.1 inner hexagonal M8X35 (color zinc)	2	
2	1250205-040095	GB70.1 inner hexagonal M8X16(color zinc)	1	
3	1251100-101000	Non-standard bolt M6×12 (304 stainless steel)	1	

• Right Foot pedal component

Using a plier to disassemble the pin①. Then take off the washer② and pin③. Using 6# inner hexagon socket remove 3pcs bolts(1). Using 4# inner hexagon socket remove bolt(2),then take away the oil cup.

CAUTION:

While overturning the foot pedal holder, keep the components nearby well protected in case they are scratched.
Mind the disc brake oil tube while overturning the holder.

• Support the motorcycle properly while disassembling in case it falls down.

• Rear disc brake oil cup can not be lower than oil tube interface of main pump.



Fig.9 FOOT PEDAL		New right footrest component-2	СНК	
COMPC	DNENT	New right footest component-2	ADJ	۶
NO.	PART NO.	PART NAME	QTY	CAUTION
1	1251100-121093	Non-standard bolt M6×25 (environmental color zinc)	2	
2	1251100-131000	Non-standard shaft position bolt M10×1.5×36(zine)	1	
3		KD150–U brake pedal	1	
4	1260100-119093	ZT310-R Brake footrest torsion spring (color zinc)	1	
5	1251500-060095	Non-standard flat pad φ 10.5× φ 26×1(zine)	1	
6	1251100-101000	Non-standard bolt M6×12 (304 stainless steel)	1	
7	1271200-087000	KD150-U rear disc brake oil cup bracket	1	

• Rear disc brake pump assembly

Using 6# inner hexagon socket remove bolts(1).Rear disc brake oil cup can never be lower than oil tube interface(1) of main pump(2).

•Brake pedal assembly

Using 8# inner hexagon socket remove the bolt(2); pull out the brake pedal(3); take off the brake pedal spring(4) and the washer(5).

• Rear disc brake oil cup holder

Using 4# inner hexagon socket romove the bolt(6),take off the oil cup bracket(7).

CAUTION:

- Applying lubrification on inner surface of brake pedal bush can reduce resistance on brake pedal.
- While reassembling, remember to insert the spring into spacing hole of foot pedal holder.
- Support the motorcycle properly while disassembling in case it falls down.

•Place properly the disc brake oil cup and main pump. Avoid the air on top of oil cup getting into the tubes of disc brake.

• The bolt(2) should be checked regularly for looseness and thread fastening adhesive is recommended.





Fig.10 FOOT PEDAL		New right footrest component 3	CHK	
COMPO	DNENT	New right footest component-5	ADJ	Ÿ
NO.	PART NO.	PART NAME	QTY	CAUTION
1		KD150-GK right pedal support	1	
2	1274300-033000	ZT350—R Pedal pin	2	
3	1264100-006000	ZT250-S Pedal circlip	2	
4	1264100-004000	ZT250-S front right foot pedal torsional spring	1	
5		ZT350-GK R, front pedal component	1	
6		ZT350-GK R, rear pedal component	1	
7	1274300-032000	ZT350-R rear pedal locating plate	1	
8	1274300-031000	ZT350-R rear pedal steel ball(6.35)	1	
9	1260100-301000	ZT350-R foot pedal steel ball spring	1	
10	1250205-038000	GB70.2M5×12(stainless steel)	2	
11	1250501-010000	GB93ø6 spring pad	2	
12	1274300-093000	ZT350-Gk footrest gum cover fixed plate(10mm longer	2	
13	1244300-013000	ZT350-T footrest gum cover	2	After-sales
14	1251100-167000	Non-standard ball head boltsM6×8	1	
15		ZT350-GK R, front pedal	1	
16		ZT350-GK R, rear pedal	1	
17	1244100-052000	Buffer rubber of flanging bushing ($\varphi 8.5 \times \varphi 14 \times 1$)	1	

\bullet R, front pedal

Disassemble circlip(3). Take off foot pedal pin axle(2). Then disassemble R, front pedal(5), foot pedal spring(4). \bullet R, rear pedal

Disassemble circlip(3). Take off foot pedal pin axle(2)and bushing(17). Then pull out R, rear pedal(6). Take down positioning plate(7), steel ball(8), spring(9).

• After sales parts for pedal component

Hold tightly the R front pedal(15). Disassemble bolt(14) with a 10# sleeve. Disassemble bolt(10) with 3# inner hexagon socket. Take off spring washer (11). Take off rubber(13), positioning plate(12). Only front pedal needs bolt (14). Foot pedal rubber(13), positioning plate(12), bolt(10), spring washer (11) are in common use. Each part use 1 piece for after sales purpose.

Hold tightly the R rear pedal(14),Disassemble bolt(10) with 3# inner hexagon socket.Take off spring washer (11). Take off rubber(13), positioning plate(12).

CAUTION:

• Ensure correct installation when exchanging after sales components of the pedal.



Fig.11 FOOT PEDAL		New left footrest component-1	СНК	
COMPONENT		New left footiest component-1	ADJ	Y
NO.	PART NO.	PART NAME	QTY	CAUTION
1	1250205-040095	GB70.1 inner hexagonal M8X16(color zinc)	1	
2	1250205-023000	GB70.1 inner hexagonal M8X35(color zinc)	2	
3	1251100-061093	M6×22 Hex flang bolt thread level 8.8 (color zinc)	1	
4	1250105-278093	GB5789 M10×1.25×25 (10.9 grade environmental protection color)	1	
5	1274200-334000	ZT310-R pedal support gasket (notched)	1	

● L, foot pedal holder assembly

Remove the rectifier guard first.

Using 8# ring spanner remove the bolt(3).

Insert strait screwdriver into slot (a) and open a little bit the spline rockerarm while pulling it out from gear shift axle of engine.

Using 6# inner hexagon socket remove 3pcs bolts(1)and(2).

Take off left foot pedal holder assembly.

• Gear shift rod assembly

Using a 14# sleeve remove bolt(4). Separate left foot pedal component and gear shift rod assembly from left foot pedalholder assembly. Take off foot pedal holder washer(5).

CAUTION:

• Support the motorcycle properly while disassembling in case it falls down.

- Pay attention to the alignment of foot pedal holder washer and the lug boss while reassembling.
- Applying lubrification to the surface of cylinder of foot pedal holder can reduce resistance on gear shift rod.
- The bolt(3) should be checked regularly for looseness and thread fastening adhesive is recommended.



Fig.12 FOOT PEDAL		New left footrest component-2	СНК	
СОМРС	INENT	1	ADJ	T
NO.	PART NO.	PART NAME	QTY	CAUTION
1		ZT350-GK L, front pedal component	1	
2	1274300-033000	ZT350—R Pedal pin	1	
3	1274300-033000	ZT250—S Pedal pin	1	
4		KD150-GK Foot pedestal	1	
5	1264100-006000	ZT250-S Pedal circlip	1	
6	1244300-013000	ZT350-T footrest gum cover	1	
7	1274300-093000	ZT350-Gk footrest gum cover fixed plate(10mm longer	1	
8	1250205-038000	GB70.2M5×12(stainless steel)	1	A ftor color
9	1250501-010000	GB93ø6 spring pad	1	After sales
10	1251100-167000	Non-standard ball head boltsM6×8	1	
11		ZT310-GK L, front pedal	1	
12	1250303-010093	GB6177.1M6(color zinc)	2	
13		ZT310-T shift lever step rocker	1	
14	1274100-043000	Miniature rod end ball bearing SALJK6C	1	
15	1250301-018093	GB6170 M6-LH (army green)	1	
16	1271200-086000	KD150-U adjusting screw of gear shift lever $\varphi 10 \times 72$	1	
17	1250301-020093	GB6170M6 (environmental color)	1	
18	1274100-042000	Miniature rod end ball bearing SAJK6C	1	
19	1251100-061093	M6×22 Hex flang bolt thread level 8.8 (color zinc)	2	
20		ZT250-S shift lever spline rocker arm	1	
PROCE	DURE			

●L, Foot pedal component

Disassemble circlip(5). Take off foot pedal pin axle(3). Take off L, foot pedal component(1), foot pedal spring(2) from foot pedal holder(4).

• Foot pedal with rubber for after sales service

Hold the L, front pedal tightly. Disassemble bolt⁽¹⁰⁾ with a 10# ring spanner.Then take off bolt⁽⁹⁾ with 3# inner hexagon socket.Take off spring washer ⁽⁸⁾,Take off rubber⁽⁶⁾, positioning plate⁽⁷⁾.

• Gear shift rod assembly

Disassemble on both sides nut(12) wit a 10# sleeve and bolt(19) with a 8# open spanner.Disassemble gear shift rod rocker arm(13), spline rocker arm(20). Loosen nut(15)&(17) with a 10# open spanner. Take off adjusting rod(16). Separate bearing (14)&(18).

CAUTION:

• Applying lubrification to the surface of cylinder of foot pedal holder can reduce resistance on gear shiftrod.

• Pay attention to distinguishing the nuts at both ends of the knuckle bearing and the adjustment screw.

• Ensure correct installation when exchanging after sales components of the pedal.



Fig.12 FOOT PEDAL COMPONENT		New left footrest component 3	СНК	
		New left footiest component-5	ADJ	Ŷ
NO.	PART NO.	PART NAME	QTY	CAUTION
1		ZT350-GK L, rear foot pedal component	1	
2	1260100-301000	ZT350-R foot pedal steel ball spring	1	
3	1274300-031000	ZT350-R rear pedal steel ball(6.35)	1	
4	1274300-032000	ZT350-R rear pedal locating plate	1	
5	1274300-033000	ZT350—R Pedal pin	1	
6	1264100-006000	ZT250-S Pedal circlip	1	
7		KD150-GK left pedal support	1	
8	1250205-038000	GB70.2M5×12(stainless steel)	1	
9	1250501-010000	GB93ø6 spring pad	1	
10		ZT350-GK rear left pedal	1	After-sales
11	1274300-093000	ZT350-Gk footrest gum cover fixed plate(10mm longer	1	
12	1244300-013000	ZT350-T footrest gum cover	1	
13	1244100-052000	Buffer rubber of flanging bushing ($\phi 8.5 \times \phi 14 \times 1$)	1	



●L, rear foot pedal

Disassmble circlip(6) with a tool. Take off foot pedal pin axle(5) and bushing(13). Then pull out L, rear foot pedal (1). Take off positioning plate(4), steel ball(3), spring(2).

•After sales parts of foor pedal with rubber

Hold the L, rear foot pedal⁽¹⁰⁾ tightly, using 3# inner hexagon socket to disassemble bolt⁽⁸⁾, Take off spring washer ⁽⁹⁾; rubber⁽¹²⁾; positioning plate⁽¹¹⁾; L, rear foot pedal⁽¹⁰⁾.

CAUTION:

• Ensure correct installation when exchanging after sales components of the pedal.





CAUTION:

• Wasted engine oil should be collected and hand over to qualified facilities for further treatment. Do not assembly (including fine filter, O-ring and sealing ring), and restore all parts. pour the oil anywhere and avoid pollution of environment and water source.

• Disassembling the cooling system while the motorcycle is hot is prohibited. Wait until the engine and muffler cool down thoroughly for the manipulation.

• Engine oil filter can not be turned over when assembling. Ensure every component is well assembled.

• [1] Due to status change, if this nut needs to be replaced, 3 pieces shall be replaced at the same time.

• (2) TheZT152QMIrefined filter seal component already included oil filter $\varphi 49 \times \varphi 2.5$ Acrylic Oring and ZT152QMI Engine oil refined filter seal ring.

Fig.1 COOLING SYSTEM COMPONENT		Change the oil and the oil filter	CHK	
		Change the on and the on Inter	ADJ	M
NO.	PART NO.	PART NAME	QTY	CAUTION
1	1251100-066093	M12×1.5×15 oil drain bolt (color zinc)		30±3N.m
2	1244100-033000	Combined sealing gasket12×q20×2		
3		ZT1P58MJ coarse filter cover		32±1.5N.m
4	1051468-003000	34.5×3.5 acrylate adhesive O-ring		
5	1050868-003000	Φ 25.8×34.2×1.8 coarse filter spring		
6	1050868-004000	Outer diameter φ 22×21 hat—shaped coarse filter		
7	1251300-054000	M20×1.5 fuel filler cap		
8		Non-standard cover type 9 degree nut M6×13		【1】
9		ZT158MJ oil filter cover	1	
10	1051456-007000	φ49×φ2.5 Acrylic O-ring	1	after-sales
11	1050868-002000	Φ18.5×13×1.6 fine filter spring	1	
12		Fine filter seal assembly(carton packaging)	1	[2]
13	1051466-016000	ZT152QMI oil fine filter seal	1	after-sales

PROCEDURE:

• Change engine oil filter

Park the motorcycle with side stand on flat ground. Place holder to collect wasted engine oil under the oil drain bolt.

Using 14# sleeve+ratchet wrench remove the oil drain bolt(1) and the combined sealing gasket(2),Unscrew the oil filler nut (7) on the right side to speed up the oil outflow.

Using 24# sleeve+ratchet wrench remove the coarse filter cover component,take off the spring(5),and the strainer(6). Take off the O-ring(4) from the coarse filter cover(3).

Use a clean non-woven cloth to wipe off the oil stains on the surface of the coarse filter and the joint surface. After correctly assembling all the parts above except the oiler nut, proceed to the next step.

• Change engine oil filter

Place holder to collect wasted engine oil under right crankcase cover.Using 10# sleeve remove nuts(8), take off the oil filter cover component, fine spring(1), oil filter(12) and filter seal(13). Take off the O-ring(10) from the oil filter cover⁽⁹⁾. Wipe off the grease with a clean non-woven cloth and replace with a new fine filter sealing

•Change engine oil

Add from opening on right crankcase of engine 1.0L(If replacing the oill filter element with 150cc,add 1.05L, and add 1.1Lwith 200cc.) new engine oil of SAE 5W-40/10W-50/10W-40 with API SN degree or higher. Then reassemble the fuel filler cap(7). Start the engine and test it under different rotation speed for 2 minuts. Check if the engine oil leaks.Run the engine at idling speed for 5 minuts than shut down the engine for 3 minuts. Check the engine oil level gauge.

Fig.2 COOLING SYSTEM		Add applant	CHK	
COMPONENT		Add coolait	ADJ	Ÿ
NO.	PART NO.	PART NAME	QTY	CAUTION
1	1221200-050000	KD150–U auxiliary water tank	1	



• Add coolant

When the engine is completely cooled, the vehicle can be straightened to accurately check the liquid level. If it is lower than the "L" line, the coolant should be replenished in time. If the auxiliary tank has no or only a small amount of coolant, check the cooling system first, and remove the leak before adding it.

Park the vehicle with the side brackets; turn the direction to the right and turn to the bottom.

Open the lid of the auxiliary water tank⁽¹⁾ and add a small amount of coolant each time with a funnel. It is appropriate to reach the position between "H" line and "L"line when the liquid level of the coolant is used to support the vehicle.

CAUTION:

• Check regularly the cooling liquid surface. It should never be lower than "L" line.

• Change cooling liquid every two years is suggested.

• Swallowing or inhaling cooling liquid would harm human body. Clean thoroughly the hands, face or explosing skin every time after adding cooling liquid. If cooling liquid is swalled by accident, please contact toxication center or hosipital. If it's inhaled, please move to open air. If it's spilt to the eye, clean it with big quantity of clean water and see doctor in time. Be sure the cooling liquid is far away from children or pets.

• Engine cooling liquid must be suitable for aluminum radiator. The basic should be glycol. Cooling liquid should be mixture of distilled water and concentrated cooling liquid under certain proportion. Be sure to choose cooling liquid which is suitable for your local extreamly low temperature. The freezing point should be lower than the local lowest temperature. Distilled water is the only kind of water acceptable. Other kind of water might cause corrosion to engine cooling system or other more severe problems.

• Total volume of cooling liquid is 820ml.

• Cooling liquid might damage the coating of motorcycle. Be careful while adding. If it is spilt in small quantity, please clean it immediately with soft cloth.



Fig.3 COOLING SYSTEM		Change coolant	CHK	
COMPONENT		Change coolant	ADJ	ý
NO.	PART NO.	PART NAME	QTY	CAUTION
1	1251100-067093	M6×10 top pin bolt (color zinc)	1	12±1.5N.m
2	1251513-001019	6.3×12×1.6 copper gasket	1	
3	1221200-069000	KD150-U water tank water inlet	1	
4	1221200-050000	KD150-U auxiliary water tank	1	

• Drain the cooling liquid

Cover the right crankcase cover and cylinder block of the engine with a waterproof cloth to prevent the coolant from dripping onto the cover and the engine. Wear waterproof gloves with both hands and use an 8# sleeve to remove the drain bolt (1) and remove the copper pad (2); place the container at the drain port and then open the cover of the water tank filling port (3) The coolant begins to drain into the container, and the body is turned to the right tilt to drain the coolant. Wipe the remaining coolant on the surface of all parts with a clean cloth, and then replace the drain bolts and copper pads. It is recommended to replace them with new bolts and copper pads. • Add cooling liquid

Slowly pour new coolant into the filling port of the water tank filling port ⁽³⁾, and do not cover the cover after filling. Start the bike at idle for a few minutes and observe the liquid level. If it drops, continue to add. Repeat the operation until it is full before closing the cover. Unscrew the cover of the auxiliary water tank ⁽⁴⁾, add an appropriate amount of coolant to it to keep the liquid level between "H" and "L".

CAUTION:

- Motorcycle should be well supported.
- Manipulation should start after the engine is completely cooled down.
- Cooling liquid is toxic. Avoid strictly eye or skin contact. For more details, see "Attention" of previous page.





•AS of July 19,2021, due to a change in the length of the bushings that come with the water tank, the bolt at "a" changed from M6×22 to M6×30.

Fig.4 COOLING SYSTEM COMPONENT		Water tenk component 1	CHK	
		water tank component i	ADJ	W
NO.	PART NO.	PART NAME	QTY	CAUTION
1	1274200-088000	ZT310 water pipe clamp(\u03c610.5)	2	
2	1241200-051000	KD150-U auxiliary water tank connection water pipe	1	
3	1274200-089000	ZT310 water pipe clamp(φ 22)	6	
4	1241200-054000	KD150-U engine water inlet pipe	1	
5	1251112-002093	M6×30 Hexagon flange bolts (color zinc)	2	
6	1241200-055000	KD150-U small circulation water pipe	1	
7	1251100-061093	M6×22 Hex flang bolt thread level 8.8 (color zinc)	3	
8	1221200-050000	KD150-U auxiliary water tank	1	
9	1244200-069000	ZT310-V auxiliary water tank leakage pipe	1	
10	1241200-053000	KD150-U engine outlet pipe	1	
11	1251100-101000	Non-standard bolt M6×12 (304 stainless steel)	1	

PROCEDURE:

• Auxiliary water tank

After wearing waterproof gloves, use the hoop clamp to clamp the hoop under the auxiliary water pipe (1) and move it toward the inside of the water pipe at the same time, unplug the water pipe (2), and remove the hoop (1). Remove the hoop (1) at the water inlet of the right water tank, and then remove the water pipe (2).

Use an 8# sleeve to remove the 2 bolts (7) that fix the auxiliary water tank (8) and then remove the auxiliary water pipe from the bike, and pull out the leaking pipe (9) from the auxiliary water tank.

• Water pipe

Remove the hoop (3) at both ends of the water inlet pipe (4) at the bottom left of the water tank and pull it out; remove the two hoop (3).

Move the bolts of the hoop (3) on the small circulating water pipe (6) on the upper left side of the water tank out of the raised part of the water pipe joint, pull out the water pipe (6) from the water tank and remove the hoop.

• Water tank component

Refer to the previous steps to remove the small circulating water pipe (6) and the outlet pipe (10), as well as the 4 pieces of hoops (3).

Use an 8# sleeve to remove the bolts (5) and (7) on the left side of the water tank. Remove the bolt (1) at the water inlet and the bolt (7) at the bottom.

Locate and unplug the water tank fan and then remove the water tank assembly. CAUTION:

• Motorcycle should be well supported. Manipulation should start after the engine is completely cooled down.

• Manipulation should start after the engine is completely cooled down.

• Cooling liquid is toxic. Avoid strictly eye or skin contact. For more details, see "CAUTION" of previous page.

• Do not disassemble the hoop with too strong force. If not, it will cause permanent deformation and loseelasticity, which will lead to leakage of cooling liquid.



• Excessive attention and force when removing the hoop may cause permanent deformation and loss of elasticity, resulting in leakage.

Fig.5 COOLING SYSTEM		Water tank component 1(200)	СНК	
COMPC	DNENT	water tank component 1(200)	ADJ	Ÿ
NO.	PART NO.	PART NAME	QTY	CAUTION
1	1274200-088000	ZT310 water pipe clamp(\u03c610.5)	2	
2	1241200-051000	KD150-U auxiliary water tank connection water pipe	1	
3	1241200-074000	KD200-U engine outlet pipe	1	
4	1274200-089000	ZT310 water pipe clamp(φ 22)	10	
5	1271200-199000	KD200-U thermostat	1	
6	1241200-073000	KD200-U small circulating water pipe	1	
7	1241200-075000	KD200-U engine water inlet pipe	1	
8	1241200-072000	KD200-U engine water pipe	1	
9	1051968-018000	ZT1P58MJ tee	1	
10	1241200-076000	KD200-U water tank outlet pipe	1	
11	1251112-002093	M6×30 Hexagon flange bolts	2	
12	1221200-050000	KD150-U auxiliary water tank	1	
13	1244200-069000	ZT310-V auxiliary water tank leakage pipe	1	
14	1251100-061093	M6×22 Hex flang bolt thread	5	
15	1251100-101000	Non-standard bolt M6×12 (304 stainless steel)	1	
DDOCE	DUDE.			

• Auxiliary water tank

After wearing waterproof gloves, use the hoop clamp (1) under the auxiliary water pipe to move towards the inside of the water pipe, unplug the water pipe (2), and remove the hoop (1). Remove the hoop (1) at the water outlet of the right tank and remove the water pipe (2).

Remove the two bolts (12) and one bolt (11) that hold the auxiliary water tank (14) with the # 8 sleeve, remove the auxiliary water pipe, and unplug the leaky pipe (13) from the auxiliary water tank.

• Water tank water pipe assembly

Remove the hoops (4) at both ends of the water pipe (3) on the left side of the tank and remove it after removing the anti-detachment boss; Remove 2 hoops (4).

Remove the bolt of the hoop (4) on the water pipe (10) on the right side of the tank out of the protrusion of the water pipe joint, and remove the water pipe (10) and the hoop (4).

Remove the bolt (11) on the lower left side of the tank with the 8# sleeve. Remove the bolts (15) and bottom bolts (14) at the water fill.Remove the tank assembly after locating and unplugging the tank fan.Remove the water pipes (6), (7), (8), (10) and tee pipes (9) respectively according to the previous steps.Remove the bolt (14) on the right side of the engine with the 8# sleeve and remove the thermostat (6). CAUTION:

• The vehicle should be secured.

• Be sure to wait for the engine to cool down completely before operation.

• Coolant is toxic and should be strictly protected from splashing into eyes or contact with skin. Specific considerations are described above.



Fig.6 COOLING SYSTEM COMPONENT		Water tank component 2	СНК	Q
			ADJ	
NO.	PART NO.	PART NAME	QTY	CAUTION
1	1221200-069000	KD150-U water tank water inlet	1	
2	1274200-089000	ZT310 water pipe clamp(φ 22)	2	
3	1241200-052000	Water tank water inlet connection water pipe	1	
4		Water tank	1	
5	1251100-061093	M6×22 Hex flang bolt thread level 8.8 (color zinc)	2	
6	1271200-081000	KD150-U water tank cover bracket	1	
7	4021200-024000	KD150-U radiator bracket	1	

• Water tank component

Remove pipe clam(2), then remove water tank water inlet(1). Pull out the water pipe(3).

• Water tank bracket

Using 8# sleeve remove 2pcs bolts(5),take off the water tank cover bracket(6) and the radiator bracket(7).

CAUTION:

• Cooling liquid is toxic. Avoid strictly eye or skin contact. For more details, see "Attention" of previous page.

• Do not disassemble the hoop with too strong force. If not, it will cause permanent deformation and loseelasticity, which will lead to leakage of cooling liquid.



ig.1 FRONT FORK		Throttle/clutch cable clearance adjustment, light height	CHK	
COMPONENT		adjustment	ADJ	۶
NO.	PART NO.	PART NAME	QTY	CAUTION
1		KD150-G1 throttle return cable	1	
2		KD150-G1 throttle accelerating cable	1	
3	1154100-011000	ZT250 - R clutch cable	1	
4	1244200-046000	ZT310-V clutch cable sheath	1	

• Throttle cable

Use an open-end wrench to loosen the lock nut ① on the throttle accelerating cable (2) or the return cable(1), and turn the adjustment screw ② to adjust the clearance to 2 to 4 mm. After the adjustment, lock the nut ① again. • Clutch cable

Fine adjustment:

Lift the protective rubber sleeve (4) on the clutch rocker arm to the elbow of the clutch cable (3), loosen the nut (3) with pliers, rotate the adjustment screw (4), finally lock the nut (3), and then reset the dust jacket. After adjusting, pay attention to the nut (3), the adjustment screw (4) and the groove of the rocker seat should be staggered to prevent the cable from coming

Big adjustment:

out.

If fine adjustment cannot be achieved, using 14# open spanner loosen the nuts[®] and \overline{O} , rotate the adjustment screw ^{\$}, and finally tighten the nuts[®] and \overline{O} .

• Light height adjustment

The rider sits in the bike and straightens the bike. Another person inserts a PH2 type Phillips screwdriver (diameter 6mm) into the hole near the lower link plate of the car, aligns the adjusting bolt, rotates clockwise to increase, and counterclockwise to decrease the beam height.

CAUTION:

• The motorcycle support should be fixed during disassembly to prevent accidents caused by incline.

• Throttle line adjustment should be noted as follows:

After adjustment, ensure that the throttle can be reset automatically. It is forbidden to increase the idle speed of the engine due to adjustment of the cable.

The engine idle speed rise cannot occur in the direction of rotation.

Checking the engine idle speed should be performed under the condition of a heat engine and should be at 1400 to 1600 rpm.

• The clutch adjustment should be noted as follows:

Excessive free travel can cause wear and malfunction of the clutch and gearshift mechanism.

After adjustment, be sure to stagger the nut, adjusting screw, and slot on the rocker arm to a certain position to prevent the cable from coming out of the slot.

• Light height adjustment should be noted as follows:

Too low or too high light levels can affect safe driving. The height of the lights should be properly adjusted according to whether there are changes in the weight of the occupants and the driver.

It is forbidden to adjust the light height during riding. It is advisable to adjust the road with a smooth road surface and a straight line distance of about 150 meters without affecting traffic safety at night.





Fig.2 FRONT FORK		Replacement clutch cable	CHK	Q
COMPONENT			ADJ	
NO.	PART NO.	PART NAME	QTY	CAUTION
1	1154100-011000	ZT250 - R clutch cable	1	
2	1244200-046000	ZT310-V clutch cable sheath	1	

• Remove the cluch cable

Use an open-end wrench to loosen the nuts (2) and (3); fix the adjusting screw (1), rotate the nut (2) up to the top of the thread of the adjusting screw, and screw the nut (3) to the bottom to completely separate from the thread. Separate the clutch wire core connector from the bracket (5), close the nut (3) to the black sheath with one hand, and remove the adjustment screw (1) from the bracket (4) with one hand.

First, the protective rubber sleeve (2) is retracted to the elbow and the nut (6) is loosened with the pliers; the nut (6) and the adjusting screw (7) are rotated to the same position as the groove on the rocker arm, and remove the cable from the rocker arm seat.

Remove the clutch cable.

Remove the protective sleeve (2) from the clutch cable(1).

• Install the clutch line

Put protective rubber sleeve (2) into clutch elbow.

After inserting the clutch line joint into the rocker arm, screw the nut 6 and the adjusting screw 7 to the groove on the rocker arm.

Assemble the clutch cable into place according to the original alignment.

Rotate the nut ② up to the top of the thread of the adjusting screw, and screw the nut ③ to the bottom to completely separate from the thread.

Take the nut 3 close to the black sheath with one hand and insert the adjustment screw 1 into the bracket 4 with one hand.

Insert the clutch core connector into the hole of the bracket (5).

Initially position the nut 2 first, adjust the free stroke adjustment in the clutch cable adjustment, and then lock the nut 3.

Finally, reset the protective rubber sleeve (2).

CAUTION:

• The motorcycle support should be fixed during disassembly to prevent accidents caused by incline.

•Before replacing the clutch line, it is necessary to disassemble the seat cushion, fuel tank, liner, side cover, etc.



CAUTION:

The motorcycle support should be fixed during disassembly to prevent accidents caused by incline.
Before replacing the clutch line, it is necessary to disassemble the seat cushion, fuel tank, liner, side cover, etc.

Fig.3 FRONT FORK COMPONENT		Replace the throttle cable	CHK				
		Replace the throthe cable	ADJ	Ŷ			
NO.	PART NO.	PART NAME	QTY	CAUTION			
1		KD150-G1 throttle accelerating cable	1				
2		KD150-G1 throttle return cable	1				
3	1221200-058000	KD150-U clamp	1				
4	1224100-051000	Grade 0 flame retardant tie (black 2.5×100)	1				
5	1244100-042000	ZT250-R right handle bar rubber sleeve	1				
6		ZT310-V1 right handlebar switch	1				
7	1251100-219000	Cross ball screw M5×30	1	after-sales			

PROCEDURE:

• Disassemble the throttle cable

Use an 10# open-end wrench to turn the nut (2) of the throttle accelerating cable(1) or the oil return cable(2) upside down, turn the nut (4) downwards out of the adjusting pipe (1); rotate the turntable on the throttle valve clockwise, and turn the cylindrical joint of the fuel line from the turntable Remove; then move the adjustment tube upwards over the bracket (3) on the throttle valve and pull outwards to separate the core from the bracket. Similarly, remove the oil return line.

Use pliers to open the card of the line clamp (3) slightly, remove the throttle cable from the slot, and cut off the cable tie (4).

Hold the right hand switch (6) with your hand and using 5# inner hexagon socket remove the bolts ($\hat{\mathbf{6}}$), ($\hat{\mathbf{7}}$ and ($\hat{\mathbf{8}}$), then use a cross-signment remove the bolt((7)). Switch the upper and lower parts of the switch.Pay attent ion to the wiring when re-installing and can not press on any cables.

Remove the throttle cable from the right hand and remove the rubber sleeve (5) from the core turntable (9), and then remove it from the cable hole in the lower part of the switch.

• Install the throttle cable

First pass the throttle cable into the cable hole in the lower part of the switch. Fit the cylindrical connector of the throttle cable into the turntable (a) on the right hand gripper (5). Return the oil return line card to the limit slot provided on the fuel line. Use a 5#inner hexagon socket lock the bolt (b) to a torque of 8 to 10 Nm. The switch mounting hole is slightly twisted a few times for the rear bolt (c) and the bolt (a)/(7) is locked after observing the positioning hole and the direction of the lower part of the switch (b). Finally, tighten the bolt (c) and tie the tie (4). Cut off the excess. Reset the sub switch and rocker assembly and note the symbol on the alignment switch. Install the throttle cable into the slot of the hub clamp (3).

Use an open hand to turn the nut 2 of the throttle refueling cable (1) or the return cable (2) up to the end, and turn the nut 4 downwards to the adjustment pipe 1.

Put the oil return line into the bracket (3), and fit the connector into the turntable (5).

Put the oil line into the bracket ③, then turn the turntable ⑤ to a certain angle, and then insert the connector. Refer to the method of adjusting the gap to adjust the throttle line clearance; after adjusting the left and right direction of rotation, there should be no change in idle speed and flexible reset.

Lock nuts 2 and 4.





Fig.4 FRONT FORK		ONT FORK	Steering adjustment	CHK	Q
	COMPONENT		Steering adjustment	ADJ	
	NO.	PART NO.	PART NAME	QTY	CAUTION
	1	1251300-045000	ZT250-S upper connection decoration nut(chroming)	1	100N·m
	2	1251500-050000	ZT250-S upper connection gasket φ 18.5× φ 39×1	1	
	3	1250205-034093	GB70.1 inner hexagonal M8X30 (environmental color)	2	22~24N.m
	4	1134100-007000	ZT250-S Adjusting nut locking washer	1	
	5	1251300-046093	Direction column adjusting screw nut M24X1	2	
	6	1244100-015000	ZT250-S Adjusting nut rubber pad	1	
	7	1244300-014000	ZT350-R upper dust cover	1	
	8	1130900-024000	ZT250-S upper bead top	1	
	9	1130900-022000	ZT250-S upper connect iron ball	2	
	10	1130900-026000	ZT250-S upper steel bowl	2	

 \bullet When the front fork is slightly swaying or when the direction handle is swung

Check if the pressure of the front tire is the recommended air pressure at room temperature: 250 kPa. If it is lower than the recommended air pressure, the front tire pressure should be inflated to 350 kPa first, and then deflated to 250kPa. If it is otherwise set the front wheel and turn to inspect the tire tread, if it is worn or deformed, the front tire needs to be replaced. If no, continue to operate.

• Check steering device

Set up the front wheel and shake the lower part of the fork by hand to check if the steering shaft is loose or if the left and right rotations are not flexible.

Adjust the adjustment nut:

Remove the trim nut (1) with a 30# ring spanner, remove the spacer (2), and remove the bolt (3) with 6# inner hexagon socket. The direction of the upper board assembly wrapped with a clean cloth and then placed to prevent scratches. Remove the lock washer (4); remove the upper adjustment nut (5) with a hook wrench and remove the pad (6).

If the steering resistance is too large, turn the lower adjustment nut (5) counterclockwise. If the brake is slightly swaying or swings, rotate clockwise. The torque is about 14N.m. It is appropriate.

When reassembling, the top adjusting nut only needs to be screwed to align with the bottom nut groove, so as not to overtighten to avoid excessive deformation of the pad (6); the torque requirement of the decorative nut (1) is 100 Nm.

• Steering bearing

If the above operation still can not rule out excessive steering resistance or stuck as follows:

Remove the adjusting nut (5), remove the upper dust cover (7), shaft ring (8), and connecting ball (9), remove the directional column & front shock absorber & front wheel assembly, and check the shaft ring and the connecting steel ball for abnormal wear or rust. At the same time, inspect the seat ring (0) in the standpipe in front of the frame for abnormal wear or rust. The newly replaced conjoined steel ball should be evenly greased, pay attention to the amount of grease. CAUTION:

• The motorcycle should be fixed before operation. The material should be protected during the disassembly to prevent scratches.

• If the steering is adjusted too tightly, the steering force will be greater. If the steering is too loose, the front of the motorcycle will be slightly shaken during braking, and adjustments must be made according to the actual needs of the driver.





Fig.5 FRONT FORK		Right hand component	CHK	
COMPONENT		Right hand component	ADJ	Ÿ
NO.	PART NO.	PART NAME	QTY	CAUTION
1	1250205-085000	GB70.1M6×70 (stainless steel)	1	
2	1131200-027000	KD150-G1 right hand guard	1	
3		Right rearview mirror	1	
4	1244100-042000	ZT250-R right handle bar rubber sleeve	1	
5	1134100-032000	ZT250-R Right handle rocker (Machine)	1	
6	1100300-044000	ZT125T front disc main pump assembly(without rocker arm)	1	
7	1251100-121093	Non-standard bolt M6×25 (environmental color)	2	
8		ZT250-R half cover of right handle bar	1	
9	1244100-095000	Rearview mirror mounting hole rubber plug	1	

Hand guard

Using 5# inner hexagon socket remove bolt(1), take off the hand guard(2).

• Rearview mirror, right handlebar to put rubber sleeve

Using 5# inner hexagon socket remove bolt(1), take off the rearview mirror(3), then take off the rubber sleeve (4).pull out the rubber plug (9).

• Half cover of right handle bar

Hold the front disc brake main pump (6) with one hand, and remove the bolt (7) with a 6# inner hexagon socket. remove the half cover of right handle bar (8).

CAUTION:

- The motorcycle should be fixed after horizontal support.
- Periodically check that the fluid level of the brake fluid is between 3/4 of the observation window.
- Do not flush the cup directly with high pressure water.
- The small spacer of the rear view mirror anti-rotation limit slot needs to be aligned with the slot on the mirror bar bolt.
- The right handlebar refers to the switch to replace the throttle line.
- The joint between the front disc brake main pump and the half cover should be aligned with the right hand to match the triangle on the switch.



CAUTION:

- The motorcycle should be fixed after horizontal support and check.
- Periodically check that the fluid level of the brake fluid is at 3/4 of the observation window.
- If the liquid level is under "LOWER", check the brake disc wear and brake system for leaks.
- If you swallow the brake fluid, contact poison control center or hospital immediately; if you get into your eyes, seek medical attention immediately after flushing with clean water.
- Keep brake fluid away from children and pets.
- Do not flush the cup directly with high-pressure water.
- Do not mix water, dust, impurities, and silicic acid or petroleum-based liquids, as this may cause serious damage to the brake system.

Fig.6 FRONT FORK		Add brake fluid, rocker adjustment	CHK	
COMPONENT			ADJ	Ŷ
NO.	PART NO.	PART NAME	QTY	CAUTION
1	1134100-032000	ZT250-R Right handle rocker (Machine)	1	
2	1100300-044000	ZT125T front disc main pump assembly	1	
3	1251513-013000	Disc brake pipe copper washer $\phi \ 15 \times \phi \ 10.2 \times 1.5$	2	
4	1251100-112000	Disc brake pipe bolt M10×1 -22	1	32N.m

PROCEDURE:

• Front disc brake main pump

Fix the front disc brake main pump, remove the bolt (4) and copper pad (3) with a 12# sleeve, and do not disassemble if it does not need to be replaced. Always replace the tubing connector (8) at a high level to prevent air from entering the tubing and cause brake failure. Also clean oil should be removed to prevent dripping onto parts such as covers or mufflers. After replacement, be sure to continuously hold the swing arm(1) and tap the disc brake main pump (2) to remove a small amount of gas entering the brake oil circuit, and confirm that the brake is returned to normal.

Rocker

Rotating the adjusting nut (5) can adjust the distance between the rocker arm and the handle rubber sleeve to adapt to different driver's feel.

If you need to replace the rocker arm, use a 5# inner hexagon socket to fix the bolt 4. Then use a 10# sleeve or ring spanner to remove the nut 6. Remove the bolt 4 and remove the rocker arm (1).

Add brake fluid

Before driving the motorcycle, check whether the brake fluid level is above the "LOWER" marking. If not, check the brake disc or brake disc for wear and whether there is any oil leakage or oil leakage in the brake system. Abnormal needs to add brake fluid.

The brake fluid can only be added after the motorcycle is fixed horizontally.

Remove the bolt (1) with a Phillips screwdriver and remove the upper cover(2), the cover plate(3), and the seal gasket (7).

Add DOT4 brake fluid to 3/4 of the transparent observation window of the front disc brake master pump. Be sure to clean the foreign body before reassembling it.











• Replace the front brake pad

Use a screwdriver to remove the nut^①.

Remove pin 2 with a 5# inner hexagon socket.

Remove the brake pad (1).

Clean out foreign matter such as dust on the outer edge of the piston.

Use a Phillips screwdriver to remove the bolt ③ on the front brake main pump assembly, remove the top cover ④, cover plate ⑤, and seal gasket ⑥.

Push the piston in the direction of the arrow.

Restore the front disc brake main pump assembly, it must be accurately assembled in place.

Put a new brake pad, be sure to place the brake pad close to the card slot, as shown on the left.

Lock the pin (2) with a 5# inner hexagon socket.

Use a flathead screwdriver to lock the nut^①.

Repeatedly holding the brake handle until braking force is restored.

• Front brake caliper mounting plate

Remove the mounting plate (2) from the caliper. Be careful not to lose the shrapnel of the front brake caliper.

CAUTION:

• The motorcycle support should be fixed before operation.

• Check the brake discs and brake discs regularly for wear. Regularly check if the brake fluid level in the observation window of the front disc brake master pump is 3/4.

• It is strictly prohibited to disassemble the oil pipe bolts and gas discharge nozzle bolts when replacing the brake pads to prevent air from entering the pipeline and causing brake failure.

• Do not shake the front after disassembling the front brake oil cup cover to prevent the brake fluid from overflowing.

• After replacing the brake pads, the new brake pads should be operated for about 300 km to fully run in order to achieve the best braking effect. Take care to leave enough braking distance during running-in.

• It is recommended to replace brake pads in pairs with qualified maintenance units.



CAUTION:

• After replacing the tire, check for leaks and balance.

Unqualified tire repair fluid may corrode rims and cause safety hazards.

• Insufficient tire pressure may cause steering vibration, abnormal wear, etc.; summer tire pressure is too high there is a risk of puncture.

Maintenance items

Tires: The tires should be regularly inspected for cracks, cracks, air pressure, etc. If the tread wear indicator has been worn out, the tire of the same specification type must be replaced. Refer to the relevant content of the manual for details.

Rim: Check the rim for any deformation, cracks, etc. Rotate the rim horizontally to check for sticking, swinging, etc.Rim seal φ 42 × φ 28 × 7; bearing model: 6004-2RS.

Axle: Use a dial indicator to check for deformation and bending.

Brake disc: After replacing the brake disc, the new brake disc should be operated for about 300 kilometers to fully run in order to achieve the best braking effect. Be careful to leave enough braking distance during running-in.

Fig.8 FRONT FORK		Front wheel component	CHK	(0)
COMPONENT			ADJ	Y
NO.	PART NO.	PART NAME	QTY	CAUTION
1	1250205-023000	GB70.1 inner hexagonal M8×35 (color Zinc)	4	20N.m
2	1094100-033000	ZT250-R front wheel hollow shaft	1	
3	1094100-008000	ZT250-R front right sleeve	1	
4	1100100-601000	KD150 $-$ U front brake disc plate(300 × 4.5 / KD)	1	
5	1251100-117093	Non-standard inner hex bolt M8×25(color zinc)	10	22~24N.m
6	1274200-058000	ABS induction ring (60 teeth)	1	
7	1094100-036000	ZT250-R front wheel right shaft sleeve	1	
8	1094100-037000	ZT250-R front wheel right fixed bushing	1	
9	1230100-456000	110 / 70-17 (CMAD01) environmental vacuum tire	1	
10	1094200-063000	ZT310-T black front vacuum spoke wheel component	1	with valve
11	1094200-058000	ZT310 independent valve	1	after-sales
12	1091200-032000	KD150 $-$ U bright black front rim (3.0 × 17)	1	A 1
13	1230200-006000	HJ100-D tire valve cap	1	Aluminum
14	1230100-047000	Environmental vacuum tyre valve spile(TR-412)	1	
15	1230100-470000	110/70-17 inner tube	1	N
16	1091200-026000	Matte Black Front Mesh Wheel (3.0×17)	1	Non-vacuum
17	1230100-186000	KD125 rim belt	1	the

PROCEDURE:

• Tire and wheel component

Remove the 2 bolts (1) on the left front shock absorber bottom "b" with a 6# inner hexagon socket. Hold the front wheel firstand then remove the hollow shaft (2) with a 17# inner hexagon socket, remove the left sleeve (3), and move thefront wheel component downward to remove the right sleeve (7) and front wheel component. Finally, use thehexagonal tool to remove the 2 bolts (1) of the right front shock absorber "a", remove the right fixing sleeve (8).

• Brake disc, ABS ring gear

Using 6# inner hexagon socket remove 5pcs bolts(5), then take off the ABS ring gear(6) and the disc(4).

• Tire and rim component

Aluminum wheel assembly: Disassemble tire valve cap⁽¹³⁾. Deflate the tire with tools. Then disassemble the rear tire⁽⁹⁾ with professional tire changing machine. Disassemble the tire valve⁽¹⁴⁾ with suitable tool. Spoke wheel assembly: After removing the valve cap that comes with the independent valve ⁽¹⁰⁾, vent the air before removing the rear tire. Use a 12# torx wrench to remove the nut, remove the washer, and then remove the

valve.(The spoke wheel kit (10) includes an independent valve (11)).

Non-vacuum:Remove the valve cap(13), then remove the nut that comes with the tire(15). Vent the air before removing the rear tire.Remove the tire(9),then remove the inner tube(15),and then remove the rim belt(17) from the rear mesh wheel(16).



• Tire and wheel component

Remove the 2 bolts (1) on the left front shock absorber bottom "b" with a 6# inner hexagon socket. Hold the front wheel firstand then remove the hollow shaft (2) with a 17# inner hexagon socket, remove the left sleeve (3), and move thefront wheel component downward to remove the right sleeve (7) and front wheel component. Finally, use thehexagonal tool to remove the 2 bolts (1) of the right front shock absorber "a", remove the right fixing sleeve (8).

•Brake disc, ABS ring gear

Using 6# inner hexagon socket remove 5 pcs bolts(5),then take off the ABS ring gear(6) and the disc(4).

\bullet Tire and wheel component

Remove the valve cap ① Use a tool to release the air, Then use a professional tire puller to remove the rear tire (9). Be careful to avoid the tire pressure sensor. Finally, use a 12# torx wrench to remove the valve nut ② and the flat washer ③, and then remove the tire pressure sensor④.

Fig.8.1 FRONT FORK		Front wheel component(200/Square Meter)	CHK	Q
COMPONENT			ADJ	
NO.	PART NO.	PART NAME	QTY	CAUTION
1	1250205-023000	GB70.1 inner hexagonal M8×35 (color Zinc)	4	20N·m
2	1094100-033000	ZT250-R front wheel hollow shaft	1	
3	1094100-008000	ZT250-R front right sleeve	1	
4	1100100-601000	KD150 $-$ U front brake disc plate(300 × 4.5 / KD)	1	
5	1251100-117093	Non-standard inner hex bolt M8×25(color zinc)	10	$22\sim 24N\cdot m$
6	1274200-058000	ABS induction ring (60 teeth)	1	
7	1094100-036000	ZT250-R front wheel right shaft sleeve	1	
8	1094100-037000	ZT250-R front wheel right fixed bushing	1	
9	1230100-456000	110 / 70-17 (CMAD01) environmental vacuum tire	1	
10		ZT310-T front spoke wheel $(3.0 \times 17/11.5/$ without valve mouth)	1	
11		ZT310-T front aluminum wheel (3.0×17)	1	
12	1184200-201000	ZT310 tire pressure sensor (straight head M10/reinforced)	1	

CAUTION:

• Use a suitable tool to support the motorcycle to prevent accidents caused by dumping during disassembly.

• Take care when disassembling tires and rims to prevent damage to the material.

• After replacing the tire, check for leaks and balance.

• Insufficient tire pressure may cause steering vibration, abnormal wear, etc.; summer tire pressure is too high there is a risk of puncture.

Maintenance items

Tires: The tires should be regularly inspected for cracks, cracks, air pressure, etc. If the tread wear indicator has been worn out, the tire of the same specification type must be replaced. Refer to the relevant content of the manual for details.

Rim: Check the rim for any deformation, cracks, etc. Rotate the rim horizontally to check for sticking, swinging, etc.Rim seal φ 42 × φ 28 × 7; bearing model: 6004-2RS.

Axle: Use a dial indicator to check for deformation and bending.

Brake disc: After replacing the brake disc, the new brake disc should be operated for about 300 kilometers to fully run in order to achieve the best braking effect. Be careful to leave enough braking distance during running-in.

• The tire repair fluid should not be used because it will block the air vent of the pressure monitoring sensor, resulting in diffculty in inflating or failure of tire pressure momnitoring .



Fig.9 FRONT FORK			CHK	
COMPONENT		Front mud board & wheel speed sensor component	ADJ	4
NO.	PART NO.	PART NAME	QTY	CAUTION
1	1251100-061093	M6×22 Hex flang bolt thread level 8.8 (color zinc)	1	
2	1224100-044000	Wheel speed sensor clamp	3	
3	1251100-080094	Non-standard bolt M8×37(color zinc)	2	
4	1224100-037000	Grade 0 flame retardant tie (black 3.6×295)	2	
5	1251100-101000	Non-standard bolt M6×12 (304 stainless steel)	1	
6		Wheel speed sensor	1	
7	1251100-102000	Non-standard bolt M6×16(304 stainless steel)	9	
8	1274100-057095	Flanging bushing $\varphi 6.2 \times \varphi 8.5 \times 3.5 + \varphi 14 \times 1.5$	10	
9	1244100-052000	Buffer rubber of flanging bushing ($\varphi 8.5 \times \varphi 14 \times 1$)	10	
10	1251300-063093	Plywood M6×11×15 (color zinc)	4	
11		Front fender rear section assembly assembly	1	
12		KD150-G1 front fender front section	1	
13	1274200-038000	ZT310-X Front fender front oil outlet pipe fixed seat	1	after sales
14	1250402-001091	GB12615 φ3×10 Rivet	1	aner-sales

9

• Wheel speed sensor

Pull out the plug of the wheel speed sensor (6); then remove 3 pcs clamp(2). Cut off the belting(4).Using 4# inner hexagon socket remove bolt(5)and(7),take off the bolt(6).

• Front disc brake caliper

Using 8# sleeve remove bolt(1) and using 14# sleeve remove bolts(3), so that the caliper will hang down naturally. It is forbidden to invert the caliper toprevent the air from entering and causing the brake to fail.

• Front mud board component

Hold the front mud board componet with your hand and then remove the 6 bolts⁽⁷⁾ with a 4# inner hexagon socket and remove the bushing⁽⁸⁾ and cushion rubber⁽⁹⁾.

Remove the front mudguard.remove the 4 bolts (7) with 4# inner hexagon, and remove the bushing (8) and the cushion rubber (9). Separate the rear section of the front fender (1) and the front section of the front fender (12), and then remove 4 clips (10) from the front section of the front fender.

The inside of the front mudguard can be protected with reticle or double-sided tape around the rivet(14), then the rivet(14) is ground off with a small sander, and then the rivet(14) and the fixing seat(13) are removed.

CAUTION:

• The motorcycle support should be fixed during the disassembly process to prevent accidents caused byincline.

- Disassemble the oil pipe clamp and the sensor wire clamp should pay attention to the strength.
- Pay attention to the strength when disassembling the front mud plate to prevent scratching the paint surface. • Rivets need to be assembled with professional tools.



D

F

Fig.10 FRONT FORK		Used and headlights component 1	CHK	
COMPO	NENT	Head and headinghts component i	ADJ	Ÿ
NO.	PART NO.	PART NAME	QTY	CAUTION
1	1251100-102000	Non-standard bolt M6×16 (304 stainless steel)	6	
2	1224100-010000	ZT250-S swell nail	4	
3	1251300-063093	Plywood M6×11×15 (color zinc)	2	
4	1221200-079000	KD150-G1 instrument decoration cover	1	
5	1251100-101000	Non-standard bolt M6×12 (304 stainless steel)	2	
6	1274100-057095	Flanging bushing $\varphi 6.2 \times \varphi 8.5 \times 3.5 + \varphi 14 \times 1.5$	2	
7	1244100-052000	Buffer rubber of flanging bushing $(\varphi 8.5 \times \varphi 14 \times 1)$	2	
8	1251200-033093	Non-standard self-tapping bolt ST4.2×12	1	

PROCEDURE:

Headlight assembly

Remove the 4 bolts (1) in Figure A and B with 4# inner hexagon, then pull out all the plugs, and remove the entire head

Instrument decoration cover

Remove the 2 bolts (1) in Figure C with 4# inner hexagon, take off the flange bushing (6), the cushion rubber (7).then remove the 2 expansion nails (2), use 5# inner hexagon to remove screws (8),and remove the instrument decoration cover (4).

• Left and right turn signal bracket assembly

Remove the 2 bolts (5) in Figure E with 4# inner hexagon, then remove the 2 expansion nails (2) in Figure F, and take out the left and right turn signal components.

CAUTION:

• Pay attention to the force when removing the cable and unplugging the plug and the cable to avoid damage.

• The head unit should be supported during the disassembly process and protective measures should be taken toprevent scratching the lamp cover or paint surface.

Figure a is the unmounted state; Figure b is the assembled state; Figure c is the disassembled state.
When assembling self-tapping screws must be perpendicular to mounting surface, otherwise it will bedamaged, and the torque should not be too large.





Ε

D



PROCEDURE:

Headlight assembly

Remove the 4 bolts (1) in Figure A and B with 4# inner hexagon, then pull out all the plugs, and remove the entire head.

• Meter decorative cover , Left and right turn signal components

Remove the 2 bolts (1) in Figure C with 4# inner hexagon, take off the flange bushing(2), the cushion rubber (3);Use 5# hex socket to remove self-tapping bolt (4). then remove the 2 bolts (5) in Figure D with 4# inner hexagon,remove the 2 expansion nails(6) in Figure E, finally remove the 4 expansion nails(6) in Figure F, remove the meter decorative cover ,and turn signal components.

CAUTION:

Pay attention to the force when removing the cable and unplugging the plug and the cable to avoid damage.
The head unit should be supported during the disassembly process and protective measures should be taken toprevent scratching the lamp cover or paint surface.

Figure a is the unmounted state; Figure b is the assembled state; Figure c is the disassembled state.
When assembling self-tapping screws must be perpendicular to mounting surface, otherwise it will bedamaged, and the torque should not be too large.

a 🕈 b 🖗 c 🥊



CAUTION:

• Protective measures should be taken to prevent scratching the lamp cover or paint surface.

• [1] From Sep. 8, 2021, the bolts fixing the headlight bracket will be changed from the inner hexagon bolts to the outer hexagonal bolts.

Fig.11 FRONT FORK		Head and headlights component 2	СНК	Ţ
COMPONENT			ADJ	
NO.	PART NO.	PART NAME	QTY	CAUTION
1	1221200-115000	KD150-G1 turn light decorative cover (set)	2	
2		KD150-G1 right head cover	1	
3		KD150-G1 matte black headlight badge (ZONTES)	1	
4	1170300-064000	HJ125-K front right turn signal light	1	
5	1221200-085000	KD150-G1 Right turn signal bracket	1	
6	1274100-057095	Flanging bushing $\varphi 6.2 \times \varphi 8.5 \times 3.5 + \varphi 14 \times 1.5$	2	
7	1251100-101000	Non-standard bolt M6×12 (304 stainless steel)	4	
8	1244100-052000	Buffer rubber of flanging bushing $(\varphi 8.5 \times \varphi 14 \times 1)$	1	
9	1221200-084000	KD150-G1 left turn signal bracket	1	
10	1170300-063000	HJ125-K front left turn signal light	1	
11	1251300-063093	Plywood M6×11×15 (color zinc)	3	
12		KD150-G1 left head cover	1	
13	1250105-138093	GB5789M6×20 (color zinc)	2	【1】
14	1251700-059093	Flanging bushing ϕ 6.4× ϕ 9×8+ ϕ 18×2	2	
15	1240400-007000	HJ125-3 battery holder buffer aprons	2	
16	1020212-100000	KD150-G1 headlight upper bracket	1	
17	4021200-034021	KD150-G1 headlight lower bracket (matte black)	1	
18	1274100-018000	Anti-hot plate sleeve, muffler	1	

PROCEDURE:

• Left and right turn signal components

Use a Phillips screwdriver to remove the screws on the turn signal decorative cover (1), and remove the turn signal decorative cover (1). Grasp the left (right) turn signal and use a 17# open-end wrench to remove the nut that comes with the turn signal, remove the spring washer and gasket that comes with it, and then remove the turn signal.

• Left and right turn signal bracket assembly

Remove the bolt (7) with 4# inner hexagon, take out the flange bushing (6), cushion rubber (8), bushing (18), and disassemble the left turn signal bracket (9), right turn signal bracket (5), left head cover (12), right head cover (2). Remove the splints (11) on the left hood (12) and right hood (2).

• Headlight upper bracket

 $Remove \ bolt \ (!3) \ with \ 10\# \ sleeve, \ remove \ flange \ bushing \ (!4), \ and \ take \ out \ headlight \ upper \ bracket \ (!6).$

• Bracket under headlight

Remove the 2 bolts (7) with 4# inner hexagon, and remove the headlight bracket (17).



Fig.12 FRONT FORK		Head and headlights component 2(200/Square Meter)	СНК	
COMPONENT			ADJ	M
NO.	PART NO.	PART NAME	QTY	CAUTION
1	1221200-115000	KD150-G1 turn light decorative cover (set)	2	
2	4041201-384051	KD150-GK right head cover(dark gray matte)	1	
3		KD150-G1 matte black headlight badge	1	
4	1170300-064000	HJ125-K front right turn signal light	1	
5	1221200-122000	KD150-GK Right turn signal bracket	1	
6	1251100-101000	Non-standard bolt M6×12 (304 stainless steel)	6	
7	1274100-057095	Flanging bushing $\varphi 6.2 \times \varphi 8.4 \times 3.5 + \varphi 14 \times 1.5$	1	
8	1244100-052000	Buffer rubber of flanging bushing $(\varphi 8.5 \times \varphi 14 \times 1)$	1	
9	1221200-121000	KD150-GK left turn signal bracket	1	
10	1170300-063000	HJ125-K front left turn signal light	1	
11	1251300-063093	Plywood M6×11×15 (color zinc)	3	
12	4041201-383051	KD150-GK left head cover(dark gray matte)	1	
13	1251100-102000	Non-standard bolt M6×16 (304 stainless steel)	2	
14	1251700-059093	Flanging bushing ϕ 6.4× ϕ 9×8+ ϕ 18×2	2	
15	1240400-007000	HJ125-3 battery holder buffer aprons	2	
16	1020212-100000	KD150-G1 headlight upper bracket	1	
17	4021200-034021	KD150-G1 headlight lower bracket (matte black)	1	
18	1274100-018000	Anti-hot plate sleeve, muffler	1	
19	1224200-008000	ZT310-R cable plastic staple	2	
PROCED	URE			

• Left and right turn signal components

Use a Phillips screwdriver to remove the screws on the turn signal decorative cover (1), and remove the turn signal decorative cover (1). Grasp the left (right) turn signal and use a 17# open-end wrench to remove the nut that comes with the turn signal, remove the spring washer and gasket that comes with it, and then remove the turn signal.

• Left and right turn signal bracket assembly

Remove the bolt (6) with 4# inner hexagon, take out the flange bushing (7), cushion rubber (8), bushing (1), and disassemble the left turn signal bracket (9), right turn signal bracket (5), left head cover (1), right head cover (2). Remove the splints (1) on the left hood (2) and right hood (2).

• Headlight upper bracket

Remove bolt (13) with 4# inner hexagon, remove flange bushing (14) and battery holder buffer aprons(15), remove the cable plastic staple(19) and take out headlight upper bracket (16).

Bracket under headlight

Remove the 2 bolts (6) with 4# inner hexagon, and remove the headlight bracket (17). CAUTION:

• The head unit should be supported during the disassembly process and protective measures should be taken to prevent scratching the lamp cover or paint surface.



Fig.12 FRONT FORK		Head and headlights component 3	CHK	
COMPC	DNENT	fread and neadinghts component 5	ADJ	۶
NO.	PART NO.	PART NAME	QTY	CAUTION
1	1251100-101000	Non-standard bolt M6×12 (304 stainless steel)	2	
2	1274100-057095	Flanging bushing $\varphi 6.2 \times \varphi 8.5 \times 3.5 + \varphi 14 \times 1.5$	2	
3	1244100-052000	Buffer rubber of flanging bushing $(\varphi 8.5 \times \varphi 14 \times 1)$	2	
4	1251300-063093	Plywood M6×11×15 (color zinc)	3	
5	1171200-059000	KD150-G1 headlight	1	
6		KD150-G1 headlight decoration cover	1	

• Headlight components

Remove the two bolts (1), take off the flange bushing (2), the cushion rubber (3), separate the headlight (5) and the headlight decoration cover (6), and remove the splints (3) on both sides.

CAUTION:

• The head unit should be supported during the disassembly process and protective measures should be taken toprevent scratching the lamp cover or paint surface.



2	3
	3

ig.13 FRONT FORK		Speedometer component	CHK	Q
COMPONENT			ADJ	
NO.	PART NO.	PART NAME	QTY	CAUTION
1	1250205-040095	GB70.1 inner hex bolt M8×16(color Zinc)	2	
2		KD150-U electronic instrument	1	
3	1020212-099000	KD150-G1 Instrument Stand	1	

• Speedometer component

After finding the plug of the instrument, unplug it with 6# inner hexagon to remove the 2 bolts (1), and remove the instrument assembly.

Instrument Stand

After fixing the instrument (2), use a 10# sleeve to respectively remove the nut (3) and the gasket(2) that come with the instrument.

Separate the instrument bracket (3)assembly from the instrument(2).

Remov the side cover round rubber ① from the instrument support (3).

CAUTION:

• Protective measures must be taken to prevent scratches on the instrument and decorative cover.

• Refer to the manual for details about the functions and setting methods of the instrument.

• When reinstalling the instrument, the torque of M6 nut is $8\sim12$ N.m. Excessive torque will easily break the stud on the instrument.




ig.13.1 FRONT FORK		Speedometer component(200/Square Meter)	СНК	
COMPONENT		Speedometer component(200/Square Meter)	ADJ	Y
NO.	PART NO.	PART NAME	QTY	CAUTION
1	1250205-040095	GB70.1 inner hex bolt M8×16(color Zinc)	2	
2	1241200-062000	3M sponge rubber pad (50×15×2)	1	
3		KD150-G1 electirc instrument(tyre pressure plate)	1	
4	1271200-208000	KD150-G1 Meter Bracket (Square Meter)		

• Speedometer component

After finding the plug of the instrument, unplug it with 6# inner hexagon to remove the 2 bolts (1), and remove the instrument assembly.

Instrument Stand

After fixing the instrument (3), use a 10# sleeve to respectively remove the nut (3) and the gasket(2) that come with the instrument.

Separate the instrument bracket (4)assembly from the instrument(3).

Remov the side cover round rubber (1) from the instrument support (4).

- Protective measures must be taken to prevent scratches on the instrument and decorative cover.
- Refer to the manual for details about the functions and setting methods of the instrument.
- When reinstalling the instrument, the torque of M6 nut is $8 \sim 12$ N.m. Excessive torque will easily break the stud on the instrument.



ig.14 FRONT FORK OMPONENT		Left hand component	СНК	
		Lett hand component	ADJ	۶
NO.	PART NO.	PART NAME	QTY	CAUTION
1	1251100-121093	Non-standard bolt M6×25(environmental color)	2	
2		ZT250-R half cover of left handle bar	1	
3	1184200-184000	ZT310-V1 left handlebar switch	1	
4		Left rear view mirror	1	
5	1244100-041000	ZT250-R left hand rubber sleeve	1	
6	1131200-026000	KD150-G1 Left Hand Guard	1	
7	1250205-085000	GB70.1M6×70 (stainless steel)	1	
8	1244200-046000	ZT310-V clutch line sheath	1	
9	1134200-011000	ZT310-V left hand rocker arm assembly	1	
10	1251300-073000	GB/T6185 hexagonal nylon lock nut M6 (color zinc)	1	
11	1251100-198000	Non-standard hexagon socket bolt M6×13- ϕ 8×20	1	
12	1134200-010000	ZT310-VLeft hand rocker arm (CNC)	1	
13	1184200-170000	ZT310-V clutch switch	1	
14	1244100-095000	ZT250-S Rearview mirror mounting hole rubber plug	1	
15	1250201-039000	GB818 cross recessed pan head screw M4×12 (color zinc)	1	

• Left rear view mirror, left switch, hand guard

Remove the clutch line by referring to the "Replace Clutch Line" procedure. Remove the ,hand guard(6), left rear view mirror(4),left switch(3)by referring to the steps in "Right Handle Assembly" and "Add Brake Fluid, Adjusting Rocker Arm".

Using 6# inner hexagon socket remover 2pcs bolts(1) take off the half cover(2) and the left hand arm assembly. • Left hand rubber sleeve

Use a blow gun to blow the left hand grip(6) and the direction between the tubes, and move the outer sleeve to remove the left hand grip(5).Pull out the rubber plug (9).

• Replace the left hand rocker arm and clutch switch

Take off the rubber sleeve(8). Then fix the bolt(1) with a 5# inner hexagon socket then remove the nut(10). Remove the bolt(1) and remove the left-hand rocker arm(13) and the rocker arm assembly(9).

Rotate the adjusting nut² to adjust the distance between the rocker arm and the left handle to adjust the rubber sleeve to adapt to different driver's hand feeling.

First remove the clutch switch plug, then use a cross screwdriver to remove the bolt (15), remove the clutch switch(14).

CAUTION:

• The vehicle should be fixed before operation

• The disassembly and assembly of the clutch line is carried out according to the step of adjusting the clutch cable.

•Note the triangle symbol on the rocker arm assembly and the half cover seam alignment switch.



• The disassembly and assembly of the clutch line is carried out according to the step of adjusting the clutch cable.

•Note the triangle symbol on the rocker arm assembly and the half cover seam alignment switch.

Fig.14.1 FRONT FORK		Left hand component(200/Square Meter	CHK	
COMPC	DNENT	Left hand component(200/Square Meter)	ADJ	Y
NO.	PART NO.	PART NAME	QTY	CAUTION
1	1250205-031091	GB70.1M6×30(stainless steel)	2	
2		Second Generation Left Handlebar Switch(TFT-500)	1	
3	1244100-095000	ZT250-S Rearview mirror mounting hole rubber plug	1	
4	1184200-184000	ZT310-V1 left handlebar switch	1	
5	1244100-041000	ZT250-R left hand rubber sleeve	1	
6		KD150-G1 left rearview mirror (enlarged version)	1	
7	1131200-026000	KD150-G1 Left Hand Guard	1	
8	1250205-085000	GB70.1M6×70 (stainless steel)	1	
9	1244200-046000	ZT310-V clutch line sheath	1	
10	1251300-073000	GB/T6185 hexagonal nylon lock nut M6 (color zinc)	1	
11	1251100-198000	Non-standard hexagon socket bolt M6×13- ϕ 8×20	1	
12	1134200-029051	Left hand rocker arm assembly(dark gray matte)	1	
13	1134200-027051	ZT310-V left handle bar rocker arm(dark gray matte)	1	
14	1184200-170000	ZT310-V clutch switch	1	
15	1250201-039000	GB818 cross recessed pan head screw M4×12	1	
DOCE	DUDE			

PROCEDURE:

• Left rear view mirror, left switch, hand guard

Remove the clutch line by referring to the "Replace Clutch Line" procedure. Remove the ,hand guard(7), left rear view mirror⁽⁶⁾,left switch⁽⁴⁾by referring to the steps in "Right Handle Assembly" and "Add Brake Fluid, Adjusting Rocker Arm".

Using 5# inner hexagon socket remover 2pcs bolts(1) take off the generation Left handlebar switch(2) and the left hand arm assembly(12). Press the snap indicated by arrow(4), then take off the plug of the generation left handlebar switch(2), press the snap indicated by arrow(5), then take off the plug of the left handlebar switch(4). • Left hand rubber sleeve

Use a blow gun to blow the left hand grip 2 and the direction between the tubes.at the same time, move the left hand rubber sleeve out and remove it. Pull out the rubber plug (3).

• Replace the left hand rocker arm and clutch switch

Take off the rubber sleeve(9). Then fix the bolt(11) with a 5# inner hexagon socket then remove the nut(10). Remove the bolt and remove the left-hand rocker arm(11) and the rocker arm assembly(12).

Rotate the adjusting nut(3) to adjust the distance between the rocker arm and the left handle to adjust the rubber sleeve to adapt to different driver's hand feeling.

First remove the clutch switch plug, then use a cross screwdriver to remove the bolt (15), remove the clutch switch(14).

CAUTION:

• The vehicle should be fixed before operation

Fig.15 FRONT FORK		Directional layer component	CHK	
COMPC	DNENT	Directional level component	ADJ	Ÿ
NO.	PART NO.	PART NAME	QTY	CAUTION
1	4044102-001051	ZT250-S M8 bolt decorative buckle	4	
2	1250205-034093	GB70.1 inner hexagonal M8X30 (environmental color)	4	
3	1134200-005000	ZT310-R press block of handle bar(home-made)	1	
4		ZT310-T direction handlebar	1	



Directional components

Using a blade to pick up the decorative buckles(1), hold the direction handle(4) in one hand, and remove the bolt (2) with a hexagonal tool in one hand; remove the clamp(3) and finally remove the direction handle(4).

CAUTION:

• Protect protective measures to prevent scratching the appearance of the instrument case and the decorative cover.

• When assembling the clamping block, first tighten the 2 bolts at the front, and then tighten the bolts at the rear (close to the fuel tank side). Wrong sequence or diagonal locking may break the lock block.





Fig.16 FRONT FORK		Front shock absorber upper plate component	CHK	
COMPC	NENT	Tont shock absorber, upper plate component	ADJ	Ŷ
NO.	PART NO.	PART NAME	QTY	CAUTION
1	1251300-045000	ZT250—S upper connection decoration nut(chroming)	1	100N.m
2	1251500-050000	ZT250-S upper connection gasket φ 18.5× φ 39×1	1	
3	1250205-034093	GB70.1 inner hexagonal M8X30 (environmental color)	6	25N.m
4		Left shock absorption	1	Includedereflect
5		Right shock absorption	1	ive sheet
6	1174100-001000	ZT250-S reflection light	2	after-sales
7	1251100-121093	Non-standard bolt M6×25 (environmental color)	2	
8	1181200-101000	KD150-G1 lock set	1	
9	1250501-007093	GB93	2	

• Uplink board assembly

Locate the faucet lock plug and remove it; remove the nut(1) and remove the shims(2). Remove the upper plate bolt(3).

• Front left and right shock absorption

Remove the bolts⁽³⁾ of the lower plate, and hold the shock absorber in the middle with one hand. Insert a slottedscrewdriver into the slot of the upper and lower plates to slightly enlarge the slot clearance, and disassemble the left shockabsorber ⁽⁴⁾ and the right shock absorber⁽⁵⁾. under. Remove the upper plate assembly.

Reflecting film

Reflective sheets are sold separately for sale (no replacement shock absorption). The heat-reflecting sheet can be movedback and forth by a hot air blower to reduce the viscosity of the double-sided adhesive after being heated, and the residualglue should be cleaned after removing the reflector.

faucet lock

Using 6# inner hexagon socket remove the bolt(7) and gaskt(9), then remove the faucet lock (8).

CAUTION:

• Use a flat-blade screwdriver to enlarge the gap between the upper and lower joint plates without applyingexcessive force to avoid damage.

• When removing the shock absorption, move it in the direction of axis, do not rotate or swing to prevent scratches on the surface.

The motorcycle support should be fixed during the disassembly process to prevent accidents caused byincline.
For the disassembly of the lower link board assembly, see the previous "steering adjustment", which will not be repeated here.



Fig.17 FRONT FORK		Uplink plate, direction handle block component	СНК	Q
COMPONENT		opinik plate, uncerton nandre block component	ADJ	
NO.	PART NO.	PART NAME	QTY	CAUTION
1		ZT310-R direction pad assembly	2	old
2	1274200-018000	ZT310-R gasket of upper connecting board	4	
3	1244200-008000	ZT310-R buffer rubber of upper connecting board	4	
4	1134200-004000	ZT310-R upper connecting board(home-made)	1	
5	1251700-065000	ZT310-R bushing φ 10× φ 12×41	2	
6	1251300-057093	Non-standard nut M10×1.5(dacromet)	2	old
7		ZT310-R direction pad M10×1.25 (titanium)	2	Now
8	1250105-280000	GB5789 M10×1.25×60 (level 10.9 dacromet)	2	New

• Uplink plate and spacer assembly

In order to facilitate the direction of the block, the direction and the upper block should be assembled first to prevent the block from rotating during the disassembly process. The direction should be wrapped with cotton or other soft materials to prevent scratching the paint surface.

Old:Remove the nut(6) with a 14# sleeve and remove the gasket(2), cushion rubber(3), and bushing(5). New:Remove the bolt⁽⁶⁾ with a 14# sleeve and remove the gasket⁽²⁾, cushion rubber⁽³⁾, and bushing⁽⁵⁾. Remove the upper plate(4).

The spacer(1), the upper clamp and the direction handle are disassembled.

CAUTION:

• Protect protective measures to prevent scratching the appearance of parts.

• When reassembling, it is necessary to use the direction to ensure that the center and direction of the spacers on both sides are coaxial with the center. First install 4 pieces of cushioning rubber into the upper plate and then install the bushing separately. Make sure that the bushing is flush with the cushioning rubber, otherwise it should be reassembled. When tightening the nut, ensure that the torque is 40N.m. Check the buffer for spillage and reassemble if necessary.



Fig.18 FRONT FORK COMPONENT		APS brake system 1	CHK	Q
		ABS blake system i	ADJ	
NO.	PART NO.	PART NAME	QTY	CAUTION
1	1251100-102000	Non-standard bolt M6×16(304 stainless steel)	3	
2	1274100-057095	Flanging bushing ϕ 6.2× ϕ 8.4×3.5+ ϕ 14×1.5(color zinc)	1	
3	1244100-052000	Buffer rubber of flanging bushing ($\varphi 8.5 \times \varphi 14 \times 1$)	1	
4	1221200-097000	ABS hydraulic control unit protective cover	1	
5	1241200-062000	3M sponge pad (50×15×2)	2	
6	1244100-081000	Black foam single side tape	0.12	
7	1251112-001093	M6×16 Hexagon flange bolts (color zinc)	3	
8	1274100-007000	ZT250-S flanging sleeve(ϕ 6.4× ϕ 9×6+ ϕ 20×2)	2	
9	4021200-027000	KD150-U hydraulic control unit bracket(two-stage)	1	
10	1244100-004000	ZT250-S Flanging bushing buffer	2	

• Hydraulic control unit components

First use a 14# sleeve to loosen the bolts of the 4 disc brake oil pipes and then tighten them slightly to prevent oil leakage.

Use 4# inner hexagon to remove bolt (1), remove bushing (2) and cushion rubber (3), then remove protective cover (4). The protective cover (4) is pasted with sponge rubber pad (5) and tape (6). The length of the tape (6) is 1 meter. Here you need to cut 2 sections of 60mm in length and paste it to the position shown in the figure Press the snap indicated by arrow①, then push the pushrod in the direction of arrow② to unplug the cable connector.

First remove the horn according to the steps of removig the horn from the frame assembly.

Use a 8# sleeve to remove the 3 bolts (7) at the bracket, and pull out the hydraulic control unit assembly. Use a 4# inner hexagon to remove the 2 bolts (1) fixing the hydraulic control unit, and remove the bush (8) and support component . Remove the cushion rubber (10) from the support (9).

CAUTION:

• The seat cushion, fuel tank component, side cover and right surrounding component must be removed in advance.

• Be sure to disassemble the muffler and engine after they have cooled down completely. The horizontal support of the vehicle should be fixed before disassembly and assembly work.

• The precautions for brake fluid are described in the previous section.



Fig.19 FRONT FORK		ABS brake system 2	CHK	
COMPO	NENT	ADS blake system 2	ADJ	Ŷ
NO.	PART NO.	PART NAME	QTY	CAUTION
1	1251100-248000	Disc brake oil pipe hexagon head bolt $M10 \times 1 \times 20$	4	18~20N.m
2	1251513-013000	Disc brake pipe copper washer $\phi \ 15 \times \phi \ 10.2 \times 1.5$	10	
3	1100100-676000	ZT310 hydraulic control unit (wet type)	1	
4	1251100-112000	Disc brake pipe bolt M10×1 -22	1	30~32N.m
5	1100300-044000	ZT125T front disc main pump assembly(without rocker	1	
6	1134100-032000	ZT250-R Right handle rocker (Machine)	1	
7	1224100-037000	Grade 0 flame retardant tie (black 3.6×295)	1	

Release brake fluid

Place holder to collect wasted brake fluid under the ABS hydraulic control unit.

After wearing the waterproof gloves, remove the bolts⁽¹⁾ with a 14# sleeve, take off the copper washer⁽²⁾ and 4pcs oil pipes.

After the brake fluid is discharged, remove the hydraulic control unit and wipe off the oil. Be careful not to let the brake fluidcome into contact with the cable connector to prevent poor contact due to corrosion.

RC-HU is connected to the hydraulic control unit and rear brake caliper; RMC-HU is the rear disc brake main pump; FC-HU is the front disc brake caliper; FMC-HU is the front disc brake main pump.

●FMC-HU

The oil pipe, front disc brake main pump, rocker arm assembly and disassembly refer to the previous steps in "Adding brake fluid and rocker arm adjustment".

CAUTION:

• Be sure to disassemble the muffler and engine after they have cooled down completely. The horizontal support of the vehicle should be fixed before disassembly and assembly work.

• The precautions for brake fluid are described in the previous section.

• It is recommended to replace the two copper washers (2) at the same timewhen replacing the tubing. The bolts (1) and (4) needn't to be replaced if they are not damaged.



Fig.20 FRONT FORK		ABS broke system 2	CHK	Q
COMPONENT		ADS blake system 5	ADJ	
NO.	PART NO.	PART NAME	QTY	CAUTION
1	1251100-080094	Non-standard bolt M8×37(color zinc)	2	
2	1251100-101000	Non-standard bolt M6×12 (304 stainless steel)	1	
3	1224200-127000	ZT310-T front wheel WSS wire clip	1	
4		Wheel speed sensor	1	
5	1251100-112000	Disc brake pipe bolt M10×1 -22	1	
6	1251513-013000	Disc brake pipe copper washer $\phi \ 15^{\times} \phi \ 10.2 \times 1.5$	2	
7	1251100-061093	M6×22 Hex flang bolt thread level 8.8 (color zinc)	3	
8	1224100-044000	Wheel speed sensor clamp	3	
9	1224100-037000	Grade 0 flame retardant tie (black 3.6×295)	1	
10	1271200-100000	KD150–U disc brake front oil pipe bracket	1	

• Release brake fluid

Place the oil pan under the front disc brake caliper.

After wearing the waterproof gloves, remove the bolt (5) with a 12# sleeve; remove the copper washers(6). Using 14# sleeve remove 2pcs bolts (1) then take the front disc brake caliper from the shock absorber. First remove the wheel speed sensor (4) from the clamp (3), then remove the bolt (2) and remove the wheelspeed sensor (4) from the front disc brake caliper. Organize the wheel speed sensor line neatly.

Using 8# sleeve remove the bolt(7) at the front mud board.Removing 2 pcs bolts on the bottom of the left water tank, take off the oil pipe bracket(0).

Cut the cable tie (9); remove the 3 clips (8). Then remove the FC-HU tubing. If you need to replace theFC-HU tubing, it is recommended to replace the two copper washers (6) at the same time; There is no need to replace the bolts(5) if they are not damaged.

CAUTION:

• Be sure to disassemble the muffler and engine after they have cooled down completely. The horizontal support of thevehicle should be fixed before disassembly and assembly work.

• The precautions for brake fluid are described in the previous section.

• It is recommended to replace the two copper washers (6) at the same timewhen replacing the tubing. The bolts (5) needn't to be replaced if they are not damaged.





Fig.21 FRONT FORK		ABS brake system 4	СНК	
COMPONENT		ADS blake system 4	ADJ	Y
NO.	PART NO.	PART NAME	QTY	CAUTION
1	1224100-037000	Grade 0 flame retardant tie (black 3.6×295)	2	
2	1251100-121093	Non-standard bolt M6×25 (environmental color)	2	
3	1251513-013000	Disc brake pipe copper washer $\phi \ 15 \times \phi \ 10.2 \times 1.5$	2	
4	1251100-101000	Non-standard bolt M6×12 (304 stainless steel)	1	
5	1251100-102000	Non-standard bolt M6×16 (304 stainless steel)	2	
6	1224200-003000	ZT310-Z Rear disc brake pipe clamp	2	
7		Wheel speed sensor	1	
8	1251100-112000	Disc brake pipe bolt M10×1 -22	1	
9	1224100-044000	Wheel speed sensor clamp	2	
DOCE	BUBE			

●RMC-HU

Cut the cable tie (1)and find and remove the brake switch cable plug.

Refer to the steps of "Right footrest component-1" and "Right footrest component-2" take off the rear brake main pump.

After wearing the waterproof gloves, remove the brake fluid by referring to the procedure of adding the brakefluid of the rear brake master pump. Use a 14# open end wrench to loosen the brake switch nut. Remove the copper washer ⁽³⁾ and the RMC-HU oil tubing.

• Wheel speed sensor

Remove the wheel speed sensor cable⁽⁷⁾ connector and pull it out. Pull the sensor cable out of the 2 pcs wheel speed sensor clamps ⁽⁹⁾. Remove the sensor wire after removing the 2 pcs disc brake tubing clamps⁽⁶⁾.

Using 4# inner hexagon socket remove the bolt(4), remove the exhaust rubber cap then take off the wheel speed sensor cable(7).

• Rear disc brake caliper

Refer to the steps of removing the rear wheel assembly in the front, remove the rear axle nut and the right chain adjuster, and then retract the rear axle to the left to remove the rear disc brake caliper assembly. Put the rear axle, right chain adjuster and rear axle nut back into the rear fork.

●RC-HU

Place the oil pan under the rear disc brake caliper.

After wearing the waterproof gloves, remove the bolts (8) with a 12# sleeve; remove the copper washers (3). If you need to replace the RC-HU tubing, it is recommended to replace the two copper washers (3) at the same time; the bolts (8)can be replaced if they are not damaged. CAUTION:

• The precautions for brake fluid are described in the previous section.

• It is recommended to replace two copper washers (4) at the same time when replacing the oil pipe, rear brakeswitch wire or disc brake main pump.

• The rear brake switch line is prohibited from rotating the rubber cap at the arrow indication. Replace thisswitch wire. Be careful not to wrap the cable around the tool.







Fig.22 FRONT FORK COMPONENT		ABS brake system_A 1(200/Square Meter)	CHK	Q
		Abs black system A 1(200/5quare Weter)	ADJ	
NO.	PART NO.	PART NAME	QTY	CAUTION
1	1251100-102000	Non-standard bolt M6×16(304 stainless steel)	2	
2	1274100-057095	Flanging bushing ϕ 6.2× ϕ 8.4×3.5+ ϕ 14×1.5(color zinc)	1	
3	1244100-052000	Buffer rubber of flanging bushing ($\varphi 8.5 \times \varphi 14 \times 1$)	1	
4	1020412-093000	KD150-G2 ABS hydraulic control unit protective cover	1	
5	1241200-062000	3M sponge pad (50×15×2)	3	
6	1251112-001093	M6×16 Hexagon flange bolts (color zinc)	2	
7	1274100-007000	ZT250-S flanging sleeve(ϕ 6.4× ϕ 9×6+ ϕ 20×2)	1	
8	4021200-027000	KD150-G2 hydraulic control unit bracket (A)	1	
9	1244100-004000	ZT250-S Flanging bushing buffer	1	
10	1241200-070000	Flanging bushing buffer	1	
11	1271200-192000	Flanging bushing ϕ 6.4× ϕ 8.5×4.5+ ϕ 14×1.5	1	
12	1251100-101000	Non-standard bolt M6×12(304 stainless steel)	1	

• Hydraulic control unit components

First use a 14# sleeve to loosen the bolts of the 4 disc brake oil pipes and then tighten them slightly to prevent oil leakage.

Use 4# inner hexagon to remove bolt (1), remove bushing (2) and cushion rubber (3), then remove protective cover (4). The protective cover (4) is pasted with sponge rubber pad (5).

Press the snap indicated by arrow (1), then push the pushrod in the direction of arrow (2) to unplug the cable connector.

First remove the horn according to the steps of removig the horn from the frame assembly.

Use a 8# sleeve to remove the 2 bolts (6) at the bracket, and pull out the hydraulic control unit assembly.

Use a 4# inner hexagon to remove the bolt (1) and (12). Remove the bush (9)and (11) and bracket component. Remove the cushion rubber (8) and (10) from the bracket (7).

CAUTION:

• The seat cushion, fuel tank component, side cover and right surrounding component must be removed in advance.

• Be sure to disassemble the muffler and engine after they have cooled down completely. The horizontal support of the vehicle should be fixed before disassembly and assembly work.

• The precautions for brake fluid are described in the previous section.





Fig.23 FRONT FORK COMPONENT		ABS brake system-A 2(200/Square Meter)	CHK	Q
		ABS black system-A 2(200/Square Weter)	ADJ	
NO.	PART NO.	PART NAME	QTY	CAUTION
1	1251100-248000	Disc brake oil pipe hexagon head bolt $M10 \times 1 \times 20$	4	18~20N.m
2	1251513-013000	Disc brake pipe copper washer $\phi \ 15 \times \phi \ 10.2 \times 1.5$	10	
3		KD150-G2 hydraulic control unit (A)	1	
4	1251100-112000	Disc brake pipe bolt M10×1 -22	1	30~32N.m
5	1100300-044000	ZT125T front disc main pump assembly(without rocker	1	
6	1134100-032000	ZT250-R Right handle rocker (Machine)	1	
7	1224100-037000	Grade 0 flame retardant tie (black 3.6×295)	1	

• Release brake fluid

Place holder to collect wasted brake fluid under the ABS hydraulic control unit.

After wearing the waterproof gloves, remove the bolts⁽¹⁾ with a 14# sleeve, take off the copper washer⁽²⁾ and 4pcs oil pipes.

After the brake fluid is discharged, remove the hydraulic control unit and wipe off the oil. Be careful not to let the brake fluidcome into contact with the cable connector to prevent poor contact due to corrosion.

RC-HU is connected to the hydraulic control unit and rear brake caliper; RMC-HU is the rear disc brake main pump; FC-HU is the front disc brake caliper; FMC-HU is the front disc brake main pump.

●FMC-HU

The oil pipe, front disc brake main pump, rocker arm assembly and disassembly refer to the previous steps in "Adding brake fluid and rocker arm adjustment".

CAUTION:

• Be sure to disassemble the muffler and engine after they have cooled down completely. The horizontal support of the vehicle should be fixed before disassembly and assembly work.

• The precautions for brake fluid are described in the previous section.

● It is recommended to replace the two copper washers (2) at the same timewhen replacing the tubing. The bolts (1) and (4) needn't to be replaced if they are not damaged.





Fig.24 FRONT FORK		ABS brake system_A 3(200/Square Meter)	СНК	
COMPC	DNENT	Abs blace system-A 5(200/5quare weet)	ADJ	۶
NO.	PART NO.	PART NAME	QTY	CAUTION
1	1251100-080094	Non-standard bolt M8×37(color zinc)	2	
2	1251100-101000	Non-standard bolt M6×12 (304 stainless steel)	1	
3	1224200-127000	ZT310-T front wheel WSS wire clip	1	
4		Wheel speed sensor	1	
5	1251100-112000	Disc brake pipe bolt M10×1 -22	1	
6	1251513-013000	Disc brake pipe copper washer ϕ 15× ϕ 10.2 × 1.5	2	
7	1251100-061093	M6×22 Hex flang bolt thread level 8.8 (color zinc)	3	
8	1224100-044000	Wheel speed sensor clamp	3	
9	1224100-037000	Grade 0 flame retardant tie (black 3.6×295)	1	
10	1271200-100000	KD150–U disc brake front oil pipe bracket	1	

• Release brake fluid

Place the oil pan under the front disc brake caliper.

After wearing the waterproof gloves, remove the bolt (5) with a 12# sleeve; remove the copper washers(6). Using 14# sleeve remove 2pcs bolts (1) then take the front disc brake caliper from the shock absorber. First remove the wheel speed sensor (4) from the clamp (3), then remove the bolt (2) and remove the wheelspeed sensor (4) and from the front disc brake caliper. Organize the wheel speed sensor line neatly.

Using 8# sleeve remove the bolt(7) at the front mud board.Removing 2 pcs bolts on the bottom of the left water tank,take off the oil pipe bracket(0).

Cut the cable tie (9); remove the 3 clips (8). Then remove the FC-HU tubing. If you need to replace theFC-HU tubing, it is recommended to replace the two copper washers (6) at the same time; There is no need to replace the bolts(5) if they are not damaged.

- Be sure to disassemble the muffler and engine after they have cooled down completely. The horizontal support of the vehicle should be fixed before disassembly and assembly work.
- The precautions for brake fluid are described in the previous section.
- It is recommended to replace the two copper washers (6) at the same timewhen replacing the tubing. The bolts (5) needn't to be replaced if they are not damaged.





Fig.25 FRONT FORK		ABS brake system-A 4(200/Square Meter)	CHK	
COMPONENT		Abb blace system A 4200/54uire Meter)	ADJ	Ÿ
NO.	PART NO.	PART NAME	QTY	CAUTION
1	1224100-037000	Grade 0 flame retardant tie (black 3.6×295)	2	
2	1251100-121093	Non-standard bolt M6×25 (environmental color)	2	
3	1251513-013000	Disc brake pipe copper washer $\phi \ 15 \times \phi \ 10.2 \times 1.5$	2	
4	1251100-101000	Non-standard bolt M6×12 (304 stainless steel)	1	
5	1251100-102000	Non-standard bolt M6×16 (304 stainless steel)	2	
6	1224200-003000	ZT310-Z Rear disc brake pipe clamp	2	
7		Wheel speed sensor	1	
8	1251100-112000	Disc brake pipe bolt M10×1 -22	1	
9	1224100-044000	Wheel speed sensor clamp	2	
DDOOD	DUDE			

PROCEDURE: • RMC-HU

Cut the cable tie (1)and find and remove the brake switch cable plug.

Refer to the steps of "Right footrest component-1" and "Right footrest component-2" take off the rear brake main pump.

After wearing the waterproof gloves, remove the brake fluid by referring to the procedure of adding the brakefluid of the rear brake master pump. Use a 14# open end wrench to loosen the brake switch nut. Remove the copper washer ⁽³⁾ and the RMC-HU oil tubing.

• Wheel speed sensor

Remove the wheel speed sensor cable(7) connector and pull it out. Pull the sensor cable out of the 2 pcs wheel speed sensor clamps (9). Remove the sensor wire after removing the 2 pcs disc brake tubing clamps(6).

Using 4# inner hexagon socket remove the bolt(4), remove the exhaust rubber cap then take off the wheel speed sensor cable(7).

• Rear disc brake caliper

Refer to the steps of removing the rear wheel assembly in the front, remove the rear axle nut and the right chain adjuster, and then retract the rear axle to the left to remove the rear disc brake caliper assembly. Put the rear axle, right chain adjuster and rear axle nut back into the rear fork.

●RC-HU

Place the oil pan under the rear disc brake caliper.

After wearing the waterproof gloves, remove the bolts (8) with a 12# sleeve; remove the copper washers (3). If you need to replace the RC-HU tubing, it is recommended to replace the two copper washers (3) at the same time; the bolts (8)can be replaced if they are not damaged. CAUTION:

• The precautions for brake fluid are described in the previous section.

• It is recommended to replace two copper washers (4) at the same time when replacing the oil pipe, rear brakeswitch wire or disc brake main pump.

• The rear brake switch line is prohibited from rotating the rubber cap at the arrow indication. Replace thisswitch wire. Be careful not to wrap the cable around the tool.



Fig.1 FUEL TANK		Fuel tank component	CHK	
COMPONENT		Puer tank component	ADJ	Y
NO.	PART NO.	PART NAME	QTY	CAUTION
1	1224100-010000	ZT250—S swell nail	6	
2	1250205-023000	GB70.1 inner hexagonal M8X35 (color zinc)	2	
3	1244100-023000	ZT250-S fixed cushion block	1	
4	1244100-020000	ZT250-S tank pressure glue	2	
5	1244100-053000	ZT250-S fuel tank gasket	2	

• Fuel tank component

Use the key to unlock the cushion lock and remove the cushion. Follow the steps for removing the side cover to remove the left and right side covers.

Take out the expansion nails (1) at the 3 locations shown in the figure, and then remove the upper left enclosure assembly.

Open the mushroom buttons at (1), (2), and (3).

Use the same method to remove the upper right surroungding assembly.

Use 6# inner hexagon to remove 2 bolts(2), take off the cushion fixing block(3), and remove the rubber (4). Rubber pad (4) does not need to be removed if it does not need to be replaced.

One person lifts the rear part of the fuel tank slightly, and one person unplugs the high-pressure fuel pipe plug (4) and the fuel pump plug (5) on the right side of the bike. Notice that the buckle of the fuel pump plug is on the inside and cannot be removed forcibly. Unplug the fuel pipe (6) and the USB plug (7) connected to the dump valve of the carbon canister on the left side of the bike.

Grab the head of the fuel tank assembly with one hand and pull it back, and with the other hand, grab the rear part and lift it up and shake it left and right. Remove the fuel tank assembly from the bike and place it.

CAUTION:

- The parts should be protected during the disassembly process to prevent damage to the paint surface.
- When removing the buckle, pay attention to the strength to prevent damage to the buckle.
- When removing the high-pressure oil pipe, be sure to wait until the engine and muffler are completely cooledbefore operating to prevent accidental ignition of the fuel and cause fire.
- Fireworks, answering or dialing should be strictly prohibited near the car-breaking site to prevent accidents.
- A small amount of fuel leakage is required when the high-pressure oil pipe sub-assembly is pulled out, and the fuel should be prevented from dripping to the outside of the engine or the muffler.

 \bullet It is recommended to use the oil pump to pump out the fuel or consume the fuel before disassembling the tankassembly.

• You can watch the detailed operation in "KD150-G1 Upgrade Tubing and Cable Layout Guidance Video".



Fig.2 FUEL TANK		Fuel tank cover component	CHK	
COMPONENT		i dei tank cover component	ADJ	Y
NO.	PART NO.	PART NAME	QTY	CAUTION
1	1251100-102000	Non-standard bolt M6×16 (304 stainless steel)	6	
2	1274100-057095	Flanging bushing $\varphi 6.2 \times \varphi 8.5 \times 3.5 + \varphi 14 \times 1.5$	4	
3	1244100-052000	Buffer rubber of flanging bushing $(\varphi 8.5 \times \varphi 14 \times 1)$	4	
4	1221200-077000	KD150-G1 left surround upper inner shell	1	
5	1224100-010000	ZT250-S swell nail	2	
6	1221200-081000	KD150-G1 fuel tank left front grille	1	
7	1251100-101000	Non-standard bolt M6×12 (304 stainless steel)	2	
8	1251300-063093	Plywood M6×11×15 (color zinc)	8	
9		KD150-G1 left decorative cover the upper part	1	
10	1221200-078000	KD150-G1 right surround upper inner shell	1	
11	1221200-082000	KD150-G1 fuel tank right front grille	1	
12		KD150-G1 right decorative cover s the upper part	1	

• Upper surrounding assembly:

Left Upper surrounding assembly: use 4# inner hexagon to remove 3 bolts (1), take out flanging bushing (2), flanging bushing buffer glue (3), and then use 4# inner hexagon to remove bolt (7), take out expansion nail (5), Disassemble the left front grille (6) of the fuel tank and the upper left enclosure inner shell (4), and finally remove the splint (8) on the upper left enclosure (9).

Right Upper surrounding assembly: use 4# inner hexagon to remove 3 bolts (1), take out flanging bushing (2), flanging bushing buffer glue (3), then use 4# inner hexagon to remove bolt (7), take out expansion nail (5), Disassemble the right front grille (1) of the fuel tank and the upper inner shell (0) of the right enclosure, and finally remove the splint (8) on the upper right enclosure (12).

CAUTION:

• The parts should be protected during the disassembly process to prevent damage to the paint surface.



Fig.3 FUEL TANK COMPONENT		Fuel tank cover component 2	СНК	Q
		r der tank cover component 2	ADJ	
NO.	PART NO.	PART NAME	QTY	CAUTION
1		USB charging cable	1	
2		KD150-G1 fuel tank right decorative cover	1	
3	1251100-101000	Non-standard bolt M6×12 (304 stainless steel)	4	
4	1251100-102000	Non-standard bolt M6×16 (304 stainless steel)	2	
5	1274100-057095	Flanging bushing $\varphi 6.2 \times \varphi 8.5 \times 3.5 + \varphi 14 \times 1.5$	2	
6	1244100-052000	Buffer rubber of flanging bushing $(\varphi 8.5 \times \varphi 14 \times 1)$	2	
7	1251300-063093	Plywood M6×11×15 (color zinc)	4	
8		KD150-G1 fuel tank left decorative cover	1	
9		T02 built-in fuel pump	1	
10	1250105-137093	GB5789M6×16 (color zinc)	8	

•USB charging cable

Rotate the knob indicated by the arrow in the figure counterclockwise for a few turns, then take out the knob, and take out the USB charging cable from the front end.

• Fuel tank left and right decorative cover

Use 4# inner hexagon to remove 4 bolts (3) and 2 bolts (4), take off the flange bushing (5) and cushion rubber (6), then the left and right decorative covers of the fuel tank can be removed. Remove the upper splint (7) after removing the decorative cover of the fuel tank.

• Fuel pump assembly

After the fuel tank component is placed upside down, remove 8 pcs bolts (10) with a 10# sleeve. When the fuel pump⁽¹⁾ is removed, the float connecting rod cannot be bent or bent to avoid inaccurate oildisplay.

CAUTION:

• The parts should be protected during the disassembly process to prevent damage to the paint surface.

• When reassembling the fuel pump, be sure to clean the joint surface of the fuel pump sealant and the tankliner. When locking the bolt, the position should be locked to ensure uniform deformation of the seal gasket.



Fig.4 FUEL TANK		Fuel tank component	CHK	
COMPONENT		Puer tank component	ADJ	Ŷ
NO.	PART NO.	PART NAME	QTY	CAUTION
1		ZT125-V fuel tank right round standard	1	
2		KD150-G1 Fuel Tank Front Sticker	1	
3	1181200-101000	KD150-G1 lock set	1	
4		KD150-G1 fuel tank rear label	1	
5	1240300-021000	HJ125-6 pod glass strip (1.5m)	0.33	
6		KD150-G fuel tank left round badge	1	
7		Fuel tank	1	

• Fuel tank sub-assembly

Remove the rubber strip (5) from the fuel tank (7).

Use the key to remove the fuel tank cover lock (3). Note: The direction indicated by the arrow is the front of the bike. Do not install the fuel tank lock backwards, otherwise the fuel tank will be damaged.

Turn the fuel tank over, remove the dump value ① at the bottom in the direction of the arrow, and then remove the fuel pipe ② connecting the fuel tank.

Note: The check value 3 is not connected to any part of the fuel tank.

CAUTION:

• The parts should be protected during the disassembly process to prevent damage to the paint surface.







Fig.1 SURROUNDING		Surrounding component	СНК	
COMPO	DNENT	Surrounding component	ADJ	Ÿ
NO.	PART NO.	PART NAME	QTY	CAUTION
1	1251100-102000	Non-standard bolt M6×16 (304 stainless steel)	6	
2	1274100-057095	Flanging bushing $\varphi 6.2 \times \varphi 8.5 \times 3.5 + \varphi 14 \times 1.5$	6	
3	1244100-052000	Buffer rubber of flanging bushing $(\varphi 8.5 \times \varphi 14 \times 1)$	6	
4	1224100-010000	ZT250-S swell nail	4	
5	1244100-002000	ZT250-S Side cover round rubber	2	
6	1251100-101000	Non-standard bolt M6×12 (304 stainless steel)	2	
7		KD150-G1 right lower part	1	
8	1221200-076000	KD150-G1 the middle cover	1	
9		KD150-G1 left lower part	1	
10	1251300-063093	Plywood M6×11×15 (color zinc)	4	

• Surrounding components

First refer to "Remove the crash bar" to remove the crash bar. Use 4# inner hexagon to remove 4 bolts (1), take off the flange bushing (2) and cushion rubber (3). Break off the mushroom buckle connecting the fuel tank decoration cover component and the surrounding component at the arrow point, and remove the surrounding component.

Use 4# inner hexagon to remove 1 bolt (1) and 1 bolt (6) on the lower right of the surrounding (6), remove the flange bushing (2), cushion rubber (3), remove the 2 expansion nails (4), 2 sides of the lower right surrounding cover round rubber (5). Use the same method to remove the parts on the left surrounding lower part (9), remove the surrounding middle part (8), and finally remove the 4 clip (0) on the right surrounding lower part (7) and the left surrounding lower part (9).

- If you need to remove the surrounding bracket, please refer to the steps of "Frame & Engine Combination 2".
- The parts should be protected during the disassembly process.
- When removing the buckle, pay attention to the strength to prevent damage to the buckle.



Fig.1 SIDE COVER		Side cover component	CHK	Q
COMPONENT			ADJ	
NO.	PART NO.	PART NAME	QTY	CAUTION
1		Left side cover	1	
2	1244100-002000	ZT250-S Side cover round rubber	10	
		Right side cover	1	

Side cover assembly

Grasp both ends 1 of the left side cover (1) and pull it out.

Grasp the lower edge (2), (3) of the left side cover (1) and pull it out, and remove the left side cover (1). Remove the right side cover (3) in the same way.

There are 4 pieces of side cover round rubber (2) assembled on the frame and 6 pieces on the rear cover.

CAUTION:

• The parts should be protected during the disassembly process.

• When removing the buckle, pay attention to the strength to prevent damage to the buckle.



Fig.1 REAR COVER		Rear armrest assembly	CHK	
COMPONENT			ADJ	Ŷ
NO.	PART NO.	PART NAME	QTY	CAUTION
1	4021200-036021	KD150-G1 right rear rack (matte black)	1	
2	4021200-035021	KD150-G1 left rear rack (matte black)	1	
3	1251100-101000	Non-standard bolt M6×16 (304 stainless steel)	4	
4	1251100-123093	Non-standard bolt M8×25 (color zinc)	4	
5	1224100-010000	ZT250—S swell nail	4	

• Rear armrest assembly

Remove the rear armrest: use 4# inner hexagon to remove 4 bolts (3), then use 14# sleeve to remove 4 bolts (4), and finally remove 4 expansion nails (5). First grasp the position ① with your left hand, and then grasp the position ② with your right hand, and slightly lift the position ② and rotate it counterclockwise about a quarter turn to remove the rear armrest.

Installation of the rear armrest: first snap the small convex platform at ③ into the groove of the rear cover. Note: The inner wall at ③ is between the rear cover and the electrical device box. Then snap the platform at ④ into the groove on the electrical device box. Finally, install 4 expansion nails (5), 4 bolts (4), and 4 bolts (3).

- The cushion need to be removed in advance.
- The parts should be protected during the disassembly process.
- \bullet When reassembling, first check if there is any pressure on the wire to prevent short circuit when tightening the bolt.



Fig.2 REAR COVER		Left part of the rear cover	СНК	
COMPONENT			ADJ	F
NO.	PART NO.	PART NAME	QTY	CAUTION
1	1251100-102000	Non-standard bolt M6×12 (304 stainless steel)	1	
2	1274100-057095	Flanging bushing $\varphi 6.2 \times \varphi 8.5 \times 3.5 + \varphi 14 \times 1.5$	1	
3	1244100-052000	Buffer rubber of flanging bushing $(\varphi 8.5 \times \varphi 14 \times 1)$	1	
4	1224100-010000	ZT250-S swell nail	2	
5	1244100-002000	ZT250-S Side cover round rubber	3	
6	1251200-038093	Non-standard self-tapping screwST3.9×12(color zinc)	3	
7	1221200-075000	KD150-G1 Rear skirt decoration board	1	
8	1271200-131000	KD150-G1 Barbed Wire for Rear Skirt	1	
9	1251300-063093	Plywood M6×11×15	2	
10		KD150-G1 left rear tail cover	1	



 \bullet The left part of the rear cover

Use 4# hex socket to remove bolt (1), remove flanging bush (2), cushion rubber (3), then remove expansion nail (4), and finally pull out the mushroom button at ①, then the left part of the rear cover can be removed. Remove the nail (6), remove the tail skirt decorative board (7),wire mesh (8), remove the clip (9), and the side

cover round rubber (10).

- The cushion, side cover, rear armrest need to be removed in advance.
- The parts should be protected during the disassembly process.
- When removing the buckle, pay attention to the strength to prevent damage to the buckle.



Fig.3 REAR COVER		Right part of the rear cover	CHK	
COMPONENT		Right part of the rear cover	ADJ	
NO.	PART NO.	PART NAME	QTY	CAUTION
1	1251100-102000	Non-standard bolt M6×12 (304 stainless steel)	1	
2	1274100-057095	Flanging bushing $\varphi 6.2 \times \varphi 8.5 \times 3.5 + \varphi 14 \times 1.5$	1	
3	1244100-052000	Buffer rubber of flanging bushing $(\varphi 8.5 \times \varphi 14 \times 1)$	1	
4	1224100-010000	ZT250-S swell nail	2	
5	1244100-002000	ZT250-S Side cover round rubber	3	
6	1251200-038093	Non-standard self-tapping screwST3.9×12(color zinc)	3	
7	1221200-075000	KD150-G1 Rear skirt decoration board	1	
8	1271200-131000	KD150-G1 Barbed Wire for Rear Skirt	1	
9	1251300-063093	Plywood M6×11×15	2	
10		KD150-G1 right rear cover (titanium matte)	1	

• The right part of the rear cover

Use 4# hexagon socket to remove bolt (1), take off the flange bushing (2), cushion rubber (3), then remove the expansion nail (4), and finally unplug the mushroom button at ①, then the right part of the rear skirt can be removed.

Remove the self-tapping nail (6) with a cross screw, remove the tail skirt decorative board (7), wire mesh (8), remove the splint (9), and the side cover round rubber (10).

- The cushion, side cover, rear armrest need to be removed in advance.
- The parts should be protected during the disassembly process.
- When removing the buckle, pay attention to the strength to prevent damage to the buckle.





ig.4 REAR COVER		Taillight component	CHK	
COMPONENT		r anngnt component	ADJ	Ŷ
NO.	PART NO.	PART NAME	QTY	CAUTION
1	1251100-102000	Non-standard bolt M6×16 (304 stainless steel)	3	
2	1274100-057095	Flanging bushing $\varphi 6.2 \times \varphi 8.5 \times 3.5 + \varphi 14 \times 1.5$	3	
3	1244100-052000	Buffer rubber of flanging bushing $(\varphi 8.5 \times \varphi 14 \times 1)$	3	
4	1221200-074000	KD150-G1 Rear mud plate bottom cover	1	
5	1251300-063093	Plywood M6×11×15 (color zinc)	3	
6	1171200-060000	KD150-G1 Rear Taillight	1	

Taillight assembly

Use a 4# inner hexagon to remove the bolt (1) in Figure A, remove the flanging bush (2) and the cushion rubber (3), and then take out the bottom cover plate (4) of the rear mud plate.

Use 4# inner hexagon to remove bolt (1) in Figure B.

Unplug the tail light plug at ①.

Use 4# inner hexagon to remove the bolt (1) in Figure C, remove the flange bushing (2) and the cushion rubber (3), then the rear tail light can be removed. Remove the splint (5).

Note: When installing the rear taillight, the grooves at 3 and 3 must be inserted into the rear fender.

CAUTION:

• The cushion, rear armrest need to be removed in advance.

- The material should be protected during discomponent to prevent scratching the lamp.
- Never pull the cable directly.



Fig.5 REAR COVER		Rear mud board assembly 1	CHK	Ó
COMPONENT			ADJ	
NO.	PART NO.	PART NAME	QTY	CAUTION
1	1251100-102000	Non-standard bolt M6×16 (304 stainless steel)	5	
2	1274100-057095	Flanging bushing $\varphi 6.2 \times \varphi 8.5 \times 3.5 + \varphi 14 \times 1.5$	5	
3	1244100-052000	Buffer rubber of flanging bushing $(\varphi 8.5 \times \varphi 14 \times 1)$	5	
4	1224100-010000	ZT250-S swell nail	1	
5	1251100-101000	Non-standard bolt M6×12 (304 stainless steel)	2	
6	1244100-006000	ZT250-S rear liceness rubber buffer	1	
7	1221200-068000	KD150-G1 rear license plate bracket	1	
8	1271200-177000	KD150-G1 rear mud board bracket (integrated)	1	
9	1174100-002000	ZT250-S rear reflector	1	

• Rear fender assembly

Use 4# inner hexagon to remove the 2 bolts (1) in Figure A, remove the flange bushing (2), cushion rubber (3), and remove the expansion nail (4).

Use 4# inner hexagon to remove bolt (5), pull out all the plugs on the rear mud plate, and remove the rear mud plate.

Use a 4# inner hexagon to remove the 3 bolts (1) in Figure B, remove the flange bushing (2) and cushion rubber (3) and remove the rear license plate bracket from the rear fender bracket. Pull out the cushion rubber (8) from the rear license plate bracket (9).

Use a 10# torx wrench to remove the nut (1) and washer that come with the rear reflector, and remove the rear reflector and the rear fender plate bracket from the rear fender plate.

CAUTION:

• Never pull the cable directly.

• The taillight assembly, rear armrest need to be removed in advance.



Fig.6 REAR COVER		Rear mud board assembly 2	CHK	
COMPONENT			ADJ	Y
NO.	PART NO.	PART NAME	QTY	CAUTION
1	1221200-115000	KD150-G1 turn light decorative cover (set)	2	
2	1170300-065000	HJ125-K rear left turn signal light	1	
3	1170300-066000	HJ125-K rear right turn signal light	1	
4	1174200-021000	ZT310-X Liensed lights	1	
5	1221200-073000	KD150-G1 rear mud board	1	
6	1250205-034093	GB70.1 Hexagonal Socket M8×30 (color Zinc)	3	

• Turn signal light decorative cover

Unscrew the 2 screws that come with the turn signal decorative cover, and remove the turn signal decorative cover.

• Turn signal light assembly

Use a 17# torx wrench to remove the 2 nuts that come with the turn signal, take out the spring washer and gasket, and remove the left and right turn signal.

• License light assembly

Remove the 3 screws⁽⁶⁾ that come with the license plate light with a cross-shaped screw, and take out the license plate light.

CAUTION:

• Never pull the cable directly.

• The taillight assembly, rear armrest need to be removed in advance.

• When reassembling, check if there is any pressure on the wire to prevent it from tightening. Short circuit caused by bolts. Pay attention to the lamp connector, do not insert the wrong, turn left Green + orange; right turn signal is green + blue; license plate light is green + pink.

• When assembling self-tapping screws come with the license plate light, it must be perpendicular to mounting surface, otherwise it will bedamaged, and the torque should not be too large.





Fig.7 REAR COVER		Battery pack	CHK	Ş
COMPONENT			ADJ	
NO.	PART NO.	PART NAME	QTY	CAUTION
1	1251100-102000	Non-standard bolt M6×16 (304 stainless steel)	2	
2	1274100-057095	Flanging bushing $\varphi 6.2 \times \varphi 8.5 \times 3.5 + \varphi 14 \times 1.5$	2	
3	1244100-052000	Buffer rubber of flanging bushing $(\varphi 8.5 \times \varphi 14 \times 1)$	2	
4	1224100-010000	ZT250-S swell nail	2	
5	1221200-113000	KD150-G1 electric device box upper cover	1	
6		Starting relay	1	
7	1221200-131000	KD150-GK battery positive plate	1	
8	1244200-111000	ZT310 gel battery strap	1	
9	1184200-099000	ZT310 colloid battery (6-FM-10/10Ah)	1	
10		Controller-ZT152MI (Euro 5)	1	ECU

• The upper cover of the electrical device box

Remove 2 bolts (1) with 4# inner hexagon, take off the flange bushing (2), cushion rubber (3), and then take out the expansion nail (4). Take out the upper cover of the electrical device box (5).

• Gel battery assembly

First take out the battery strap (8), then pull up the gel battery (9) to fix it, pull off the black protective cap to remove the negative pole; then pull off the red protective cap to remove the positive pole; remove the battery. When reinstalling, connect the positive pole first, and then the negative pole. Pull out the fuse box and the starting relay from the bottom of the rear cover without removing it; the ECU plug does not need to be pulled out.

• Battery positive electrode protective rubber

After assembling the battery, be sure to check whether the center of the protective rubber (7) is aligned with the center of the positive pole, and whether the red protective cap is properly covered with the positive pole. Prevent the positive electrode of the battery from directly contacting the frame.

CAUTION:

• Protect protective measures to prevent scratching the appearance of parts.

• When reassembling, check whether there is any pressure on the wire to prevent short circuit when tightening the bolt.

• Since the end of August 2020, the battery positive electrode protective rubber will be cancelled.







Fig.8 REAR COVER		Electrical device box component	СНК	
COMPC	DNENT	1	ADJ	F
NO.	PART NO.	PART NAME	QTY	CAUTION
1	1250303-010093	GB6177.1M6 (color zinc)	2	
2	1251100-102000	Non-standard bolt M6×16 (304 stainless steel)	4	
3	1221200-072000	KD150-G1 rear skirt mounting cover	1	
4	1251100-122093	Non-standard bolt M8×16 (environmental color)	4	
5	1251700-058093	Flanging bushing $\varphi 8.2 \times \varphi 11 \times 4.5 + \varphi 16 \times 1.5$	4	
6	1240300-071000	Flanging bushing rubber $(\varphi 11 \times \varphi 16 \times 1)$	4	
7	1251300-063093	Plywood M6×11×15 (color zinc)	2	
8	1271200-144000	KD150-G1 battery holder (gel battery)	1	
9	1240300-007000	HJ125-6 Battery rubber gasket	4	
10	1221200-070000	KD150-G1 electric device box	1	
11	1224200-040000	ZT310 Electric parts box lower cover	1	

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PROCEDURE:

• Rear cover bottom assembly

Remove bolt (2) and nut (1) with 4# inner hexagon and 10# torx wrench.

Remove the rear cover (3) installation cover, use 6# hexagon socket to remove the bolt (4), remove the flange bushing (5), cushion rubber (6), you can pull down the entire rear cover and remove the entire rear skirt.

Take out the battery holder (8) from the rear cover (10). The battery rubber pad (9) is a double-sided tape pasted on the battery holder (8).

Remove the clips (7).

CAUTION:

• The cushion, side cover, rear armrest , part of the rear cover, taillight, rear fender assembly need to be removed in advance.

• Protect protective measures to prevent scratching the appearance of parts.

 \bullet When reassembling, check whether there is any pressure on the wire to prevent short circuit when tightening the bolt.



Fig.1 CUSHION		Cushion component	CHK	Ø
COMPONENT			ADJ	
NO.	PART NO.	PART NAME	QTY	REMARKS
1	1200100-434000	150-G cushion	1	
2	1244100-024000	ZT250-S cushion front rubber	2	
3	1244100-022000	ZT250-S cushion rubber	2	Old
	1244300-033000	ZT350 cushion rubber	2	New
4	1244100-025000	ZT250—S round cushion rubber	6	

Remove the cushion

Insert the key, turn it counterclockwise, and take off the cushion when you hear a "click".

Assembly cushion

When assembling the cushion, check whether all the cushion rubbers are complete. Insert the front part of the cushion first. After the assembly is in place, shoot the rear part of the cushion firmly. When you hear the "click" sound, it indicates that the cushion lock has been assembled.

• Cushion rubber purchased separately

The corresponding installation position is shown in the lower left figure.

CAUTION:

• The motorcycle should be fixed before operation.

• Cushion can cause accidents if it is not installed properly.





Fig.1 MUFFLER		Muffler component 1	СНК	Q
COMPONENT			ADJ	
NO.	PART NO.	PART NAME	QTY	CAUTION
1	1251100-102000	Non-standard bolt M6×16 (304 stainless steel)	4	
2	1274100-057095	Flanging bushing $\varphi 6.2 \times \varphi 8.5 \times 3.5 + \varphi 14 \times 1.5$	4	
3	1244100-052000	Buffer rubber of flanging bushing $(\varphi 8.5 \times \varphi 14 \times 1)$	4	
4	1070100-202000	KD150-U engine exhaust seal pad	1	
5	1251300-058093	Hexagonal nut (color zinc)	2	
6	1250105-021091	GB5789 M8×90 (White zinc)	1	
7	1250303-011093	GB6177.1 M8(environmental color)	1	

• Remove the muffler componet

First remove the crash bar, then use the 4# inner hexagon to remove the 4 bolts (1) of the surrounding assembly, remove the flange bushing (2), cushion rubber (3), and finally pull out the 4 buckles at the arrow to take it out the surrounding components.

Using 12# sleeve fix the head of the bolt(6), using 13# ring spanner remove the nut(7), then take off the bolt(6). Hold the buffer component then use 6# inner hexagon socket or 12# sleeve remover the nut(5).

Hold the bottom of the fender return pressure package with one hand, and grab the flange at the exhauster to remove it. Wrap the flange with a rubber band or rope to prevent the flange from moving back and forth on the front elbow and causing scratches.

Take off the exhaust seal pad⁽⁴⁾ from the exhaust.

CAUTION:

- The parts should be protected during disassembly to prevent damage to the paint.
- The muffler should be completely cooled before it is disassembled.
- Prevent foreign matter from entering the interior of the muffler.
- The muffler nozzle needs to be protected. If there is any deformation, it may cause air leakage.

 \bullet It is recommended that new seals be replaced each time the muffler front assembly is removed to prevent airleakage.





• Muffler componet

Take off the bushing(1)and bushing(3).

Take off 2pcs cushion rubbe(2) from the muffler(10).

Using 4# inner hexagon socket 2pcs bolts⁽⁴⁾ fix the muffler tail cover rear⁽⁶⁾, take off the spring pad⁽⁵⁾, then remove the muffler tail cover rear⁽⁶⁾.

On the back of the muffler anti—scalding(8) using 4# inner hexagon socket remove the bolt(9) fix the muffler tail cover front(7),take off the spring pad(5).

Grasp the muffler tail cover(7) then using 4# inner hexagon socket remove the bolt(4),take off the spring pad (5). Then take off the muffler tail cover(7).

Hold the muffler anti—scalding(8) by one hand, another hand using 4# inner hexagon sockett remove the bolt (9), take off the spring pad(5), then remove the muffler anti—scalding(8).

CAUTION:

• Prevent foreign matter from entering the interior of the muffler.



Fig.2.1 MUFFLER		Muffler component 2(200/Square Meter)	СНК	(0)
COMPC	INENT		ADJ	7
NO.	PART NO.	PART NAME	QTY	CAUTION
1	1020243-098000	ZT350 Muffler gasket ($\varphi 8.3 \times \varphi 33 \times 1.5$)	2	
2	1244300-024000	ZT350—GK—H1 Muffler suspension cushioning rubber	2	
3	1020243-097000	ZT350 Muffler flanging bushing	2	
4	1251100-102000	Non-standard bolt M6×16(304 stainless steel)	2	
5	1250501-010000	GB93φ6 spring pad	4	
6		KD150–U muffler tail cover rear	1	
7		KD150-U muffler tail cover front	1	
8		KD150-U muffler anti-scalding	1	
9	1251100-101000	Non-standard bolt M6×12 (304 stainless steel)	2	
10		KD150-GK-H2 muffler (self-made / Euro V)	1	



 \bullet Muffler componet

Remove the gasket (1)and bushing(3).

Take off 2pcs cushion rubbe(2) from the muffler(10).

Using 4# inner hexagon socket 2pcs bolts⁽⁴⁾ fix the muffler tail cover rear⁽⁶⁾, take off the spring pad⁽⁵⁾, then remove the muffler tail cover rear⁽⁶⁾.

On the back of the muffler anti-scalding(8) using 4# inner hexagon socket remove the bolt(9) fix the muffler tail cover front(7),take off the spring pad(5).

Hold the muffler anti-scalding(8) by one hand, another hand using 4# inner hexagon sockett remove the bolt (9), take off the spring pad(5), then remove the muffler anti-scalding(8).

- The parts should be protected during disassembly to prevent damage to the paint.
- The muffler should be completely cooled before it is disassembled.
- Prevent foreign matter from entering the interior of the muffler.