

MOTOR

Cilindrada	300 cc	247 cc
Tipo	2T Monocilíndrico	2T Monocilíndrico
Refrigeración	Por agua	Por agua
Diámetro x carrera	79 x 60 mm	72,5 x 60 mm
Alimentación	Alimentación electrónica	Alimentación electrónica
Compresión	8,7:1	8,8:1
Potencia máxima declarada	31 CV / 9200 rpm	25 CV / 9200 rpm
Par máximo declarado	4,9 kg·m / 4500 rpm	4,0 kg·m / 4500 rpm
Bujía	Modelo	BPMR6A
	Tolerancia	0,7 mm

TRANSMISIÓN

Embrague	Multidisco en baño de aceite	Multidisco en baño de aceite
Cambio	6 marchas	6 marchas
Transmisión secundaria	Cadena (9/38z)	Cadena (9/38z)



ENGINE

Cubic capacity	300 cc	247 cc
Type	Single cylinder 2-stroke	Single cylinder 2-stroke
Cooling system	Water-cooled	Water-cooled
Diameter and run	79 x 60 mm	72.5 x 60 mm
Supply	Electrical power supply	Electrical power supply
Compression	8.7:1	8.8:1
Maximum declared power capacity	31 CV / 9200 rpm	25 CV / 9200 rpm
Maximum declared torque	4.9 kg·m / 4500 rpm	4.0 kg·m / 4500 rpm
Spark plug	Model	BPMR6A
	Tolerance	0.7 mm

TRANSMISSION

Clutch	Multi-disk wet clutch	Multi-disk we clutch
Gear change	6 gears	6 gears
Secondary transmission	Chain (10/42z)	Chain (10/42z)





COOLANT

Remove the coolant filler bolt (A) in order to check that the level is appropriate.

Total capacity: 600 ml

Type of coolant: Castrol radcool SF premix



Before removing the coolant filler bolt, ensure that the coolant has cooled down.
Use special -37° coolant at all times.



For a complete replacement, consult an official Vertigo dealer.



BATTERY

The 8.4 v battery is located inside the air filter case, at the top.

To access it, the air filter cover needs to be removed (see section).

The battery used in this motorcycle is rechargeable.





AIR FILTER

To access the air filter, remove the filter cover.

Firstly, open the cover to access the fuel tank by turning the ring (A).

To clean properly, use soapy water and lubricate the filter with a special oil for air filters.



If the machine is used in very dusty areas, clean more frequently than the times recommended in the maintenance table.

FRONT SUSPENSION

The front suspension is made up of two suspension bars. Each of them is adjustable, thereby allowing the hardness and the speed of absorption and return to be regulated.



LEFT-HAND BAR (A)

The preload for the shock absorber can be adjusted using the top bolt.

Turn to the left to soften or to the right to harden the suspension.

RIGHT-HAND BAR (B)

The speed of absorption and return of the suspension can be adjusted using the top bolt.

Turn to the left to slow down or to the right to speed up the absorption or return of the suspension.





FRONT BRAKE PADS

The front brake caliper make it possible to view the condition of the brake pads.

Remember that to ensure proper braking, the pads must not be below 2 mm.



REAR BRAKE PADS

The rear brake caliper make it possible to view the condition of the brake pads.

Remember that to ensure proper braking, the pads must not be below 2 mm.



REAR BRAKE FLUID

The rear brake fluid reservoir incorporates a spy-hole (A) to enable the fluid level to be checked.

Fluid should always be visible in the spy-hole to ensure an optimum level of the rear brake fluid.

Type of brake fluid: DOT 4



For a complete replacement, consult an official Vertigo dealer.

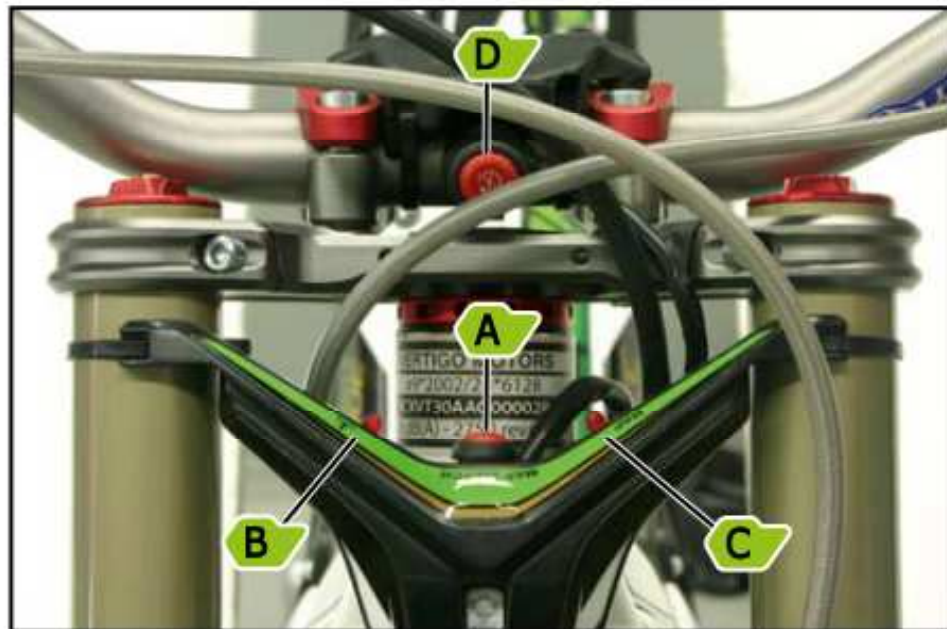
3 CLUTCH POSITIONS

In order to extend the useful life of the clutch, there are 3 different positions for the feel of the clutch, if wear causes slipping, the green ring (A) can be moved to Position 2 or 3 to improve the responsiveness of the clutch.



For this operation, consult an official Vertigo dealer.





- A – Map selector
- B – Temperature indicator light
- C – Map indicator light
- D - Ignition/Stop button

SELECTING MAPS

To start up the machine, press the stop button (D) to turn on the ECU. The LED MAP will light up and you will have 15 seconds to start the motorbike. If not, the ECU will switch off and you will have to repeat the process.

To choose the motorbike map (C) there are 4 different options available:

Map 1: The standard map used by the motorcycle.
The LED will light up with a single flash.

Map 2: A slightly richer map than the standard one.
The LED will light up with a double flash.

Map 3: An even richer map.
The LED will light up with a triple flash.

Map 4: A lean map recommended dry for use in the mountains. The LED will light up with 4 flashes.

You should note that when you turn off or stall the bike, on starting it up again, the map will always return to the standard version (Map 1).

The temperature LED (B) indicates when the motorcycle is overheating.

To stop the machine, press the stop button (D).





- Rebound adjustment (C)

The rebound adjustment has 50 "clicks", is located at the top of the shock absorber and can be adjusted using a flat-head screwdriver. Turning the adjustment screw clockwise will provide more stability but with a loss of traction, so if the aim is to gain traction, the screw should be turned anticlockwise.



Handle the adjustment screws carefully. If the limit of adjustment is exceeded, severe damage can be caused to the shock absorber. Remember to make a note of the number of clicks if the adjustment is changed, so that the standard adjustment can be returned to if necessary.

SHOCK ABSORBER

The rear shock absorber allows three different types of adjustment.

- **Adjusting the preload** on the shock absorber spring (A).

The shock absorber incorporates two rings that make it possible to change the shock absorber spring preload: one to determine the position and the other to set it.

- **Adjusting high and low speed compression.**

Access to the adjustment wheel is at the bottom of the swinging arm at the front.

The purple knob (B) on the damper is your compression adjuster. Turn it clockwise for more compression damping or counter clockwise for less compression damping.

The maximum number of clicks on this adjuster is 24.



The shock absorber is adjusted for a weight of between 70 and 80 kgs.





FUEL TANK

Access to the petrol tank is in the middle of the motorbike.

Turn the ring (A) to the left and pull the cover back to access the filler cap.

Always use 95 octane or 98 octane petrol with a mixture of 0.75% 2-stroke oil.



Remove any petrol remains that may have come into contact with the machine's components so that they are not damaged.

