bimota

DB6

DELIRIO

Owner's manual

Index

FOREWORD

Motorcycling is one of the most exhilarating sports and to ensure your riding enjoyment, you should become thoroughly familiar with the information presented in this Owner's Manual before riding the motorcycle.

Please note that this manual applies to all specifications or all respective destinations and explains all equipment. Therefore, your model may have different standard features than shown in this manual.

We are glad to welcome you among **Bimota** owners and we thank you for your choose.

CONSUMER INFORMATION

Rider
This motorcycle is designed for one rider and possible passenger.

Use
This motorcycle is designed for street use only.

Read this Manual very carefully
The proper care and maintenance that your motorcycle requires is outlined in this manual. By following these instructions explicitly you will ensure a long trouble free operating life for your motorcycle. Your authorized **Bimota** dealer has experienced technicians that are trained to provide to your machine with the best possible service with the right tools and equipment.

Use and maintenance
All informations, illustrations, photographs and specifications contained in this manual are based on the latest product information available at the time of publication. Due to improvements or other changes, there may be some discrepancies in this manual. **Bimota** reserves the right to make changes at any time.

WARNING / CAUTION / NOTE

Please read this manual and follow its instruction carefully. To emphasize special information the words WARNING, CAUTION and NOTE carry special meanings and should be carefully reviewed.

WARNING: The personal safety of the rider may be involved. Disreading this information could result in injury to the rider.

CAUTION: These instruction point out special service procedure or precautions that must be followed to avoid damaging the machine.

NOTE: This provides special information to make maintenance easier or important instruction clearer.

SAFE RIDING RECOMMENDATION FOR MOTORCYCLE RIDERS

Motorcycle riding is great fun and an exciting sport. Motorcycle riding also requires that some extra precautions be taken to ensure the safety of the rider and passenger. These precautions are:

Wear a helmet

Motorcycle safety equipment starts with a quality helmet. One of the most serious injuries that can happen is a head injury. Always wear a properly approved helmet. You should also wear suitable eye protection.

Riding apparel

Loose, fancy clothes can be uncomfortable and unsafe when riding your motorcycle. Choose good quality motorcycle riding apparel when riding your motorcycle.

Inspection before riding

Review thoroughly the instructions in "Inspection Before Riding" section of this manual. Do not forget to perform an entire safety inspection to ensure the safety of the rider and its passenger.

Familiarize yourself with the motorcycle

Your riding skill and your mechanical knowledge form the foundation for safe riding practices. We suggest that you practice riding your motorcycle in a non-traffic situation until you are thoroughly familiar with your machine and its controls. Remember practice makes perfect.

Know your limits

Ride within the boundaries of your own skills at all times. Knowing these limits and staying within them will

help you to avoid accidents.

Be extra safety conscious on bad weather days
Riding on bad weather days, especially wet ones, requires extra caution. Braking distances double on a rainy day. Stay off the painted surfaces marks, manhole covers and greasy appearing areas as they can be especially slippery. Use extreme caution at railway crossing and on metal gratings and bridges. Whenever in doubt about road condition, slow down!

Ride defensively
The most common type of motorcycle accident occurs when a car travelling towards a motorcycle turns round corner in front of the motorcyclist. Ride defensively. Wise motorcyclist uses a strategy of assuming he is invisible to the other drivers, even in broad day light.

Riding clothing
Wear bright, reflecting clothing. Turn on the headlight and taillight every time even on a bright, sunny day to attract driver's attention. Do not ride in another driver's blind spot. We suggest to wear strong boots designed for motorcycle riding equipped with anti-slip sole and ankle protection, leather suites or jackets with safety protection, leather gloves to avoid blisters, cuts and burns.

Do not drink and drive
Alcoholic drinks are not indicated for riding. Even a single glass can affect reactivity and riding skills and situation gets worst with increasing alcoholics assumption. Do not drink and drive and do not let your friends do this.

ACCESSORY USE AND MOTORCYCLE LOADING

Loading limit

WARNING
Overloading or improper loading can cause lose of control and this may result in an accident. Follow loading limits and loading guidelines in this manual.

Maximum loading weight:
- 183 kg (403 lbs)

This weight includes driver weight, passenger weight, loading and accessories weight.

Loading guidelines

This motorcycle is designed for one rider and possible passenger.
This motorcycle is primarily intended to carry small items when you are not riding with a passenger. Follow the guidelines below to carry a cargo:
- Balance the load between left and right side of the motorcycle and fasten it securely.
- Place cargo weight as close to the center of the motorcycle as possible.
- Do not attach large or heavy items to the handlebars, front forks or rear fender.
- Check that both tires are properly inflated to the specified tire pressure for your loading conditions. Refer to **page 41**.

- Improperly loading of your motorcycle can reduce your ability to balance and steer the motorcycle. You should ride at reduced speeds, less than 130 km/h (80 mph), when the cargo is loaded or accessory is fitted.
- Adjust suspension setting as necessary. Refer to **pages 22-27**.

WARNING

Do not carry any objects in the space behind the fairing. Objects placed in this area can interfere with steering and cause loss of control.

Accessory use

The addition of unsuitable accessories can lead to unsafe operating conditions. It is not possible for **Bimota** to test each accessory on the market or combinations of all the available accessories; however, your dealer can assist you in selecting quality accessories and installing them correctly. Use extreme caution when selecting and installing the accessories on your motorcycle and consult your **Bimota** dealer if you have any questions.

Accessory installation guidelines

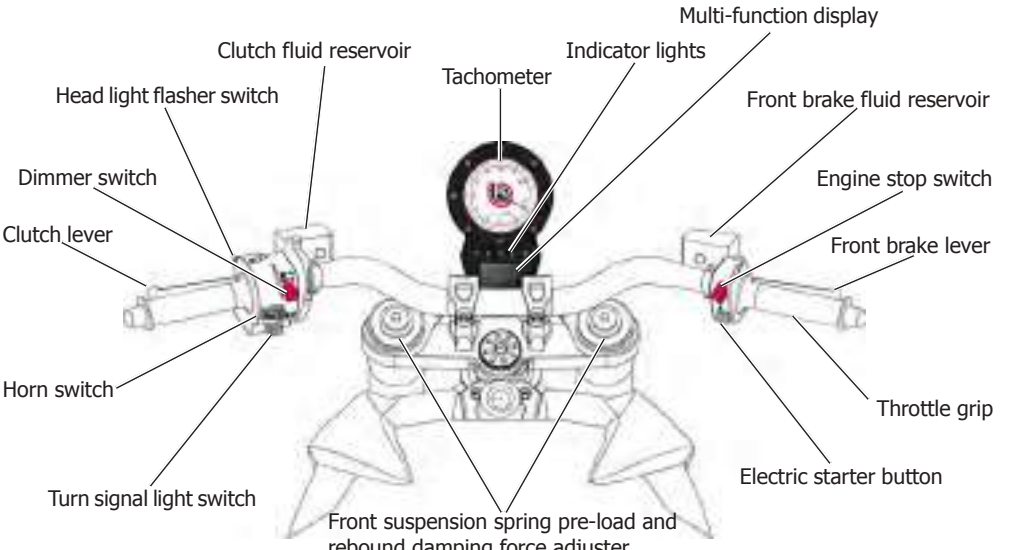
- Install aerodynamic affecting accessories, such as fairing, windshield, backrests, saddlebags and travel trunks, as low as possible, as close the motorcycle and as near the center of gravity as is feasible. Check the mounting brackets and other attachments hardware are rigidly mounted.

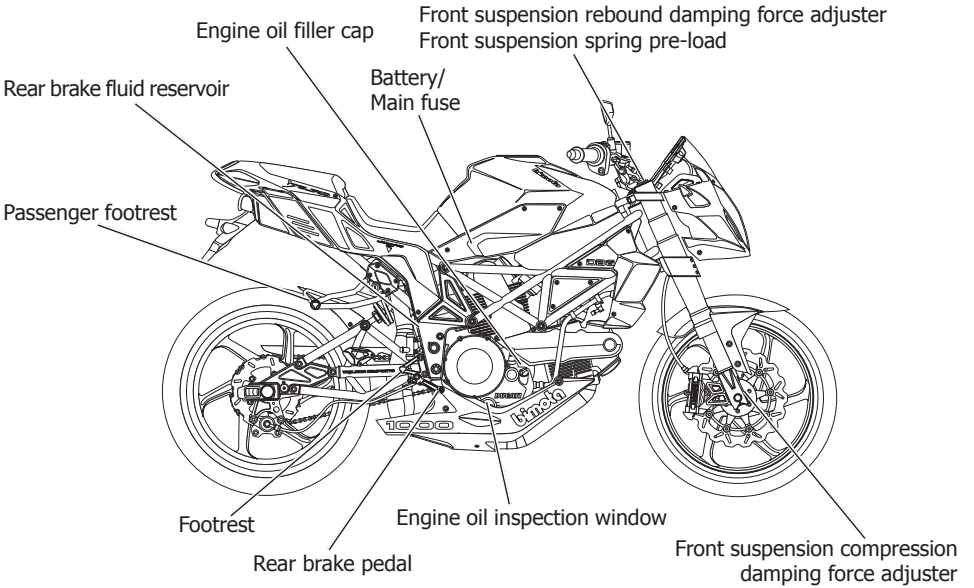
- Inspect for proper ground clearance and bank angle. Inspect that the accessory does not interfere with the operation of the suspension, steering or other control operations.
- Accessories fitted to the handlebars or the front fork area can create serious stability problems. This extra weight will cause the motorcycle to be less responsive to your steering control. The weight may also cause oscillations in the front end lead to instability problems. Accessories added to the handlebars or front fork of the machine should be as light as possible and kept to a minimum.
- Select an accessory which does not limit the freedom of rider movement.
- Select an electric accessory which does not exceed motorcycle's electrical system capacity. Severe overloads may damage the wiring harness or create hazardous situations.
- Do not pull a trailer or sidecar. This motorcycle is not designed to pull a trailer or sidecar.

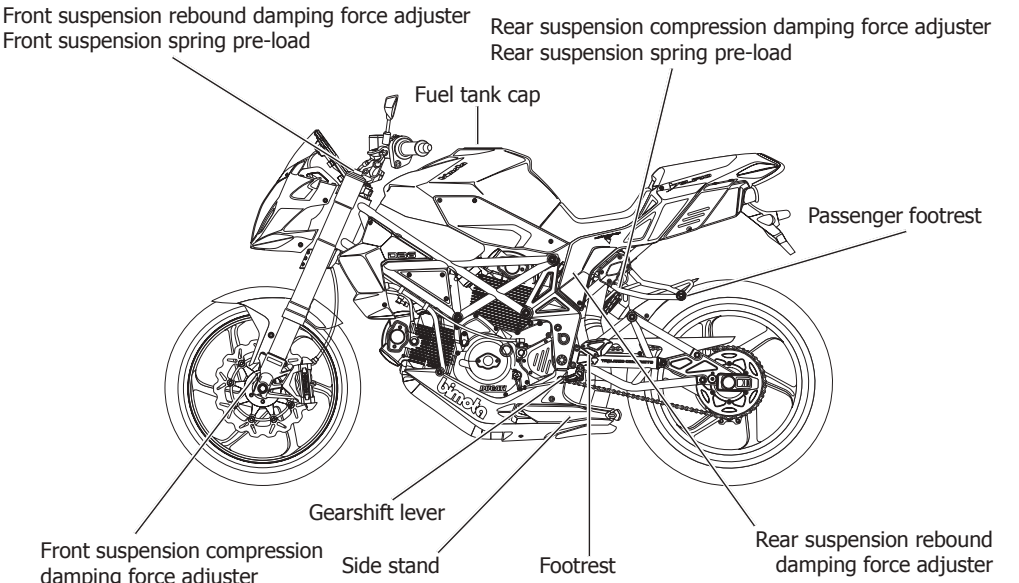
Modification

Modification of the motorcycle, or removal of the original equipment may render the vehicle unsafe or illegal.

LOCATIONS OF PARTS




Front suspension rebound damping force adjuster
Front suspension spring pre-load
Engine oil filler cap
Battery/
Main fuse
Rear brake fluid reservoir
Passenger footrest
Footrest
Rear brake pedal
Engine oil inspection window
Front suspension compression
damping force adjuster


Front suspension rebound damping force adjuster
Front suspension spring pre-load
Rear suspension compression damping force adjuster
Rear suspension spring pre-load
Fuel tank cap
Passenger footrest
Gearshift lever
Front suspension compression damping force adjuster
Side stand
Footrest
Rear suspension rebound damping force adjuster

INSTRUMENT PANEL

Indicators and lights are inside the instrument panel. Their functions are described in the following pages.

(**1**) Left turn signal indicator light
(**2**) High beam indicator light
(**3**) Neutral indicator light
(**4**) Injection malfunctioning indicator light
(**5**) Oil pressure indicator light
(**6**) Right turn signal indicator light
(**7**) Fuel indicator light
(**8**) Maintenance indicator light
(**9**) Oil temperature indicator light
(**10**) Adjusting button A
(**11**) Adjusting button B
(**12**) Over RPM shift light
(**13**) Multifunctional display
(**14**) Tachometer
(**15**) Tachometer red area

Rif.	Name	Description
(1) **(6)**	Left/right turn signal indicator light (green)	When the turn signal is being operated to the left, the indicator light will flash at the same time. NOTE: if turn signal is not properly operating due to the bulb filament or circuit failure, the indicator light will flicker more quickly to notify the rider of the existence of trouble.
(2)	High beam indicator light (blue)	The blue indicator light becomes on when the headlight high beam is turned on.
(3)	Neutral indicator light (green)	The light is on when the gear is in neutral position. Each time the ignition switch is turned in "ON" position, all the indicator lights are on and then they get their working status.
(4)	Injection malfunctioning indicator light (amber)	The light is on when there is a trouble to the injection system
(5)	Oil pressure indicator light (red)	With the ignition switch in the "ON" position but the engine not started, the light is on. As soon as the engine is started, the indicator light switch off. When the engine oil pressure drops under the normal operating range, the indicator light turns on.
(7)	Fuel indicator light (amber)	When the fuel in the fuel tank drops below approximately 5 litres (1.2/1.1 US/imp. Gal) the light turns on. Each time the ignition switch is turned in "ON" position all the indicator lights are on then they get their working status.
(8)	Maintenance indicator light (red)	The light becomes on when the motorcycle reaches the scheduled maintenance stops. See the owner manual for more information about

Rif.	Name	Description
		maintenance requirement and scheduling.
(9)	Oil temperature indicator light	When the engine oil temperature goes over the normal operating range, the light becomes on.
(10)	ADJ button A	This button is used to settle air temperature/clock and to adjust the clock.
(11)	ADJ button B	This button is used to settle odometer/trip meters and to reset the trip meters.
(12)	Over RPM shift light	When the engine rpm reaches the maximum allowed value, the light switches on. When the light becomes on, it's required to change a higher gear.
(13)	Multifunctional display	When the ignition switch is turned in "ON" position, the display indicates the test pattern for few seconds. Then the display changes to speedometer.
(14)	Tachometer	It indicates the engine speed in revolutions per minute (rpm). Each time the ignition switch is turned in "ON" position, the indicator needle of the tachometer runs to maximum position then runs back to 0.
(15)	Tachometer red area	Do not allow the needle of the tachometer to reach the red area, even though the break-in period for the engine is finished. NOTE: running the engine at high speed can cause damages.

MULTI-FUNCTION DIGITAL DISPLAY

When the ignition switch is turned in "ON" position, the display indicates the test pattern shown below for three seconds. Then the display changes to speedometer.
The integrated multifunctional display has many functions avaible by switching among three different pages. To switch among the different pages, hold the starter button (on the right side of the handlebar) for more than 3 seconds.
The functions of the display are described in following pages.

Note: the display layout can change without notice.

Page 1 (main data)
The first page shows the flollowing functions:

- Speed
- Oil temperature
- Odometer / Trip_A / Trip_B
- Clock / Air temperature

Push the button B to switch among Odometer / Trip_A / Trip_B.
To reset Trip_A or Trip_B hold the button B for more than 3 seconds.
Push the button A to switch between clock and air temperature.
To set the clock, hold the button A for more than 3 seconds then use buttons A and B to adjust it.

Page 2 (chrono)
The second page shows the flollowing functions:

- Speed
- Oil temperature
- Chrono
- Lap number (total 20 laps)

Push the starter button (on the right side of the handlebar) to start the chrono. Every time the start button is pushed, the lap is recorded and the chrono start to record a new lap.
You can record up to 20 laps.
Hold the start button for more than 3 seconds to stop the chrono.

Note: to switch to the next page you must stop the chrono first.

Page 3 (recorded laps data)
The third page shows the flollowing functions:

- Top speed
- Oil temperature
- lap time recorded
- Lap number (total 20 laps)

Push the start button (on the right side of the handlebar) to display the recorded data of each lap.

For each lap are displayed:
- top lap speed
- lap time
- max RPM reached (showed by rpm needle)
- lap number

MOTORCYCLE COMPONENTS

SUSPENSIONS

FRONT SUSPENSION

Spring pre-load adjustment
To adjust the spring pre-load, turn the adjuster (**1**) with a 22 mm wrench.

Decrease pre-load (soft)
Turn the adjuster counter clockwise for light loads and normal riding on flat roads in good conditions.

Increase pre-load (hard)
Turn the adjuster clockwise for a riding in more severe conditions.

To set the pre-load in the standard position:
1. Turn the adjuster clockwise till the end of its run.
2. Turn the adjuster counter clockwise for 7,5 turns.
3. Be sure to adjust the right and the left forks to the same settings.

Rebound damping force adjustment
The rebound damping force adjuster is located at the top of the front fork (**2**). Count the number of turn from fully turned-in position (clockwise).

Decrease damping force (soft)
Turn the adjuster counter clockwise for light loads and normal riding on flat roads in good conditions.

Increase damping force (hard)
Turn the adjuster clockwise for a riding in more severe conditions.

To set the pre-load in the standard position:
1. Turn the adjuster clockwise till the end of its run.
2. Turn the adjuster counter clockwise for 2 turns.
3. Be sure to adjust the right and the left forks to the same settings.

Compression damping force adjustment
The compression damping force adjuster is located at the bottom of the front fork (**3**). Count the number of turns from fully turned-in position (clockwise).

Decrease damping force (soft)
Turn the adjuster counter clockwise for light loads and normal riding on flat roads in good conditions.

Increase damping force (hard)
Turn the adjuster clockwise for a riding in more severe conditions.

To set the pre-load in the standard position:
1. Turn the adjuster clockwise till the end of its run.
2. Turn the adjuster counter clockwise for 1,5 turns.
3. Be sure to adjust the right and the left forks to the same settings.

REAR SUSPENSION

Spring pre-load adjustment

The adjustment can be performed by changing the adjuster nut position (**1**) with a 8 mm wrench.

Decrease pre-load (soft)
Turn the adjuster nut clockwise for light loads and normal riding on flat roads in good conditions.

Increase pre-load (hard)
Turn the adjuster counter clockwise for a riding in more severe conditions.

The standard setting for spring pre-load is 10 mm.

Rebound damping force adjustment
The rebound damping force adjuster is located at the top of the rear shock (**2**). As you turn the adjuster you will notice clicks. Count the number of clicks from fully turned-in position (clockwise).

Decrease damping force (soft)
Turn the adjuster counter clockwise for light loads and normal riding on flat roads in good conditions.

Increase damping force (hard)
Turn the adjuster clockwise for a riding in more severe conditions.

To set the pre-load in the standard position:
1. Turn the adjuster clockwise till the end of its run.
2. Turn the adjuster counter clockwise for 10 clicks.

Compression damping force adjustment
The compression damping force adjuster is located at the bottom of the rear shock (**3**). As you turn the adjuster you will notice clicks. Count the number of clicks from fully turned-in position (clockwise).

Decrease damping force (soft)
Turn the adjuster counter clockwise for light loads and normal riding on flat roads in good conditions.

Increase damping force (hard)
Turn the adjuster clockwise for a riding in more severe conditions.

To set the pre-load in the standard position:
1. Turn the adjuster clockwise till the end of its run.
2. Turn the adjuster counter clockwise for 10 clicks.

WARNING
The rear shock is equipped with an high pressure nitrogen reservoir. Do not try to disassembly or repair it.

BRAKES

This motorcycle utilizes front and rear disk brakes. Proper operation of brake system are vital to safe riding. Be sure to perform the brake inspection requirements as scheduled.

Inspect your brake system for the following items daily:

- Inspect the fluid level in the reservoir.
- Inspect the front and rear brake system for signs or fluid leakage.
- Inspect the fluid hose for leakage or cracked appearance.
- The brake lever and pedal should have the proper stroke and be firm at all times.
- Check the wear of the disk brake pads.

Front brake fluid level

With the bike in riding position, check the brake fluid level inside the reservoir. It has to be over the lower indicator sign (**1**). If the level is under the lower sign (**1**), control the wear of the brake pads (refer to **page 83**).

Worn brake pads have to be replaced.

If the brake pads are not worn, check the brake system as described before.

(1) Fluid reference sign for lower position (MIN)

WARNING

Use only DOT 4 brake fluid from a sealed container. Never use or mix different types of brake fluid. If there is frequent loss of fluid, take your motorcycle to a Bimota dealer or qualified mechanic for inspection.

Front brake lever adjustment

The distance from the end of the front brake lever (**1**) and the handle bar grip (**2**) can be adjusted to allow a more ergonomic driving.

To adjust the lever position push the lever forward and turn the adjuster wheel (**3**); align the reference sign on the lever (**4**) with the number digit on the adjuster wheel. Squeeze the lever for some times and check that the front wheel runs free and properly after the lever is released.

(1) Front brake lever
(2) Grip
(3) Adjuster wheel
(4) Reference sign

Rear brake fluid level

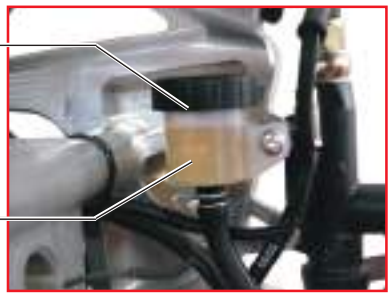
You can find the rear brake fluid reservoir behind the right frame plate.

With the bike in riding position, check the brake fluid level inside the reservoir. It has to be between the upper (**1**) and lower (**2**) indicator signs. If the level is under the lower sign (**2**), control the wear of the brake pads (refer to **page 83**).

Worn brake pads have to be replaced.

If the brake pads are not worn, check the brake system as described before.

(1) Fluid reference sign for upper position (MAX)
(2) Fluid reference sign for lower position (MIN)



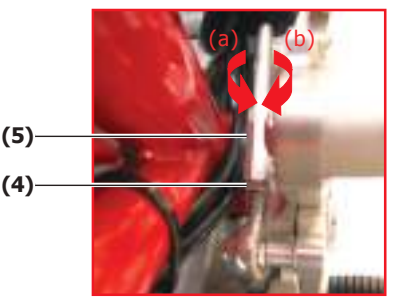
WARNING

Use only DOT 4 brake fluid from a sealed container. Never use or mix different types of brake fluid. If there is frequent loss of fluid, take your motorcycle to a Bimota dealer or qualified mechanic for inspection.

Rear brake pedal adjustment

To adjust the rear brake pedal (**1**) position, first loosen the screw (**2**) of the eccentric (**3**), then loosen the lock nut (**4**) of the brake rod (**5**); turn the brake rod (**5**) in (**a**) direction to move up the brake pedal or in (**b**) direction to move it down.
When you have found the right position for the brake pedal, tighten the lock nut (**4**), push the pedal for some times, rotate the eccentric (**3**) until it touches the lower surface of the footrest support and, keeping it in this position, tighten the screw (**3**).
Check that the rear wheel runs free and properly after the pedal is released.

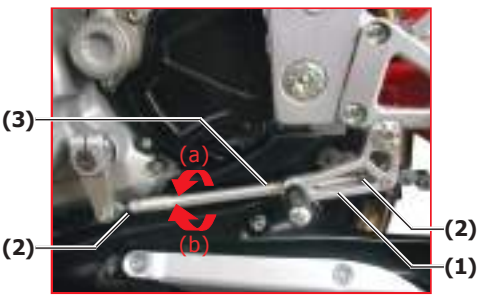
(1) Rear brake pedal
(2) Lock nut of the eccentric
(3) Eccentric
(4) Lock nut of the brake rod
(5) Brake rod



GEARBOX PEDAL ADJUSTMENT

The gearbox pedal position can be adjusted to reach a more ergonomic position.
To adjust the gearbox pedal (**1**) position, first loosen the two lock nuts (**2**), then turn the rod in (**a**) direction to move down the gearbox pedal or in (**b**) direction to move it up.
When you have found the right position for the gearbox pedal, tighten the two lock nuts (**2**).

(1) Gearbox pedal
(2) Lock nuts
(3) Gearbox rod



CLUTCH

This motorcycle utilizes hydraulic clutch device with a dry multi-plates system. Proper operation of clutch system is vital to safe riding. Be sure to perform the clutch inspection requirements as scheduled.
Inspect your clutch system for the following items daily:

- Inspect the fluid level in the reservoir
- Inspect the clutch system for signs or fluid leakage
- Inspect the fluid hose for leakage or cracked appearance
- The clutch lever has to have the proper stroke and play

Check the wear of the clutch disks.

Clutch fluid level

With the bike in riding position, check the clutch fluid level inside the reservoir. It has to be over the lower indicator sign (**1**). If the level is under the lower sign (**1**), control the wear of the clutch plates. Worn clutch plates have to be replaced.
If the clutch plates are not worn, check the clutch system as described before.

(1) Fluid reference sign for lower position (MIN)

WARNING

Use only DOT 4 brake fluid from a sealed container. Never use or mix different types of brake fluid. If there is frequent loss of fluid, take your motorcycle to a Bimota dealer or qualified mechanic for inspection.

Clutch lever adjustment

The distance from the end of the clutch lever (**1**) and the handle bar grip (**2**) can be adjusted to allow a more ergonomic driving.

To adjust the lever position push the lever forward and turn the adjuster wheel (**3**); align the reference sign on the lever (**4**) with the number digit on the adjuster wheel. Squeeze the lever for some times and check that the clutch disengages properly.

(1) Clutch lever
(2) Grip
(3) Adjuster wheel
(4) Reference sign

FUEL

Use premium unleaded gasoline with an octane rating of 95 or higher (Research method). Unleaded gasoline can extend spark plug life and exhaust components life.

Fuel tank

The capacity of the fuel tank is about **16 litres**.
To open the fuel tank cap (**1**), insert the ignition key (**2**) into the lock and turn it clockwise. With the key inserted, lift up with the key and open the fuel tank cap. To close the fuel tank cap, push the cap down firmly with the key in the cap lock. Never fill the fuel above the bottom of the filler neck (**3**).

WARNING

Fuel and vapour are highly flammable and toxic. You can be burned or poisoned when refuelling.

- Stop the engine and keep flames, sparks and heat sources away.
- Refuel only outdoors or in a well ventilated area.
- Do not smoke.
- Wipe up spills immediately.
- Avoid breathing fuel vapour.
- Keep children and pets away.

NOTE: if riding the motorcycle with a constant road speed and with a normal load the engine does not run in correct condition, substitute another fuel brand. If the engine keep on running not correctly, contact **Bimota** official dealer. This is a customer duty and its non observation will be considered as a damage for the motorcycle and is not covered by the Limited Warranty.

Gasoline containing MTBE
Unleaded gasoline containing MTBE (Methyl Tertiary Butyl Ether) may be used in your motorcycle if the MTBE content is not greater than 15%. This oxygenated fuel does not contain alcohol.

Gasoline/Ethanol Blends
Blends of unleaded gasoline and ethanol (grain alcohol), also known as GASOHOL, may be used in your motorcycle if the ethanol content is not greater than 10%.

Gasoline/Methanol Blends

Fuel containing 5% or less methanol (wood alcohol) may be suitable for use in your motorcycle if they contain cosolvents and corrosion inhibitors.

DO NOT USE fuels containing more than 5% methanol under any circumstances. Fuel system damage or motorcycle performance problems resulting from the use of such fuels are not in the responsibility of **Bimota** and may not be covered under the New Vehicle Limited Warranty or the Emission Control System Warranty.

NOTE: to help clean the air, **Bimota** recommends that you use the oxygenated fuels. Be sure that any oxygenated fuel you use has octane ratings of at least 90 pump octane ((R+M)/2 method). If you are not satisfied with the driveability of your motorcycle when you are using an oxygenated fuel, or if engine pinging is experienced, substitute another brand as there are differences between brands.

ENGINE OIL

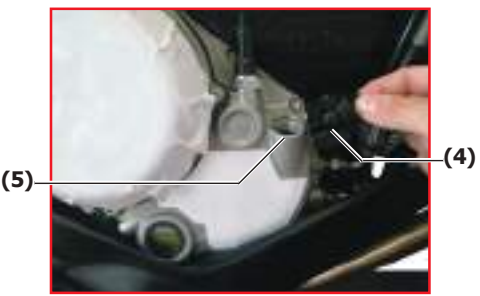
Long engine life depends much on the selection of a quality oil and the periodic changing of the oil. Daily oil level checks and periodic changes are two of the most important maintenance items to be performed.

Engine oil level check

The engine oil level has to be on 2/3 of the distance between upper (**1**) and lower (**2**) line on the right side of the inspection window (**3**).

Follow the procedure below to inspect the engine oil level.

1. Start the engine and run it for a few minutes. Be sure that the oil pressure indicator light is off; if the oil pressure indicator keeps on being on, stop immediately the engine.
2. Stop the engine and hold the motorcycle vertically on level ground.
3. After 3 minutes inspect the engine oil level through the inspection window on the right side of the engine: the oil level has to be between the signs on the right of the inspection window (**3**).



4. If it may occur to add some oil, remove the oil filler cap (**4**) on the right side of the engine and fill with the recommended oil (**page 68**) through the filler hole (**5**) till the level reach the upper sign; do not fill too much.
5. Replace the oil filler cap and check if there are oil leaks.

NOTE: run the engine with insufficient oil pressure could damage it.

(1) Upper level reference line
(2) Lower level reference line
(3) Inspection window
(4) Oil filler cap
(5) Filler hole

TIRES

Tire pressure and loading

Proper tire pressure and proper tire loading are important factors. Overloading your tires can lead to tire failure and loss of vehicle control.
Check tire pressure each day before you ride, and be sure the pressure is correct for the vehicle load according to the reference below.
Tire pressure should only be checked and adjusted before riding, since riding will heat up the tires and lead to higher inflation pressure readings.
Under inflated tires make smooth cornering difficult and can result in a rapid tire wear. Over inflated tires have a smaller amount of tire in contact with the road which can contribute to skidding and loss of control.
Cold tire inflation pressures are:

- FRONT 2.2 bar (2.20 kgf/cm^2)
- REAR 2.4 bar (2.40 kgf/cm^2)

Proper tire condition and proper tire type affect vehicle performance. Cuts or cracks in the tires can lead to tire failure and loss of vehicle control. Worn tires are susceptible to puncture failures and subsequent loss of vehicle control. Tire wear also affects the tire profile, changing vehicle handling characteristics.

Tubeless tires

Tubeless tires require an air tight seal between the tire bead and the wheel rim. Special tire irons and rim protectors or a specialized tire mounting machine must be used for remove and installing tires to prevent tire or rim damage which could result in an air leak.

Repair puncture in tubeless tires by removing the tire and applying an internal patch.

Do not use an external repair plug to repair a puncture since the plug may work loose as a result of the cornering force experienced in a motorcycle tire.

After repairing a tire, do not exceed 80 km/h (50 mph) for the first 24 hours, 130 km/h (80 mph) thereafter. This is to avoid excessive heat build up which could result in a tire repair failure and tire deflation.

Replace the tire if it is punctured in the sidewall area, or if a puncture is larger than 6 mm (3/16 in). These punctures cannot be repaired adequately.

Tread condition

Check tire conditions each day before you ride. Replace tires if tires show visual evidence of damage, such as cracks or cuts, or if tread depth is less than:

- FRONT 1.5 mm (0.06 in)
- REAR 2.0 mm (0.08 in)

as you can check through the wear indicators (**1**).

Tires replace

When you replace a tire be sure to replace it with a tire of a size and type listed below.

- FRONT 120/70 ZR17 (58W)
- REAR 180/55 ZR17 (73W)

CAUTION

If you use a different size or type of tire, vehicle handling may be adversely affected, possibly resulting in loss of vehicle control

WARNING

An improperly repaired, installed or balanced tire can cause loss of control or shorten tire life.

Failure to follow these warnings may result in an accident due to tire failure. The tires on your motorcycle form the crucial link between your motorcycle and the road.

- Check tire condition and pressure and adjust pressure before each ride.
- Avoid overloading your motorcycle.
- Replace a tire when worn to the specified limit or if you find damage such as cracks or cuts.
- Always use the size and the type of tires specified in this owner's manual.
- Balance the wheel after tire installation.
- Read this section of owner's manual very carefully.

CONTROLS

IGNITION SWITCH

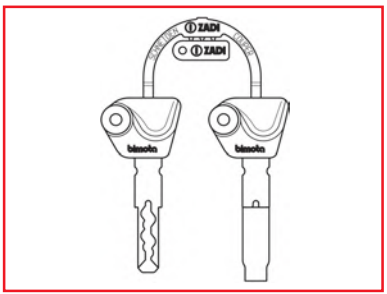
Ignition switch (**1**) is under the indicators panel.
Head light and taillight will be lit each time the key is turned in "ON" position: if the engine is not running, this will run the battery down.
The ignition switch has four positions:

Key position	Description	Key removing
LOCK (steering lock).	The steering is lock; all electrical circuits are cut off.	The key can be removed.
OFF	All electrical circuits are cut off; the engine will not start.	The key can be removed.
ON	The ignition circuit is completed; the engine can now be started	The key can not be removed.
P	Position light and taillight will remain lit and the steering will be locked; the engine will not start.	The key can be removed.

KEY

This motorcycle comes equipped with a main ignition key and a spare one. Keep the spare key in a safe place.

The key number is stamped on a plate provided with the keys. This number is used when making a replacement key.



RIGHT HANDLEBAR

Engine stop switch

The engine stop switch (**1**) is on the left side of the throttle grip. When the switch is in "RUN" position the engine runs; when the switch is in "OFF" position the engine can not run.
If the engine is off and the switch is in "OFF" position, head light and taillight will be lit: this will run the battery down.

Electric starter button

This button is used for operating the starting motor. With the ignition switch in "ON" position, the engine stop switch (**1**) in "RUN" position and the transmission in neutral push the electric starter button (**2**) to operate the starter motor and start the engine.

NOTE: this motorcycle is equipped with interlock switches for the ignition circuit and the starter circuit. The engine can only be started if:

- The transmission is in neutral.
- The transmission is in gear, the side stand is fully up and the clutch is disengaged.

LEFT HANDLEBAR

Turn signal light switch
Move the switch (**1**) to the left to flash the left indicator lights, move it to the right to flash the right indicator lights.
To cancel turn signal operation, push the switch in.

Horn switch
Press the horn switch (**2**) to sound the horn.

Choke device lever
When starting the engine cold, turn the choke lever device (**3**). When the engine is running turn back the choke lever gradually.

Dimmer switch
Press the button (**4**) on "HI" position to turn on high beam light (the high beam indicator light also turn on); press the button on "LO" position to turn off the high beam and keep on running with low beam light.

Head light flasher switch
Pull the lever (**5**) to flash the high beam light.

(1) Turn signal light switch
(2) Horn switch
(3) Choke device lever
(4) Dimmer switch (high/low beam)
(5) Head light flasher switch

STEERING LOCK

To lock the steering, turn the handlebar all the way to the left; push down and turn the key (**1**) to the "LOCK" position and remove the key.

WARNING

Turning the ignition switch to the "LOCK" position while the motorcycle is moving can be hazardous. Move the motorcycle while the steering is locked can be hazardous. You could lose your balance and fall, or you could drop the motorcycle.

SEATS

To remove the rider seat:

1. Remove the nut (**1**) under the tail.
2. Remove the seat (**2**) from the top.

To remove the passenger seat:

1. Insert the ignition key in the lock (**3**) over the left passenger footrest.
2. Turn the key clockwise.
3. Remove the seat (**3**) from the top.

To reinstall the seat repeat the actions in opposite order.
After installing the seat check the seat being firmly fixed on the tail.

NOTE: under the passenger seat there is a small glove compartment which can contain maintenance tools, motorcylcle's documents and other.

RIGHT FUEL TANK COVER

Remove right fuel tank cover to remove fuel tank and to make maintenance on battery or fuses.

To remove the right fuel tank cover:

1. Remove the three screws (**1**), (**2**) e (**3**).
2. Remove the cover (**4**) payng attention to the spacer under the screw (**1**).

LEFT FUEL TANK COVER

Remove left fuel tank cover to remove the fuel tank.

To remove the left fuel tank cover:

1. Remove the three screws (**5**), (**6**) e (**7**).
2. Remove the cover (**8**) payng attention to the spacer under the screw (**5**).

To reinstall the covers repeat the actions in opposite order.

FUEL TANK

Remove fuel tank to clear or substitute the air filter inside the airbox.

To remove the fuel tank:

1. Remove the rider seat (**page 50**).
2. Remove right and left fuel tank's covers (**page 51**).
3. Remove the three screws (**1**) which fix the rear of the fuel tank.
4. Remove the two drain hoses (**2**).
5. Pull out the fuel tank in the direction showed by the red arrow in the picture.

To reinstall the fuel tank repeat the actions in opposite order paying attention to center the tank with the two pins (**3**).

RIGHT LOWER FAIRING

Remove right lower fairing to make maintenance about motor oil and oil filter.

To remove the right lower fairing:
1. Remove the three screws (**1**).
2. Remove the lower fairing (**2**).

To reinstall the fairing repeat the actions in opposite order.

HEADLIGHT BEAM ADJUSTMENT

Headlight beam adjustment can be done by screwing/unscrewing the screws (**3**) and (**4**) due to the necessities.
Respect the laws and rules of your country.

INSPECTION BEFORE RIDING

Before riding the motorcycle, be sure to check the following items. Never underestimate the importance of these checks. Perform all of them before riding the motorcycle; if you will find some problem, please contact your **Bimota** dealer.

WARNING

Failure to inspect and maintain your motorcycle properly increases the chance of an accident or equipment damage.

Always perform a pre-ride inspection before each ride. Refer to the table below for check items.

1. Engine oil - Correct level by adding oil if necessary (**pages 39, 40**); control for leakages.
2. Fuel - Control the level is enough for your planned ride (**page 36**); control for leakages.
3. Front and rear brakes - Control for fluid level into the reservoir, check pedal and lever correct play, control for leakages and check the pads not to be worn down the limit (**page 83**).
4. Tires - Check the correct pressure; check the adequate tread depth and control there are no cracks or cuts (**pages 40, 42**).
5. Drive chain - Check the tension or slack; verify the adequate lubrication and check there are no excessive wear or damage (**pages 74-78**).

6. Throttle - Correct play in throttle cable; check for smooth operation and positive return of the throttle grip to the closed position (**page 73**).
7. Lighting and horn - Check the correct function for lights indicators and horn (**page 47**); control the correct beam for the headlight (**page 48**) and the braking lights for taillight (**page 85**).
8. Engine stop switch - Check the correct function (**page 46**).
9. Side stand, ignition interlock switch - Check the proper operation (**page 79**).

STARTING THE ENGINE

Follow always the procedure below for starting the engine.

NOTE: this motorcycle is equipped with interlock switches for the ignition circuit and starting circuit. The engine can only be started if:

- The transmission is neutral even if the side stand is down.
- The transmission is in gear, the side stand is fully up and the clutch is disengaged.

If you shift the transmission into gear when the side stand is down, the engine will stop running.

CAUTION

Running the engine too long without riding may cause the engine to overheat. Overheating can result in damage to internal engine components and discoloration of exhaust pipes; shut the engine off if you cannot begin your ride promptly.

WARNING

Running the engine indoors or in a garage can be hazardous. Exhaust gas contains carbon monoxide, a gas that is colorless and odorless and can cause death or severe injury. Only run the engine outdoors where there is fresh air.

Before attempting to start the engine, insert the key and turn it in "ON" position, make sure that:

- The engine is in neutral.

- The engine stop switch is in "RUN" position.
- Oil pressure light is on.

If the oil pressure light keep on lighting, stop the engine immediately and check the engine oil level.
NOTE: running the engine with insufficient oil pressure could damage the engine seriously.

Starting procedure
This motorcycle is equipped with electronic fuel injection system.

- Push the "START" button with the throttle completely close

The engine does not start with the throttle full open because the electronic control of the engine cuts the fuel injection.

- If the temperature is low (under about 15°C (about 59°F)) turn the starter device (**page 47**) to make a richer fuelling. After the engine has completed the warm up, turn back the starter device to the original position.

When the engine is hard to start (flooded)
If the engine is hard to start, it could be flooded.

1. Put the starter switch in "RUN" position.
2. Open the throttle completely.
3. Push the starter button for 5 seconds.
4. Start the engine as normal procedure.

If the engine starts with an irregular idling, open the throttle approximately 1/8 turn.
If the engine does not start, repeat the procedure above.

BREAK IN (RUNNING IN) FOR YOUR MOTORCYCLE

The first 1600 km, (1000 miles) are the most important for the life of your motorcycle. Proper break-in operation during this time will help to ensure maximum life and performance from your motorcycle. Avoid fast startings and sudden accelerations.

RIDING TIPS

Read carefully the chapter Safe Riding (**pages 7, 8**) before riding.
Check the proper operation for the side stand.
Read the chapter Maintenance (**pages 61-66**) and side stand operation system (**page 79**).
Be sure that no flammable materials (dried grass or leaves) come in contact with the exhaust system during the ride.

1. After a proper warm up the motorcycle is ready for starting.
2. With the engine in idling, squeeze the clutch lever and press the gear pedal to insert the first gear.
3. Release slowly the clutch lever and at the same time increase the speed gradually by rotating throttle grip. Coordinating the actions on clutch lever and throttle grip it is possible to obtain a smooth starting .
4. After a certain speed is reached, close the throttle, squeeze the clutch lever and insert the second gear shifting the gear pedal. Repeat this actions for the other gears.
5. Coordinate actions on throttle and clutch to obtain a smooth deceleration.
6. Act on both brakes, front and rear, without rough manners to avoid to stop the wheels making hard the control of the motorcycle.

BRAKE

To brake apply the front and rear brakes evenly and at the same time. Downshift through the gears as road speed decreases. Select neutral with the clutch lever squeezed toward the grip (disengaged position) just before the motorcycle stops; neutral position can be confirmed by observing the neutral indicator light.

- Using front and rear brake separately reduces braking performance.
- Hard braking may cause wheel skid and loss of control.
- If it is possible, decrease the speed and brake smoothly before curves; hard braking while turning may cause loss of control.
- Hard braking on wet, loose, rough or other slippery surfaces can cause wheel skid and loss of control; drive safe in these condition with smooth actions and have great care in driving.
- When descending a long steep slope use engine compression to assist the brakes by shifting to a lower gear. Continuous brake application can overheat the brakes and reduce the effectiveness.

PARKING

1. Turn the ignition key to "OFF" position.
2. Turn the handlebars all the way on the left and lock the steering for security (**page 49**).
3. Park the motorcycle on a firm, flat surface where it will not fall over.

Be sure that no flammable materials (dried grass or leaves) come in contact with the exhaust system during the ride.
To avoid heat damages on personal objects, do not cover the exhaust with clothes for the first 20 minutes after stopping the motorcycle.

PROTECTION AGAINST THEFTS

1. Block always the steering and never leave the key on the ignition switch.
2. Information about your motorcycle has to be always upgraded and detailed.
3. If it is possible park your motorcycle in a closed garage.
4. Use a good quality antitheft.
5. Write down on this manual your data and keep always it on the motorcycle. In certain cases the motorcycle could be identified by the data written on this manual.

MAINTENANCE

A good maintenance is essential to preserve your motorcycle and keep it in order to avoid problems and reduce pollution and engine consumption.
To help you about the correct maintenance of the motorcycle here below there is a maintenance chart. The charts indicates the intervals between periodic services in miles, kilometers and months. At the end of each interval be sure to inspect, check, lubricate and service as instructed. If your motorcycle is used under high stress conditions such as continuous full throttle operation, or is operated in dusty climate, certain services ensure reliability of the machine as explained in the maintenance section. Your **Bimota** dealer can provide you with further guidelines.

WARNING

Improper maintenance or failure to perform recommended maintenance increases the change of an accident or motorcycle damage. Always follow the inspection and maintenance recommendations and schedules in this owner manual.

NOTE: the maintenance chart specifies the minimum requirements for maintenance. If you use motorcycle under severe conditions, perform maintenance more often than shown in the chart. If you have any questions regarding maintenance intervals, consult your **Bimota** dealer or qualified mechanic.

Steering components, suspensions and wheel components are key items and requires very special and careful servicing. For maximum safety we suggest that you have these items inspected and serviced by your authorized **Bimota** dealer or qualified service mechanic.

CAUTION

Using poor quality replacement parts can cause your motorcycle to wear more quickly and may shorten its useful life.

WARNING

Running the engine indoors or in a garage can be hazardous. Exhaust gas contains carbon monoxide, a gas that is colorless and odorless and can cause severe injury. Only run the engine outdoors where there is fresh air.

1. After maintenance operations be sure that the engine is turned off; this is to avoid potential risks:
   - Carbon monoxide poisoning (be sure to be in a place with sufficient air ventilation).
   - Hot parts burns injuries; let the exhaust get cold before maintenance.
   - Injuries by parts in motion; do not start the engine if not requested by the maintenance items.
2. Read carefully the instructions and be sure to have proper tools and skills.
3. To avoid the motorcycle falling down, park it on a stable flat surface, using side stand or maintenance stand to hold it on.

4. To avoid firing risks, be careful on working in presence of fuel or flammable substances; use only non flammable liquids to clean the motorcycle; do not use fuel; keep away flames from battery and fuel components.

Your **Bimota** dealer has all the tools, experience and skill to maintenance your motorcycle in the proper way; use only **Bimota** original spare parts.

MAINTENANCE CHART

Following maintenance chart describes all the operations to carry out to have a motorcycle always in order and in good conditions. Maintenance operations are to be executed by expertized technicians and with the proper tools. This operations have to be done by authorized **Bimota** dealer or by the customer if he has the proper tools. For safe items we recommend to perform maintenance by an authorized **Bimota** dealer.

Table of contents:

[C] Control and/or adjust
[P] Clean
[L] Lube
[V] Verify with engine running
[S] Substitute

Description	Running 1.000 km or 6 months	Every 1.000 km	Every 10.000 km	Every 20.000 km
Spark plugs	C		S	
Drive chain: tensioning and lube	C L	C L		
Distribution belts	C		C	S
Overall check	C		C	
Flexible devices	C	C		
Hydraulic devices: clutch and brakes	C	C		
Cylinder compression test			C	
Throttle body: adjustment and idling	C		C	
Wheel bearings			C	
Steering bearings: travel	C		C	

Description	Running 1.000 km or 6 months	Every 1.000 km	Every 10.000 km	Every 20.000 km
Air filter	C		S	
Oil filter	P			P
Fuel filter	S		S	
Engine oil filter	S		S	
Valves clearance			C	
Elastic joint rear wheel			C	
Battery: efficiency and load	C		C	
Overall lube	L		L	
Clutch and brake oil	C	C		S
Front fork oil				S
Engine oil	S	C	S	
Brake pads: wear	C	C		
Pinion block washer			C	
Tires: wear and pressure	C	C		
Fuel tank			P	
Overall screws tightening	C		C	

MAINTENANCE TOOLS

The motorcycle is equipped with maintenance tools kit. With these tools some emergency operations or substitutions on the road side will be performed.

Tools included in the maintenance tools kit:

- Spark plug key
- Hexagonal key 4 mm
- Wrench 10x12 mm
- Wrench 8x10 mm
- Wrench 10x14 mm
- Screwdriver Phillips n° 2
- Tools bag

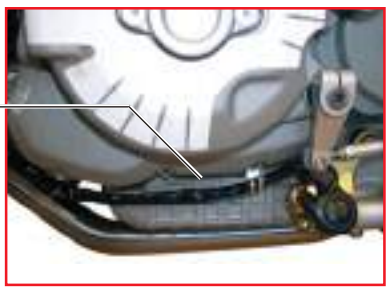
SERIAL NUMBER LOCATION

The frame and/or engine serial numbers are used to register the motorcycle. They are also used to assist your dealer when ordering parts or referring to special service information.

- The frame number (**1**) is punched on the steering head tube (right side).
- The engine serial number (**2**) is punched on the crankcase assembly (left side).

FRAME N.	

ENGINE N.	



ENGINE OIL
Read the instruction for maintenance (**pages 61-66**).

Suggestion about oil
Use only oils which are rated SG under the API service classification.

Viscosity
The recommended viscosity is SAE 10W-40.

Standard JASO T 903
MB

Recommended oil
Use a premium quality 4-stroke motor oil to ensure longer service life of your motorcycle.

This motorcycle does not need oil additives. Use recommended oil.
Do not use oils API SH or higher grade which present the circular tag API "energy saving" on the tank.

Not reccomended
Do not use racing oils with vegetal base or castor oils.

Viscosity
Viscosity grade of the oil has to be determined on the base of the average weather condition of the place in which the motorcycle has to be used.

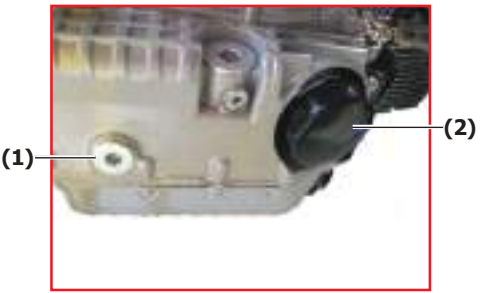
Standard JASO T 903
JASO T 903 standard is an indication for 4-stroke oil choose. There are two class: MA and MB.
The tanks for standard approved oils have a defined tag. The following tag indicates MA standard:

PRODUCT MEETING JASO T 903
COMPANY GUARANTEEING THIS MA PERFORMANCE:
(**1**)Code number of the company which distributes the oil
(**2**)Oil classification

Engine oil and filter change
Long engine life depends on the selection of a quality oil and the periodic change of the oil. Daily oil level checks and periodic changes are two of the most important maintenance items to be performed.
Change the engine oil and filter at each maintenance interval (**page 65**).
When riding in dusty places, change the engine oil and filter more often than indicated.

1. Remove the right lower fairing (**page 53**).
2. Remove the drain plug (**1**) and its gasket with a wrench and drain the engine oil into a drain pan. Check if there are metallic dust on the magnetic side of the drain plug. Reinstall the drain plug and gasket.
3. Tighten the drain plug with a torque of **42 Nm**.
4. Remove the oil filter (**2**) by rotating it counterclockwise.
5. Install the new engine oil filter using a proper tool; smear a little engine oil around the rubber gasket of the new oil filter. Using an oil filter with the wrong design or thread specifications can cause oil leaks or engine damages. Use a genuine **Bimota** oil filters or an equivalent designed for your motorcycle.

6. Every two changes for the engine oil it is recommended to clean the net oil filter. Remove the cap (**3**) with its gasket.
7. Remove the oil filter.
8. Clean the filter with fuel and compressed air taking care on not break the net.
9. Reinstall the filter, the cap and its gasket and tighten it with a torque of **42 Nm**.
10. Remove the oil filler cap (**4**) and fill the crank with the recommended oil (**page 68**) till the sign of the higher level on the crank (on the side of the window). The capacity of the crank is **3.9 l.**
11. Reinstall the oil filler cap (**4**).
12. Switch on the engine and let it run for 3 to 5 minutes
13. 2-3 minutes after stopping the engine, holding the motorcycle vertically on the ground, check the oil level. Verify there are no leaks.
14. Reinstall right lower fairing (**page 53**).



SPARK PLUGS

CAUTION

Improper spark plug may have an incorrect fit or heat range for your engine. This may cause severe engine damage which will not be covered under warranty.

Use only spark plugs listed below or equivalent. Consult your **Bimota** dealer or qualified mechanic if you are not sure which spark plug is correct for type of usage.

Champion RA6HC - normal
NGK DCP-R8E - normal

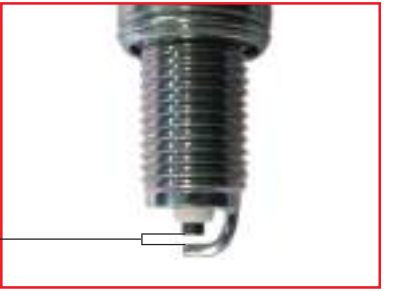
This motorcycle uses resistor type spark plug to avoid jamming electronic parts.
Follow the indications below:

- Do not clean the spark plug. If the spark plug is dirty, change it with a new one.
- Use only a thickness gauge to verify spark plug gap to avoid damages on the spark plug metal treatment.

- Do not change the gap of the spark plug: if it is not correct replace the spark plug.

To remove the spark plugs:

1. Remove the four spark plug caps (**1**).
2. Remove spark plugs with the spark plug wrench.
3. Check the spark plugs if there are carbon deposits or wear signs. Replace the spark plugs if they are worn or dirt with new ones.
4. Verify the spark plug gap (**2**) is 0.6-0.7 mm. If the gap is less or more than this value change the spark plug with new one.
5. With the washer on the thread carefully turn the spark plug by hand untill it is finger tight.
6. Tighten each spark plug:
   - If used spark plug is in good condition: 1/8 turn once tighten by hand.
   - If the spark plug is new: tighten twice to avoid it could loosen:
     a) First tighten the spark plug: ½ turn once tighten by hand
     b) Then loosen the spark plug
     c) Tighten the spark plug: 1/8 turn once tighten by hand



NOTE: a crossthreaded or overtightened spark plug will damage the alluminium threads of the cylinder head; a loosen spark plug could damage the piston.

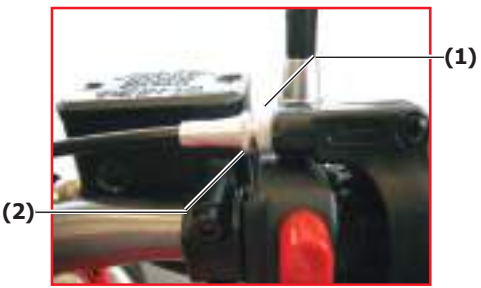
7. After tightened all the spark plugs, connect the caps.

THROTTLE CABLE PLAY

Check the proper working of throttle grip and cable:

1. Check the grip turn completely and easily in maximum and idling position with steering turned all the way left and right.

2. Measure the play of the grip: the correct play has to be 2-4 mm. To adjust the play of the grip loosen the nut (**1**), turn the adjuster wheel (**2**) till the right play is reached, tighten the nut (**1**) again.



IDLING

Correct idling (in neutral):
1.250±100 min^{-1} (rpm)

DRIVE CHAIN

This motorcycle has a master link drive chain. We recommend that you take your motorcycle to an authorized **Bimota** dealer or qualified mechanic if the drive chain needs to be replaced.
The condition and adjustment of the drive chain should be checked each day before you ride. Always follow the guide lines for inspecting and servicing the chain.

Inspecting the drive chain

Switch off the engine, hold the motorcycle on side stand and insert neutral.

1. Check the slack on the lower arm of the chain between sprocket and pinion. The correct slack has to be adjusted so to move the chain by hand: 25-35 mm.
2. Move the motorcycle forward and stop it.
3. Check the chain slack; the drive chain slack has to be constant, if the drive chain is loosen only in some positions, some links could be kinked or bound: these inconvenient could be solved by proper lube.
4. With the motorcycle standing on side stand check for:
   - Loose pins
   - Damaged rollers
   - Dry or rusted links
   - Kinked or binding links
   - Excessive wear
   - Improper chain adjustment
5. Damage to the drive chain means that the sprocket may also be damaged. Inspect the sprockets for the following:
   - Excessively worn teeth

- Broken or damaged teeth
- Loose sprockets mounting nuts

If you find any of these problems with your sprocket, consult your **Bimota** dealer or qualified mechanic. **NOTE**: the two sprocket should be inspected for wear when a new chain is installed and replace them if necessary.

WARNING
Riding with the chain in poor condition or improperly adjusted can lead to an accident

Drive chain adjustment
Adjust the drive chain slack to the proper specification. The chain may require more frequent adjustment than periodic maintenance schedule depending upon your riding conditions.

1. Lift the motorcycle by a stand with gear in neutral and ignition switch off.
2. Loosen rear axle (**1**).
3. Turn both the regulation screws right and left (**2**) for the same turns until the right slack is

reached. Turn the screws counterclockwise to pull the chain up, turn the screws clockwise to loosen the chain slack. Move the motorcycle forward and check the slack again. The correct slack is 25-35 mm.

4. Align the reference signs on the ending shoes of the swingarm (**3**) with the ending edge of the swingarm plates (**4**) on both sides of the swingarm. The two shoes of the swingarm has to be placed with the corresponding signs on the plates. If the axle alignment is not correct, turn the screws till the corresponding signs are matching left and right.
5. Tighten the rear axle rod at the torque of **100 Nm**. If you have not a torque wrench, contact immediately your **Bimota** dealer to verify the installation is made in the proper way.
6. Check the drive chain slack again.

Wear check

When adjusting the drive chain, inspect all the components of the final transmission drive (chain, sprocket and pinion); if the components are worn, replace them.

The correct drive chain slack (**1**) 5-35 mm; if the slack is greater than 50 mm the chain could damage the swingarm.

The chain for replacement is:

RK 520 GWX

This motorcycle uses a drive chain with riveted final link which needs a proper tool for cutting and riveting. With this drive chain avoid standard final link.

Consult your **Bimota** dealer.

Cleaning and oiling drive chain

This drive chain has special "O" rings that permanently seal grease inside. Clean and oil the chain periodically as follows:

- Clean the chain with kerosene. If the chain tend to rust the interval must be shortened. Kerosene is a petroleum product and will provide some lubrication as well as cleaning action.
- After thoroughly washing the chain and allowing it to dry, oil the links with proper chain lube or SAE 80 (90) oil.

CHAIN PAD

Check for the chain pad (**1**).
If the drive chain pad is worn, replace it with a new one. To replace the pad consult your **Bimota** dealer.

SUSPENSIONS CHECK

1. Check the front fork by pulling it up and down with the front brake pressed: the fork has to react smoothly and without any oil leaks.
2. The bearings of the swingarm have to be checked: block the motorcycle with a stand so the rear wheel could be moved by oscillating the swingarm; check the motion of the swingarm has no play; an excessive play for the swingarm in oscillating means the bearings are worn.
3. Check all the components for front and rear suspension being tightened.

SIDE STAND

Respect the maintenance schedule.
Check for proper working:

- Verify the springs of the side stand (**1**) are in good condition and their pulling force is good; check for a free motion in opening and closing the side stand.
- Check the interlock switch: seat on the motorcycle and with the gear in neutral switch on the engine; shift first gear: if the stand is fully up the engine keep on running, if the side stand is down the engine has to stop.

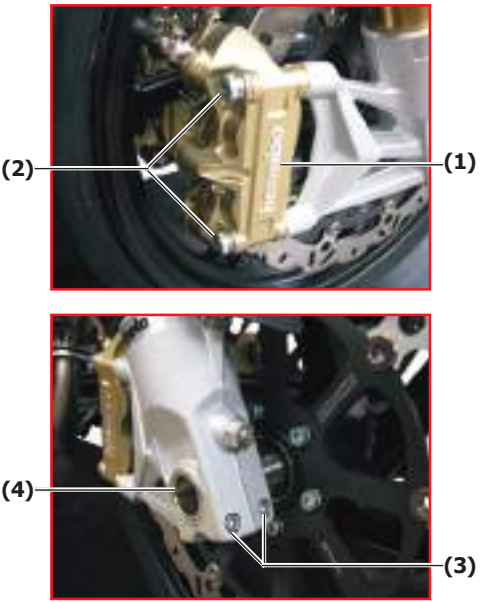
If the side stand does not work as described contact your **Bimota** dealer.

WHEELS REMOVAL

This motorcycle is equipped only with the side stand. If you need to remove front or rear wheel you must have a proper stand; if you have not, contact your **Bimota** dealer.

Front wheel removal

1. Lift up the motorcycle by a proper stand.
2. Remove both front calipers (**1**) from the front forks by removing two mounting bolts (**2**) on each caliper. To avoid damages for the brake pipes do not let the calipers hanging up. Never squeeze the front brake lever with the caliper removed. It is very difficult to force the pads back into the caliper assembly and brake fluid leakage may result; if this would occur, contact your **Bimota** dealer.
3. Loosen the two axle bolts (**3**) on the right fork.
4. Unscrew and draw the axle (**4**) out and take the left spacer (**5**).
5. Remove the front wheel.

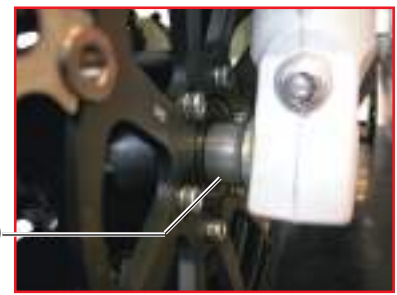


To reinstall the wheel assembly, reverse the sequence as described.

If the positions of the calipers and the disks are not correct the braking performance will be reduced and the disks will be damaged.

WARNING
Failure to torque bolts and nuts properly could lead to an accident. Torque bolts and nuts to the proper specification. If you are not sure of the procedure, have your Bimota dealer or authorized mechanic to do this.

WARNING
Installing the wheel in reverse direction can be hazardous. The tire for this motorcycle is directional. Therefore the motorcycle may have unusual handling if the wheel is installed incorrectly.



Rear wheel removal

1. Use a proper stand which can lift up the rear wheel hanging the apposite pins (**1**).
2. Loosen the axle (**2**).
3. Draw the axle out.
4. Push the rear wheel forward and pull out the drive chain.
5. Remove the rear wheel.

To reinstall the wheel assembly, reverse the sequence as described.
Adjust drive chain. Tighten the axle at the torque of **100 Nm**.

WARNING

Failure to torque bolts and nuts properly could lead to an accident. Torque bolts and nuts to the proper specification. If you are not sure of the procedure, have your Bimota dealer or authorized mechanic to do this.

BRAKE PADS WEAR

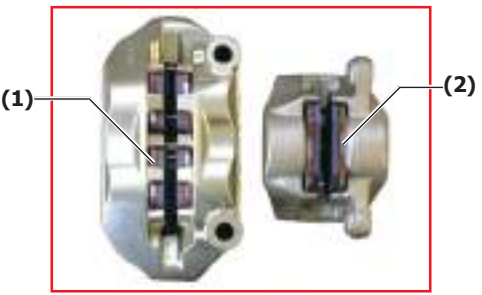
Brake pads wear depends on the way of use and on the conditions of the road (if the road is wet or dirty the wear is greater). Check the pad wear as listed on maintenance chart.

Front brake

Inspect the front brake pads by noting whether or not the friction pads are worn down to the grooved limit line (**1**); if the pads are worn, replace them with new ones by your **Bimota** dealer or an authorized mechanic.

Rear brake

Inspect the rear brake pads by noting whether or not the friction pads are worn down to the grooved limit line (**2**); if the pads are worn, replace them with new ones by your **Bimota** dealer or an authorized mechanic.



BATTERY

This motorcycle is equipped with a sealed battery and requires no maintenance. Have your dealer check the battery's state of charge periodically.
The battery is placed under the fuel tank:

1. Remove right fuel tank cover (**page 51**).
2. Remove the two screws (**1**) and (**2**), then remove the fuses support (**3**).
3. Pull out the battery (**6**) so to permit to disconnect the caps (**4**) and (**5**).
4. Disconnect the negative cap (-) (**4**) first, then the positive cap (+) (**5**).
5. Remove the battery (**6**) from its case.

WARNING
Hydrogen gas produced by batteries can explode if exposed to flames or sparks. Keep sparks and flames away from battery. Never smoke when working near the battery.

FUSES

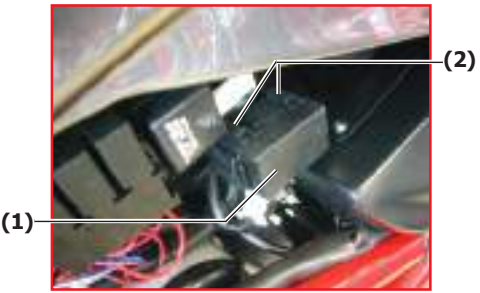
If you need to replace fuses often, there is a circuit overload. Contact your **bimota** dealer for check the electrical circuit and solve the problem.
NOTE: installing a fuse of incorrect rating or using aluminium foil or wire instead of a fuse may seriously damage the electrical system.

Fuses box

Fuse box is on the right side, under right fuel tank cover. To replace the fuses:

1. Remove the right fuel tank cover (**page 51**).
2. Pull up the rubber joints (**2**) and open the fuse box (**1**).
3. Replace the damaged fuse with a new one.

Spare fuses are located inside the fuse box.
Specific fuses are: 30 A, 15 A, 7.5 A, 5 A



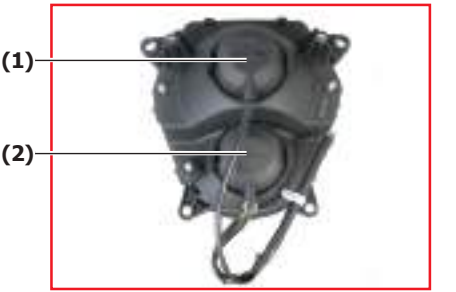
STOPPING LIGHT CHECK

Inspect the switch (**3**) for stopping light, behind the right frame plate. Press the rear brake pedal and verify the stopping light works properly.

LIGHT BULB REPLACEMENT

The light get hot during its working and remain hot for some minutes after it has got off. Be sure the light is cold before remove it.
Do not leave oil from your skin on the lamp because this could damage the light.
Remove light with clean gloves. If you take the light by nude hands clean it with alcol.

- Before removing the light turn the ignition switch off.
- Do not use lights with other wattage than the original.
- After installing new light check its proper working.



Head light low beam bulb

1. Remove rubber cover (**1**).
2. Turn the light holder (**3**) counterclockwise and draw it out.
3. Remove old light bulb (**6**) and replace the new one by reverse order.
4. Reinstall rubber cover.

Head light high beam bulb

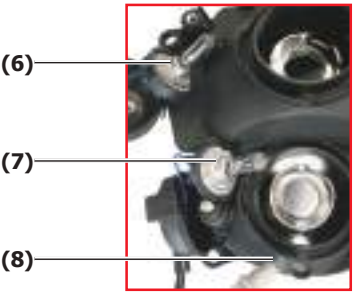
1. Remove rubber cover (**2**).
2. Turn the light holder (**4**) counterclockwise and draw it out.
3. Remove old light bulb (**7**) and replace the new one by reverse order.
4. Reinstall rubber cover.

Position light bulb

1. Pull off the bulb socket (**5**).
2. Remove the position light bulb (**8**).
3. Replace the new light bulb by reverse order.

Tail light bulb

1. Remove the screw (**9**) and draw the lens (**10**) out.
2. Push the light bulb (**11**) softly and turn it counterclockwise to remove it.
3. Replace the new light bulb and reinstall it by reverse order.



Front turn signal lights

1. Remove the screw (**1**) from the back side of the indicator and then remove the clear lens.
2. Pull out the reflective lights support (**2**) and remove the light not working from its back side.
3. Replace the new light bulb and reinstall the lens by reverse order.

Rear turn signal lights

1. Remove the screw (**3**) from the back side of the indicator and then remove the clear lens.
2. Pull out the reflective lights support (**4**) and remove the light not working from its back side.
3. Replace the new light bulb and reinstall the lens by reverse order.

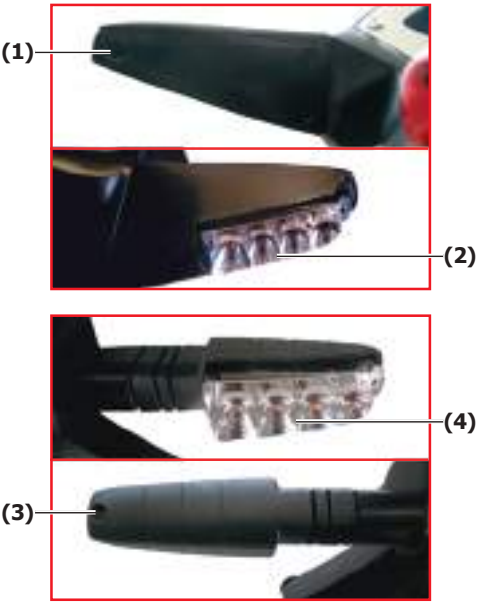


Plate light bulb

1. Pull out the rubber socket (**1**) from its site (**2**) situated on the back side of the plate holder.
2. Replace the light bulb (**3**) with a new one.
3. Reinstall the light by reverse order.

MOTORCYCLE CLEANING

Washing the motorcycle

When washing the motorcycle follow the instruction below:

CAUTION

Radiator fins can be damaged by spraying high pressure water on them. Do not spray high pressure water on the radiator fins. Do not spray high pressure water inside the air intake ducts.

NOTE: avoid spraying or allowing water to flow over the following pieces:

- Ignition switch
- Spark plug
- Fuel tank cap
- Fuel injection system
- Brake master cylinder

1. Remove dirt and mud from the motorcycle with running water. You may use a soft sponge or brush. Do not use hard materials which can scratch the paint.
2. Wash the entire motorcycle with a mid detergent or car wash soap using a sponge or a soft cloth. The sponge or cloth should be frequently soaked in the soap solution.
3. Once the dirt has been completely removed, rinse off the detergent with running water.

4. After rinsing, wipe off the motorcycle with a wet chamois or cloth and allow it to dry in the shade.
5. Check carefully for damage to painted surfaces. If there is any damage, obtain "touch-up" paint and "touch-up" the damage following the procedure below:
   a. Clean all damaged spots and allow them to dry.
   b. Stir the paint and "touch-up" the damaged spots lightly with a small brush.
   c. Allow the paint to dry completely.

Windshield cleaning

Clean the windshield with a soft cloth and warm water with a mild detergent. If scratched, polish with a commercially available plastic polish. Replace the windshield if it becomes scratched or discolored so as to obstruct the view. When replacing the windshield, use a **Bimota** replacement windshield.

CAUTION

Cleaning with alkaline or strong acid cleaner, gasoline, brake fluid, or any solvent will damage the windshield. Clean only with a soft cloth and warm water with a mild detergent.

Waxing the motorcycle

After washing the motorcycle, waxing and polishing are recommended to further protect and beautify the paint.

- Only use waxes and polishes of good quality.
- When using waxes and polishes, observe the precautions specified by the manufacturers.

Inspection after cleaning
For extended life of your motorcycle, lubricate:
- Drive chain
- Clutch lever holder
- Side stand pivot and spring hook
- Gearshift lever and footrest pivot
- Brake lever holder
- Brake pedal pivot and footrest pivot

Aluminium painted wheel
Aluminium could be corroded by the contact with dirt, mud or salt. Wash wheels after driving on roads with these condition pavement. Use a soft sponge and a mild detergent. Avoid rough brushes, steel brushes, or aggressive detergents.
After cleaning wash with water and dry with a clean cloth. Touch-up the wheels by "touch-up" paint.
Do not use detergents with chemical substances.

Gloss surfaces
Clean the gloss surfaces with running water using a soft sponge or a soft cloth. Use a mild detergent.
Do not use detergents with chemical substances.

Exhaust system and silencers
Exhaust system is made of stainless steel, but it could be spotted by dirt or mud. To clean it use a wet sponge with an abrasive detergent, then clean it with running water.

STORAGE PROCEDURE

If the motorcycle is to be left unused for extended period of time for winter storage or any other reason, the machine needs special servicing requiring appropriate materials, equipment and skills. For this reason, **Bimota** recommends that you trust this maintenance work to your **Bimota** dealer. If you need to service the machine for storage yourself, follow the general guidelines below.

Motorcycle

Clean the entire motorcycle. Place the motorcycle on the side stand on a firm flat surface where it will not fall over.

Fuel

1. Fill the fuel tank to the top with fuel mixed with the amount of gasoline stabilizer recommended by the stabilizer manufacturer.
2. Run the engine for a few minutes until the stabilized gasoline fills the fuel injection system.

Engine

1. Pour one tablespoon of motor oil into each spark plugs hole and crank the engine a few times.
2. Drain the engine oil thoroughly. Refill the crankcase with fresh engine oil all the way up to the filler hole.

Battery

1. Remove the battery from the motorcycle (**page 84**).
   NOTE: be sure to remove negative terminal first, then remove positive terminal.

2. Clean the outside of the battery with a mild detergent and remove any corrosion from the terminals and wiring harness connections.
3. Store the battery in a room above freezing.

Tires
Inflate the tires to the normal specifications.

Externals
- Spray all vinyl and rubber parts with rubber preservative.
- Spray the unpainted surfaces with rust preservative.
- Coat the painted surfaces with car wax.

Procedure during storage
Once a month, recharge the battery with a specified charging rate (Ampere).

PROCEDURE FOR RETURNING TO SERVICE
- Clean the entire motorcycle.
- Reinstall the battery.
  NOTE: be sure to reinstall positive terminal first, then reinstall negative terminal.
- Remove the spark plugs. Turn the engine a few times by putting the transmission in top gear and turning the rear wheel. Reinstal the spark plugs.
- Drain the engine oil thoroughly. Replace the oil filter with a new one and pour fresh oil as outlined in this manual.

- Adjust the pressure of tires as described in the tires section.
- Lubricate places instructed in this manual.
- Do the "inspection before riding" as listed in this manual.

CATALYTIC CONVERTER

This motorcycle is equipped with a catalytic converter. It contains metal components which catalyze reactions without damaging other metal components. Catalytic converter acts on HC, CO, NOX. If the catalytic converter needs to be replaced, use only **Bimota** original spare part.
Use only unleaded fuel.
Catalytic converter works on high temperature: avoid to park the motorcycle near dried grass or flammable substances.

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