



Your Sachs dealer

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SACHS
uses
and recommends



Nr. P00 638 008 00 02 000

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owners manual

SAXX 25/45

GB



PREFACE

You have purchased a Saxy, congratulations and thank you for putting your trust in us.

The Saxy is a sturdy motorcycle in modern design.



Its sound construction, the meticulous selection of materials, the advanced manufacturing techniques and conscientious work of dedicated employees provides the motorcycle with all the characteristics that are typical of Sachs, such as economical operation, quality, reliability and its lasting value.

Sachs GmbH is continuously involved in the further development of all types and models. We therefore ask you for your kind understanding that we reserve the right to change the scope of delivery with respect to appearance, equipment and technology. No claims can thus be derived from the data and descriptions contained in this instruction manual.

Reprinting, reproduction and translation, even of excerpts, without our express consent is not permitted. All rights stipulated in the copyright law remain expressly reserved.

Technical changes to the standard motorcycles can cause the EC type approval to become invalid. Therefore before implementing a change, ask a specialized dealer whether this is allowed.

We cannot be held liable for any consequential damage caused by accessories not approved by the factory.

The scope of delivery and version of the motorbike is solely determined by the purchase agreement concluded with the dealer.

This operating manual includes important instructions for handling your light motorcycle. Read it carefully, because professional handling combined with regular care and maintenance helps to maintain the motorbike's value and is one of the requirements for warranty claims.

We wish you at all times a safe journey.

Your
SACHS Fahrzeug- und Motorentechnik GmbH



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Safety symbols and notes

Observe the following:



WARNING

Precautionary measures against the risk of accidents, injury and/or death.



FIRE HAZARD

The bike is supplied with a catalyst. The exhaust system becomes very hot. While riding, idling or parking, make sure that no easily inflammable materials (such as hay, leaves, grass, coverings, luggage, etc.) can come into contact with it.



CAUTION

Important instructions and precautionary rules to be followed in order to prevent the motorbike from being damaged. Non-observation can lead to the guarantee becoming void.



NOTE

Special instructions for better handling during operation and inspection and when carrying out adjustment procedures and service activities.

OVERVIEW AND OPERATION

- 1 Chassis number and rating plate
- 2 Fork column lock
- 3 Kick starter
- 4 Footrest
- 5 Battery and fuse



Left-hand side view

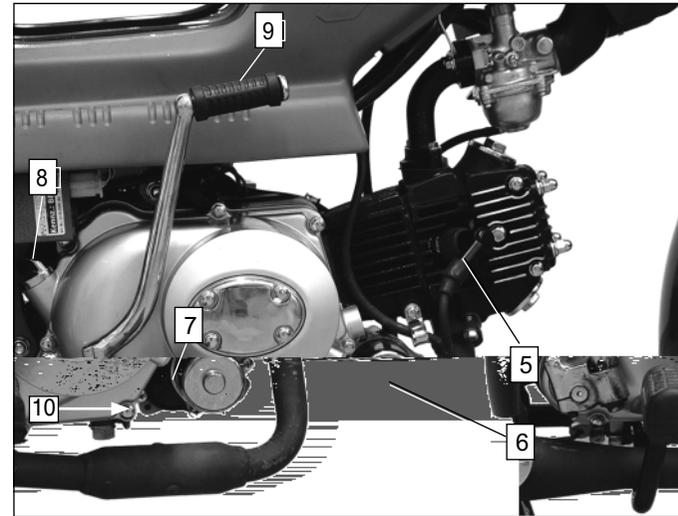
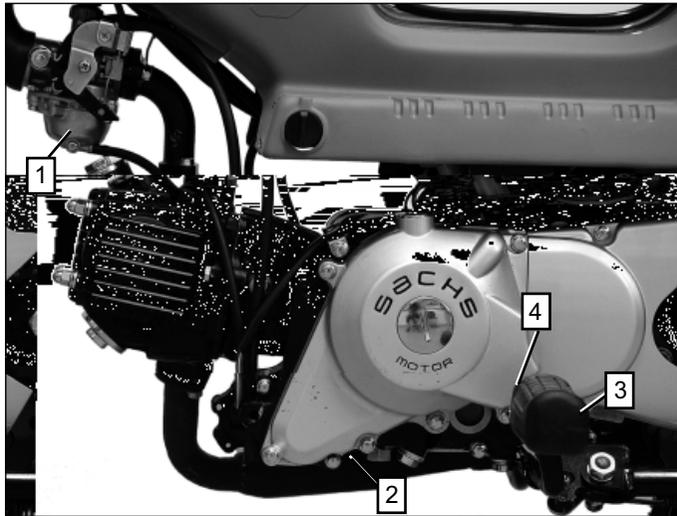
- 6 Cockpit
- 7 Handlebar fittings
- 8 Tank cap
- 9 Fuel tap
- 10 Shock absorber
- 11 Side stand
- 12 Footrest
- 13 Main stand
- 14 Air filter housing



OVERVIEW AND OPERATION

Engine left-hand side view

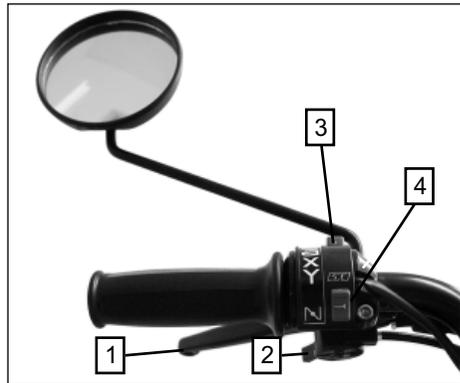
Engine right-hand side view



- 1 Carburetor
- 2 Oil drain plug
- 3 Engine number
- 4 Footrest left

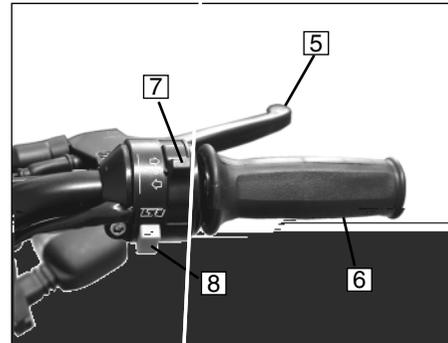
- 5 Spark plug connector
- 6 Electric starter
- 7 Footrest right
- 8 Oil filler cap
- 9 Kick starter
- 10 Oil level sight glass

Left-handle handlebar fittings



- 1 Handbrake lever rear brake
- 2 Choke lever (|↖|)
- 3 Emergency off switch
- 4  Push-button: horn

Right-handle handlebar fittings



- 5 Handbrake lever front brake
- 6 Throttle
- 7 Direction-indicator switch
 - ⇐ Switch to the left:
Left indicator on
 - ⇒ Switch to the right:
Right indicator on
- 8  Starter button

OVERVIEW AND OPERATION

Ignition-lock



Key positions

- 1  Ignition off
- 2  Operating position: ignition and all circuits activated
- 3  Ignition and lights on



NOTE

Activate the parking light only for a limited period. Take into account the charge of the battery.
The key can be removed in positions .



NOTE

With the motorbike you get two indefinite ignition keys. Keep the spare keys at a safety place.

The ignition-lock is operated with a separate key.

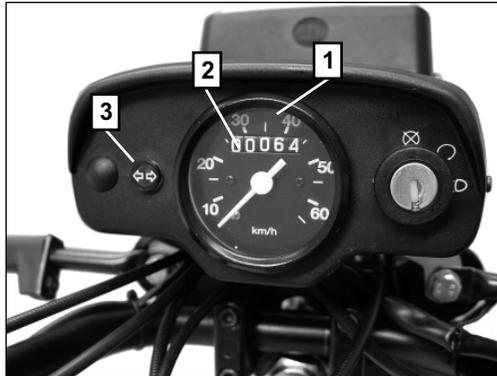
The tank cap as well as the steering lock are operated with the same key.



WARNING

While riding, do not switch the ignition off .

Cockpit



Speedometer

- 1 KM/H -odometer
- 2 DST - total distance (km)

Instrument lights

- 3 left and right direction indicator
↔ green

SAFETY TEST

Checklist

Before each ride, carry out a safety check using the checklist.

Take the safety check seriously. Carry out maintenance activities before you start your ride (→ MAINTENANCE) or ask a specialized Sachs dealer to do so. This will provide you with the certainty that your motorcycle corresponds to traffic regulations. A technically faultless motorcycle is a basic requirement for the safety of both yourself and other road users.

Before starting your ride, check the following:

- Steering (smooth and free of play)
- Clutch lever play
- Fuel quantity
- Engine oil (level)
- Front brake
- Rear brake
- Tyres (profile and pressure)
- Telescopic fork
- Load / lights
- Total weight

- Lights
- Clutch operation
- Brake fluid (level)
- Brakes (operation)

In case of problems or difficulties, contact a Sachs dealer, who will do everything possible to assist you.

WARNING

While the engine is running or the ignition is on, do not touch the ignition system.



FIRE HAZARD

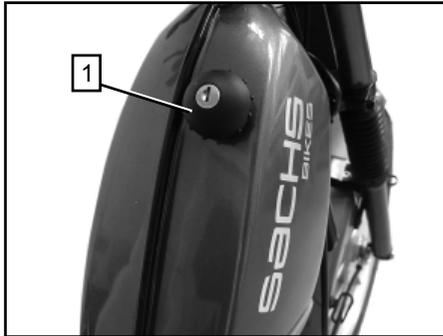
The exhaust system becomes very hot. While riding, idling or parking, make sure that no inflammable materials (e.g. hay, leaves, grass, coverings or luggage, etc.) can come into contact with it!

Important notes for the operation with a catalyst.

The catalyst is designed for an optimal performance and lifetime. Note the following:

- Operate a catalyst bike only with lead free fuel.
- Don't turn off the ignition if the bike still rolls.
- Don't drive on at misfiring, decline in performance and poor engine run.
- In case of problems, contact the next Sachs dealer.
- Longer starting tests by moving the bike in cold or warm operating state should be refrained.

At the mentioned operating states unburned fuel can reach the catalyst, burn and cause overheating of the exhaust system.

Fuel, fuel tank**NOTE**

The tank cap as well as the steering lock are operated with the same key.

Tank cap (1)

The fuel-tank cap (1) is designed to allow for ventilation. Do not make any changes to the cap.

Opening:

- Insert the key, turn to the right and pull out the tank cap.

Closing:

- Push in the tank cap turn the key to the left and remove.

Checking the fuel level

- Open the tank cap (1) on the fuel tank.
- Visually inspect the fuel level.
- Close the tank cap (1) on the fuel tank.

Filling up with fuel

- Use only normal lead-free fuel (min. 91 octane)

 **WARNING**

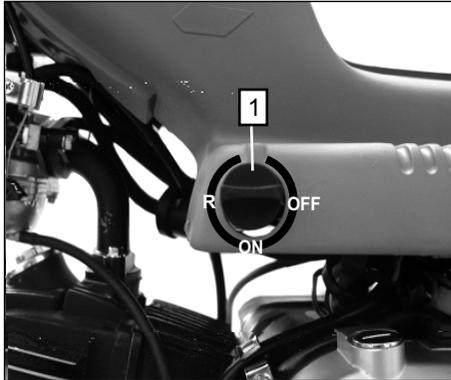
Fuel is highly inflammable and can explode. Do not smoke or bring a naked flame near the fuel tank.

Fuel expands under the influence of heat and the sun. Therefore, never fill the tank to the brim. Never fill the tank while the engine is running.

Never bring a glowing cigarette or naked flame near an open tank, because fuel vapour could suddenly ignite.

SAFETY TEST

Fuel tap



CAUTION

When you stop the engine, always set the fuel tap to position **CLOSE**. Otherwise, fuel could enter the engine and this could make starting difficult or lead to serious engine damage.

We cannot be held liable under the guarantee for damage caused by non-observance of this caution.

Fuel tap (1)

Fuel tap positions:

ON = OPEN

fuel tank will empty down to a reserve quantity of approx. 0,35 litres

R = RESERVE

fuel tank is drained. There is a remaining quantity which can not be used.

OFF = CLOSED

fuel supply closed.

Engine oil

CAUTION

Do not use additives. Since the oil also serves to lubricate the clutch, do not use car engine oils supplemented with friction modifiers (such energy-conserving oils can lead to the clutch slipping). Use a suitable, light engine oil for motorcycles, such as Motorex SAE 15W/40 mineral oil API (SG or higher).

- If required, replenish the engine oil (for classification and viscosity, see the table) via the oil-filler opening up to the maximum level marking.

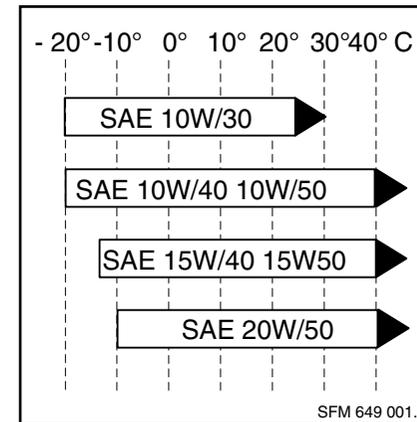
Recommended grade:

Per API: SG or higher or also with additional release status: ACEA A3/96 (CCMC G5).

Recommended viscosity:

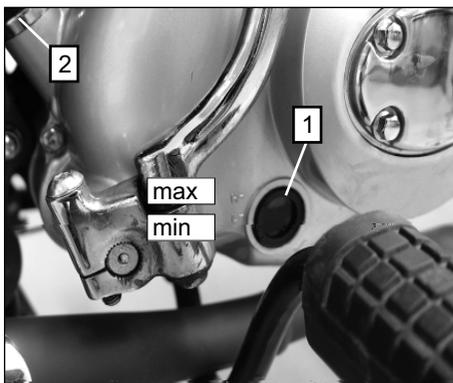
Viscosity depends on the outside temperature. For short while, the temperature may exceed or fall short of the limits of the SAE grades.

The recommended viscosity grade SAE 15W/40 covers the ambient temperature range $-15\text{ }^{\circ}\text{C}$ to $+40\text{ }^{\circ}\text{C}$ and therefore represents the optimum for our latitudes.



SAFETY TEST

Checking the oil level



CAUTION

Checking the oil while the engine is cold will lead to a wrong measurement and therefore the wrong oil quantity. In order to avoid engine damage, never exceed the maximum oil level nor let it drop below the minimum level.

- Stop the warmed-up engine, wait for approx. 5 minutes and hold the motorcycle upright.



NOTE

Make sure that the motorcycle during oil-level checks stands level in all respects. Even the slightest inclination towards the side will produce measurement errors.

- With the engine stopped, read off the oil level from the sight glass (1) on the lower right of the crankcase.
- The oil level must be between the minimum and maximum marks.

If required, replenish the engine oil SAE 15W/40 via the oil-filler opening of the oil filler cap (2).

Braking



Braking

The front brake and rear brake are operated independently from each other.

The front brake is operated via the right-hand brake lever (1) on the handlebars, and the rear brake is operated via the left-hand brake lever (2).

When stopping or slowing down, release the throttle gas and operate **both** brakes at the same time.

On tight curves, sandy / dirty streets, wet asphalt and icy roads, use the front brake carefully: if the front wheel locks, the bike will slide sideways.

Brake with care. Locked wheels do not have much braking effect and can lead to skidding / crashing. In principle, do not brake on a curve, but before the curve.

Braking on a curve increases the danger of sliding.

WARNING

If the motorcycle is not used for a while, a rust film may form on the brakes and thus increase the braking effect. A thick rust film can cause the brakes to lock up.

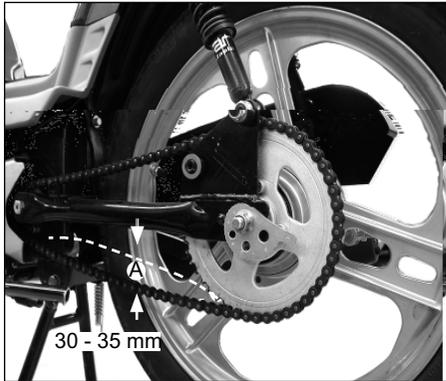
When setting out on a ride after a long lay-up period, carefully operate the brakes several times until they work normally.

NOTE

Make sure you practice braking for emergency situations, but do so where you will not pose a risk to yourself or others (e.g. a deserted parking area).

SAFETY TEST

Drive chain



Check the chain tension

- Prop the motorbike up on the side stand.
- Let the motorbike rear end drop to the limit imposed by the suspension.
- Push in the drive chain from the top half way between the sprocket and pinion. Measure the travel.

Required value: A =30-35 mm

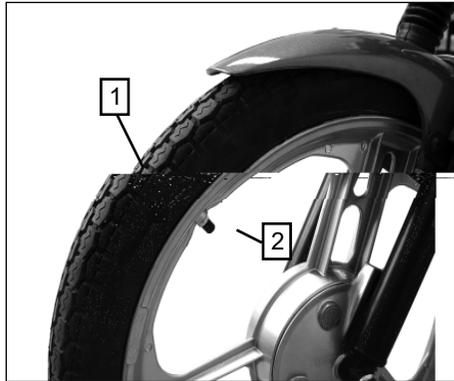
- Adjust the drive chain is necessary.
⇒ MAINTENANCE

CAUTION

The chain setting affects the wear on the drive chain and sprocket as well as the spring excursion of the rear wheel.

Regularly clean and lubricate the drive chain.

Check the chain setting and the drive chain for damage before each run.

Tyre profile**Checking the tyre profiles****⚠ WARNING**

Observe the minimum profile depth prescribed by law. Never ride without valve caps (2). Firmly tightened valve caps prevent the tyre from suddenly losing pressure.

- Measure the profile depth at the centre (1) of the tyre's tread.

Recommended minimum profile depth:

Front 2.0 mm
Rear 2.5 mm

Tyre pressure**Checking the tyre pressure****⚠ WARNING**

Adjust the tyre pressure according to the total weight load. Never exceed the rated total weight or the bearing capacity of the tyres.

Incorrect tyre pressure will have a considerable effect on the riding properties of the motorbike and the lifespan of the tyres.

- While the tyres are cold:
- Twist off the valve caps.
- Check/adjust the tyre pressure.
- Twist on the valve caps.

Tyre pressure

Front 2.0 bar
Rear 2,5 bar

Tyre size

The standard motorbike is provided with the following tyre sizes:

Front 2.75-17
Rear 2.75-17

**WARNING**

Use only tyres approved by the manufacturer. The use of non-approved tyre brands, types or sizes leads to the operating permit of the vehicle becoming null and void. Use only pairs of tyres produced by the same manufacturer.

SAFETY TEST

Load / lights

WARNING

For the sake of your safety, use only original Sachs accessories or products released by Sachs.

Sachs cannot judge for each third-part product whether it can be safely used in combination with your Sachs motorcycle. Nor can a official approval give such a guarantee in all cases, since the test scope is not always sufficient.

NOTE

Sachs accessories and Sachs-approved products as well as qualified advice are available from all specialized Sachs dealers.

Correctly loaded

- Make sure that the left-right weight distribution is balanced.
- Check that fastenings are correct and tight.
- Do not transport bulky loads.
- Do not cover the lights.

WARNING

The total allowable weight of 203,5 kg may not be exceeded.

Adjust the telescopic forks and tyre pressures to the total weight.

Checking the lights

WARNING

Before any ride, check the operation of all lighting components.

- Check that the headlamps and lenses are clean.

Adjusting the headlamps

→ MAINTENANCE.

RIDING INSTRUCTIONS

Ride safely



CAUTION

Riding safety is largely also determined by the manner of riding.

Therefore:

- Put on a tested/approved safety helmet and correct close the buckle.
- Wear suitable protective clothes.
- Rest your feet on the footrests.
- Do not ride if your riding ability has been compromised.

Your reactions can be adversely affected not only by alcohol, but also by drugs and medicines.

- Strictly observe all traffic regulations.
- Always adapt your riding speed to the traffic and road conditions.

On smooth, slippery roads take into account that your riding stability and braking power are limited by the grip of the tyres on the road top.

RIDING INSTRUCTIONS

Ride economically and be aware of the environment

Fuel consumption, environmental pollution and wear of engine, brakes and tyres depend on various factors.

Your personal riding style is highly determinant for economical fuel consumption and exhaust gas and noise generation.

While idling, the engine takes a long time to warm up to operational temperature. In the warm-up phase, however, the wear level and pollutant emissions are very high. It is therefore best to start riding immediately after start-up.

Avoid rapid acceleration

Open the throttle not further than needed, in order to reduce fuel consumption as well as pollution and wear levels.

Do not use excessive revs; change up as soon as possible and do not change down until it is necessary to do so.

Ride as evenly as possible and look ahead as far as possible.

Unnecessary acceleration and hard braking cause high fuel consumption and increased pollution levels.

Turn the engine off when waiting in traffic.

Different riding conditions affect fuel consumption. The following conditions are unfavourable for fuel consumption:

- High traffic density, especially in big cities with many stops for traffic lights.
- Frequent short rides with repeated starts and warm-ups of the engine.
- Riding in a column of motor cycles at low speed, meaning riding with relatively high revs.

Plan rides ahead of time in order to avoid heavy traffic.



RIDING INSTRUCTIONS

Ride economically and be aware of the environment

Fuel consumption is also affected by conditions that are out of your control, for instance, poor road condition, hills, riding in winter.

Observe the following aspects for economical fuel consumption:

- The planned inspection intervals must be closely observed.
- Regular service by a specialized Sachs dealer will guarantee not only continued operability, but also economical fuel consumption, low environmental pollution and a long lifespan.
- Check the tyre pressure every two weeks.

Low tyre pressure increases rolling resistance. This increases fuel consumption and tyre wear and adversely affects riding behaviour.

- Continually check fuel consumption.
- Frequently check the engine-oil level.



RIDING INSTRUCTIONS

Running-in instructions

running-in instructions for engine and gearbox



CAUTION
Exceeding the running-in speeds increases the wear of the engine!

In case of engine problems during the running-in period you should immediately consult your specialized Sachs-dealer.



NOTE

During the running-in period, ride in frequently changing load -and engine speed ranges. Drive on winding and slightly hilly routes. Avoid constantly low engine speeds and full throttle under load.

Maximum top speed in the individual gears during the running-in period:

Running-in instructions	
0-500 km	Open the throttle control half.
500-1000 km	Do not open the throttle more than three-quarter.

Slowly increase the engine speeds. Up to 1000 km avoid longer rides with full load



CAUTION

Have the first inspection carried out after the first 1000 km.

Ask your Sachs dealer in due time to avoid unnecessary waiting.

Running-in new tyres



WARNING

New tyres have a smooth surface. They must therefore be roughened by carefully running them in at various slanted positions.

Only then will the surface obtain its full grip!

Running-in new brake linings



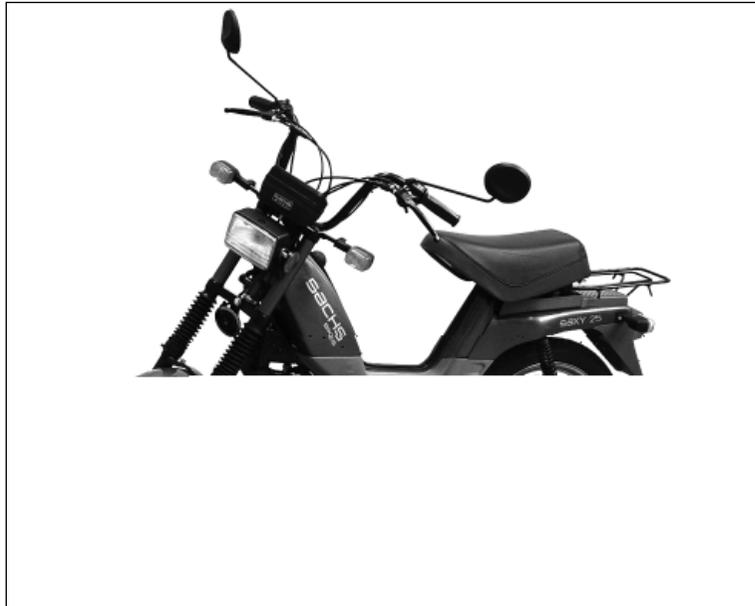
WARNING

New brake linings must be run-in and will only reach their full friction power after the initial 500 km.

The slightly reduced braking effect can be compensated for by increasing the pressure on the brake lever.

During this period, avoid unnecessary hard braking actions!

Side stand



Propping up the motorbike on the side stand.

⚠ WARNING

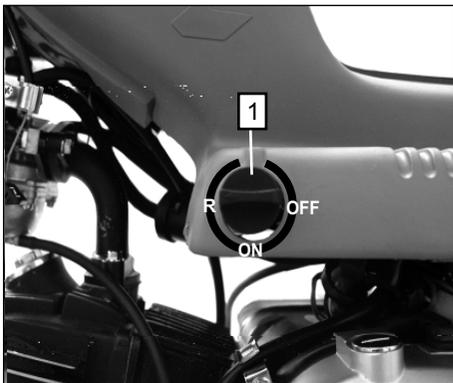
Always make sure that the stand is resting on firm ground. On sloping roads, always park the motorbike facing uphill. When you kick the stand in, do not stand within the pivoting arc of the stand. The stand pivots automatically upwards with considerable momentum.

It is essential that the side stand is folded up before starting off! -Risk of accidents !

- Switch off the engine.
- Left hand on the left-hand handle-bargrip.
- Right hand on the seat.
- Fold out the arm of the side stand as far forward as it will go and stop by foot.
- Slowly tilt the motorbike to the left until its weight is supported.

RIDING INSTRUCTIONS

Starting



Before starting



NOTE

Pull and hold one of the handbrake levers to start the engine.

- Put the motorcycle in a vertical position and let the side stand fold up.
- Turn the fuel tap (1) to position ON or RESERVE
- Mount the motorcycle.

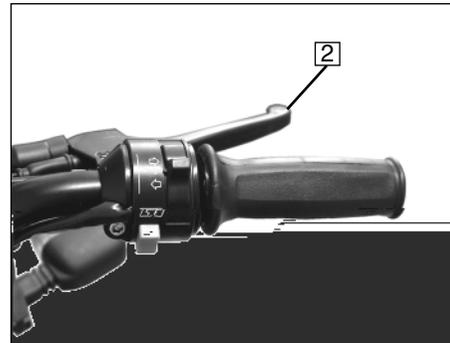
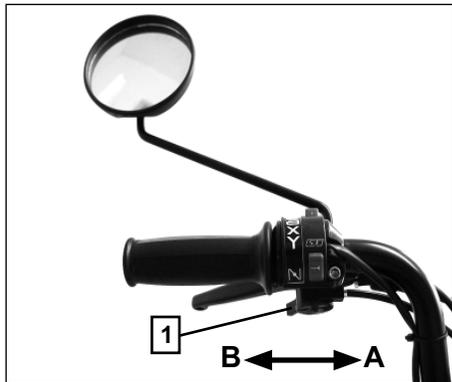
- Turn the ignition key (2) to operating position ↻.
- Pull and hold one of the handbrake levers.
- Operate the start button ⚡.



WARNING

Before beginning a ride, the side stand must be tilted up all the way (danger of crashing).

Starting with kick starter



- CAUTION**
Avoid high engine speeds after a cold start.
- Shift the cold start lever (CHOKE 1) in direction „B“.
 - Do not open the twist grip throttle control.
 - Pull the hand brake lever (2) and hold it.
 - Swing the the kick starter pedal (3) out and kick it down quickly.
 - Release the brake before riding.

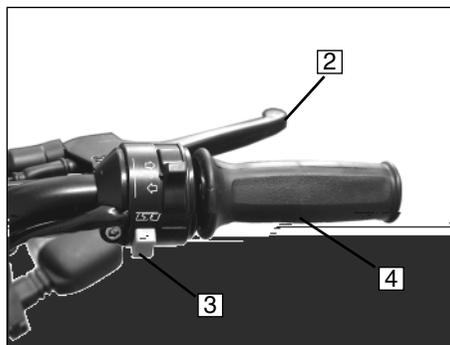
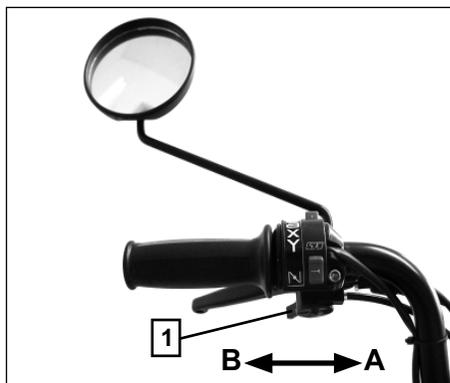
- CAUTION**
Do not let the kick starter hit back against the stop. Fold the kick starter pedal back in after use.
- With increasing operating temperature push the cold start lever (1) fully back against the direction of arrow „A“.

NOTE
 Use the kick starter for time to time to maintain its function.

- WARNING**
Never run the engine in closed rooms. Exhaust gases are highly toxic - danger to life!
- Start up**
- Release the hand brake lever (2).
 - Slightly open the twist grip throttle control to accelerate the motorbike.

RIDING INSTRUCTIONS

Starting with electric starter



- When the operating temperature is increasing, turn back the CHOKE (1) all the way in the opposite direction to the arrow "A".



WARNING

Never allow the engine to run in an enclosed space. Exhaust gases are highly toxic and can kill.

Start up

- Release the hand brake lever (2).
- Slightly open the twist grip throttle control (4) to accelerate the motorbike.



CAUTION

Avoid high engine-speed counts after a cold start. The starter is active only with pulled clutch lever.

- Turn the CHOKE (1) in the direction of the arrow "B" for cold start.
- Do not open the throttle (4).
- Pull the hand brake lever (2) and hold it.
- Operate the start button (3).
- Release the brake before riding.



CAUTION

If the engine won't start immediately, release the start button, wait a few seconds and push it again. Each time, push the start button for just a few seconds in order to save the battery. Never push the start button for more than 10 seconds.

Braking

Wet brakes

Washing the motorcycle or riding through water or rain can delay the braking effect due to wet or (in winter) ice-covered brake discs and linings.



WARNING

The brakes must first be operated until they are dry

Salt film on the brakes

When riding on salted streets without braking for a while, the full braking effect may be delayed.

Oil and grease



WARNING

The brake drums and linings must be free of oil and grease!

If the motorcycle is not used for a while, a rust film may form on the brakes and thus increase the braking effect. A thick rust film can cause the brakes to lock up. When setting out on a ride after a long lay-up period, carefully operate the brakes several times until they work normally.



NOTE

Make sure you practice braking for emergency situations, but do so where you will not pose a risk to yourself or others (e.g. a deserted parking area).



WARNING

Operate the brakes to grind off the salt deposited on the brake discs.

Dirty brakes

When riding on dirty streets, the braking effect can be delayed due to dirty brake discs and linings.

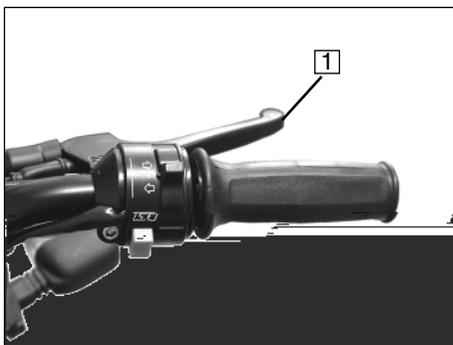


WARNING

Operate the brakes until they are clean. Lining wear is increased by dirty brakes!

RIDING INSTRUCTIONS

Braking



Brake with care. Locked wheels do not have much braking effect and can lead to skidding / crashing. In principle, do not brake on a curve, but before the curve. Braking on a curve increases the danger of sliding.

Braking

The front brake and rear brake are operated independently from each other.

The front brake is operated via the right-hand brake lever (1) on the handlebar, and the rear brake is operated via the left-hand brake lever (2).

When stopping or slowing down, release the throttle gas and operate **both** brakes at the same time.

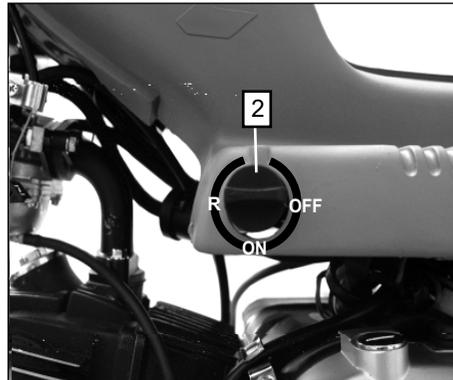
On tight curves, sandy / dirty streets, wet asphalt and icy roads, use the front brake carefully: if the front wheel locks, the bike will slide sideways.

Stopping the engine



Stopping the engine

- Turn the ignition key to the position  (1).
- Pull out the ignition key.

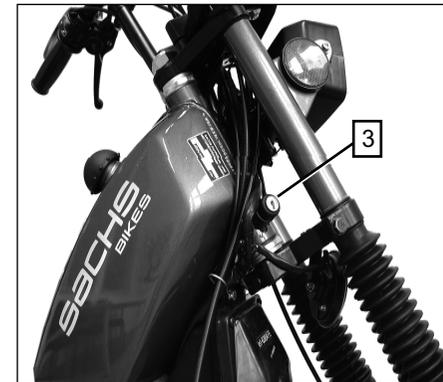


CAUTION

Turn the fuel tap (2) to the OFF position. In the ON or RES position, fuel could enter the engine, leading to serious damage when starting the engine.

Non-observance of this caution will lead to the guarantee becoming null and void for any damage attributable to such.

Steering lock



Safeguard the steering against unauthorized use.

Lock:

- Turn the handlebar fully to the left.
- Insert key into the lock (3) and turn it in clockwise direction.
- Pull out the key.

Unlock:

- Insert key into the lock (3) and turn it in anti-clockwise direction.
- Pull out the key.



CAUTION

Always remove the key before setting off.

SERVICE INSTRUCTIONS

Servicing the motorbike / cleaning agents



NOTE

Regular, expert service will help maintain the value of your motorcycle and is a condition for guarantee claims for corrosion and other such damage.



CAUTION

Rubber and plastic parts will be damaged by caustic or penetrating cleaning agents or solvents.



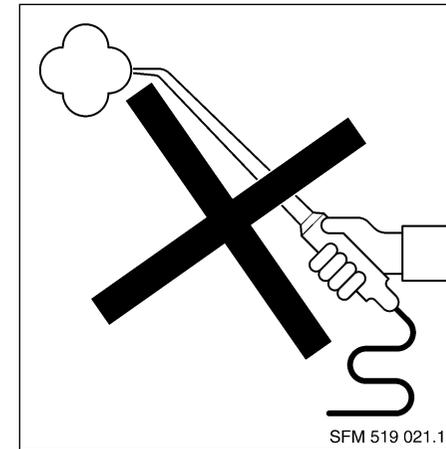
WARNING

Always carry out a brake test after cleaning and before starting a ride!

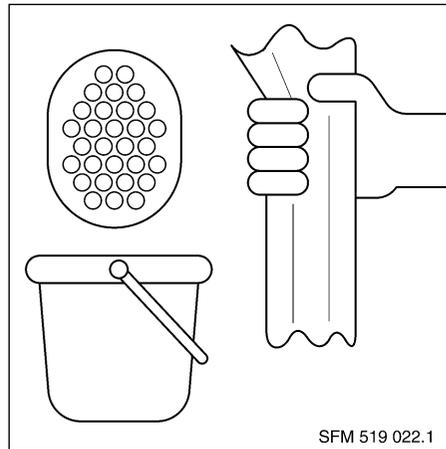


CAUTION

Do not use steam or high-pressure jet devices! Such devices can damage seals, the braking system and the electrical system.



Servicing the motorbike / cleaning agents



Cleaning

- To wash the motorcycle, use a soft sponge and clean water.
- Afterwards, dry off with a polishing cloth or chamois.
- Do not wipe off dust or dirt with a dry cloth, to avoid scratching the paint or covering.



Preservation agents

- When necessary, the motorcycle must be preserved with commercially available preserving and cleaning agents.
- By way of precaution (especially in winter), regularly treat parts liable to corrosion with preservation agents.



CAUTION

Never use paint-polishing agents on plastic parts.

- After a longish ride, thoroughly clean the chassis and the aluminium parts and preserve them with a commercially available anti-corrosion agent.

SERVICE INSTRUCTIONS

Operation in winter and anti-corrosion protection



NOTE

Protect the environment by using only environmentally friendly preservation agents, and use them frugally.

Use of the motorcycle in the winter can cause considerable damage due to the presence of salt on the roads.



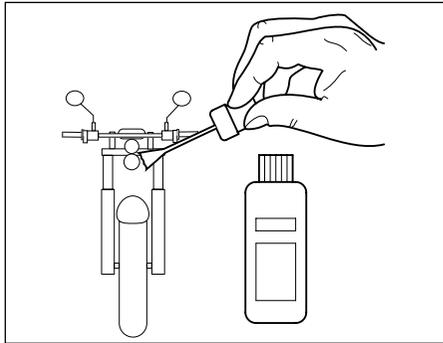
CAUTION

Do not use hot water, which would increase the effect of the salt.

- At the end of each ride, wash the motorcycle with cold water.
- Thoroughly dry the motorcycle.
- Treat parts liable to corrosion with wax-borne anti-corrosion agents.

SERVICE INSTRUCTIONS

Repairing paint damage



Minor paint damage should be immediately repaired.

Servicing tyres

If the motorcycle is not used for a longer period, it is recommended to support the motorcycle so that its weight is not on the tyres.

You can prevent the tyres from becoming dry and brittle by spraying them with a silicone-rubber treatment. First thoroughly clean the tyres.

Do not store the motorcycle or the tyres in hot spaces (such as a boiler room) for longer periods.

WARNING

A minimum tyre-profile depth of 2.0 mm must be maintained at all times.

SERVICE INSTRUCTIONS

Lay-up / commission

Lay-up

- Clean the motorcycle.
- Remove the battery.
Observe the maintenance instructions.
- Spray suitable lubricants onto the brake-lever and clutch-lever joints and the side-standard and main-standard bearings.
- Rub bright / chromium-plated parts with acid-free grease (Vaseline).
- Store the motorcycle in a dry room and jack it up so that its weight is not on the wheels.



NOTE

Before laying up the motorcycle, have a Sachs dealer change the engine oil. Combine lay-up / commission activities with an inspection by a Sachs dealer.

Commission

- Remove the preservation agents from the outside.
- Clean the motorcycle.
- Install the charged battery.
- Preserve the battery terminals with terminal grease.
- Check / adjust the tyre pressure.
- Check the brakes.
- Carry out activities according to the inspection plan.
- Carry out the safety checks.

Technical changes, accessories and spare parts

 **WARNING**

Technical changes to the motorcycle can lead to cancellation of the EC operating license.

Should you want to make technical changes, observe our guidelines. This will serve to prevent the motorcycle from being damaged and the traffic and operational safety being retained. A specialised Sachs dealer can carry out these activities with meticulous care.

Always consult a Sachs dealer before buying accessories or making any technical changes.

 **CAUTION**

We recommend using only approved Sachs accessories and original Sachs spare parts for Sachs motorcycles.

This is in your own interests: the safety, suitability and reliability of these accessories and parts will have been tested specifically for Sachs motorcycles.

Although we keep track of the market, we cannot evaluate nor be held liable for the quality of non-approved accessories and parts, even if they have a certificate of acceptance from an officially recognised technical testing/supervision agency, or a license issued by the authorities.

For approved Sachs accessories and original Sachs spare parts, see a specialised Sachs dealer.

He will also ensure that they are professionally installed.

NOTES ON MAINTENANCE

Checking the steering bearings



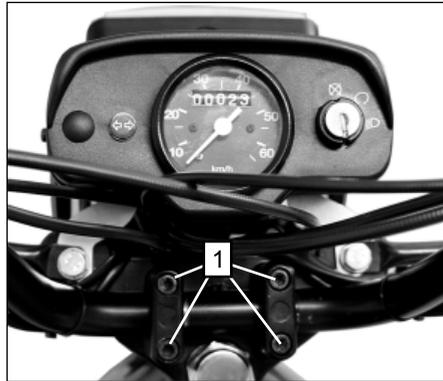
NOTE

The telescopic fork should not jam up when turned and it should swing back lightly to both end positions.

- Pull the hand brake to block the front wheel brake.
- Hold the handlebar with both hands and try to move the handle bar back and forth.

If the fork column bearing shows noticeable play, it must be adjusted by a specialised Sachs dealer.

Checking the telescopic fork



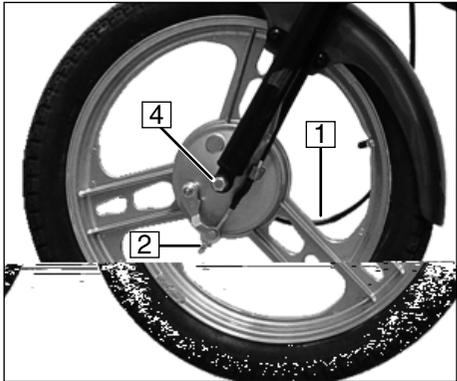
- Pull the hand brake to block the front wheel brake.
- Now pump the fork girders several times up and down using the handlebar.
- The suspension should respond perfectly.
- Check the fork girders for oil leaks.

Checking the fastening of the handlebar

- Check all four handlebar fastenings (1) for tight fit.

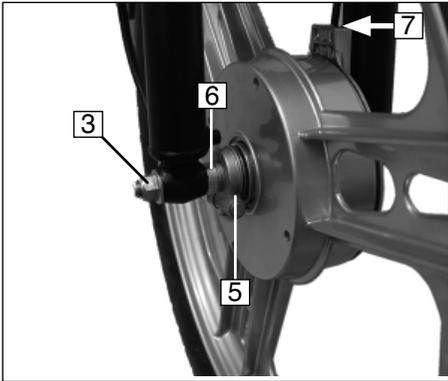
NOTES ON MAINTENANCE

Removing and installing the front wheel



Removal:

- Loosen the union nut of the speedometer shaft (1) on right-hand side and pull out the speedometer shaft.
- Unhook the brake cable (2) of the brake lever.
- Remove the axle nut (3).
- Pull out the full-floating axle (4).
- Remove the speedometer drive (5) and the spacer bushing (6).
- Place bike on rear wheel and remove front wheel.



Installing:

- Insert front wheel with the brake caliper on left-hand fork in the slot of the brake support (7).
- Grease the full floating axle (4) and push it in with the spacer bushing (6) and speedometer drive (5) as far as it will go.
- Before tightening the axle nut (3) stand the motorbike on its wheels and push the telescopic forks several times to prevent twisting of the fork struts.

- Attach the axle nut (3) and screw tight.

Torque

Axle nut (3): 35-45 Nm

- Install speedometer shaft (1).
- Hook up control cable and readjust brake (refer to adjusting the front wheel brake).

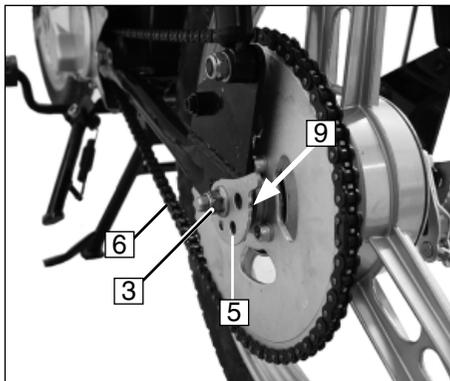
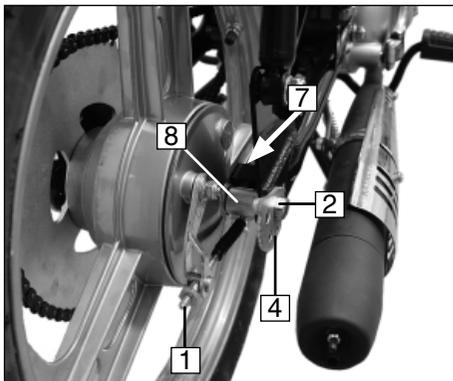


WARNING

Have a Sachs dealer check the tightening torque and brake adjustment.

NOTES ON MAINTENANCE

Removing and installing the rear wheel



Removing:



NOTE

When taking off the rear wheel, make sure that the spacer bushes (8 and 9) are not lost.

- Prop up the motorbike so that the rear wheel can turn freely and that the motorbike is secure.
- Unhook the brake cable (1) of the brake lever.
- Hold the full floating axle (2) and release the axle nut (3).

- Unscrew the axle nut and pull out the full-floating axle.
- Remove the chain adjusters (4 and 5) on both sides.
- Remove the drive chain (6).
- Raise the rear wheel, remove the full floating axle (2) with brake support (7) and brake caliper and take off the rear wheel to the back.

Installing

- Clean and grease the full floating axle (2).
- Introduce full floating axle (2), chain adjuster (4), brake support (7) with brake caliper into rear suspension.
- Install the drive chain (6).
- Install rear wheel with spacer bushes (8 and 9) and full floating axle (2).
- Insert left chain adjuster (5) and reassemble with axle nut (3).
- Tighten axle nut (3).

Torque

Axle nut (3): 50-60 Nm

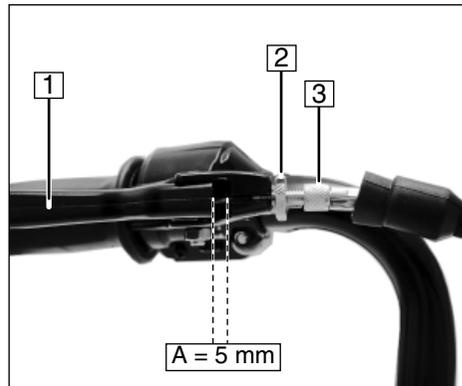
- Adjust the drive chain.
(See adjusting drive chain).
- Hook up control rod (1) and readjust brake (refer to adjusting the rear wheel brake).



WARNING

Have a Sachs dealer check the tightening torques drive chain and rear brake adjustment.

Adjusting the front and rear brakes



Adjustment:

- Slacken the lock nut (2) on the handlebar.
- Turn setscrew (3) accordingly.
- Tighten lock nut (2).
- Check the play.
- After this measurement is attained, the brake shoes should be heard brushing against the brake drum.



WARNING

If the play cannot be corrected this way, have the motorbike checked by your Sachs dealer.



NOTE

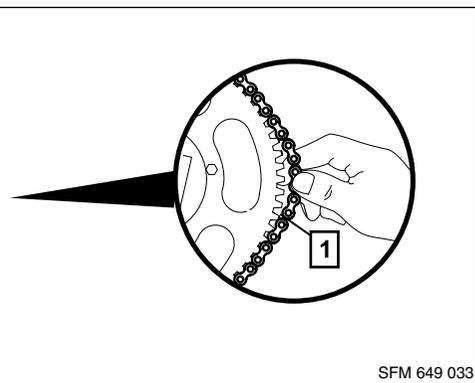
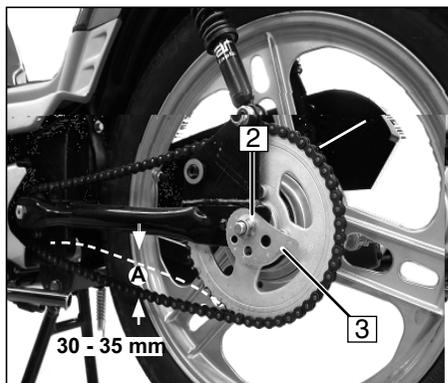
After a longer period of operation, adjustment of the brakes is essential due to natural wear of the brake-shoe linings.

Checking

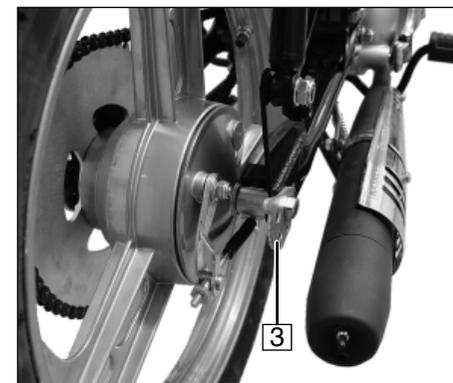
- An external sign of the brakes needing adjustment is the constantly increasing free travel (A) of the handbrake lever (1) 5 mm.

NOTES ON MAINTENANCE

Checking and adjusting the drive chain



SFM 649 033.1



Checking the chain for wear



CAUTION

The adjustment of the chain influences the wear of chain and sprocket.

- Prop the motorbike up on the side stand.
- Hold the chain (1) at the furthest rear point of the sprocket and pull it off.
- With correct chain tension, it should not be possible to lift the chain higher than the teeth of the sprocket.
- If the chain can be pulled higher, have chain, sprocket and pinion replaced by your Sachs-dealer.

Adjusting the chain



CAUTION

It is essential to have the tightening torques checked by a Sachs-dealer. Too tight adjustment of the chain will cause bearing damage on engine and rear wheel and result in excessive wear of the chain.

- Loosen the axle nut (2).
- Adjust the chain adjusters (3) evenly on both sides (rear wheel must be in line with the front wheel).

- Let the rear end of the motorbike drop to the suspension limit.
- Push in the drive chain up half way between sprocket and pinion. Measure the travel.
- Tighten the axle nut (2).

Nominal value: A = 30-35 mm

Torque

Axle nut (2): 50-60 Nm



Clean

Drench in air filter oil

NOTES ON MAINTENANCE

Cleaning the fuel filter

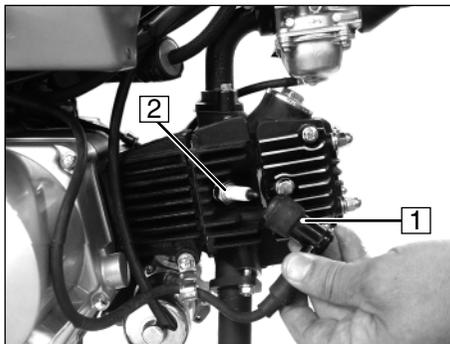


NOTE

We recommend to have the fuel filter (1) cleaned by a Sachs-dealer.

Clean for the first time after	1.000 km
Clean every	8.000 km

Spark plug



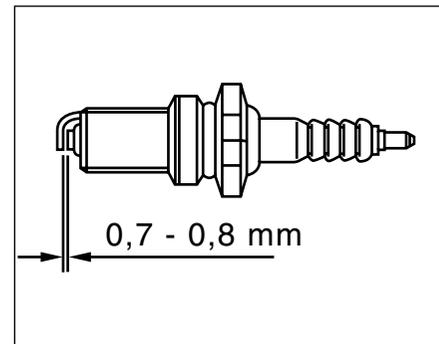
Check and change



CAUTION

Check or change the spark plug only when the engine is cold.

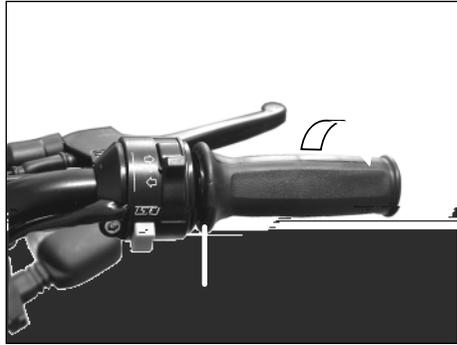
- Pull the spark plug connector (1).
- Unscrew the spark plug (2).
- Check the electrode gap (0,7-0,8 mm), replace the plug if it is severely burnt away.



- Insert new spark plug **NGK CR7 HSA** and tighten up.

Torque 20 Nm.

- Plug in the connector (1).



NOTES ON MAINTENANCE

Battery

WARNING

**Always wear safety glasses.
Keep children away from acids and batteries.**

EXPLOSION DANGER

A battery being charged produces a highly explosive gas, which is why fire, sparks, naked flames and smoking are prohibited.

FIRE HAZARD

Avoid generating sparks and electrostatic discharges when handling cables and electrical devices.
Avoid short circuits.

DANGER - CAUSTIC ACTION

**Battery acid is highly caustic, so always wear safety gloves and glasses.
Do not tilt the battery as acid can leak from the ventilation openings.**

FIRST AID

If acid comes into contact with an eye, immediately flush the eye for several minutes with fresh water. Then immediately visit / call a doctor.

Acid on the skin or clothing must immediately be neutralised using acid converter or soap suds, and the spots must be flushed with plenty of water.

If acid is swallowed, immediately visit / call a doctor.

CAUTION

Do not expose batteries to direct sunlight. Discharged batteries can freeze, so they must be stored in a place where the temperature remains above 5° - 15°C. Professional maintenance, charging and storage will increase the lifespan of the battery and are a condition for the honouring of guarantee claims.

DISPOSAL

Take a dead battery to a collection point. Never dispose of one with household refuse.

Charging the battery

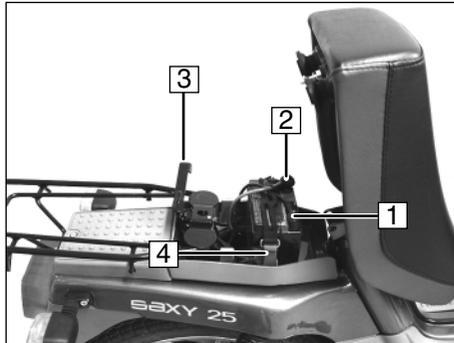
After a long lay-up (3-4 months), charge the battery. The charging current (in amperes) must not exceed 1/10th of the battery capacity (Ah).

The battery must not be fast-charged. The battery may only be charged using a special charger approved for MF batteries.

Maintenance

Although the battery is maintenance-free. Never leave the battery discharged. Keep the battery clean and dry and make sure that the connection terminals are firmly seated.

Battery



- Open the seat (3).
- Disconnect the rubber band (4) on the battery case.
- Remove the battery.

Installation takes place in reverse order to disassembly.

Removing and installing the battery

⚠ CAUTION

The battery may only be connected or disconnected while the ignition is inactive.

First disconnect the minus terminal (black cable, 1).

When installing the battery, first connect the plus terminal (red cable, 2).

The battery is maintenance-free. Do not try to open it.

NOTES ON MAINTENANCE

Changing the bulbs



NOTE

Use only tested, incandescent bulbs with the 'E' designation. Use of non-approved bulbs will void the operating license. Do not touch the bulbs with bare fingers. Hold bulbs with a clean, dry cloth when installing or removing them.

Headlight

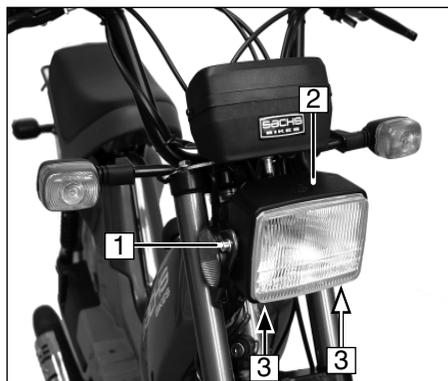
low beam

bulb: **S3 12V 15W E9**

Tail/brake light

bulb: **12V/ 21/5W**

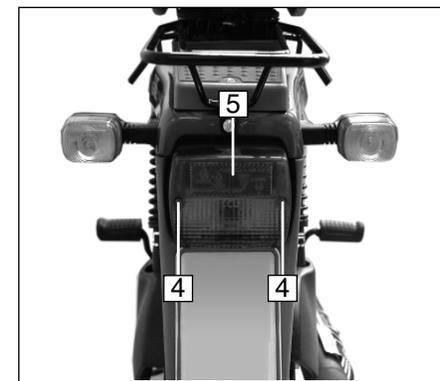
Headlight



- Remove the screws (1) on both sides.
- Take off the headlight housing (2).
- Remove the screws (3) and open the headlight housing.
- Remove the bulb.

Installation takes place in reverse order to disassembly.

Tail / brake light

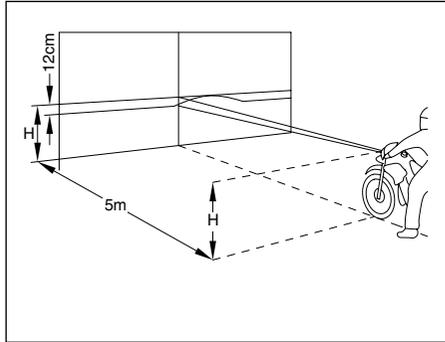


- Remove the screws (4) on both sides.
- Take off the tail light cover (5).
- Push the bulb back and release it by turning to the left.
- Remove the bulb.

Installation takes place in reverse order to disassembly.

NOTES ON MAINTENANCE

Adjusting the headlight



- Activate the dipped beam.
- Use the adjusting screws (1) on both sides to adjust the angle of the asymmetrically illuminated surface area of the road top.
- Release screws (1) adjust and tighten up.



NOTE

If you have problems adjusting the headlamps, see a specialised Sachs dealer. An incorrect adjustment is punishable by law. Remember, you are responsible for the correct adjustment of the motorbike's headlamp.

WARNING
Do not run the engine in an enclosed space (risk of asphyxiation).

Position the motorcycle on a level floor 5 m (measured from the headlamp) from a light coloured wall with a rider seated on the motorcycle and the tyres filled at the correct pressure.

- Measure the distance from the floor to the centre of the headlamp and mark the height on the wall with a cross. Draw a second cross 12 cm beneath the first cross.
- Start the motorcycle and run the engine.

TECHNICAL DATA

Engine

Engine type:	FY139FMB-B
Design:	Single cylinder 4-stroke petrol engine
Valve control:	1 overhead cam with rocker arms
Valves:	2 valves
Valve clearance, cold:	Intake + exhaust 0.05 mm - 0.08 mm
Displacement:	49.5 cm ³
Bore:	ø 39 mm
Stroke:	41.4 mm
Compression ratio:	10:1
Lubrication system:	Oil circulation lubrication
Cooling:	Air cooled
Rated power:	45 Version: 1.8 kW at 8.500 rpm / 25 Version: 1.6 KW at 6.200 rpm
Rated torque:	2.45 Nm at 5.500 rpm
Ignition system:	Transistorized ignition system with electronic ignition control (CDI)
Spark plug:	NGK CR7 HSA electrode gap 0.7- 0.8 mm
Carburettor:	Mikuni constant vacuum carburettor type VM 12 101 6
Air-filter:	Foam air filter
Idle speed:	1.800 +/- 200 rpm
Typ of starter:	Electric starter / kick starter

TECHNICAL DATA

Power transmission

Clutch:	Multi-disk automatic splashing oilclutch
Gear shifting:	2- gear transmission with permanent engagement
Gear ratios:	1. Gear = 36/11 (3,273) 2. Gear = 31/16 (1,938)
Primary:	4,059
Drive pinion:	11 teeth
Sprocket:	45 Version: 48 teeth / 25 Version: 60 teeth
Drive chain:	420

TECHNICAL DATA

Chassis

Motorbike version:	Type 638
Frame:	Steel- tankframe
Front suspension:	Telescopic fork \varnothing 37 mm, spring travel 110 mm
Rear suspension:	Shock absorbers, spring travel 48 mm
Wheels:	Light metal (Alu) Front rim size: = 1,50 x 17" Rear rim size: = 1,50 x 17"
Tires:	Front = 2,75-17" min. 46J Rear = 2,75-17" min. 46J
Tire pressure:	Front = 2.0 rear = 2.5 bar
Brakes, front:	Drum, mechanical \varnothing 130 mm
Brakes, rear:	Drum, mechanical \varnothing 130 mm

TECHNICAL DATA

Lubricants and operating fluids

Fuel tank capacity:	6.5 litres, incl. 1.0 litres reserve
Fuel:	Unleaded fuel min. 91 octane
Engine oil: Filling quantity:	SAE 15 W 40 mineral oil API (SG or higher) 0.7 litres

TECHNICAL DATA

Electrical equipment

Generator:	12 V 60 W
Battery:	12 V 3 Ah MF
Fuse:	15 A
Lights:	
- Headlight:	Low beam 12V 15W
- Instrument lights:	Direction-indicator 12V 3W Cockpit 12 V 3W
- Brake/tail light:	12 V 21/5W
- Turn signal light:	12V 10W

TECHNICAL DATA

Dimensions and weights

Overall length:	1795 mm
Width across handlebars:	630 mm without rear view mirror
Maximum height:	1125 mm without rear view mirror
Wheel base:	1190 mm
Seat height:	845 mm
Weight empty:	79 kg
Weight in running order:	83,5 kg
Max. permitted additional weight:	120 kg
Max. permitted total weight:	203,5 kg
Top speed:	45 km/h / 25 km/h

WARRANTY

Warranty conditions

In case of an occurring fault the company Sachs Fahrzeug- und Motorentechnik GmbH will provide the customer with the following performances through the authorized Sachs-dealer (seller) within the scope of its statutory warranty obligations:

1. Within a period of 24 months after the delivery of the motorbike to the end customer the company Sachs Fahrzeug- und Motorentechnik GmbH will rectify any deficiencies caused by material or manufacturing faults through the authorized Sachs-dealer (seller) by repairing or replacing the affected part according to the statutory warranty regulations. Sachs Fahrzeug- und Motorentechnik GmbH may deny the requested repair or replacement of the faulty part if this would only be possible with disproportionately high costs. In this case Sachs Fahrzeug- und Motorentechnik GmbH may rectify the deficiency through the authorized Sachs-dealer (seller) by applying the other possible type of subsequent fulfillment. If both types of subsequent fulfillment are only possible with unproportionately high costs, Sachs Fahrzeug- und Motorentechnik GmbH may deny the subsequent fulfillment altogether through the authorized Sachs-dealer (seller). The customer is

then entitled to legal claims. Replaced parts pass over into the possession of Sachs Fahrzeug- und Motorentechnik GmbH.

2. The installation of spare parts within the scope of warranty does not extend the warranty period that has started with the date of delivery of the motorcycle.
3. The warranty does not cover normal wear and tear caused by normal use as well as wear and tear caused by inappropriate handling and inappropriate use. Oxidation and corrosion are caused by environmental influences and are also not covered under warranty
4. Warranty claims lodged by the customer will be rejected in case of: Manipulations to the motorcycle, installation of a different exhaust system, changes to the gearbox or secondary transmission ratio and installation of accessories or spare parts which have not been approved by Sachs Fahrzeugtechnik. Repairs carried out in workshops not authorized by Sachs Fahrzeug- und Motorentechnik GmbH and the non-compliance with the maintenance intervals in the workshop of an authorized Sachs-dealer will also cause the rejection of warranty claims.
5. When lodging a warranty claim the customer

must present the correctly filled in service book to the seller.

6. The following table gives the customer an overview of the average limits of the respective wear parts:

WARRANTY

List of wear parts

Wear parts	Wear limits
Tires, hoses, rims	depending on riding style, load and tire pressure the wear limit may already be reached after only 1000 km or even earlier.
Wheels, hubs	depending on riding style, load and tire pressure the wear limit may already be reached after only 2500 km or even earlier. Check during each maintenance. Oxidation is a lack of maintenance!
Oils, air filter, leakage inspection on engine	during the first inspection, then with every maintenance interval. Check oil level before every ride.
Spring fork, spring strut	Cleaning / inspection during every maintenance.
Lamps, incandescent bulbs, electric system	depending on road conditions / unevenness of the road surface the lifetime will be reduced, this may already occur after 500 km.
Brake linings, brake shoes, brake lines	depending on riding style and load these may already be worn after 2500 km, in cross-country operation even earlier.
Sedal rings, sealants, O-rings	must be replaced during each maintenance interval to ensure proper function.
Radial seals on engine, gearbox, fork and wheels	depending on road conditions and care wear may start after 500 km. Dirt reduces the lifetime. Do not clean with a high pressure cleaner!
Wheel bearings, steering bearings	depending on road conditions and care wear may start after 500 km. Soiling of the wheel hub reduces the lifetime. Check during each maintenance interval, do not clean with a high pressure cleaner!
Swing arm bearing	depending on load and care after 2500 km, check with every maintenance.
Cables	depending on care starting after 500 km. Check with every maintenance.

WARRANTY

List of wear parts

Wear parts	Wear limits
Cleaning and lubrication of drive chain	according of use and of every washing.
Drive chain, pinion, sprocket wheels, chain guidance, chain pulley	depending on road conditions / ground and care, a wear is possible after 1500 km. Do not wash with high pressure cleaner! Control during every maintenance.
Starter battery, batteries, fuses, starter brushes	depending on ambient temperatures failures can be expected in the 6th month, when used for short rides even earlier.
Mirror glasses	depending on ambient temperatures and care failures can be expected in the 6th month, in winter operation even earlier. Oxidation is a lack of maintenance!
Bowden cables, brake cables, throttle cables	depending on use and care from the 6th month.
Free-wheel sprockets, free-wheel of starter	depending on care from the 6th month.
Self-locking nuts, cotter pins locking plates bonded screw connections	during each maintenance interval or after unscrewing the nut or unlocking the lock.
Inspection, cleaning and adjustment of the carburetor	after each cleaning and max. every 200 hours, at least 1x per year.
Clutch linings / friction discs	depending on riding style and load these may be worn after 2500 km.
Pistons, cylinders, crankshaft, conrods, engine bearings	depending on riding style, load and care these parts may be worn after 500 hours. When riding mainly with full throttle even earlier.
Spark plugs	with each or every second maintenance interval, max. very 200 hours.
Exhaust system, inspection of mountings	depending on use and care from the 6th month, in winter and short distance operation even earlier. Oxidation is a lack of maintenance!

INSPECTION PLAN

Please observe the following:

- During and after the warranty period all inspections should solely be performed by a specialised dealer approved by us.
- Observe the inspection intervals and have the specialised dealer confirm them on the guarantee certificate.
- Use only original spare parts.



CAUTION

In case of non-compliance the warranty will become null and void.

The various activities carried out are listed on the inspection plan.

During the warranty period the following inspection intervals must be complied with:

At	1.000 km (1 st service)
Every	4.000 km / or after 4 months
Every	8.000 km / or after 8 months

After the warranty period the inspection intervals specified in this manual must be applied as follows:

Every	4.000 km / 4 months
Every	8.000 km / 8 months



WARNING

For safety reasons, do not carry out any repair or adjustment activities to the motorcycle and chassis that exceed a closely restricted scope. Tinkering with safety-relevant parts could threaten the safety of yourself and third parties.

This applies especially to the exhaust system, carburetor, ignition system, fork column, brake system and lights.

Before starting work on the electrical system, disconnect the minus terminal of the battery.

INSPECTION PLAN

Component Assembly	Servicing Tasks (*Only by an authorised Sachs dealer)	Before each trip	1st service after 1000 km	Every 4.000 km / 4 months	Every 8.000 km / 8 months
Valves	Check and adjust valves if necessary (cold)*		x	x	
Spark plug	Check condition and accordingly clean or replace		x	x	
	Replace				x
Air filter	Clean foam filter and housing.*		x	x	
	Replace foam filter*				x
Carburetor	Check and adjust idle and cold start*	x	x	x	
	Throttle cable	x	x	x	
Fuel filter	Clean		x	x	
Fuel hoses	Check and replace if necessary (change at least every 4 years)	x	x	x	
Engine oil	Change (operating temperature)		x	x	
Exhaust system	Check for leads and repair if necessary*		x	x	
Brakes	Check brake function correcting if necessary. Adjust front and rear brake*	x	x	x	
	Check and replace brake pads*		x	x	

INSPECTION PLAN

Component Assembly	Servicing Tasks (*Only by an authorised Sachs dealer)	Before each trip	1st service after 1000 km	Every 4.000 km / 4 months	Every 8.000 km / 8 months
Rear suspension	Check, retighten, replace if necessary or lubricate*	Every 24.000km / 2 Years			
Tyres	Check general condition and profile depth and replace if necessary	x	x	x	
Wheels	Check for damage, balance*	x	x	x	
Steering and bearings	Check and adjust free play*	x	x	x	
Front forks	Check general condition as well as for leaks and repair if necessary*	x	x	x	
Chain	Check adjustment and condition and grease, adjust and renew if necessary	inspect	clean and lubricate every 1000 km		
Side stand	Check, grease, repair if necessary*	x	x	x	
Nut and bolt tightness	Check that all bolts and nuts are tightened to the correct torque settings*		x	x	
Cables	Check the throttle, brake and clutch cables for damage and smooth operation, if necessary replace*		x	x	
Headlight	Check and adjust	x	x	x	
Battery	Check, recharge if necessary	x	x	x	
General safety check	Check for traffic/operational safety: clutch, gear, idling speed, handbrake and footbrake, fork column, lighting and direction-indicator system, check indicator lights, check tyre pressure	x	x	x	

MAINTENANCE CONFIRMATION

Workshop activities carried out			Workshop activities carried out		
Activities carried out	km	date	Activities carried out	km	date

MAINTENANCE CONFIRMATION

<p>1.000 km/1 months 1st service dealer stamp:</p> <p>km date.....</p>	<p>4.000 km/4 months dealer stamp:</p> <p>km date.....</p>	<p>After 8.000 km/8 months dealer stamp:</p> <p>km date.....</p>	<p>After 12.000 km/12 months dealer stamp:</p> <p>km date.....</p>
<p>After 16.000 km/16 months dealer stamp:</p> <p>km date.....</p>	<p>After 20.000 km/20 months dealer stamp:</p> <p>km date.....</p>	<p>After 24.000 km/24 months dealer stamp:</p> <p>km date.....</p>	<p>After 28.000 km/28 months dealer stamp:</p> <p>km date.....</p>

MAINTENANCE CONFIRMATION

<p>After 32.000 km/32 months</p> <p>dealer stamp</p> <p>km</p> <p>date.....</p>	<p>After 36.000 km/36 months</p> <p>dealer stamp</p> <p>km</p> <p>date.....</p>	<p>After 40.000 km/40 months</p> <p>dealer stamp</p> <p>km</p> <p>date.....</p>	<p>After 44.000 km/44 months</p> <p>dealer stamp</p> <p>km</p> <p>date.....</p>
<p>After 48.000 km/48 months</p> <p>dealer stamp</p> <p>km</p> <p>date.....</p>	<p>After 52.000 km/52 months</p> <p>dealer stamp</p> <p>km</p> <p>date.....</p>	<p>After 56.000 km/56 months</p> <p>dealer stamp</p> <p>km</p> <p>date.....</p>	<p>After 60.000 km/60 months</p> <p>dealer stamp</p> <p>km</p> <p>date.....</p>





Motorbike data

(Fill in on purchase)

Model designation:

Vehicle identity No:
(Chassis No.)

Key No.:

EC-approval:

Owner:

Important

If the type approval should become invalid you should **immediately** contact a motor vehicle registration office to obtain an safeness certificate.

Send us the certificate along with the vehicle data. You will then receive from us a copy of the type approval document for a fee.

Rating plate (Sample):



EG-approval:

Federal Bureau for Motorised Vehicles (State's Eagle)

Fördestr. 16 D-24944 Flensburg

EC-Type Approval:

According to 2002/24/EG

EC-Approval-No.: e1 2002/24 0265 00

Type of vehicle: Light Motorcycle: (acc. to §18 StVZO)

Vehicle type: 638

Holder of the EC-type approval and manufacturer:

Sachs Fahrzeug- und Motorentechnik GmbH

90327 Nürnberg







