

BIG BEAR CHOPPERS STRONGLY RECOMMENDS THAT YOU READ AND UNDERSTAND THE MATERIAL BEFORE YOU RIDE YOUR NEW BIG BEAR CHOPPER MOTORCYCLE. YOUR BBC MOTORCYCLE IS A THING OF BEAUTY, BUT MORE, IT'S A MACHINE THAT REQUIRES YOUR ATTENTION EVERY NOW AND THEN FOR OPTIMUM MOTORCYCLE LIFE AND PERFORMANCE.



BIG BEAR
CHOPPERS
2007
OWNER'S MANUAL

R KEEPING IT **REAL**
BIG BEAR CHOPPERS MOTORCYCLES CONTAIN EXPLODED
MATERIAL, UNLAWFUL, CORRECT AND HAZARDOUS POWER
BIG BEAR CHOPPERS KEEPING IT REAL



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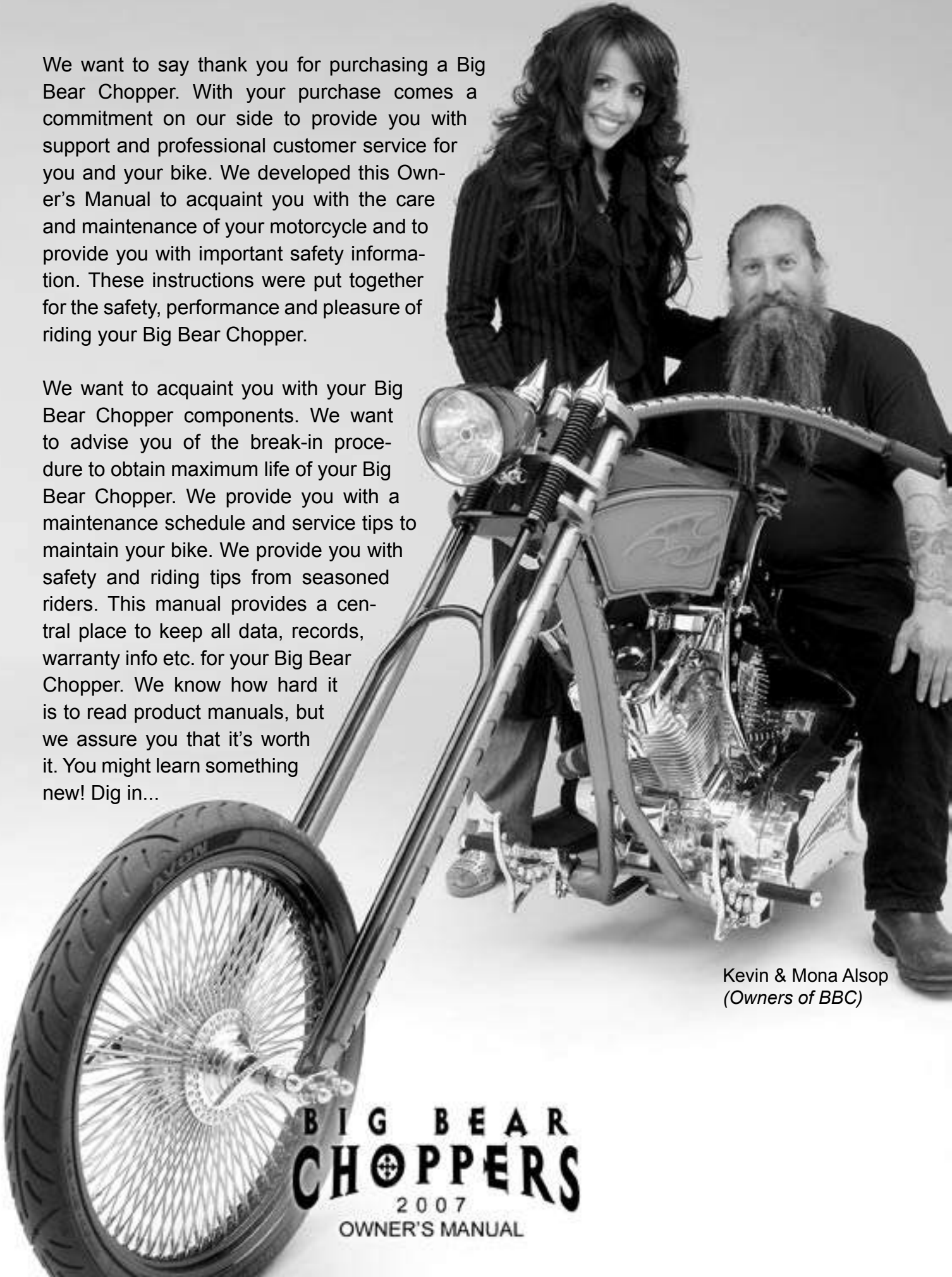
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We want to say thank you for purchasing a Big Bear Chopper. With your purchase comes a commitment on our side to provide you with support and professional customer service for you and your bike. We developed this Owner's Manual to acquaint you with the care and maintenance of your motorcycle and to provide you with important safety information. These instructions were put together for the safety, performance and pleasure of riding your Big Bear Chopper.

We want to acquaint you with your Big Bear Chopper components. We want to advise you of the break-in procedure to obtain maximum life of your Big Bear Chopper. We provide you with a maintenance schedule and service tips to maintain your bike. We provide you with safety and riding tips from seasoned riders. This manual provides a central place to keep all data, records, warranty info etc. for your Big Bear Chopper. We know how hard it is to read product manuals, but we assure you that it's worth it. You might learn something new! Dig in...



Kevin & Mona Alsop
(Owners of BBC)

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This manual should never leave the bike. If you decide to sell the bike, it should go with the bike in order to provide a history of the bike and additional information to the new owner. This Owner's Manual was created for the complete Big Bear Chopper fleet of bikes. Some features that are standard on one model may be sold as options on another. That said, some of the equipment described may not be standard on your bike. The information in this manual is based on the most current production information available at the time of printing. Big Bear Choppers, Inc. reserves the right to make changes to their motorcycles without notice or obligation. As a first time owner of your bike, or a subsequent owner, complete the warranty registration form and mail it in to us.



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Vehicle Identification

The engine and transmission identification numbers are assigned to the bike when it gets built. These assigned numbers become a permanent part of the motorcycle's identification. The engine identification number can be located on the upper left of the engine case and the transmission identification number is found on the right underside of the case.

ENGINE IDENTIFICATION NUMBER:

TRANSMISSION IDENTIFICATION NUMBER:

VEHICLE IDENTIFICATION NUMBER [VIN]:

□	□	□	□	□	□	□	□	□	□	□	□	□	□	□	□	□
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(stamped 17 digit number located between the regulator and engine on the front engine mount of the frame)

Owner's Name: _____

Address: _____

Phone: _____ Purchase Date: _____



**BIG BEAR
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1.0 Warranty Registration

2007 OWNER'S MANUAL [WARRANTY REGISTRATION]

TO REGISTER YOUR WARRANTY, PLEASE COMPLETE THIS WARRANTY DOCUMENT, PHOTOCOPY AND MAIL TO BIG BEAR CHOPPERS **ONLY IF YOU YOUR DEALER HAS NOT DONE THIS.**

BIG BEAR CHOPPERS
WARRANTY DEPARTMENT
PO BOX 1741
BIG BEAR LAKE, CA
92315

OWNER'S NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

PHONE _____ EMAIL _____

VEHICLE IDENTIFICATION NUMBER (VIN)

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(stamped 17 digit number located between the regulator and engine on the front engine mount of the frame)

YEAR & MODEL OF YOUR BIKE _____

DATE OF PURCHASE _____

MILES AT PURCHASE _____

BUILDER OF YOUR BIKE _____

SIGNATURE OF OWNER _____

PURCHASE PRICE _____

WARRANTY IS TRANSFERABLE ONLY WITH AUTHORIZATION FROM BIG BEAR CHOPPERS, INC.



1.1 Starting and Stopping your Engine

COLD STARTING PROCEDURE:

Make certain the bike is in neutral.

Turn fuel petcock to the ON position.

Turn ignition switch to the ON position.

Depress handlebar ENGINE STOP switch to the RUN position.

Prime the motor with two twists of the throttle.

Lift up on carburetor enrichener half way.

Depress start button for no more than five seconds at a time until the engine starts.

Keep the engine running at fast idle or 1500 RPM using the throttle.

Depress the enrichener back to the pre-start position when the engine has achieved a constant and steady speed.

If the enrichener is left in the starting position, the spark plugs will foul, causing poor engine performance and / or failed engine start.

Allow engine to warm approximately one to two minutes before riding.

For our Hidden Switch System, turn the key activated automotive style return switch to the left to engage the starter.

NOTE: A battery discharges up to 2% per day when idle. If your motorcycle is not ridden for a month, the battery may not have sufficient charge to start your motorcycle.

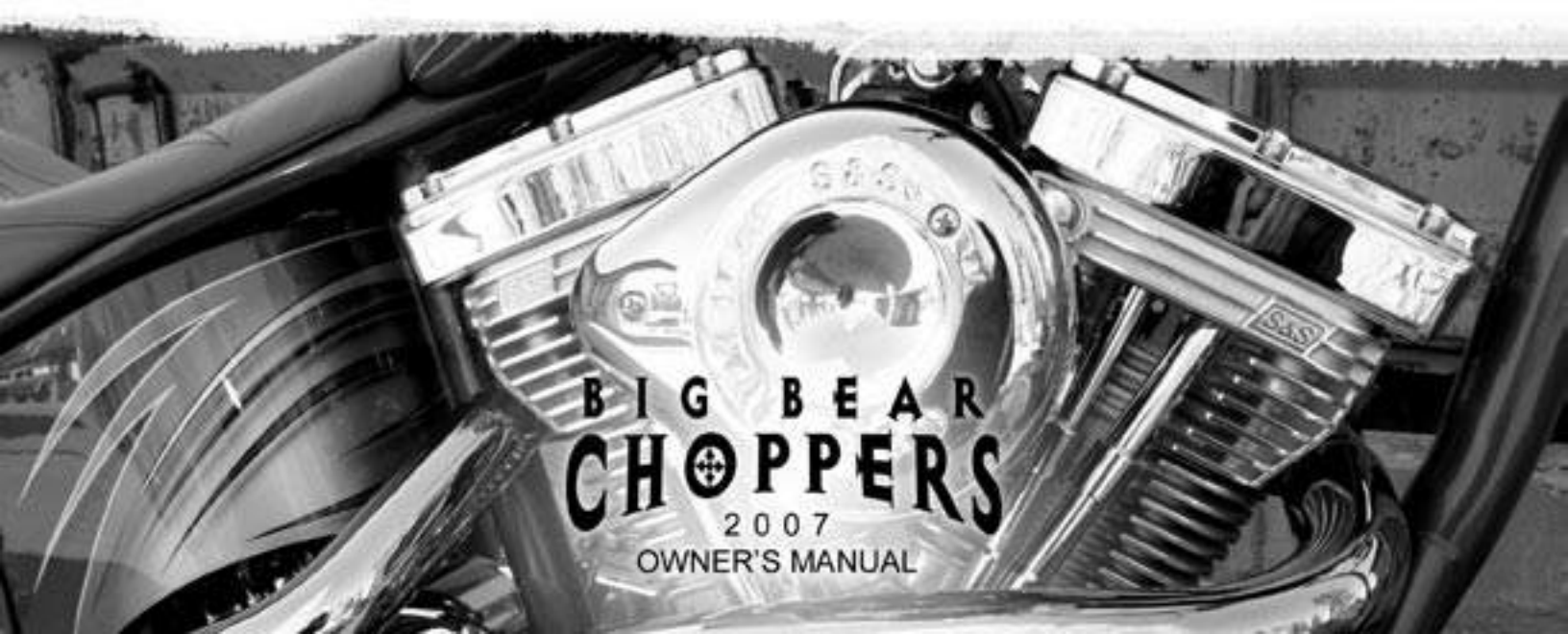
Big Bear Choppers does not recommend using a standard automotive battery charger as early battery failure not covered under warranty may result.

HOT ENGINE START:

Use the same procedure as cold start. Do not prime the engine with two (2) twists of the throttle and do not engage the carburetor enrichener.

SHUTTING DOWN

Use the ENGINE STOP SWITCH on the right handlebar to shut off the engine. Turn the ignition key switch to the "OFF" position. Turn the fuel petcock to the "OFF" position. For the BBC Hidden Switch Harness, turn the key to the left to shut down the engine, followed by turning the petcock off.



1.2 Initial Break-in Procedure

KEY SWITCH POSITIONS

There are two ignition key positions. When the key is vertical, or up, the ignition is OFF and you can take out the key in this position. Horizontal, or sideways, the ignition is ON and the key should not be able to be removed. After shutting down the engine, always turn the switch to the OFF position. If you leave the ignition ON, the lights will run down the battery. Always lock the ignition and remove the key when the bike when you leave. Don't make it easy for somebody to steal your bike. Because believe us, everyone wants your Big Bear Chopper!

ENGINE RPM CONTROL

Your Big Bear Chopper is ready to ride after the engine has warmed up 1- 2 minutes.

During the break in period of your new motorcycle, figure out the relationship of the clutch and the throttle. Try not to over-rev the engine (especially when shifting). Do not "speed shift" or shift without using the clutch. The throttle should be closed and the clutch disengaged when shifting gears either up or down. It's very easy to exceed engine maximum RPM during acceleration in first and second gear.

The motorcycle should NOT be ran for long periods at a constant RPM during the initial break in period. Varying the RPM will help the engine during this crucial period and help prolong engine life.



1.2 Initial Break-in Procedure

If you leave your engine at idling with inadequate airflow over the engine, it may cause overheating and permanent damage to the engine. A lot of stop and go riding and long periods of idling should be avoided especially during the break-in period. Unlike an auto's engine, your standard V-Twin engine is air cooled. It relies on the constant flow of air from riding above first gear.

INITIAL ENGINE BREAK-IN:

Your engine will give you excellent performance from the start of initial start-up. In the first 3000 miles of your new engine, all the internal component wear is critical. Obey the guidelines to assure future performance, durability and keep your warranty. You bought something you will respect and cherish, so it is up to you to help protect that investment. It is your (the owner) responsibility not to surpass the maximum RPMs during the break-in period.

FIRST 3000 MILES:

Do not rev higher than 4000 RPM at any time in or out of gear.

Do not lug the engine below 2000 RPM in any gear.

Follow the prescribed maintenance schedules.

Avoid riding at a constant RPM for a prolonged period of time.

Varying the RPM between 2000 and 4000 will prolong the life of your new engine.

AFTER 3000 MILES:

Follow the prescribed maintenance schedule located in Section 3 (Maintenance and Storage) in this manual.

As the engine, drive train and other components wear with one another during the initial riding period, lubricating fluids collect small particles. So the first 500-mile service is critical. It is recommended that you replace those lubricants to maximize the life and performance of your Big Bear Choppers.



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1.4 General Safety Tips

HEAT

The engine, drive train and exhaust pipes on your Big Bear Chopper become very hot when the engine is running and will remain way too hot to touch for some time after the engine is turned off. Make sure that you, as well as any passenger you carry, wear clothing that will completely cover your legs when riding.

EXHAUST HAZARDS

Motor exhaust contains carbon monoxide gas. Do not inhale exhaust fumes no matter how good it smells, and never run the engine in a closed space like a closed garage or indoors.

GOOD JUDGEMENT

Safe riding is mental awareness and good judgement. Combine that with a defensive driving attitude and you're on your way to a many of miles on your bike.

SAFE SPEED

Ride your bike at a very manageable speed in and out of traffic until you have become very familiar with your bike under all conditions. Custom choppers all ride different. Even though you might be riding for 2 decades, and you have the need for speed, be conservative on the throttle and in your riding style. We care about your safety and the safety of others around you. If you are an inexperienced rider, think about taking a certified course on motorcycle riding. Your local licensing bureau should be able to help find an appropriate course.

ROAD CONDITIONS

Pay close attention to your environment. Please don't ride when the weather is bad such as high wind, heavy fog, rain, snow, ice or other factors that would make the ride dangerous. Know your limitations and do not ride when the weather is beyond your skills or comfort zone. Be advised that the first 15 minutes of a rainstorm brings all oil and contaminations to the road's surface causing a slippery condition.



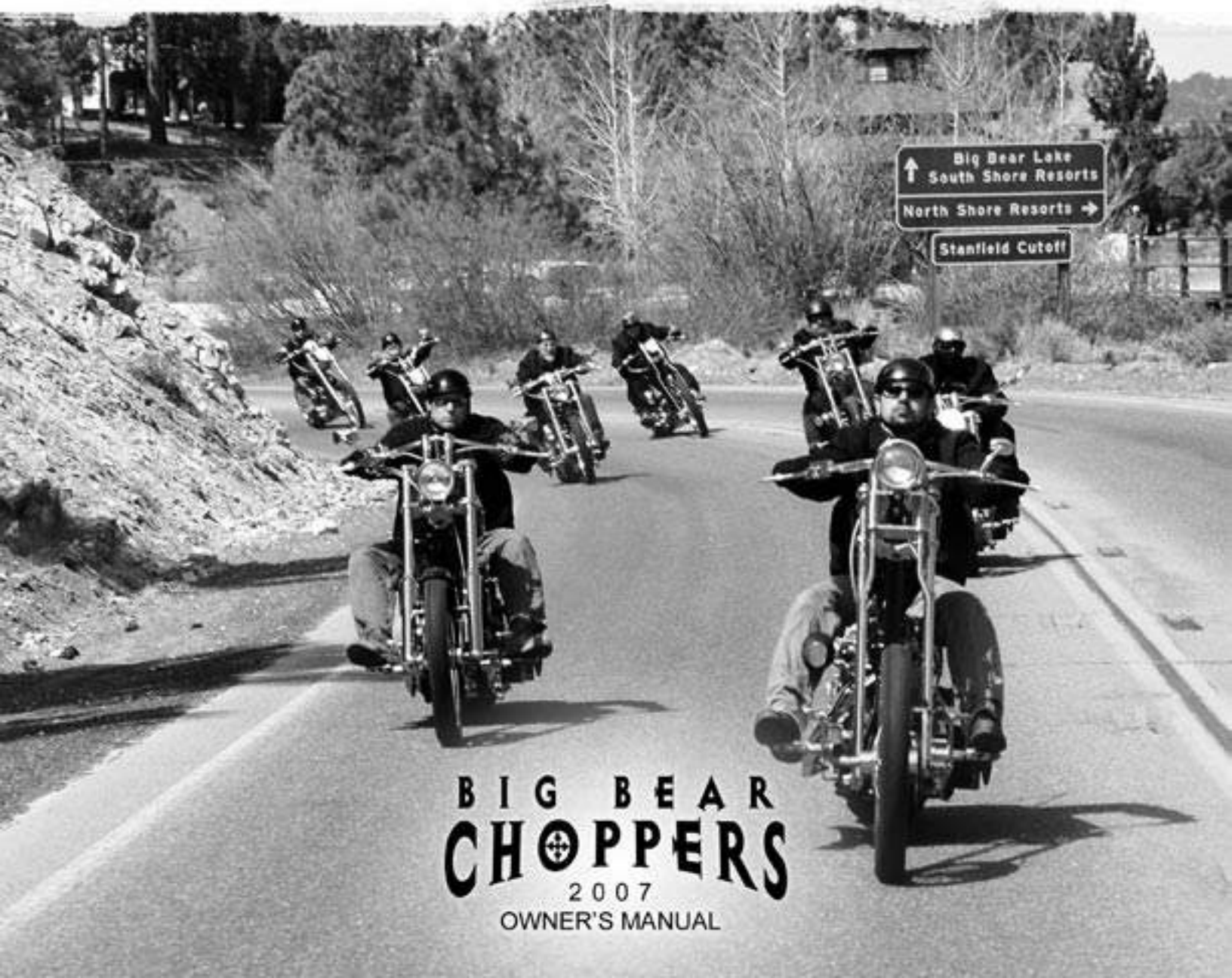
1.4 General Safety Tips

RIDING YOUR BIKE

Make sure the kickstand is fully retracted before riding. If the kickstand is not in the fully locked position against the frame rail, it could hit the road surface causing loss of control of the bike. Make sure you are wearing a D.O.T. approved helmet, eye protection, clothing and footwear suited for riding. Even though wearing black is the only cool color to wear riding, bright or light colors are best for visibility in traffic, especially when driving at night or in low light times. Please do not wear clothing that may get tangled in any part of the bike, other vehicles or surrounding objects or that hinder the operation of the controls. Never wear dark glasses at night or in low light situations. Shorts and sandals are not a good choice while riding. Never ride under the influence of drugs or alcohol.

PARKING YOUR BIKE

Park on solid and level ground. If you have to park on a slope, face the bike uphill and put it in gear. If you don't face the bike uphill while parked, it could cause the bike to tip over. Try not to park on asphalt during an extremely hot day. The asphalt may give way under the load from the kickstand causing your bike to go down.



1.4 General Safety Tips

CARRYING TRAVEL GEAR

Overloading, particularly at the rear of a bike, can cause instability when you ride. Keep cargo weight close to the bike and as low as possible to minimize the change of center of gravity. Distribute weight evenly on both sides of the bike and do not load big items or add weight to the handlebars or front forks.

TRAILER TOWING

Do not tow a trailer with your Big Bear Chopper for any reason.

Do not attempt “custom” alterations such as extended forks that is not authorized by Big Bear Choppers on the front end. Do not install a sidecar. Your motorcycle was not designed for a sidecar. Those alterations to the bike will have dangerous handling characteristics.

The addition of unauthorized accessories and additional weight to your Big Bear Chopper can affect the handling characteristics that can make for unsafe riding. Since we cannot test and make recommendations with every accessory or combination of accessories, you must be responsible for safe operation of the motorcycle when operating with accessories or carrying additional weight.

The following guidelines should be used when equipping your Big Bear Chopper with accessories or carrying a passenger and cargo:

1. Big Bear Choppers' bikes are carefully designed and manufactured to be ridden in their original configuration or only with authorized accessories.
2. Unauthorized accessories that change the rider's position may reduce reaction time and mess up the handling characteristics.
3. Overloading the bike may alter handling characteristics and reduce braking efficiency.
4. Do not attempt “custom” alterations with the frontend, frame, fuel tank, oil tank, fender, and all other components.
5. Attaching a sidecar is out of the question.
6. Modifications and/or additional electrical equipment is not recommended. Any alterations of the electrical system we provide (turn signals, additional lighting, etc.) could cause an overloading of printed circuits.



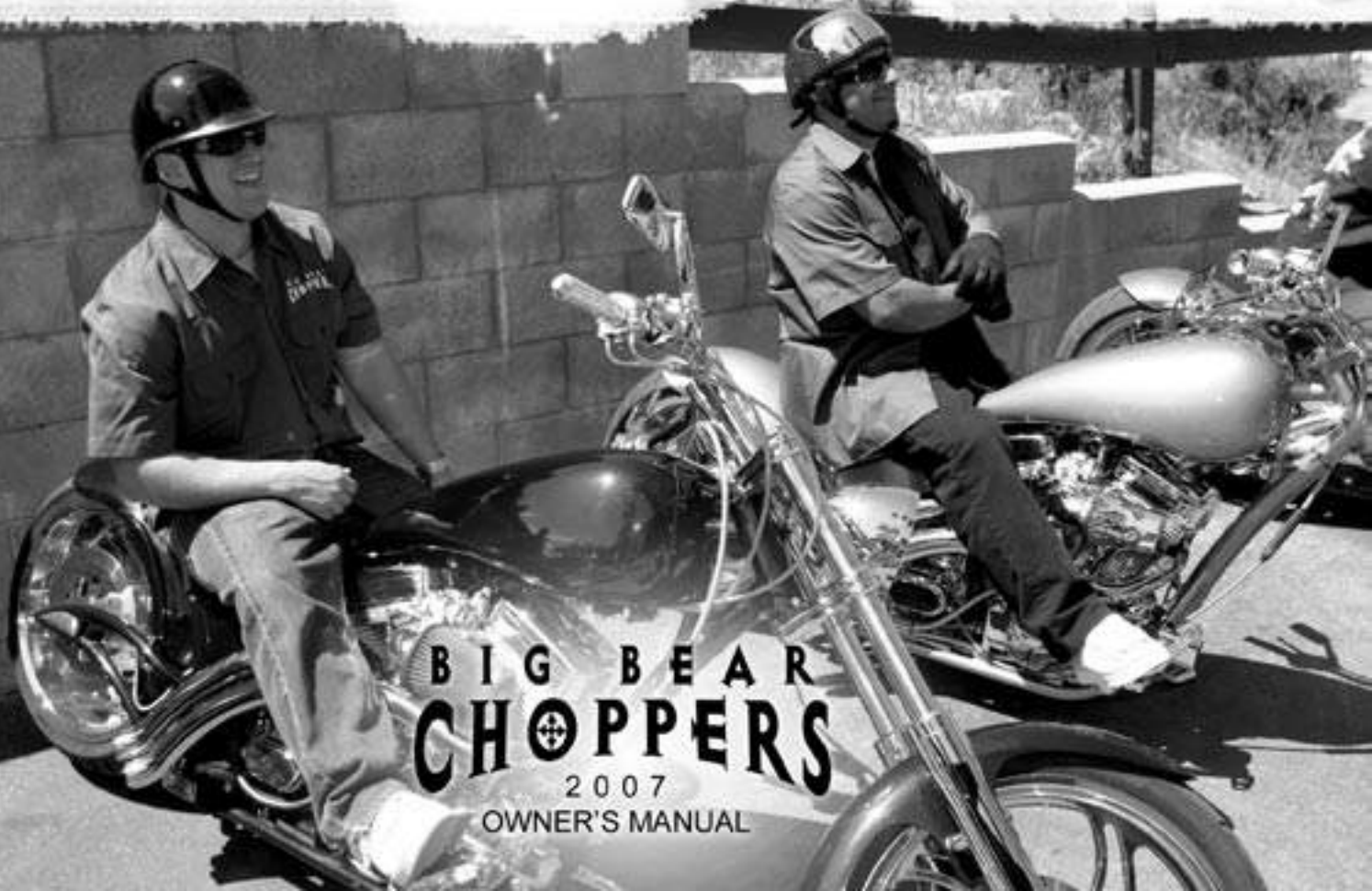
1.4 General Safety Tips

Contact Big Bear Choppers for repair of any steering or suspension system wear or damage. Check out the shock absorbers and front forks for leaks. Worn out and damaged parts can affect stability which results in an unsafe handling characteristics.

Use only authorized replacement fasteners tightened to the proper torque. Any other fasteners can break and will void warranty and most importantly make the bike unsafe.

Riding your Big Bear Chopper is the coolest thing in the world. Guess what? Riding your bike is risking your safety. To minimize any risk, consider these points...

1. Review and obey the operating and maintenance instructions in this manual.
2. Recognize and respect the "Rules of the Road." Get a hold of a copy of your state's "Motorcycle Handbook" and take them to heart.
3. Enroll in a Certified Rider Training Course.
4. Be sure to keep your Big Bear Chopper in proper riding condition that follows the maintenance intervals chart in this owner's manual. Particularly important to motorcycle stability is proper tire pressure, tread condition and sound condition of wheel bearings and steering head bearings.
5. Do not operate a motorcycle with a loose, worn or damaged steering or suspension system.



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2.0 Handlebar Controls

A. CLUTCH HAND LEVER: The clutch hand lever is operated with the left hand. Pull the lever against the handlebar grip to disengage clutch; release the lever smoothly outward to engage clutch.

B. HEAD LAMP HIGH/LOW SWITCH: The head lamp switch controls the head lamp high and low beams.

C. HORN SWITCH: The horn is operated by depressing the horn switch.

D. LEFT TURN SIGNAL: The left turn signal is operated by the TURN-L switch.

E. ELECTRIC STARTER SWITCH: After the ignition key is turned to the ON position, press RUN on the ENGINE STOP SWITCH before pressing the START SWITCH.

F. ENGINE STOP SWITCH: The engine stop switch turns the ignition on or off and should be used every time to stop the engine.

G. FRONT BRAKE HAND LEVER: The front brake hand lever is operated with the right hand. Pull the lever in towards the handlebar grip to engage the front brake.

H. THROTTLE CONTROL GRIP: Turn the control grip counter clockwise to open the throttle and clockwise to close it.

J. RIGHT TURN SIGNAL: The right turn signal is operated by the TURN-R switch.

Adjust the mirrors before riding so that they clearly show the area behind the motorcycle. DO NOT ADJUST while you are riding.



2.1 Shifting

GEAR SHIFTER

The gear shifter is located on the left forward foot control. There are six forward gears and no reverse. Pushing the lever down shifts the transmission into the next lower gear while lifting the shift lever shifts the transmission into the next higher gear. Most Big Bear Choppers come equipped with a 6-speed transmission and a few come with 5-speeds. The rider must release the gearshift foot lever after each gear change and allow the lever to return to its central position before another gear change can be made. Neutral position is between first and second gear. To shift into neutral from first gear raise the shift lever slightly until you feel a slight click. To shift to neutral from second gear, reverse the procedure. If the motorcycle is not running, it may be necessary to rock the bike backward or forward slightly with the clutch lever pulled in while maintaining steady pressure on the shift lever to shift into neutral.

Do not force the transmission to shift. It may damage the shift lever or the primary drive train.

Do not ride with your foot on the gear shifter.

When upshifting or downshifting, the throttle should be closed and the clutch fully disengaged.



2.1 Shifting

CLUTCH

The purpose of the clutch is to engage and disengage the power from the engine to the transmission. The clutch assembly is attached to the transmission input shaft. The outer basket of the clutch includes an integral drive sprocket driven by the belt drive, and a ring gear for the electric starter motors' pinion gear to engage to start the engine. The clutch is operated by your hand through a lever mounted on the left side handlebar. An improperly adjusted clutch cable can cause clutch plates to overheat and/or warp. Clutch repairs and adjustments are a serious matter and is recommended to be fixed by Big Bear Choppers or an authorized Big Bear Choppers bike shop.

CLUTCH ADJUSTMENTS

Maintaining the proper tension on the clutch cable is very important to the life of your bike's clutch. If the clutch cable is too tight, the clutch plates will not fully engage and will cause the clutch to slip. If the clutch cable has too much slack the clutch will not completely release and may cause hard shifting, vehicle creep, overheating and warping of the clutch plates and may make finding neutral difficult.

The life of your clutch can be greatly prolonged by following these simple guidelines:

1. Resist the urge to "ride" the clutch by holding the clutch lever partially in.
2. When shifting gears, make sure the throttle is closed before you engage or disengage the clutch.
3. Keep your fingers from between the clutch hand lever and the handlebar grip when pulling in the lever so the clutch can fully disengage.
4. From a dead stop or at slow speeds in low gears, you should engage the clutch slowly. At higher speeds and in higher gears, engage and disengage the clutch with a swift and purposively action.



2.2 Braking

BRAKE PEDAL

The rear brake pedal is located on the right forward foot control. Do not ride with your foot resting on the brake pedal. This will cause premature wear of the brake pads and can reduce your braking ability.

BRAKE PADS

Inspect at every service interval. The life expectancy is 1,500 to 2,500 under normal riding conditions.

WHEN YOU BRAKE

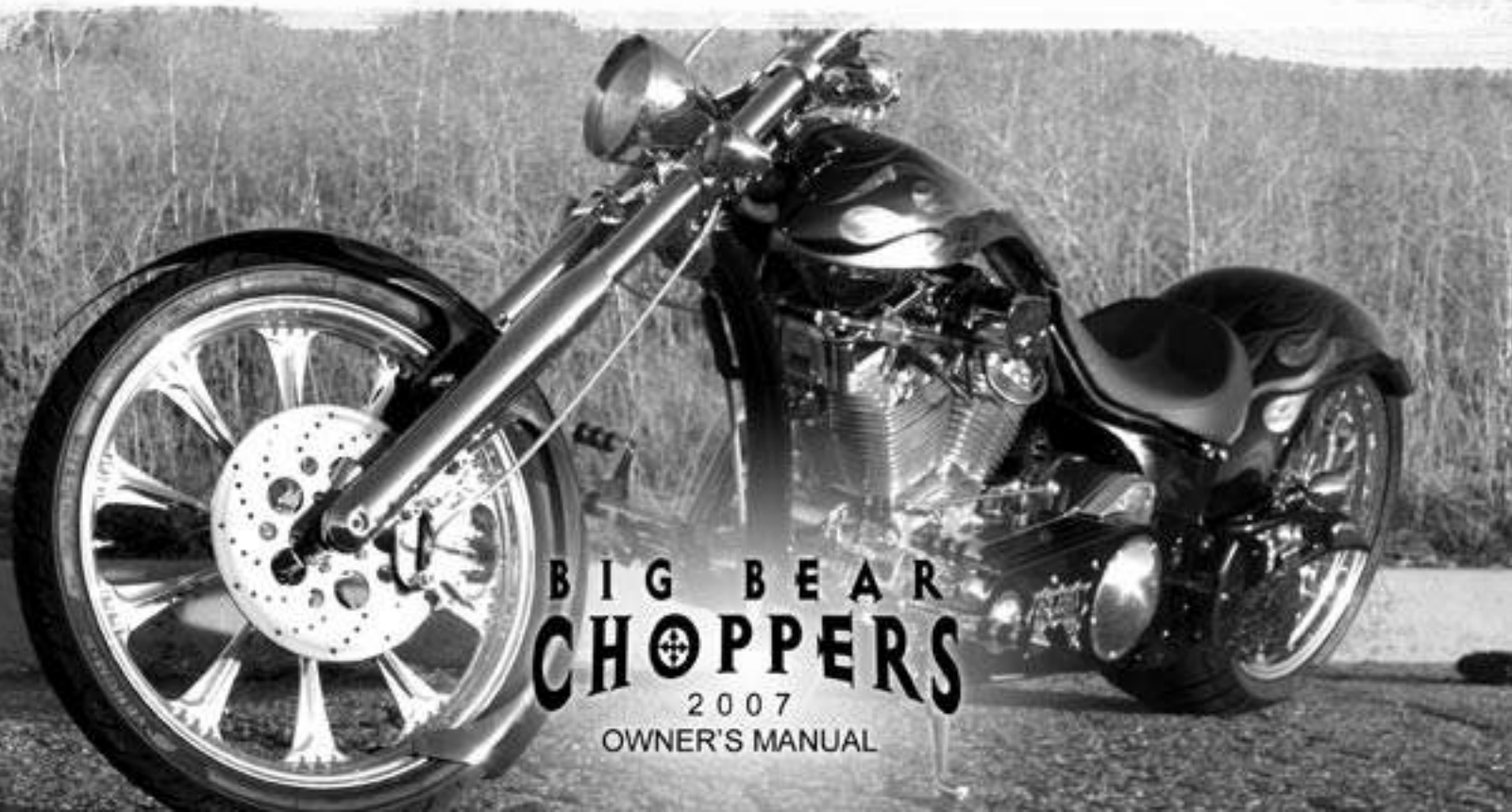
Close the throttle while applying both brakes firmly and evenly while pulling in the clutch to prevent the engine from stalling. "Riding" the brakes can overheat your pads reducing your braking power. Never ride with your foot resting on the brake pedal or your hand putting pressure on the front brake lever except when stopping. Avoid prolonged brake application. This can overheat the brakes and reduce their power. If you experience trouble with your brake system, have it inspected by Big Bear Choppers or an authorized Big Bear Choppers bike shop.

FOR BIG BEAR CHOPPERS SPRINGER FRONTENDS

Be advised with a Big Bear Chopper Springer on your bike, your braking power may be reduced by up to 50% compared to a telescopic hydraulic frontend.

MAINTAINING BRAKE SYSTEM INTEGRITY

Keeping your braking system performance at top shape requires both master cylinder fluid reservoirs to be kept full of DOT5 brake fluid. Having adequate wear surface on your brake pads is just as important. Remember that the brake fluid level will drop slightly as the brake pads wear. Low brake fluid level may allow air to enter the brake system causing it to feel "spongy" and become ineffective. Inspect brake fluid level and brake pads for wear frequently. Both front and rear master cylinders should be filled to, but not above reservoir undercut.



2.3 Electrical

BATTERY

The battery and some electrical components are located under the seat. Your motorcycle has a maintenance free battery. You cannot check the battery electrolyte level or add distilled water as you would with a conventional type battery. If your battery seems weak or causing slow starting try to charge the battery with an authorized motorcycle battery charger. Any attempt to open the battery is very dangerous and will void the warranty. Battery posts and terminals contain lead and lead compounds. Wash your hands thoroughly after handling.

The electrical system supplies power to all the various components of your bike. The electrical system can be broken down like this:

1. Starting
2. Ignition
3. Charging
4. Lighting

IGNITION

Adjusting the ignition timing on your Big Bear Chopper without proper knowledge could lead to engine damage and void your power train warranty. If your bike exhibits any of the following symptoms the ignition timing may need diagnostic analysis by Big Bear Choppers or an authorized Big Bear Choppers bike shop:

1. Engine does not start or difficulty in starting.
2. Starter kickback.
3. Poor running at low speeds.
4. Poor running or low power at high speeds.
5. Knocking or abnormal engine noise.

It is best to take your bike to Big Bear Choppers or an authorized Big Bear Choppers bike shop if you have any electrical problems.

TURN SIGNALS

Your Big Bear Chopper turn signal system has a self-cancel. While in neutral, or with either brake applied, depressing the appropriate signal switch will activate that signal continuously until the motorcycle is put in gear. Once in gear and brakes are released, the turn signal will cancel in 10 seconds. You can manually cancel the signal by pressing the same turn signal button. By applying both turn signal buttons at the same time, both signals will flash (hazard lights).

2.4 Fuel System

FUEL SYSTEM

Use only unleaded gasoline. Ethanol blended gasoline is approved as long as it has 87 octane minimum. Methanol or methanol blended fuel is NOT approved for use in your Big Bear Chopper. Do not use another gas cap other than what we provide. You've probably noticed that your bike does not come with a fuel gauge. If you have a speedometer gauge, always reset your trip odometer after refueling and get to know the range of your bike.

FUELING SAFETY

Gasoline is extremely flammable and is explosive under certain conditions. So be careful. Remove fuel filler cap slowly and when you're done fueling, tighten the gas cap until it is not loose. Do not over tighten it. Refuel in a well-ventilated area with the engine turned off. Do not smoke or allow open flames or sparks when refueling or when working on the fuel system. Prevent flooding of the carburetor by closing the fuel supply valve when the engine is not running. When you're fueling, leave air space to allow for fuel expansion. Wipe up spills immediately. A lot of service stations have high volume pumps that can cause pressure to build in your fuel tank and force fuel out the vent creating a health and fire hazard. Pay close attention when fueling up your tank at a public gas station, no matter how much people want to talk to you and how many autographs you have to sign because you ride a Big Bear Chopper.



2.4 Fuel System

The fuel system consists of several components with their own function that all must work together for your bike to run like it should. The fuel tank, fuel petcock, filter screen, fuel lines, carburetor and air cleaner rely on each other to provide the right amount of fuel to the engine.

ENRICHENER

The enrichener helps cold starting by creating a richer than normal fuel condition. The enrichener lever is on the top of the carburetor behind the air filter housing. Lift up the enrichener lever for cold starting. Push down the enrichener lever to close as the engine begins to warm.

FUEL PETCOCK

The petcock is located under the fuel tank. The petcock position is marked on the base of the petcock just above the lever. Always close the fuel petcock when the engine is not running. Failure to do so can result in flooding the engine with fuel, making the motorcycle difficult to start.

FUEL ON: Turn the lever until it has stopped in the ON position.

FUEL OFF: Turn the lever until it has stopped in the OFF position.

FUEL RESERVE: Turn the lever until it is centered between the ON and OFF positions.

In the Fuel ON position, fuel enters the petcock from about one inch above the bottom of the tank. The reserve position allows the fuel that is left in the bottom of the tank to enter the petcock. If you use your fuel reserve, remember to turn the petcock from the RESERVE to the ON position after refueling.

FUEL TANK STRAINER

A screen-type fuel strainer is located on top of the petcock valve inside the fuel tank. This screen should be inspected and cleaned every service interval. With the gas tank empty (drained through the fuel valve line with the valve set to reserve), carefully unscrew the fuel supply valve from the tank. Inspect and clean the fuel strainer, then reinstall the valve in the fuel tank.

FUEL IN-HOSE FILTER

This filter picks up any fine particles that was not caught by the petcock strainer. This fuel filter is between the fuel tank and the carburetor. Big Bear Choppers recommends changing this filter between the miles of 100-300 as it picks up particles left from the fuel tank construction. By using a clear filter housing, you will be able to see the flow of the fuel going through to determine when to change it or not.



3.0 Inspection Overview

SAFETY PRECAUTIONS

All of the listed maintenance recommendations should be performed at the recommended mileage intervals by Big Bear Choppers or an authorized Big Bear Choppers bike shop in order to ensure the safe operation of your bike.

Remember that Big Bear Choppers and an Authorized Big Bear Choppers bike shop is usually equipped to maintain and service your bike. If you decide to perform the scheduled maintenance yourself, it is essential you have the proper tools, knowledge and skills required. Improper maintenance will cause permanent damage to your bike.

GENERAL INSPECTION

Good maintenance means a safe ride. A careful check of the bike's components must be made after periods of storage and frequently between the regular service intervals to determine if additional maintenance is necessary. The following items should be checked regularly:

1. Tires. *Check for correct pressure, abrasions or cuts.*
2. Brakes. *Check the steering and throttle for responsiveness.*
3. Primary and Final Drive. *Check drive belt for condition.*
4. Brake fluid. *Check for level and condition.*
5. Brake Lines and Fittings. *Check for leaks.*
6. Brake Pads and Discs. *Check for excessive or disproportionate wear.*
7. Cables. *Check for fraying or crimping and free operation.*
8. Fluids. *Check the engine oil, transmission fluid and brake fluids to maintain proper levels.*
9. Lights. *Check the headlamp, tail lamp, brake lamp and directional lamps for proper operation.*
10. Fasteners. *Check all fasteners, especially holding fenders, engine and drive train mounts, brake calipers and hangers, and frontend fasteners to Big Bear Choppers recommended torques.*



3.1 Fluids

ENGINE OIL

Use only premium 20W50 V-Twin, detergent motorcycle oil. The quality and cleanliness of your engine oil, as well as maintaining the proper oil level, are three factors in preventing premature wear inside your engine.

CHECK OIL LEVEL

The engine oil level should be checked when the engine is at normal operating temperature. When checking the oil level, the bike must be straight up and level. Except for softail models which must be checked when on the side stand. Remove the seat on all models and remove the oil cap by unscrewing counter clockwise. The oil level should be about 2" to the top of the oil tank. Use caution to avoid overfilling the oil tank.

ENGINE OIL FILTER

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

CHANGING ENGINE OIL

Oil must be changed after the first 500 miles and thereafter at 2500-mile intervals in normal service conditions. Oil change intervals should be shorter in cold weather. Big Bear Choppers recommends 20W50 V-TWIN oil. 2.5 - 3 Quarts of oil is recommended.

TRANSMISSION LUBRICANT

The transmission lubricant level should be checked monthly. Big Bear Choppers recommends 80/90W GL5 V-Twin motorcycle transmission lubricant. Harley synthetic lubricant is NOT recommended for use in Big Bear Choppers transmissions. The transmission lubricant level should be checked only when the drive train is at normal operating temperature. Turn the engine off and position the motorcycle upright and level. Leave the motorcycle in this position for a short period allowing the lubricant level to equalize. The transmission capacity is 18-20 oz. Do not over fill or leakage may occur. Install the dipstick.

CHANGING TRANSMISSION LUBRICANT

The transmission fluid should be changed at all service intervals and every 2500 miles and so on. The drain plug is located differently on various transmissions, but usually on or near the bottom of the unit. Unscrew the threaded drain plug to allow fluid to drain. Remove speed sensor and clean any material on it. Replace and secure the drain plug. Fill the transmission case with 20 oz. of lubricant. When draining and refilling the transmission lubricant, insure that dirt and debris do not enter the transmission case.



3.1 Fluids

FRONT FORK OIL

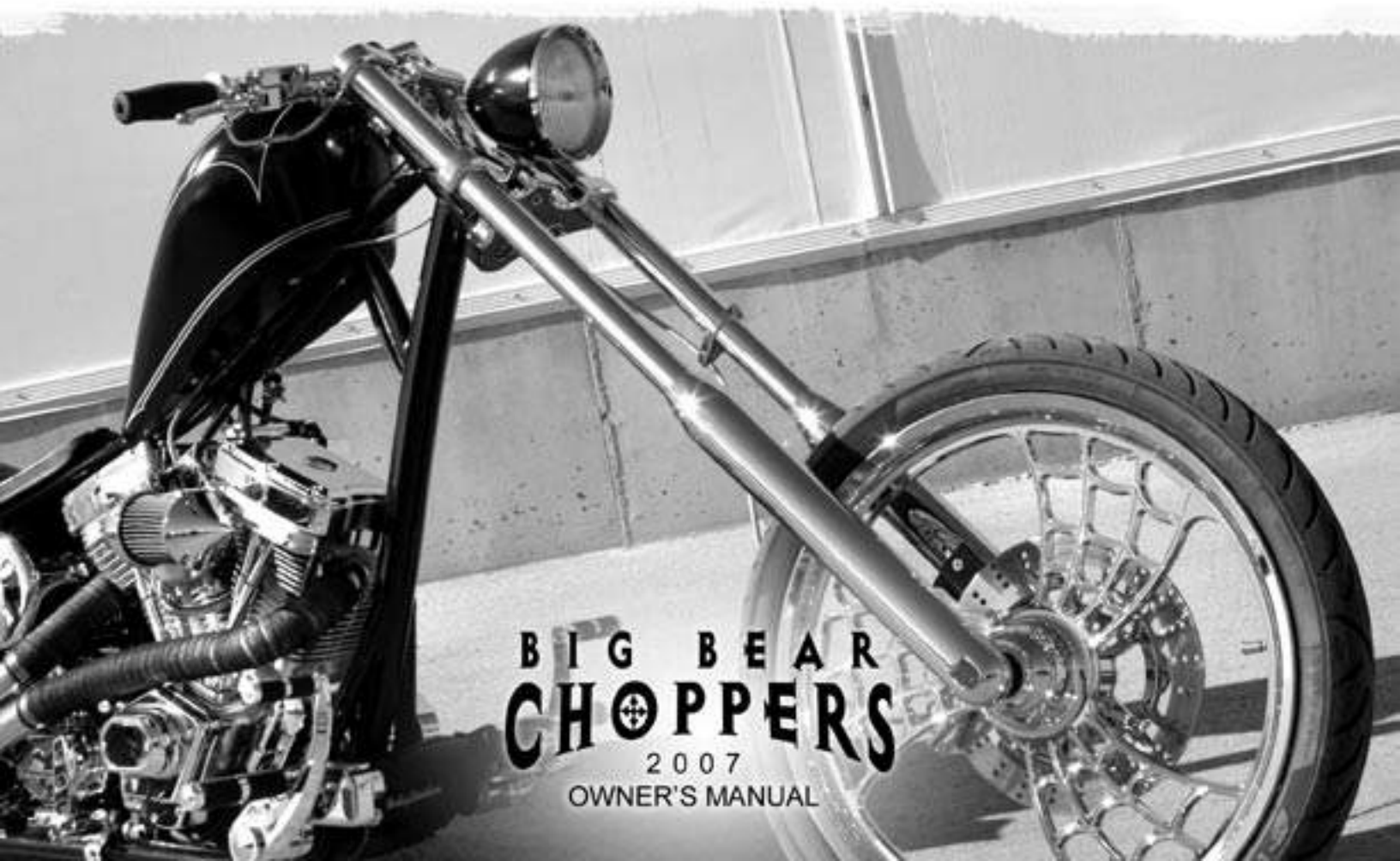
Drain and refill the front forks every 5000 miles or every year. All models use 10 oz. of 20W synthetic fork oil. Improper fluid level or leaking seals will cause the front forks to not work properly. If the fork does not appear to be working properly or evidence of oil leakage should develop, have it checked out by Big Bear Choppers or an authorized Big Bear Choppers bike shop.

BRAKE FLUID LEVELS

Check brake fluid levels at least every 5000 miles or annually. Check the fluid in both the front and rear master cylinder reservoirs. Use only DOT5 BRAKE FLUID approved for brake system use.

LUBRICATION:

1. Lubricate throttle control cables with graphite every 2,500 miles.
2. Check steering head bearings for adjustment and lubricate with bearing grease at every 10,000 miles.
3. Lubricate the side stand with anti-seize every 2500 miles.
4. All control pivot points may be lubricated regularly, especially after driving in wet weather or after washing.



3.2 Wheel/Tire Inspection

Vehicle alignment should be checked every 5000 miles and whenever the rear wheel is removed. Improper tire inflation will cause abnormal tread wear and could result in unstable handling. Under inflation could result in the tire slipping on the rim, sudden tire failure and/or result in unstable handling.

Never use secondhand, damaged, punctured or repaired tires. Once a motorcycle tire has been damaged, it is unsafe to use. A tire can be severely damaged and not show the damage externally. A damaged tire can fail causing injury.

Striking objects such as curbs may result in internal tire damage not visible from the outside. If you are uncertain of the tire integrity, have your tires inspected by Big Bear Choppers or an authorized Big Bear Choppers bike shop.

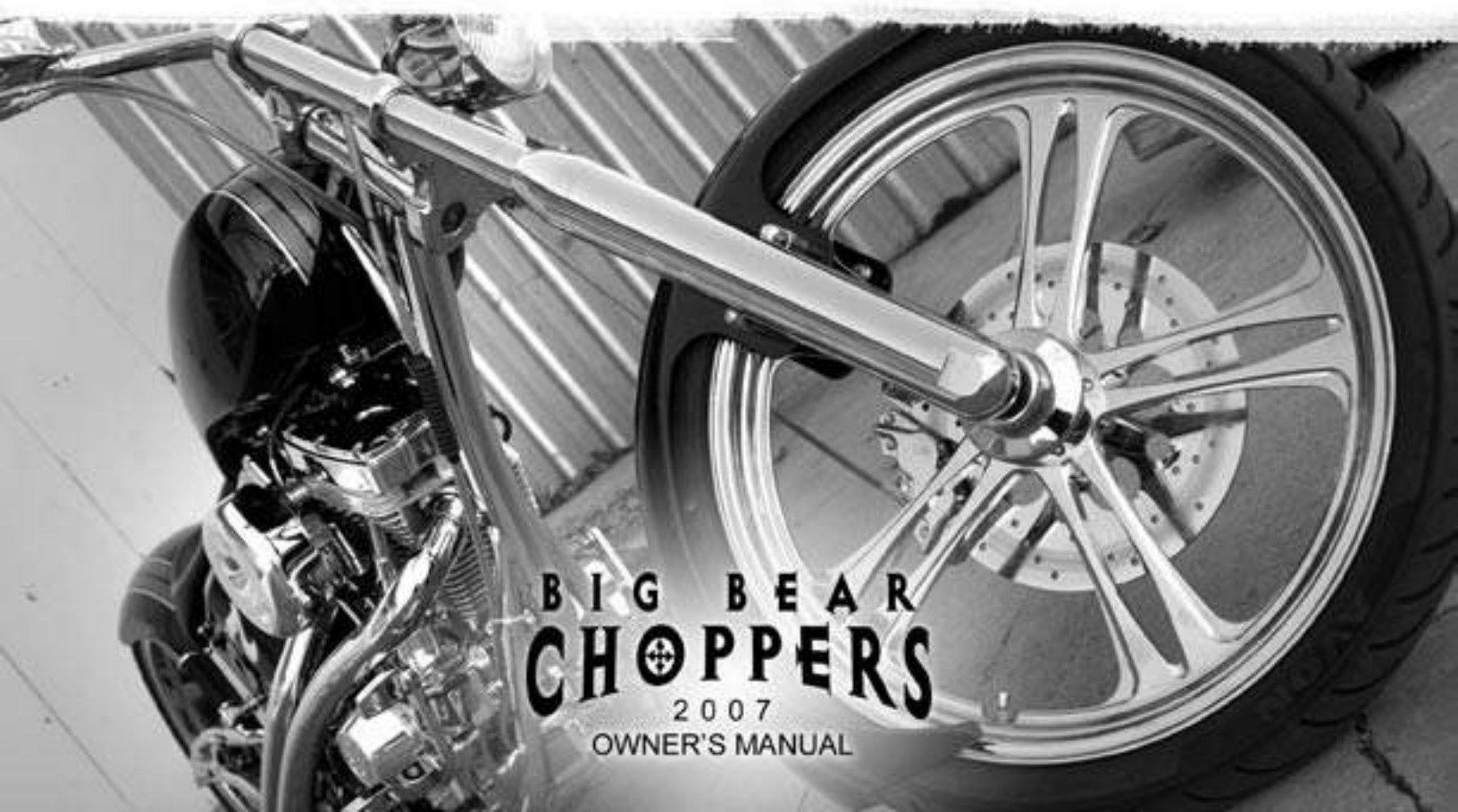
WHEEL INTEGRITY

Your wheels should be checked regularly for dents or cracks.

TIRE INTEGRITY

Be sure to keep your tires properly inflated. See model specification pages for correct cold tire inflation pressures. Check before riding when tires are cold. Do not over inflate tires. Check tire pressure and inspect for wear and damage prior to each ride. Replace worn or damaged tires immediately. Use only Big Bear Choppers approved tires for replacement. Servicing of tires and wheels is recommended to be done by Big Bear Choppers or an authorized Big Bear Choppers bike shop.

Be sure to keep tires properly inflated to 40 lbs. for the front tire, and 42 lbs. for the rear tire. Over inflating or under inflating can be very dangerous.



3.3 General Inspection

IGNITION TIMING

The V-Twin engine in your bike has been designed to give you a good amount of performance. Ignition timing is electronically controlled and is not recommended for people to tamper with that does not have proper knowledge of the timing system. If you experience trouble you think it might be the timing, give your bike to Big Bear Choppers or an authorized Big Bear Choppers bike shop to be checked out. RevTech engines come already pre-ran and timed, so you will not have to time it. The S&S engines do not come pre-ran and timed. If you are building one of our kits with an S&S engine, you will have to install the timing ignition (usually the Crane Hi-4), and time the engine once you fire it up. Resort to the product manual for more information on timing your engine.

SHIFTER LINKAGE ADJUSTMENT

The shift linkage can be adjusted without removing the shift rod or eyelets from the shift controls. The shift rod has right and left handed threads on opposite ends. To adjust the shift lever, loosen the jam nuts at the base of each shift rod eyelet. Rotate the shift rod clockwise (to the right) to lower the shift lever. Rotate counter clockwise (to the left) to raise the shift lever. Once the lever is adjusted to the desired position, tighten both jam nuts. As the jam nuts are locked into place, the shift rod eyelets must remain in a vertical position to one another. If the eyelets are not aligned vertically, linkage may bind causing difficult shifting.

DRIVE BELT INSPECTION

The rear drive belt tension is set properly when the bike is built at Big Bear Choppers and you should check along with pulley wear at the 500-mile service and each 2,500 miles. Inspect the belt for signs of excessive wear, tears, cracks and missing or broken teeth. Replace the belt if any of these conditions are found. The inner tooth surface area of a new belt is coated with a thin layer of polyethylene. This coating will wear off as the bike is ridden and its appearance will change. This is a normal condition and not an indication of belt wear. Too tight or too loose will cause poor handling.



3.3 General Inspection

BRAKE LINE AND MASTER CYLINDER INSPECTION

Whenever you inspect the brake pads and discs, also inspect the brake lines, connections, master cylinders and calipers for any leaks. To service the front brake master cylinder, stand the motorcycle on its kickstand. Turn the handlebars until the front brake master cylinder lid is close to level (you may need assistance to keep the front handlebars in this position). Remove the master cylinder lid and visually check for fluid at the undercut inside the reservoir. To service the rear brake master cylinder, stand the motorcycle straight up and level. Remove the master cylinder lid and visually check for fluid at the undercut inside the reservoir.

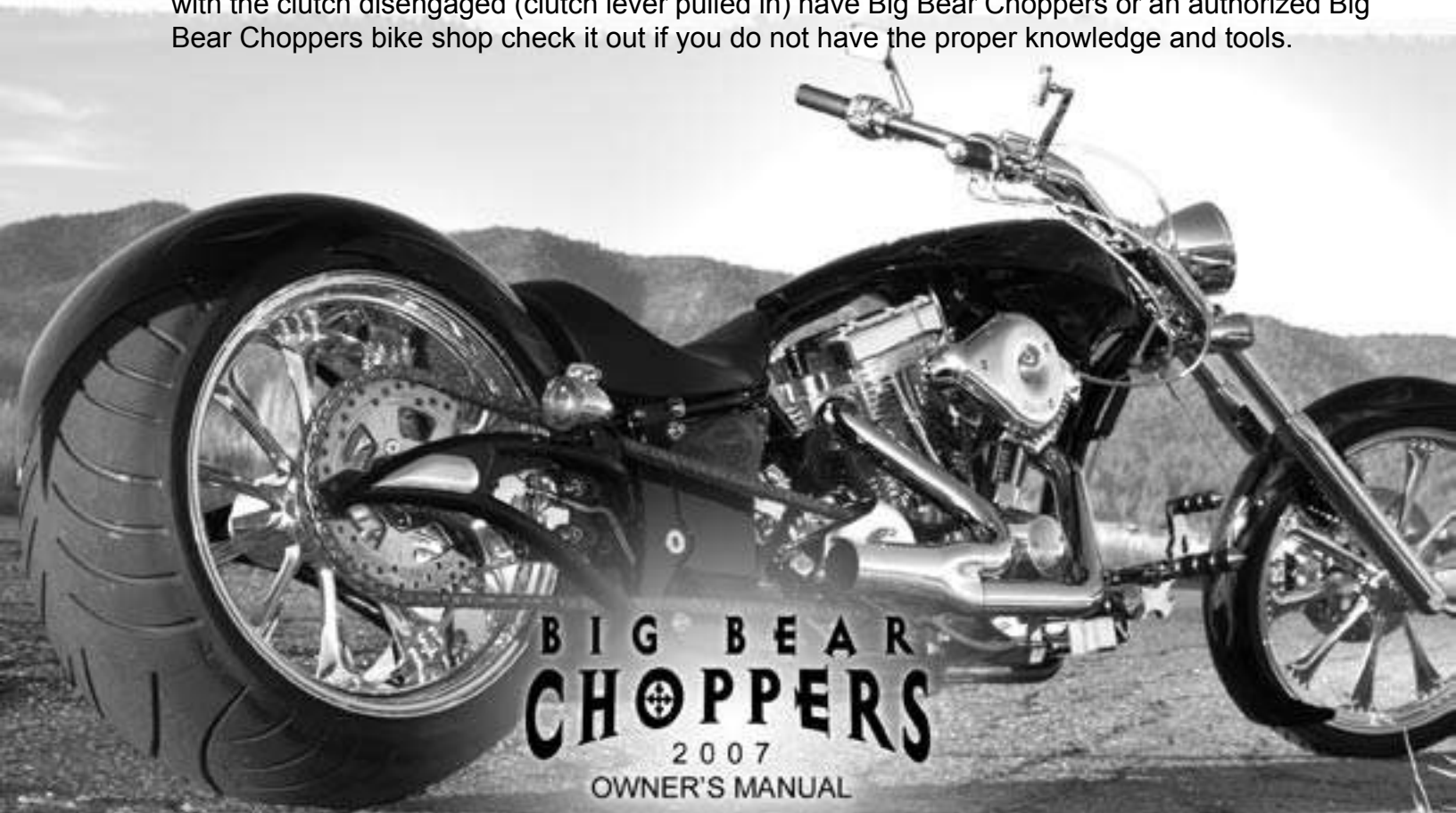
Use only **DOT5** brake fluid in your Big Bear Chopper brake system.

FRONT AND REAR BRAKE INSPECTION

Check your front and rear brakes at 500 miles then every 2,500 miles. If you ride under adverse conditions like steep hills (like Big Bear Lake!) or heavy traffic, inspect the pads more often. Visual inspection of brake pads can be made without removing the caliper by viewing the lower area of each caliper with a flashlight. If brake pad material is 1/16" in thickness or less, (like a quarter's width) the pad must be replaced immediately. Do not ignore this routine maintenance as damage could occur. Replace brake pads in pairs only. Check the brake caliper position on both brake discs. The discs should be centered between the brake pads. If the pads are not centered, or you have any other brake related problem, contact Big Bear Chopper or an authorized Big Bear Choppers bike shop.

CLUTCH CABLE INSPECTION AND ADJUSTMENT

The clutch cable should be checked, lubricated and adjusted at all service intervals and every 2,500 miles. If your clutch is slipping with the clutch engaged (clutch lever released) or dragging with the clutch disengaged (clutch lever pulled in) have Big Bear Choppers or an authorized Big Bear Choppers bike shop check it out if you do not have the proper knowledge and tools.



3.3 General Inspection

ALTERNATOR CHARGING RATE AND VOLTAGE REGULATOR

The alternator output is controlled by the voltage regulator. This unit requires no scheduled maintenance. If any electrical system trouble is experienced that you think might be related to the alternator or voltage regulator, contact Big Bear Choppers or an authorized Big Bear Choppers bike shop.

BATTERY SERVICING AND INSTALLATION

Battery connections should be cleaned and tightened every 2,500 miles. To service the battery, remove the seat, disconnect battery cables (negative first, positive last), and clean the cable connectors and battery terminal with a wire brush or sandpaper to remove oxidation. Connect the cables to the proper terminals (positive first, negative last). Do not over tighten terminal connections. Coat the terminals with corrosion inhibitor. Batteries can lose some of their charge even with the ignition turned off. Discharge rate depends on the storage temperature and the condition of the battery. After 30 days of non use, the battery may not have sufficient cranking power to start the motorcycle. Use a motorcycle specific charger and do not use an automotive one.

SPARK PLUG, PLUG WIRE INSPECTION AND REPLACEMENT

Inspect and/or replace the spark plugs at the 500 mile mark then every 2,500 miles. To disconnect the spark plug wires from the plugs, pull on the molded connector boots. The connection is a snap type. Grasp the rubber wire boot, not the wire. Pulling on the wire may damage the internal conductor. The spark plug gap should be .040. Make sure that the new spark plugs are the same type as the ones being replaced. Autolight spark plugs. Spark plugs should be torqued to 14 ft. lbs. If the engine seems to be running on only one cylinder, check the spark plug wire connection at both ends.

HEADLIGHT REPLACEMENT

The headlight has a replaceable quartz halogen bulb. When replacing a halogen bulb never touch the glass portion with your bare fingers as oil contamination will reduce bulb life. Do not attempt to remove bulb while it is still hot.

Do not replace or use any noncompliant or unauthorized Big Bear Choppers electrical components. This could lead to one or more electrical faults or system failures. This will void the electrical warranty.



3.4 Drivetrain Overview

Proper break-in is critical in the first 3000 miles. In this break-in period internal engine components will “seat” or mate to one another. These factors will determine engine longevity.

PRIMARY DRIVE

The primary drive delivers power from the engine to the transmission. The standard primary drive on your Big Bear Chopper is a BDL® open belt drive running from the crank shaft sprocket to the transmission shaft sprocket.

TRANSMISSION

The transmission delivers the power it receives from the primary drive to the rear wheel by the final drive belt or chain. The transmission also allows the engine to operate within its limitations under varying speeds and conditions. Proper gear selection while riding will enhance your enjoyment, safety and help to ensure longevity of your engine.

FINAL DRIVE

The final drive is the last link in the power train and connects the transmission to the rear wheel via a belt or chain.



3.5 Trouble Shooting Guide

TROUBLE SHOOTING GUIDE

This trouble-shooting guide provides only the most common potential problems with its solution.

ENGINE

STARTER DOES NOT OPERATE OR DOES NOT TURN ENGINE OVER:

1. Engine run switch in OFF position.
2. Ignition switch is off.
3. Discharged battery, loose, corroded or broken connections (solenoid chatters).

ENGINE TURNS OVER BUT DOES NOT START:

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

HARD TO START:

1. Throttle held open when enrichener used.
2. Fuel tank cap vent plugged or carburetor fuel line closed off, restricting fuel flow.
3. Spark plugs in bad condition.
4. Loose wire or cable connection(s) at one of the battery terminals or at coil.
5. Spark plug cables in bad condition.
6. Battery nearly discharged.
7. Carburetor not adjusted correctly.
8. Ignition not timed properly.
9. Water or dirt in fuel system and / or carburetor.
10. Engine oil too viscous (winter operation).

STARTS, BUT RUNS IRREGULARLY OR MISSES:

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



3.5 Trouble Shooting Guide

SPARK PLUG KEEPS FOULING:

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

PREIGNITION OR DETONATION (KNOCKS OR PINGS):

1. Incorrect fuel.
2. Incorrect spark plug.
3. Incorrect ignition timing.
4. Insufficient oil supply or oil circulation.
5. Heavy carbon deposit from lugging the engine.
6. Ignition timing retarded or overly advanced.
7. Carburetor set too lean.
8. No air flow over engine (stopping in traffic).

EXCESSIVE VIBRATION:

1. Front, rear and/or top engine mounting bolts loose.
2. Transmission mounting bolts loose.
3. Primary drive pulleys loose.
3. Wheels and/or tires damaged or not damaged.
4. Vehicle not properly aligned.
5. Final drive belt badly worn.
6. Final drive chain badly worn or links tight as a result of insufficient lubrication or improper adjustment.



**BIG BEAR
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3.5 Trouble Shooting Guide

LUBRICATION SYSTEM OIL DOES NOT RETURN TO OIL TANK:

1. Oil tank empty.
2. Restricted oil lines or fittings.
3. Restricted oil filter.
4. Internal motor damage.

ENGINE LEAKS OIL FROM CASE, PUSH RODS, HOSES:

1. Loose parts.
2. Imperfect seal at gasket, push rod cover, washers, etc.
3. Restricted oil return line to tank.

ELECTRICAL SYSTEM ALTERNATOR DOES NOT CHARGE:

1. Regulator not grounded.
2. Engine ground wire loose or broken.
3. Malfunction in charging system.

ALTERNATOR CHARGE RATE IS BELOW NORMAL:

1. Weak battery.
2. Excessive use of add-on accessories.
3. Loose or corroded connections.
4. Extensive periods of idling or low speed riding.
5. Malfunction in charging system.

CLUTCH SYSTEM DRAGS OR DOES NOT RELEASE:

1. Clutch controls improperly adjusted.
2. Clutch steel discs warped.

CLUTCH SLIPS:

1. Clutch controls improperly adjusted.
2. Worn friction discs.
3. Insufficient clutch spring attitude.

CLUTCH CHATTERS:

1. Friction disc or steel discs worn or warped.

TRANSMISSION HARD TO SHIFT:

1. Transmission shifting mechanism needs adjustment.
2. Bent shifter fork.
3. Clutch out of adjustment.



3.5 Trouble Shooting Guide

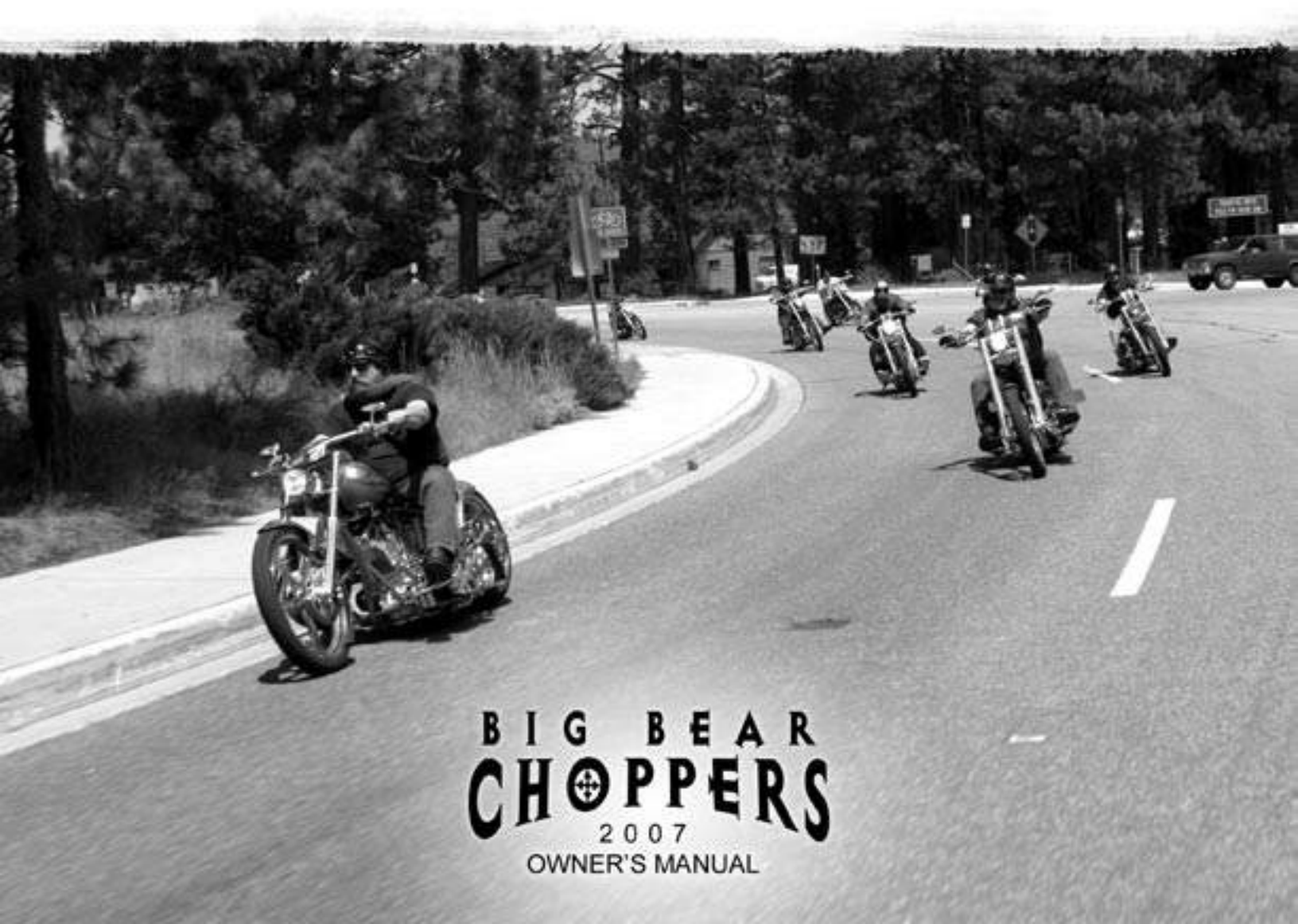
TRANSMISSION JUMPS OUT OF GEAR:

1. Shifter rod improperly adjusted.
2. Shifter fork bent (inside transmission.)
3. Worn shifter clutch gears in transmission.

BRAKES

POOR BRAKE PERFORMANCE:

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



3.6 Maintenance Overview

Regularly scheduled maintenance is required to keep your new Big Bear Chopper warranty in effect. Improperly maintaining your bike or not correcting a problem before riding is very dangerous and can cause you to crash. For the greatest safety, reliability and performance from your Big Bear Chopper, regular maintenance procedures must be followed, which includes inspection, lubrication and adjustment. Big Bear Choppers or an authorized Big Bear Choppers bike shop usually knows best how to service your motorcycle, using factory approved methods, equipment and products assuring you competent service. However, ***Big Bear Choppers is not liable for any actions or claims any shop, whether approved by Big Bear Choppers or not, that is servicing your bike may make.***

You must always keep your receipts, logs, and other documentation to prove that the required maintenance was performed at the proper interval according to this section. The mileage intervals shown in the maintenance schedule is a guide for regular maintenance and lubrication periods for your bike. More frequent servicing may be required if you ride your bike in temperature extremes, dusty climate operation, poor road conditions, high-speed operation, through deep water, etc.

After the Big Bear Chopper's builder finishes your bike, he will test ride it for a minimum of 50 miles then inspect 100% of the bike. This inspection is done to ensure that all components are adjusted correctly and in proper working order, that all fluids are at the proper level and all bolts are torqued. By following the recommended maintenance schedule, you will be assured longevity, reliability and performance of your Big Bear Chopper.



3.7 Maintenance Schedule

SCHEDULED MAINTENANCE LOG	500 Mile	2500 Mile	5000 Mile	7500 Mile	10000 Mile
Change engine oil and filter	x	x	x	x	x
Inspect air cleaner and service as required	x	x	x	x	x
Inspect petcock fuel filter screen and service as required	x	x	x	x	x
Change primary drive lubricant / clean magnetic drain plug	x		x		x
Check and adjust primary chain	x	x	x	x	x
Check and adjust clutch	x	x	x	x	x
Change transmission lubricant / clean magnetic plug	x	x	x	x	x
Check and lubricate throw-out bearing and clutch rod	x	x	x	x	x
Check and adjust drive belt with rider on bike	x		x		x
Inspect brake pads and disks for wear	x	x	x	x	x
Inspect brake fluid reservoir level and condition	x		x		x
Inspect oil lines and brake system for leaks	x	x	x	x	x
Lubricate brake and clutch levers - throttle and clutch cables	x	x	x	x	x
Inspect operation of throttle and enricher controls	x	x	x	x	x
Inspect fuel valve, lines and fittings for leaks	x	x	x	x	x
Check tire pressure - inspect tire and tread for wear or damage	x		x		x
Check rear swing arm pivot nut	x	x	x	x	x
Check all operations of electrical components and switches	x	x	x	x	x
Inspect and / or replace spark plugs as needed	x	x	x	x	x
Check condition of rear shock absorbers	x		x		x
Check torque of all fasteners except engine head bolts	x		x		x
Check engine idle speed adjustment	x		x		x
Clean tappet screen	x	x	x	x	x
Download ignition module, forward to Customer Service	x	x	x	x	x
Clean battery connections	x	x	x	x	x
Inspect, repack and adjust steering head bearings					
Change front fork oil			x		x
Replace front and rear wheel bearings					
Test ride	x	x	x	x	x



3.8 Maintenance Record

500 MILE MAINTENANCE:

- 1. Change engine oil and filter
- 2. Inspect air cleaner and service as required
- 3. Inspect petcock fuel filter screen and service as required
- 4. Change primary drive lubricant / clean magnetic drain plug for inclosed primary
- 5. Clean petcock tappet screen
- 6. Check and adjust the clutch
- 7. Change transmission lubricant. Clean magnetic plug
- 8. Check and lubricate throw-out bearing and clutch rod (RSD only)
- 9. Check and adjust drive belt with rider on bike
- 10. Check rear brake pedal adjustment
- 11. Inspect brake pads and discs for wear
- 12. Inspect brake fluid reservoir level and condition
- 13. Inspect oil lines and brake system for leaks
- 14. Lubricate: brake and clutch levers - throttle and clutch cables
- 15. Inspect operation of throttle and enrichener controls
- 16. Inspect fuel valve, lines and fittings for leaks
- 17. Check tire pressure - inspect tire and tread for wear and damage
- 18. Check rear swing arm pivot nut
- 19. Check all operations of electrical equipment and switches
- 20. Inspect and/or replace spark plugs as needed
- 21. Check condition of rear shock absorbers
- 22. Check torque of all fasteners except engine head bolts
- 23. Check engine idle speed adjustment

500 MILE MAINTENANCE RECORD

NAME OF SHOP WHO PERFORMED THIS SERVICE: _____

NAME OF TECHNICIAN WHO PERFORMED THIS SERVICE: _____

SHOP'S ADDRESS: _____

SHOP'S PHONE: _____

VIN: _____

DATE: _____

MILEAGE: _____

BIKE OWNER'S SIGNATURE: _____



3.8 Maintenance Record

2,500 MILE MAINTENANCE:

- 1. Change engine oil and filter
- 2. Inspect air cleaner and service as required
- 3. Inspect petcock fuel filter screen and service as required
- 4. Check and adjust primary chain
- 5. Check and adjust the clutch
- 6. Check and lubricate throw-out bearing and clutch rod (RSD only)
- 7. Check and adjust drive belt with rider on bike
- 8. Inspect brake pads and discs for wear
- 9. Inspect brake fluid reservoir level and condition
- 10. Inspect oil lines and brake system for leaks
- 11. Lubricate: brake and clutch levers - throttle and clutch cables
- 12. Inspect operation of throttle and enrichener controls
- 13. Inspect fuel valve, lines and fittings for leaks
- 14. Check tire pressure - inspect tire and tread for wear and damage
- 15. Check ignition timing
- 16. Check all operations of electrical equipment and switches
- 17. Inspect and/or replace spark plugs as needed
- 18. Check torque of all fasteners except engine head bolts
- 19. Clean petcock tappet screen
- 20. Clean battery connections

2500 MILE MAINTENANCE RECORD

NAME OF SHOP WHO PERFORMED THIS SERVICE: _____

NAME OF TECHNICIAN WHO PERFORMED THIS SERVICE: _____

SHOP'S ADDRESS: _____

SHOP'S PHONE: _____

VIN: _____

DATE: _____

MILEAGE: _____

BIKE OWNER'S SIGNATURE: _____



3.8 Maintenance Record

5,000 MILE MAINTENANCE:

- 1. Change engine oil and filter
- 2. Inspect air cleaner and service as required
- 3. Inspect petcock fuel filter screen and service as required
- 4. Change primary drive lubricant / clean magnetic drain plug
- 5. Check and adjust primary chain
- 6. Check and adjust the clutch
- 7. Change transmission lubricant. Clean magnetic plug
- 8. Check and lubricate throw-out bearing and clutch rod (RSD only)
- 9. Check and adjust drive belt with rider on bike
- 10. Inspect brake pads and discs for wear
- 11. Inspect brake fluid reservoir level and condition
- 12. Inspect oil lines and brake system for leaks
- 13. Lubricate: brake and clutch levers - throttle and clutch cables
- 14. Inspect operation of throttle and enrichener controls
- 15. Inspect fuel valve, lines and fittings for leaks
- 16. Check tire pressure - inspect tire and tread for wear and damage
- 17. Check rear swing arm pivot nut
- 18. Check all operations of electrical equipment and switches
- 19. Inspect an or replace spark plugs as needed
- 20. Check condition of rear shock absorbers
- 21. Check torque of all fasteners except engine head bolts
- 22. Check engine idle speed adjustment
- 23. Clean petcock tappet screen

5000 MILE MAINTENANCE RECORD

NAME OF SHOP WHO PERFORMED THIS SERVICE: _____

NAME OF TECHNICIAN WHO PERFORMED THIS SERVICE: _____

SHOP'S ADDRESS: _____ SHOP'S PHONE: _____

VIN: _____ DATE: _____ MILEAGE: _____

BIKE OWNER'S SIGNATURE: _____



3.8 Maintenance Record

7,500 MILE MAINTENANCE:

- 1. Change engine oil and filter
- 2. Inspect air cleaner and service as required
- 3. Inspect petcock fuel filter screen and service as required
- 4. Check and adjust primary chain
- 5. Check and adjust the clutch
- 6. Check and lubricate throw-out bearing and clutch rod
- 7. Check and adjust drive belt with rider on bike
- 8. Inspect brake pads and discs for wear
- 9. Inspect brake fluid reservoir level and condition
- 10. Inspect oil lines and brake system for leaks
- 11. Lubricate: brake and clutch levers - throttle and clutch cables
- 12. Inspect operation of throttle and enrichener controls
- 13. Inspect fuel valve, lines and fittings for leaks
- 14. Check tire pressure - inspect tire and tread for wear and damage
- 15. Check all operations of electrical equipment and switches
- 16. Inspect and/or replace spark plugs as needed
- 17. Check torque of all fasteners except engine head bolts
- 18. Clean petcock tappet screen
- 19. Clean battery connections

7500 MILE MAINTENANCE RECORD

NAME OF SHOP WHO PERFORMED THIS SERVICE: _____

NAME OF TECHNICIAN WHO PERFORMED THIS SERVICE: _____

SHOP'S ADDRESS: _____

SHOP'S PHONE: _____

VIN: _____

DATE: _____

MILEAGE: _____

BIKE OWNER'S SIGNATURE: _____



3.8 Maintenance Record

10,000 MILE MAINTENANCE:

- 1. Change engine oil and filter
- 2. Inspect air cleaner and service as required
- 3. Inspect petcock fuel filter screen and service as required
- 4. Change primary drive lubricant / clean magnetic drain plug
- 5. Check and adjust primary chain
- 6. Check and adjust the clutch
- 7. Change transmission lubricant. Clean magnetic plug
- 8. Check and lubricate throw-out bearing and clutch rod
- 9. Check and adjust drive belt with rider on bike
- 10. Check rear brake pedal adjustment
- 11. Inspect brake pads and discs for wear
- 12. Inspect brake fluid reservoir level and condition
- 13. Inspect oil lines and brake system for leaks
- 14. Lubricate: brake and clutch levers - throttle and clutch cables
- 15. Inspect operation of throttle and enricher controls
- 16. Inspect fuel valve, lines and fittings for leaks
- 17. Check tire pressure - inspect tire and tread for wear & damage
- 18. Check rear swing arm pivot nut
- 19. Check all operations of electrical equipment and switches
- 20. Inspect and/or replace spark plugs as needed
- 21. Check ignition timing
- 22. Check condition of rear shock absorbers
- 23. Check torque of all fasteners except engine head bolts
- 24. Check engine idle speed adjustment
- 25. Clean petcock tappet screen
- 26. Inspect, repack and adjust steering head bearings
- 27. Clean battery connections
- 28. Replace front and rear wheel bearings

10000 MILE MAINTENANCE RECORD

NAME OF SHOP WHO PERFORMED THIS SERVICE: _____

NAME OF TECHNICIAN WHO PERFORMED THIS SERVICE: _____

SHOP'S ADDRESS: _____

SHOP'S PHONE: _____

VIN: _____

DATE: _____

MILEAGE: _____

BIKE OWNER'S SIGNATURE: _____



3.9 Storage

PREPARING YOUR BIKE FOR STORAGE

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

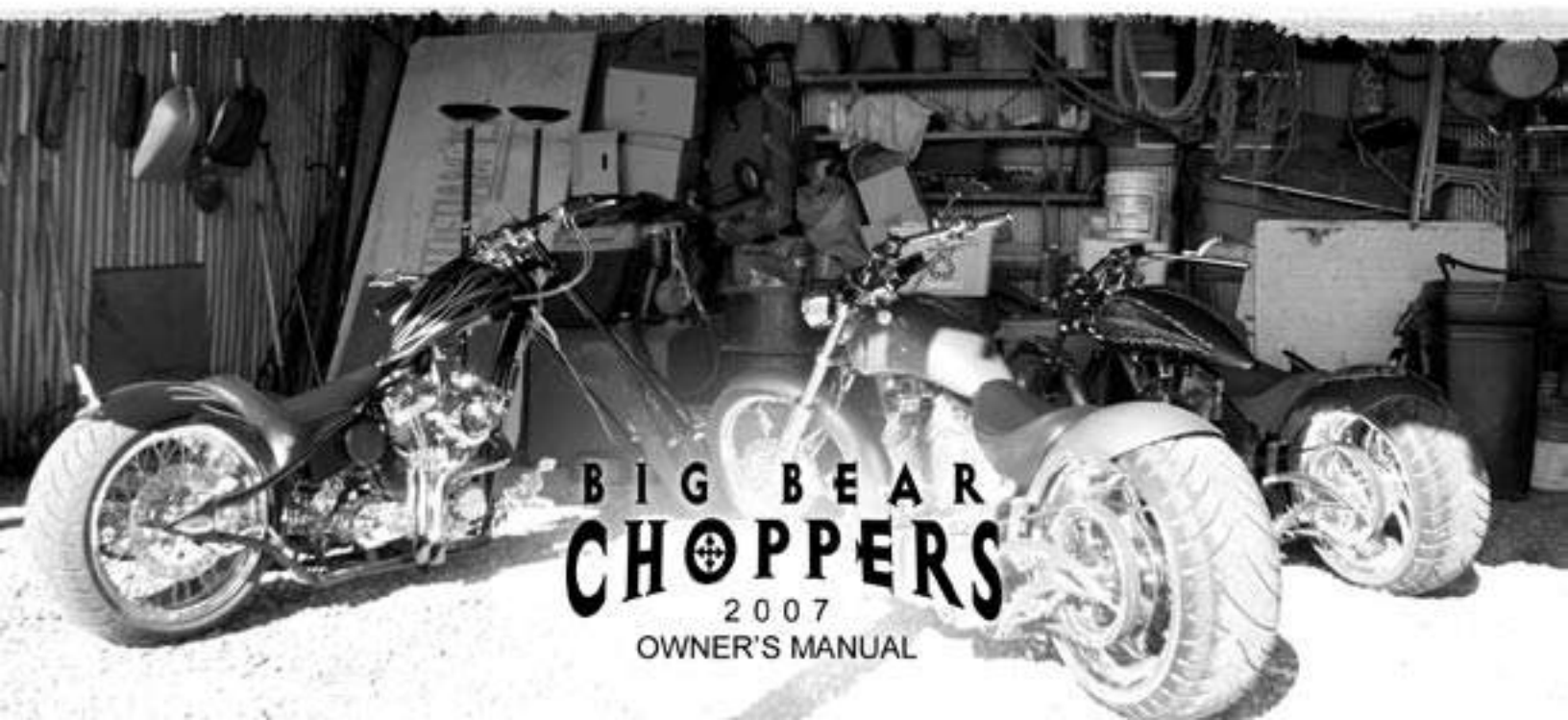
1. Change the oil and filter.
2. Fill the fuel tank and add a gasoline stabilizer.
3. Run the bike for 1-2 minutes to circulate the fresh oil and give the stabilizer a chance to reach the carburetor.
4. Check condition of the drive belt.
5. Inflate tires to proper pressure.
6. Wash painted surfaces.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

If the bike is to be covered, use a material such as light canvas that will breathe. Plastic materials trap condensation against the surfaces of your bike. Do not store the bike with gasoline in the tank inside your home or garage if there are open flames, pilot lights, sparks or electric motors present.

REMOVING YOUR BIKE FROM STORAGE

When removing your bike from storage, here is a checklist of things you will need to do prior to riding.

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



3.10 General Cleaning

GENERAL CLEANING

Care should be taken to keep your new Big Bear Chopper clean to help prevent rust and corrosion. Chrome and aluminum parts must be maintained regularly to ensure that they retain their original shine.

Take notice of warnings and cautions given on labels of cleaning products to prevent damage to your bike. Do not wash your brake discs with any cleaners that contain either chlorine or silicon. When washing your bike, be cautious not to expose the brakes, engine, muffler, instruments, air cleaner or painted areas to high-pressure spray. Use of a high-pressure spray or pressure washer is not recommended. A wet engine could be hard to start and may not run well until dry. Start the engine immediately after washing and be sure the brakes and engine are operating properly before riding.

CHROME

Use a chrome polish to shine your chrome. Multipurpose cleaners are not recommended.

LEATHER

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

Do not wash your bike with cool water when the paint has been heated by direct sunlight. This can break the bond between the paint and the metal surface. Do not apply power wash directly on the painted surfaces as this too can damage the paint.

PAINT

You probably want to protect your paint job the best you can. Here are six tips to help keep your paint looking its best.

1. Do not apply any wax product for the first 90 days. Do not use silicone-based waxes, polishes or cleaners.
2. When not riding your motorcycle, keep it inside. If it must remain outdoors, make sure to keep it protected with a high quality motorcycle cover. Over time wind, rain and daily exposure to sunlight all take their toll on the finish if not properly protected.
3. Using an approved applicator, apply and remove wax in the same way the paint was applied, in a back and forth motion following the contour of the surface. This avoids etching swirl marks into the finish. Remove any abrasive particles from the painted surfaces and use a clean applicator with a non-abrasive polish to avoid scratching your paint.
4. Wipe off gasoline immediately. The chemicals and additives in gasoline can dull or fog your paint if allowed to remain on the paint.
5. Use only approved cleaners on your paint. Harsh cleaners may work great for removing road tar but also may damage your paint.
6. Avoid constant contact (rubbing) with any clothing or travel gear on your paint.



4.0 Warranty

BIG BEAR CHOPPERS LIMITED WARRANTY

Please review the terms and conditions of this Warranty, and pay close attention to those associated with your responsibilities that include: warranty registration of your new Big Bear Choppers motorcycle, proper break-in and maintenance of your motorcycle, and the requirement to obtain authorization from the Big Bear Choppers Warranty Department before you commence any warranty repair work.

This Manufacturer's Limited Warranty is between Big Bear Choppers, Inc., and you, the owner.

1. Your motorcycle is warranted against defects in workmanship for a period of 1 year from the factory.
2. Paint and Chrome are warranted for a period of six months from the factory.
3. Frame, Swingarm and Fenders are warranted against cracks for the duration of ownership by the original purchaser and may be transferable case by case. Un-install/Install labor and paint are NOT covered.
4. Fuel and Oil Tanks are warranted against any leaks for the duration of ownership by the original purchaser and may be transferable case by case. Un-install/Install labor and paint are NOT covered.
5. BBC-S&S 100 SMOOTH engine is warranted for the duration of 2 years or 20,000 miles, whichever comes first. Any engine warranty claims will be directed and handled by the S&S factory only and is NOT transferable.
6. Baker Transmission is warranted for the duration of 2 years or 20,000 miles, whichever comes first. Any transmission warranty claims will be directed and handled by the Baker Drivetrain factory only and is transferable.
7. Big Bear Choppers brand of wheels and pulleys are warranted for the duration of 1 year and is transferable.
8. If your motorcycle was contracted to Big Bear Choppers to build upon spec, Big Bear Choppers will be the sole arbitrator of defective parts. A defect is defined as the failure of an original part, or of a replacement part of the same quality, to function as it was designed, in normal use, when properly operated and maintained.

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

Warranty services will be performed within 30 days of a claim, subject to inspection at BIG BEAR CHOPPERS or an authorized BIG BEAR CHOPPERS Dealer. Warranty will be provided during normal business hours and scheduled by the provider, consistent with existing workloads and parts availability. Any part(s) replaced under this warranty shall become the property of BIG BEAR CHOPPERS.

TRANSFER OF WARRANTY

This Manufacturer's Limited Warranty is NOT transferable.

PARTS AND LABOR NOT COVERED

Items or situations not covered include, but are not limited to the following:

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



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4. Damage and/or breakdown resulting from collision, fall over or upset, road hazard, fire, theft, attempted theft, malicious mischief, vandalism, riot, fire, explosion, lightning, earthquake, tornado, windstorm, sand storm, volcanic eruption, civil or governmental commotion, rust and corrosion, hail, snow, extreme water or flood, rotting, punctures, natural perils or acts of God, salt, environmental damage, falling objects, chemicals, cleaners, corrosives, high pressure wash, contamination of fluids, fuels, or lubricants, delay or failures in authorized repair and/or replacement services from the aforementioned causes, or other causes beyond BIG BEAR CHOPPERS' control.
5. Any damage and/or breakdown caused by negligence, lack of scheduled maintenance, improper servicing or repairs performed by owner or an unauthorized repair facility, for any breakdown caused by use of wrong lubricants, blockage or the failure to maintain proper levels of lubricants, or any breakdown resulting from failure to protect vehicle from further damage when breakdown has occurred.
6. Damage resulting from the failure of any custom or add-on part, any frame or suspension modifications, lift or lowering kits, fork extensions, oversized/undersized tires, over or under flatted tires, trailer hitches, engine modifications, carburetor, exhaust or emissions modifications, cam change, lighting/signal additions or modifications to the wiring, non-conforming replacement parts which adversely affect performance.
7. Any vehicle that does not have a valid manufacturer's VIN or title branded as salvage, junk, rebuilt, totaled, or flood damaged. Any motorcycle on which the odometer mileage has been changed so that actual mileage cannot be readily determined is not covered.
8. Damage to paint from any cause other than factory defects. Specifically, fading caused by over exposure to direct sunlight, rock chips, abuse, wrong use of polishing or clean agent, road debris abrasion or overfilling of the fuel tank.
9. Any claims, if your vehicle is used for towing a trailer or another vehicle or object or is used as a commercial unit, or is used for rental, taxi, or shuttle, delivery, construction /job site activities, hauling, police or emergency service, off-road use, racing or competitive riding, or route work.
10. Damage caused by failure to follow recommended BIG BEAR CHOPPERS engine break-in procedures, including exceeding RPM limitations or low RPM operation (below 1000). Evidence of abuse or failure to adhere to the recommended break-in procedure will void the engine/ drive train warranty.

LIMIT OF LIABILITY

Repair or replacement of defective components are express limits of your BIG BEAR CHOPPERS Warranty.

PICK-UP/TOWING

In the event of a mechanical breakdown caused by a defect in a Covered Component, BIG BEAR CHOPPERS will reimburse the OWNER for reasonable pick-up and towing charges to transport the motorcycle to BIG BEAR CHOPPERS or an authorized BIG BEAR CHOPPER Dealer. Maximum allowance per occurrence is \$100 and is subject to the terms and conditions of the current towing policy.

IN THE EVENT OF A MECHANICAL BREAKDOWN

To obtain performance under this Manufacturer's Limited Warranty, OWNER must either return the motorcycle at OWNER'S expense to BIG BEAR CHOPPERS or an authorized BIG BEAR CHOPPERS Dealer.

Follow these procedures:

1. Use all reasonable means to protect your motorcycle from further damage that may result from continued operation.
2. Contact BIG BEAR CHOPPERS at 909.878.4340 to obtain the name of the nearest authorized repair facility.



4.0 Warranty

MISCELLANEOUS

1. OWNER agrees that he will not abandon the motorcycle to BIG BEAR CHOPPERS, INC.
2. BIG BEAR CHOPPERS' Authorized Dealers are independently owned and operated. BIG BEAR CHOPPERS is not responsible for any parts, labor or modifications made to your motorcycle.

LEGAL RIGHTS

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

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

YOUR WARRANTY RIGHTS AND OBLIGATIONS

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

LIMITED WARRANTY ON EMISSION CONTROL SYSTEM

BIG BEAR CHOPPERS warrants that each new BIG BEAR CHOPPERS motorcycle is designed, built and equipped to conform at the time of initial retail purchase with all applicable regulations of the United States Environmental Protection Agency. Each new motorcycle that is manufactured to be subject to the laws of the State of California conforms to all applicable regulations of the California Air Resources Board. The motorcycle is free from defects in material and workmanship that would cause such motorcycle to fail to conform to applicable regulations of the United States Environmental Protection Agency and, if applicable, the California Air Resources Board within 5 years or 18,641 miles (30,000 kilometers) whichever occurs first. Warranty defects shall be remedied during customary business hours at any Authorized Dealer in compliance with the Clean Air Act and applicable regulations of the United States Environmental Protection Agency and, if applicable, the California Air Resources Board.

State of California Only: Emission related warranted parts are specifically defined by the state's Emission Warranty Parts List. These warranted parts are: carburetor and internal parts; intake manifold; fuel tank, fuel tank cap for evaporative emission controlled vehicles; fuel/vapor separator; canister; ignition coil; ignition wires; and spark plugs if failure occurs prior to the first scheduled replacement; and hoses, clamps, fittings and tubing used directly in these parts. Since emission related parts may vary from model to model, certain models may not contain all of these parts and certain models may contain functionally equivalent parts. Emission Control System emergency repairs, as provided for in the California Administrative Code, may be performed by service centers other than a BIG BEAR CHOPPERS authorized Dealer or by any individual.

This Big Bear Chopper motorcycle is equipped with a carbon air filter, which is an evaporative emission control device. At no cost to you, an authorized Big Bear Choppers Dealer will replace this carbon air filter at each required maintenance point, or at any time this part becomes damaged or ineffective, for the useful life of the motorcycle (30,000 km or 5 years).



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An emergency situation occurs when BIG BEAR CHOPPERS or an authorized BIG BEAR CHOPPERS Dealer is not reasonably available, a part is not available within 30 days, or a repair is not complete within 30 days. Any replacement part can be used in an emergency repair. BIG BEAR CHOPPERS will reimburse the OWNER for the expenses, including diagnosis, not to exceed BIG BEAR CHOPPERS' suggested retail price for all warranted parts replaced and labor charges based on BIG BEAR CHOPPERS' recommended time allowance for the warranty repair and the geographically appropriate hourly labor rate. The OWNER will be required to provide receipts and return the failed parts to BIG BEAR CHOPPERS in order to receive compensation.

For five years or 30,000 kilometers (18,641 miles), whichever first occurs, if an emission-related part on your motorcycle is defective, the part will be repaired or replaced by BIG BEAR CHOPPERS. This is your emission control system defects warranty. As the motorcycle owner, you are responsible for the performance of the required maintenance listed in your OWNER'S MANUAL. BIG BEAR CHOPPERS recommends that you retain all receipts covering maintenance on your motorcycle, but BIG BEAR CHOPPERS cannot deny warranty solely for the lack of receipts or for your failure to ensure the performance of all scheduled maintenance. You are responsible for presenting your motorcycle to a BIG BEAR CHOPPERS or an authorized BEAR CHOPPERS Dealer as soon as a problem exists. The warranty repairs should be completed in a reasonable amount of time, not to exceed 30 days.

If you have any questions regarding your warranty rights and responsibilities, you should contact BIG BEAR CHOPPERS, INC. at: 909.878.4340.

LIMITATIONS UNDER EMISSION CONTROL SYSTEM WARRANTY:

The warranty period shall begin on the date the motorcycle is delivered to the first retail purchaser, or, if the motorcycle is placed in service as a demonstrator or company vehicle prior to sale at retail, on the date it is first placed in service. The liability of BIG BEAR CHOPPERS is limited solely to the remedying of defects in material or workmanship by BEAR CHOPPERS or an authorized BEAR CHOPPERS Dealer at their place of business during customary business hours. These warranties do not cover inconvenience or loss of use of the motorcycle.

OWNER'S WARRANTY RESPONSIBILITIES

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

1. The OWNER must keep a maintenance log validated by the servicing dealer and keep receipts and work orders showing the date, mileage, and service performed.
2. In the event the OWNER, or someone other than BEAR CHOPPERS or an authorized BEAR CHOPPERS Dealer, performs the required service, the OWNER must continuously maintain and retain receipts, logs, and other documentation sufficient to prove that the required maintenance was performed at the proper time and mileage according to the Service / Maintenance Section that is found in this OWNER'S MANUAL.

TAMPERING WITH NOISE CONTROL SYSTEM PROHIBITED

Federal law prohibits the following acts or causing there of:

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

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



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BIG BEAR CHOPPERS recommends that any noise related repair or maintenance be preformed by BEAR CHOPPERS or an authorized BEAR CHOPPERS Dealer.

REPORTING SAFETY DEFECTS

Required by the National Highway Traffic Safety Administration (NHTSA). If you believe that your vehicle has a defect which could cause a crash or could cause injury or death, you should immediately inform the National Highway Traffic Safety Administration (NHTSA) in addition to notifying BIG BEAR CHOPPERS, INC. If NHTSA receives similar complaints, it may open an investigation, and if it finds that a safety defect exists in a group of vehicles, it may order a recall and remedy campaign. However, NHTSA cannot become involved in individual problems between you, your local BIG BEAR CHOPPERS Dealer, or BIG BEAR CHOPPERS, INC. To contact NHTSA, you may either call the Auto Safety Hotline toll-free at 1-800-424-9393 or (202) 366-0123 in the Washington D.C. area) or write to: NHTSA, U.S. Department of Transportation, 400 7th Street S.W., (NASS-11) Washington, DC 20590. You can also obtain other information about motor vehicle safety from the Hotline.

NOTICE OF WARRANTY DISPUTE RESOLUTION PROGRAM

BIG BEAR CHOPPERS has in place an informal dispute settlement mechanism, established in compliance with Federal Trade Commission Regulations, published at 16 C.F.R. Part 703. OWNER is required to resort to this alternative dispute resolution program before exercising rights or seeking remedies under the federal Magnuson-Moss Warranty Act, 15 U.S.C. §2301, et seq. OWNER may be required to resort to this alternative dispute resolution program before exercising rights or seeking remedies under certain state consumer laws and "lemon law" statutes. These requirements vary from state to state, and are independent of the requirements of the federal Magnuson-Moss Warranty Act. 15 U.S.C. §2301, et seq. OWNER and BIG BEAR CHOPPERS shall submit any dispute arising under this Warranty, to arbitration in accordance with the Rules of the Better Business Bureau (BBB). A volunteer BBB arbitrator will render a decision that the arbitrator considers to be fair. In doing so, the arbitrator is not required to apply legal principles. If OWNER accepts the arbitrator's decision, BIG BEAR CHOPPERS will be bound to abide by the decision and comply with its terms (subject to any limited right of review that may be provided by state or federal law); the OWNER must comply with the terms of the decision; and OWNER gives up the right to sue BIG BEAR CHOPPERS in court on any claim that has been resolved at the arbitration hearing unless BIG BEAR CHOPPERS fails to perform according to the arbitrator's decision (or unless otherwise provided by state or federal law). If OWNER rejects the arbitrator's decision, OWNER may pursue other legal remedies under state or federal law; and BIG BEAR CHOPPERS will not be obligated to perform any part of the decision.

When filing a claim with the BBB, OWNER shall provide, at a minimum, the following information: make and model, vehicle identification number, date of purchase, place of purchase, current odometer reading, a list of all complaints, and a copy of all repair orders and any other documentation to support OWNER'S claim(s). BIG BEAR CHOPPERS shall have ten (10) days from the receipt of written notice from the BBB that OWNER has filed a claim and requested an arbitration hearing within which to respond to OWNER'S claim. OWNER shall then have ten (10) days from the receipt of BIG BEAR CHOPPERS' response within which to respond to the same. Simultaneously, the BBB shall obtain a hearing date, said hearing to take place within forty (40) days of the original filing of OWNER'S claim and request for arbitration with the BBB. All administrative fees, except for attorney fees, for the arbitration process will be paid by BIG BEAR CHOPPERS.

THIS ARBITRATION PROCESS AFFECTS IMPORTANT LEGAL RIGHTS, AND OWNER SHOULD CHECK WITH AN ATTORNEY IF HE / SHE HAS QUESTIONS ABOUT THOSE RIGHTS.

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



4.0 Warranty

STATE WARRANTY ENFORCEMENT LAWS

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

BIG BEAR CHOPPERS
Attn: Warranty Dept.
PO BOX 1741
Big Bear Lake, CA
92315

NOTE: When writing to BIG BEAR CHOPPERS, you will need to provide your name, address, phone number, vehicle model, vehicle identification number, date of purchase, current odometer reading, the name of your BIG BEAR CHOPPERS authorized BIG BEAR CHOPPERS Dealer with their contact information and a description of the problem.

WARRANTY NOTES:



Michael J Read
OE Support & Services Manager
Phone 608-627-0285
Fax 608-627-1288
mread@sscycle.com



Because every industry has a leader

June 20, 2006

To our valued OE Customers,

As you are well aware late last calendar year the California Air Resources Board (CARB) modified their opinion of eight years on the S&S Cycle carbon air cleaner element as an evaporative emissions controls device. At that time we worked with CARB to allow the carbon air cleaner through the 2006MY while S&S Cycle refined the development of our sealed air-box program. As the time grew closer for you, the OE who must renew their certifications, we petitioned the CARB to extend the use of the carbon air cleaner element through the 2007 model year. This extension would allow further development of the sealed air box, prior to being released into production on your 2008 model year motorcycles.

On June 14, 2006, the ARB granted our extension request with the following conditions:

“S&S must agree to continue providing the carbon air filters free of charge to its customers at each required maintenance point for the useful life of the motorcycle (30,000 Km).”

CARB has required that this must be stated in writing and provided to customers in their owner's manual. Please note that this approval is only for the 2007 model year, and ARB will not grant any further approvals for using this system beyond the 2007 model year. S&S Cycle will continue to support the needs of our customers and therefore we ask that you please insert into your 2007 MY owner's manual the above italicized portion, either in print or as a supplement.

We are committed to providing you Proven Performance with all our products, and this extension will allow your company adequate time to transition to the use of a sealed air box solution. If your emissions data is normally purchased from S&S Cycle, Inc. and you chose to use the S&S sealed air box, you will be provided the necessary data to apply for your 2008 MY executive order. S&S will be conducting the necessary emissions tests to validate the sealed air box design shortly and will be able to communicate pricing once this testing is complete.

I would like to thank you for your patience during this challenging and confusing period. Should you have any questions, please contact myself or your OE Engineering or Sales Representative at your convenience.

Sincerely,

Michael Read

Michael Read