

1. GENERAL INFORMATION

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GENERAL INFORMATION

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1. GENERAL INFORMATION

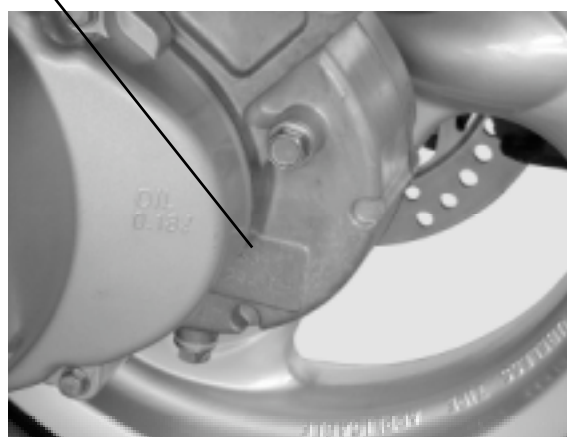
SERIAL NUMBER



Vehicle Identification Serial Number



Location of Frame Serial Number



Location of Engine Serial Number

1. GENERAL INFORMATION

SPECIFICATIONS

Name & Model No.		SH25DA		
Motorcycle Name & Type				
Overall length		2060mm		
Overall width		770mm		
Overall height		1360mm		
Wheel base		1435mm		
Engine type		Water cooled 4-stroke, OHC engine		
Displacement		124.6cc		
Fuel Used		92# unleaded gasoline		
Net weight (kg)	Front wheel	58		
	Rear wheel	82		
	Total	140		
Gross weight(kg)	Front wheel	60		
	Rear wheel	95		
	Total	155		
Tires	Front wheel	120/70-12		
	Rear wheel	140/70-12		
Ground clearance				
Performance	Braking distance (m)		30km/hr7.0m	
	Min. turning radius			
Engine	Starting system		Starting motor & Kick starter	
	Type		Gasoline, 4-stroke	
	Cylinder arrangement		Single cylinder	
	Combustion chamber type		Semi-sphere	
	Valve arrangement		O.H.C.	
	Bore x stroke (mm)		52.4 x 57.8	
	Compression ratio		10:1	
	Compression pressure (kg/cm ² -rpm)		15	
	Max. output (kw/rpm)		8.4/7500	
	Max. torque (N.m/rpm)		9.8/6000	
	Port timing	Intake (1mm)	Open	BTDC 12°
			Close	ATDC 35°
		Exhaust (1mm)	Open	BDDC 28°
			Close	0°
	Valve clearance (cold)		Intake	0.1 mm
			Exhaust	0.1 mm
	Idle speed (rpm)		1700rpm	
	Lubrication System	Lubrication type		Forced pressure & Wet sump
		Oil pump type		Inner/outer rotor type
		Oil filter type		Full-flow filtration
		Oil capacity		1.1 liters

Cooling Type		Water cooling

Fuel System	Air cleaner type & No			Paper element, wet	
	Fuel capacity			9.0 liters	
	Carburetor	Type		VE	
		Piston dia.		22	
		Venturi dia.		26 equivalent	
Throttle type		Butterfly type			
Electrical	Ignition System	Type		CDI	
		Ignition timing		10°±1.5°/1000rpm	
		Contact breaker		Non-contact point type	
		Spark plug		NGK DPR7EA-9	
		Spark plug gap		0.8~0.9mm	
	Battery	Capacity		12V8AH	
Power Drive System	Clutch	Type		Dry multi-disc clutch	
	Transmission Gear	Type		Non-stage transmission	
		Operation		Automatic centrifugal Type	
	Reduction Gear	Type		Two-stage reduction	
		Reduction ratio	1st	2.8~1.0	
			2nd	8.82	
Moving Device	Front Axle	Caster angle			
		Connecting rod			
	Tire pressure (kg/cm ²)		Front	1.75	
			Rear	2.25	
	Turning angle		Left	42.5°	
			Right	42.5°	
Brake system type			Front	Disk brake	
			Rear	Disk brake	
Damping Device	Suspension type			Front	Telescope
				Rear	Double swing
	Shock absorber type			Front	Telescope
				Rear	Double swing
Frame type				Under bone	

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SPECIFICATIONS

Name & Model No.		SH30DA	
Motorcycle Name & Type			
Overall length		2060mm	
Overall width		770mm	
Overall height		1360mm	
Wheel base		1435mm	
Engine type		Water cooled 4-stroke, OHC engine	
Displacement		149.5	
Fuel Used		92# unleaded gasoline	
Net weight (kg)	Front wheel	58	
	Rear wheel	82	
	Total	140	
Gross weight(kg)	Front wheel	60	
	Rear wheel	95	
	Total	155	
Tires	Front wheel	120/70-12	
	Rear wheel	140/70-12	
Ground clearance			
Perform- -			

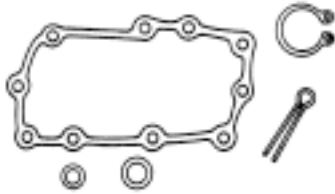
Cooling Type		Water cooling

Fuel System	Air cleaner type & No			Paper element, wet	
	Fuel capacity			9.0 liters	
	Carburetor	Type		VE	
		Piston dia.		22	
		Venturi dia.		26 equivalent	
Throttle type		Butterfly type			
Electrical	Ignition System	Type		CDI	
		Ignition timing		10°±1.5°/1000RPM	
		Contact breaker		Non-contact point type	
		Spark plug		NGK DP7EA-9	
		Spark plug gap		0.8~0.9mm	
	Battery	Capacity		12V8AH	
Power Drive System	Clutch	Type		Dry multi-disc clutch	
	Transmission Gear	Type		Non-stage transmission	
		Operation		Automatic centrifugal Type	
	Reduction Gear	Type		Two-stage reduction	
		Reduction ratio	1st	2.8~1.0	
2nd			8.82		
Moving Device	Front Axle	Caster angle			
		Connecting rod			
	Tire pressure (kg/cm ₂)	Front		2.00	
		Rear		2.25	
	Turning angle	Left		42.5°	
		Right		42.5°	
Brake system type			Front	Disk brake	
			Rear	Disk brake	
Damping Device	Suspension type	Front	Telescope		
		Rear	Double swing		
	Shock absorber type	Front	Telescope		
		Rear	Double swing		
Frame type				Under bone	

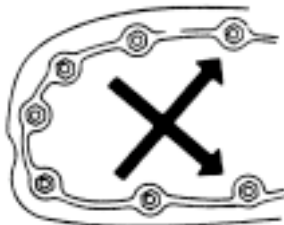
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SERVICE PRECAUTIONS

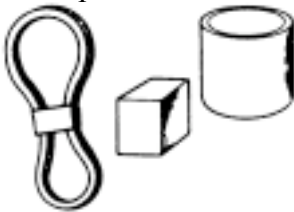
- Make sure to install new gaskets, O-rings, circlips, cotter pins, etc. when reassembling.



- When tightening bolts or nuts, begin with larger-diameter to smaller ones at several times, and tighten to the specified torque diagonally.



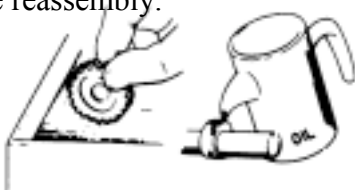
- Use genuine parts and lubricants.



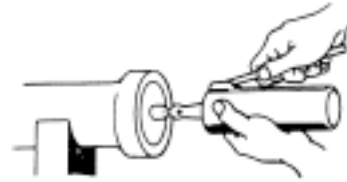
- When servicing the motorcycle, be sure to use special tools for removal and installation.



- After disassembly, clean removed parts. Lubricate sliding surfaces with engine oil before reassembly.



- Apply or add designated greases and lubricants to the specified lubrication points.



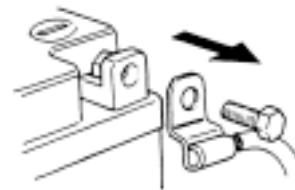
- After reassembly, check all parts for proper tightening and operation.



- When two persons work together, pay attention to the mutual working safety.



- Disconnect the battery negative (-) terminal before operation.
- When using a spanner or other tools, make sure not to damage the motorcycle surface.

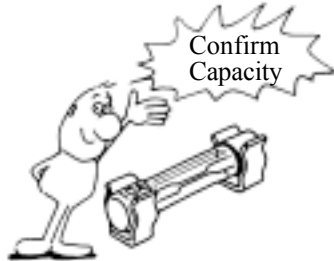


- After operation, check all connecting points, fasteners, and lines for proper connection and installation.
- When connecting the battery, the positive (+) terminal must be connected first.
- After connection, apply grease to the battery terminals.
- Terminal caps shall be installed securely.



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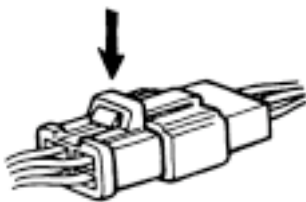
- If the fuse is burned out, find the cause and repair it. Replace it with a new one according to the specified capacity.



- After operation, terminal caps shall be installed securely.



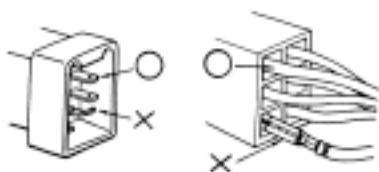
- When taking out the connector, the lock on the connector shall be released before operation.



- Hold the connector body when connecting or disconnecting it.
- Do not pull the connector wire.



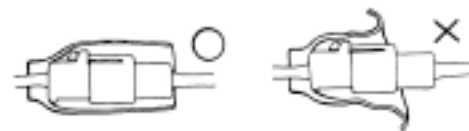
- Check if any connector terminal is bending, protruding or loose.



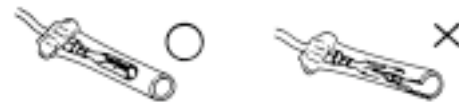
- The connector shall be inserted completely.
- If the double connector has a lock, lock it at the correct position.
- Check if there is any loose wire.



- Before connecting a terminal, check for damaged terminal cover or loose negative terminal.



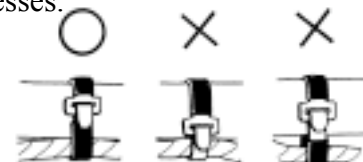
- Check the double connector cover for proper coverage and installation.



- Insert the terminal completely.
- Check the terminal cover for proper coverage.
- Do not make the terminal cover opening face up.



- Secure wire harnesses to the frame with their respective wire bands at the designated locations. Tighten the bands so that only the insulated surfaces contact the wire harnesses.



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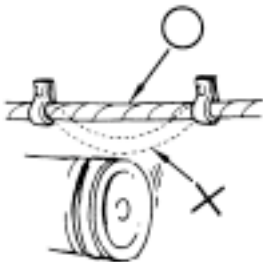
- After clamping, check each wire to make sure it is secure.



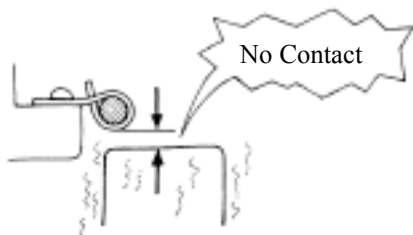
- Do not squeeze wires against the weld or its clamp.



- After clamping, check each harness to make sure that it is not interfering with any moving or sliding parts.



- When fixing the wire harnesses, do not make it contact the parts which will generate high heat.

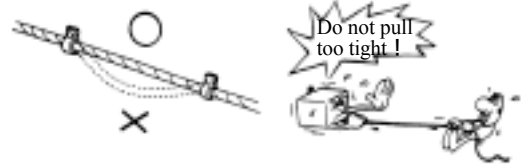


- Route wire harnesses to avoid sharp edges or corners. Avoid the projected ends of bolts and screws.

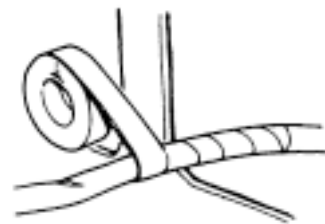
- Route wire harnesses passing through the side of bolts and screws. Avoid the projected ends of bolts and screws.



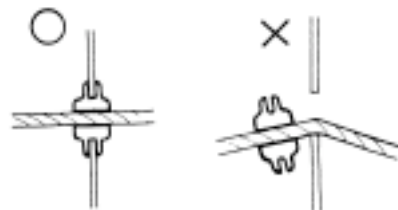
- Route harnesses so they are neither pulled tight nor have excessive slack.



- Protect wires and harnesses with electrical tape or tube if they contact a sharp edge or corner.

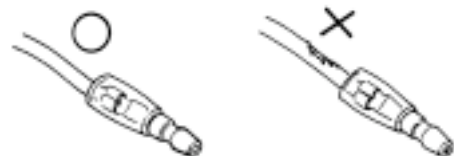


- When rubber protecting cover is used to protect the wire harnesses, it shall be installed securely.

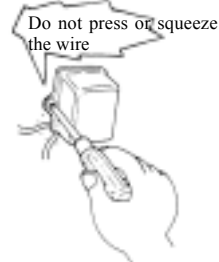


- Do not break the sheath of wire.

- If a wire or harness is with a broken sheath, repair by wrapping it with protective tape or replace it.

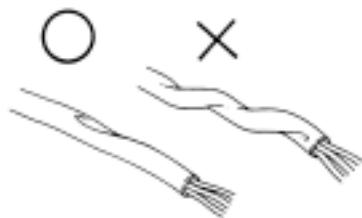


- When installing other parts, do not press or squeeze the wires.



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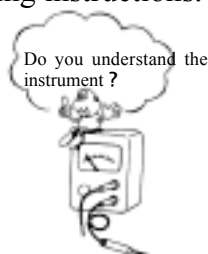
- After routing, check that the wire harnesses are not twisted or kinked.



- Wire harnesses routed along with handlebar should not be pulled tight, have excessive slack or interfere with adjacent or surrounding parts in all steering positions.



- When a testing device is used, make sure to understand the operating methods thoroughly and operate according to the operating instructions.



- Be careful not to drop any parts.



- When rust is found on a terminal, remove the rust with sand paper or equivalent before connecting.



- Symbols:

The following symbols represent the servicing methods and cautions included in this service manual.



Engine Oil

: Apply engine oil to the specified points. (Use designated engine oil for lubrication.)



Grease

: Apply grease for lubrication.



Gear Oil

: Transmission Gear Oil (90#)



Special

: Use special tool.



: Caution



: Warning

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TORQUE VALUES

STANDARD TORQUE VALUES

Item	Torque (N-m)	Item	Torque (N-m)
5mm bolt, nut	4.9	5mm screw	3.9
6mm bolt, nut	9.8	6mm screw, SH bolt	8.8
8mm bolt, nut	21.6	6mm flange bolt, nut	11.8
10mm bolt, nut	34.3	8mm flange bolt, nut	26.5
12mm bolt, nut	53.9	10mm flange bolt, nut	39.2

Torque specifications listed below are for important fasteners.

ENGINE

Item	Q'ty	Thread dia.(mm)	Torque (N-m)	Remarks
Cylinder head bolt A	2	8	21.6	Double end bolt Double end bolt Apply oil to threads
Cylinder head bolt B	2	8	21.6	
Oil filter screen cap	1	30	14.7	
Exhaust muffler joint lock nut	2	8	8.8	
Cylinder head cap nut	4	8	21.6	Left hand threads
Valve adjusting lock nut	2	5	8.8	
Cam chain tensioner slipper bolt	1	6	8.8	
Oil bolt	1	12	12.7	
Clutch outer nut	1	12	53.9	
Clutch drive plate nut	1	12	53.9	
Flywheel nut	1	14	53.9	
Oil pump bolt	2	5	3.9	
Cylinder head cover bolt	4	6	11.8	
Spark plug	1	10	11.8	
Cam chain tensioner bolt	1	6	8.8	
Water pump impeller	1	8	13.7	

FRAME

Item	Q'ty	Thread dia.(mm)	Torque (N-m)	Remarks
Steering stem lock nut	1	10	44.1	U-nut
Front axle nut	1	12	58.8	U-nut
Rear axle nut	1	14	88.2	U-nut
Rear shock absorber upper bolt	2	10	29.4	
Rear shock absorber lower bolt	2	8	29.4	
Front shock absorber lock bolt	4	10	24.5	
Engine hanger bolt	1	12	53.9	

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SPECIAL TOOLS

Tool Name	Tool No.	Remarks	Ref. Page
Valve guide driver		Valve guide removal/installation	
Valve guide reamer		Valve guide grinding	
Valve spring compressor		Valve removal	
Lock nut wrench, 39mm	E027	Clutch disassembly	
Bearing driver		Bearing removal	
Bearing remover, 12mm	E020	Bearing removal	
Remover shaft		Bearing removal	
Remover weight		Bearing removal	
Bearing remover, 15mm	E018	Bearing removal	
Bearing driver		Bearing removal	
Clutch spring compressor	E027	Clutch disassembly	
Ball race remover extension		Ball race removal	
Ball race remover		Ball race removal	
Spring compressor		Spring removal	
Mechanical seal driver	E014	Water pump mechanical seal removal/installation	
Kick starter spring remover		Kick starter spring removal	
Gear remover		Starter gear removal	
Valve adjuster	E012	Tapper adjustment	
Float level gauge		Carburetor fuel level check	
Valve seat cutter 45°		Valve seat refacing	
Valve seat cutter 32°		Valve seat refacing	
Valve seat cutter 60°		Valve seat refacing	
Cutter clip, 5mm			
Universal holder	E017	Holding clutch for removal	
Bearing driver (32x35mm)	E014	Bearing installation	
Pilot, 12mm	E014	Bearing installation	
Pilot, 15mm	E014	Bearing installation	
Pilot, 17mm	E014	Bearing installation	
Flywheel puller	E003	A.C. generator flywheel removal	
Rear shock absorber compressor	F004	Rear shock absorber disassembly	
Steering head bearing remover	F005	Steering head bearing removal	
Flywheel holder	E021	A.C. generator flywheel holding	
Reamer clip			
Fuel unit wrench		Fuel unit removal	

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LUBRICATION POINTS

ENGINE

Lubrication Points	Lubricant
Valve guide/valve stem movable part Camshaft protruding surface Valve rocker arm friction surface Camshaft drive chain Cylinder lock bolt and nut Piston surroundings and piston ring grooves Piston pin surroundings Cylinder inside wall Connecting rod/piston pin hole Connecting rod big end Crankshaft Crankshaft one-way clutch movable part Oil pump drive chain Starter reduction gear engaging part Countershaft gear engaging part Final gear engaging part Bearing movable part O-ring face Oil seal lip	•Genuine KYMCO Engine Oil (SAE15W-40) •API SE, SJ Engine Oil
Starter idle gear Friction spring movable part/shaft movable part Shaft movable grooved part Starter spindle movable part	High-temperature resistant grease
Starter one-way clutch threads	Thread locking agent
A.C. generator connector Transmission case breather tube	Adhesive

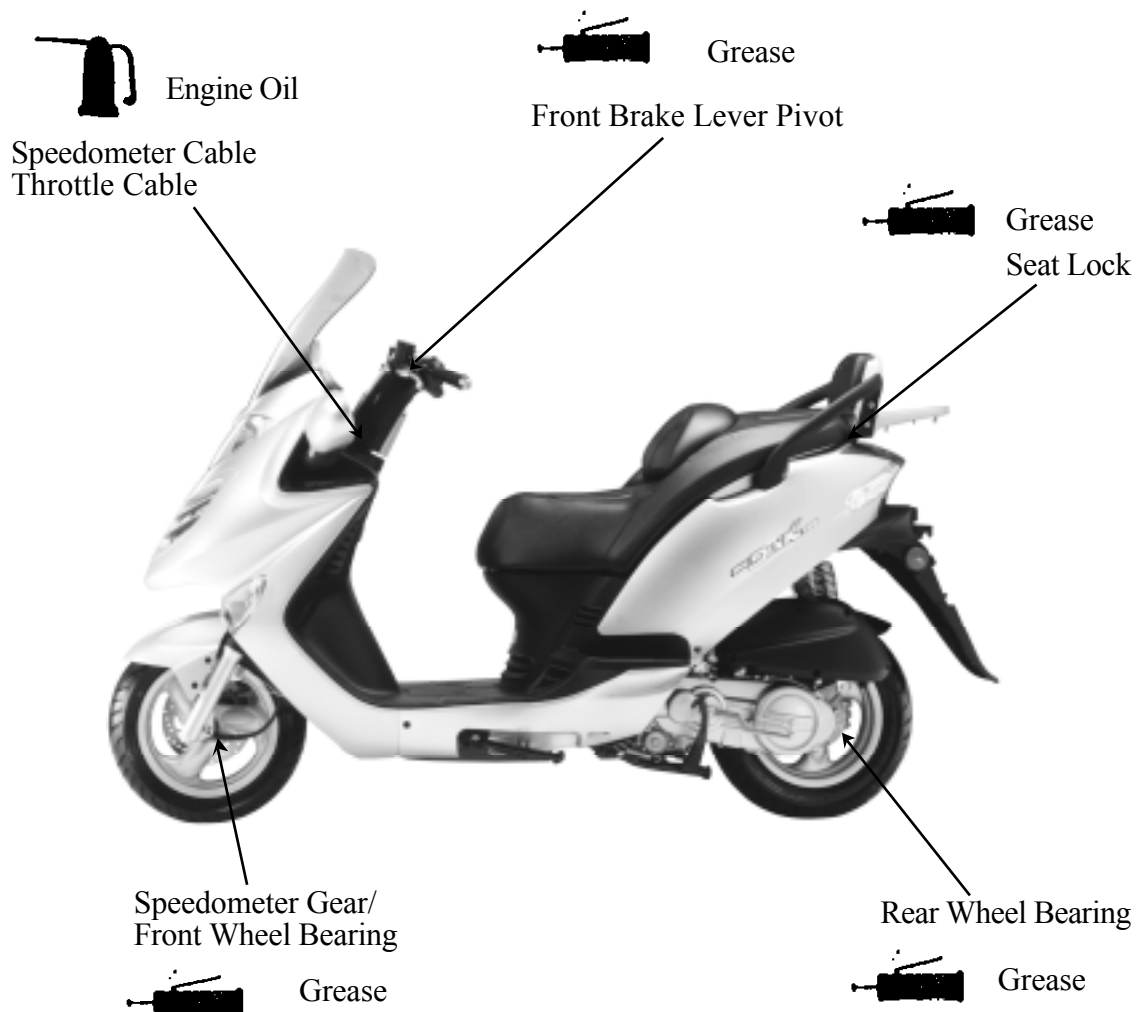
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FRAME

The following is the lubrication points for the frame.

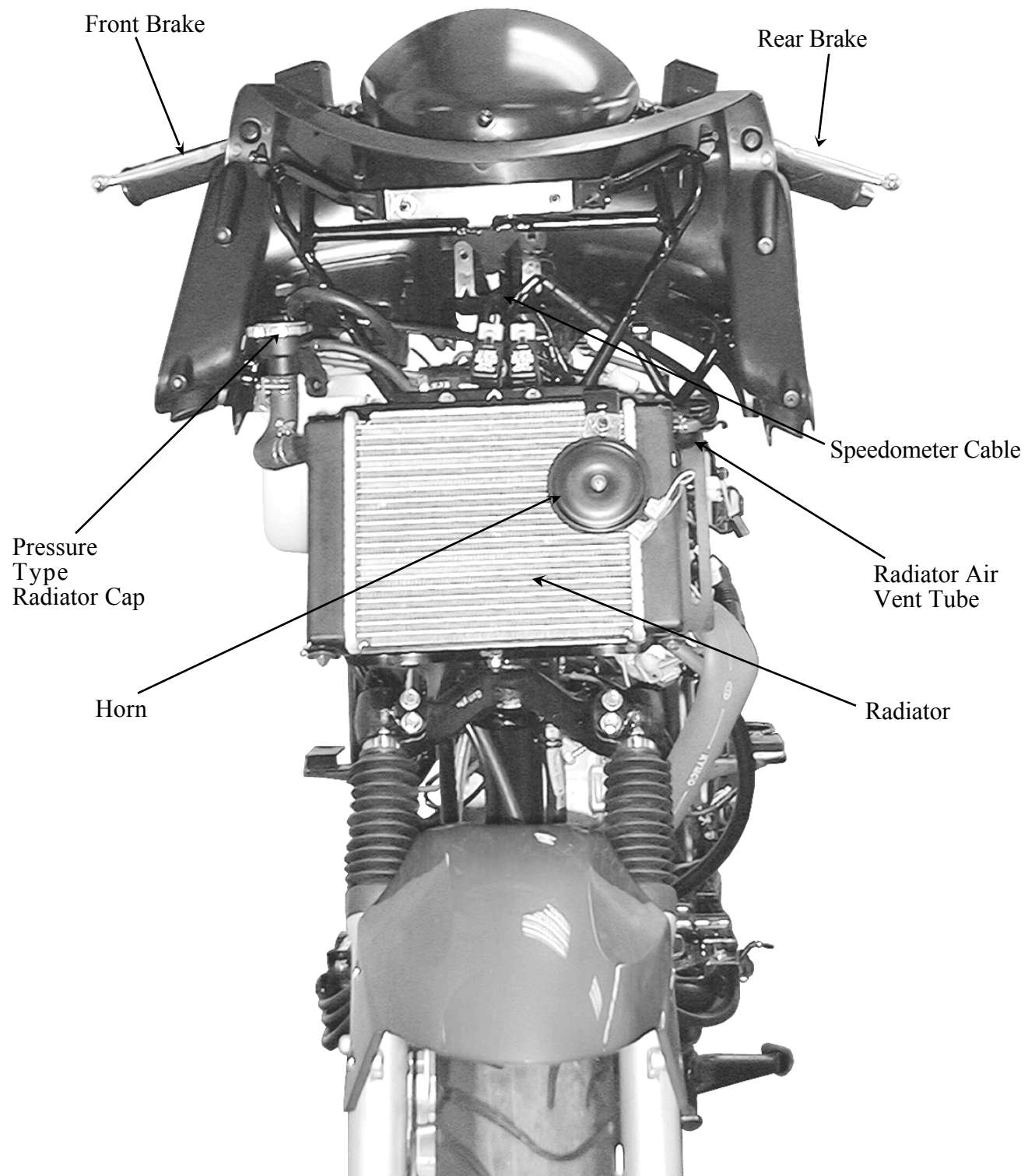
Use general purpose grease for parts not listed.

Apply clean engine oil or grease to cables and movable parts not specified. This will avoid abnormal noise and rise the durability of the motorcycle.

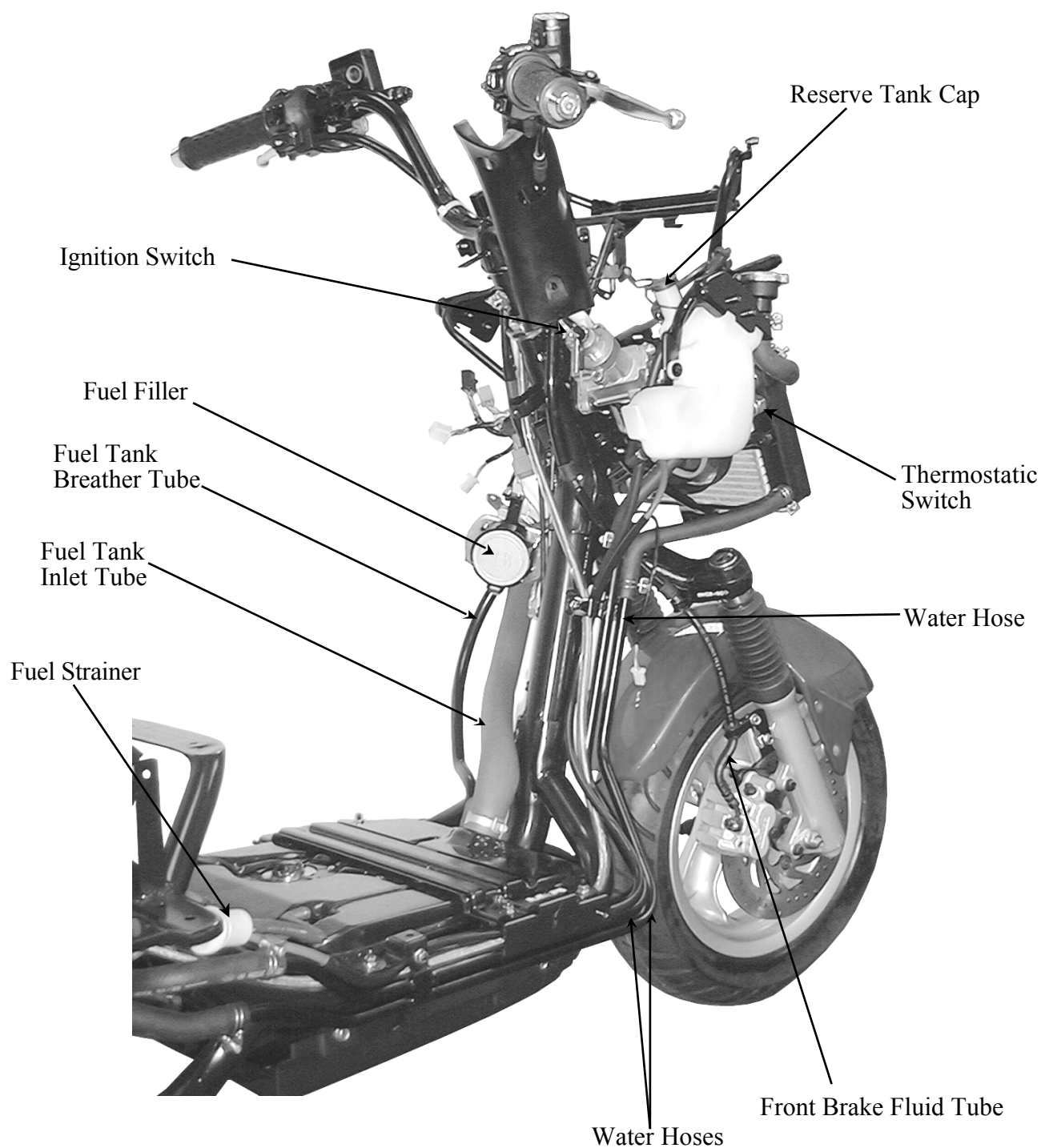


1. GENERAL INFORMATION

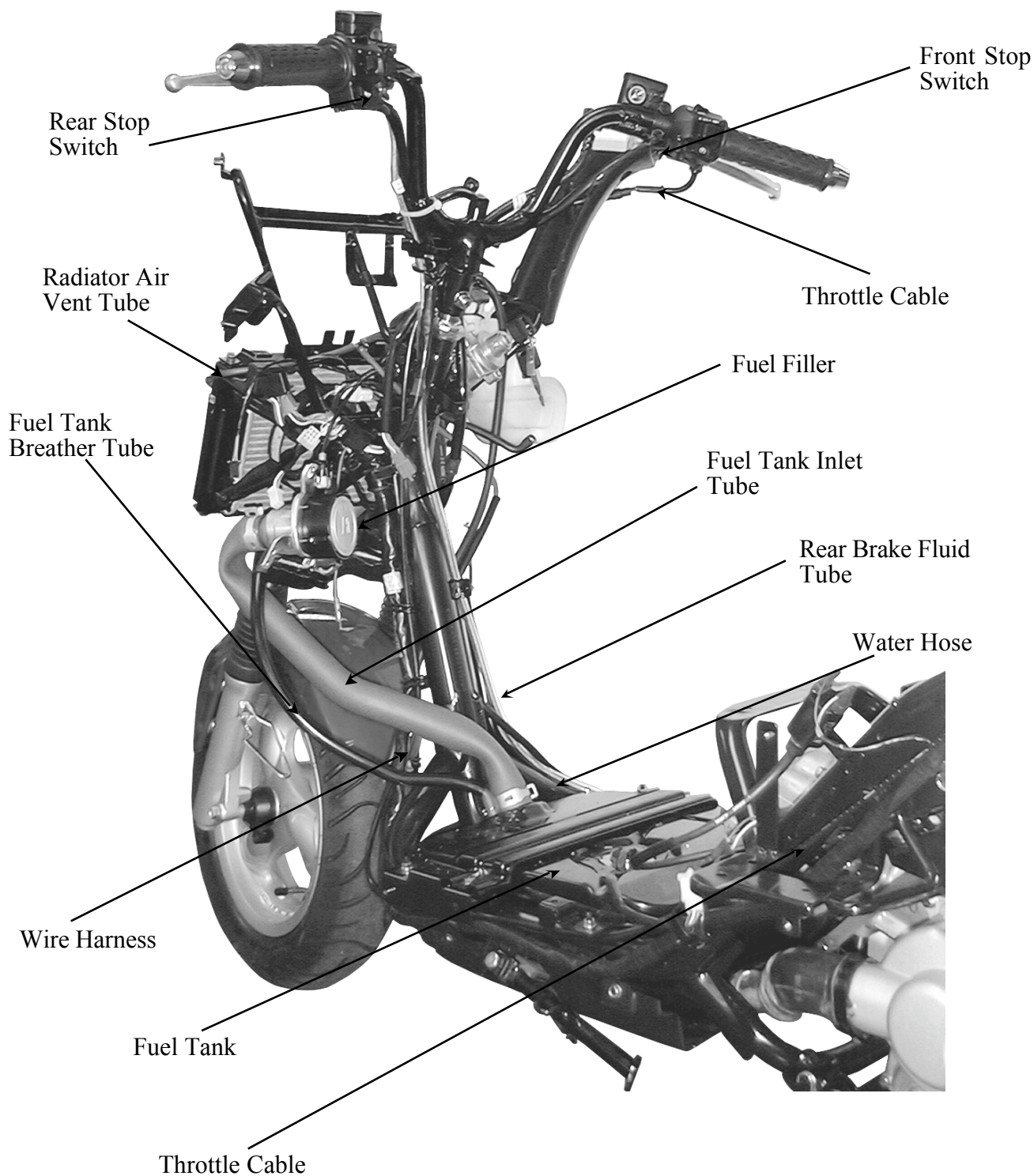
CABLE & HARNESS ROUTING



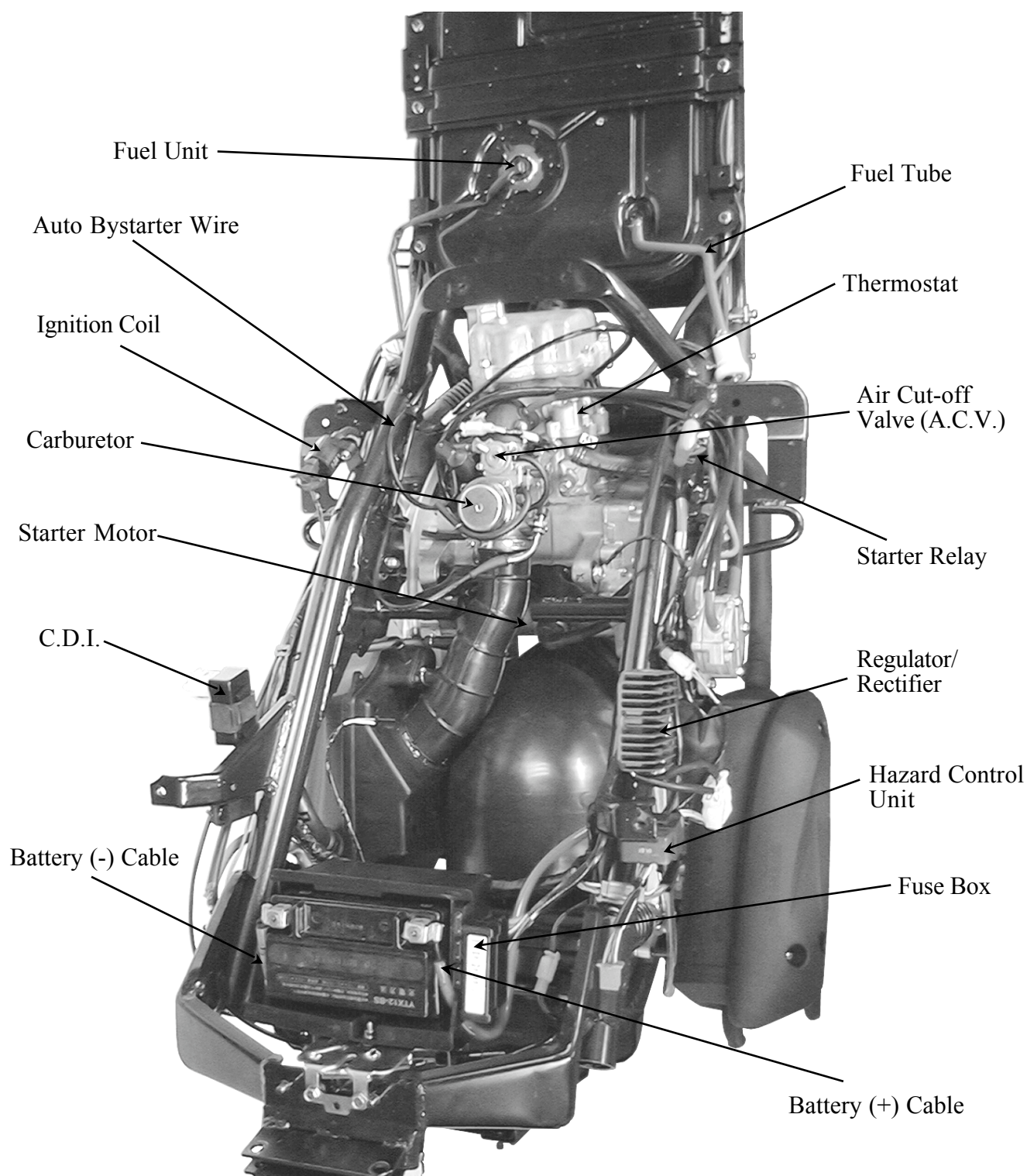
1. GENERAL INFORMATION



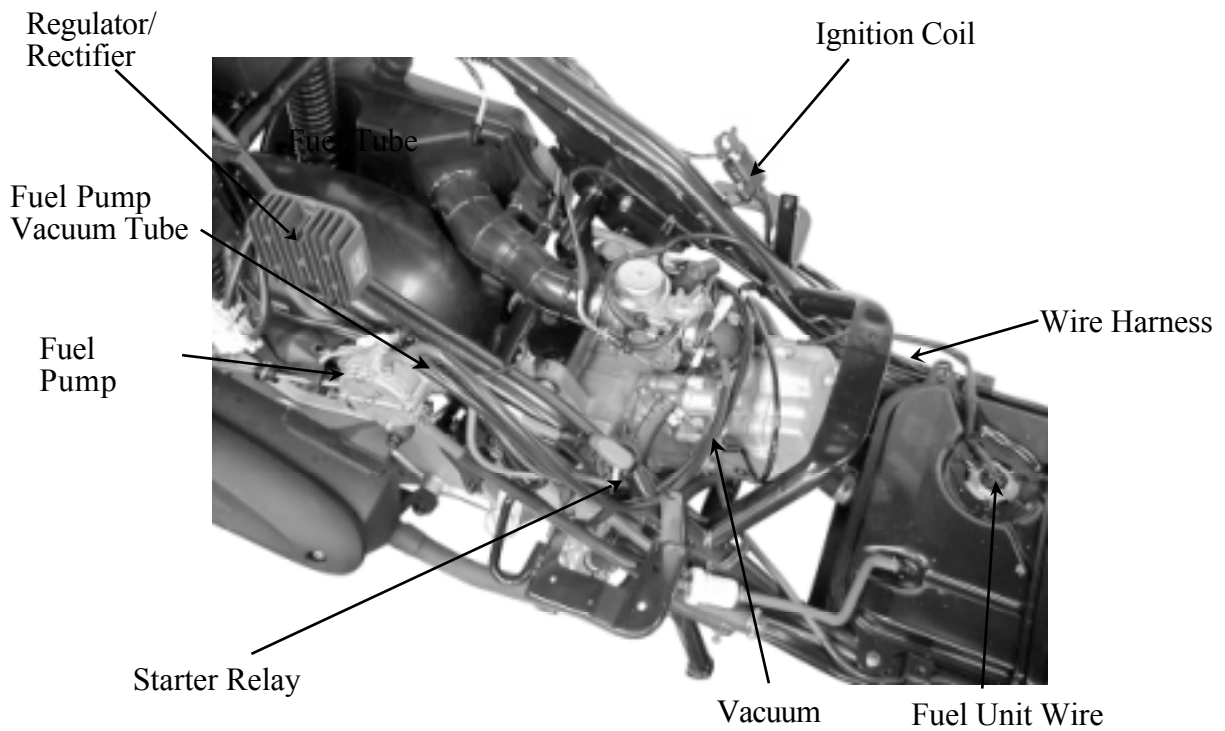
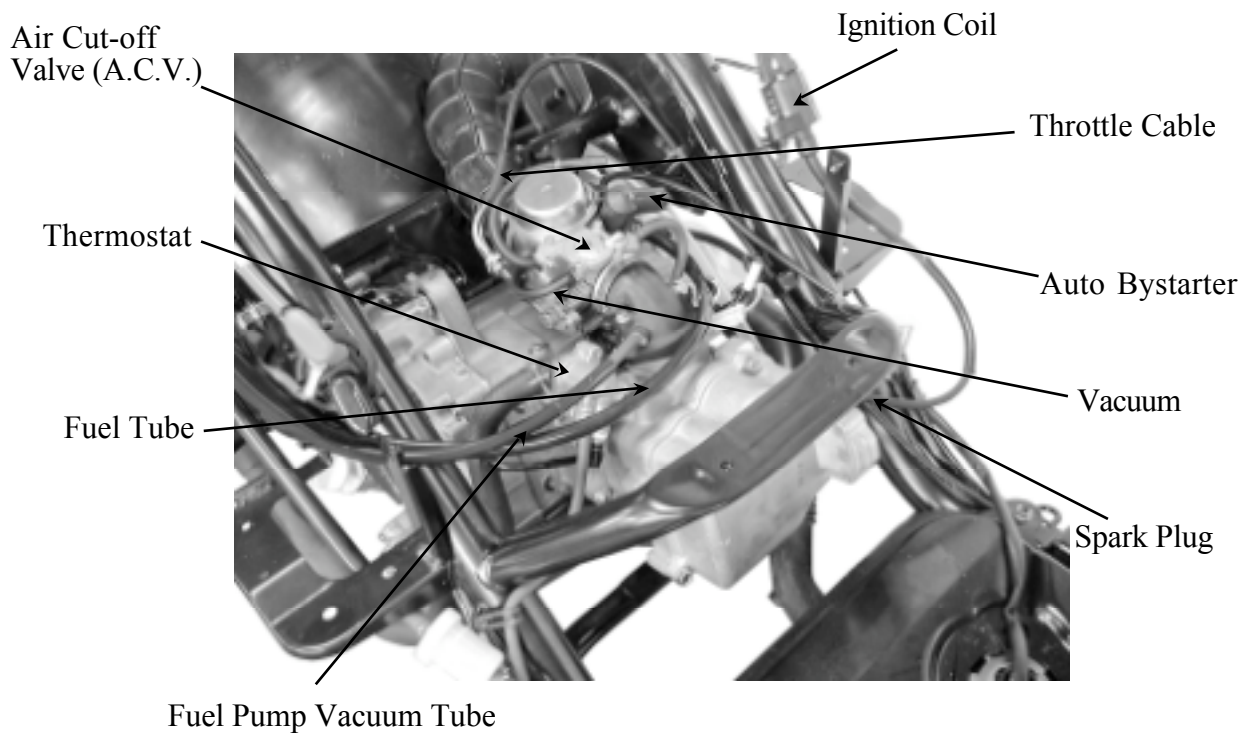
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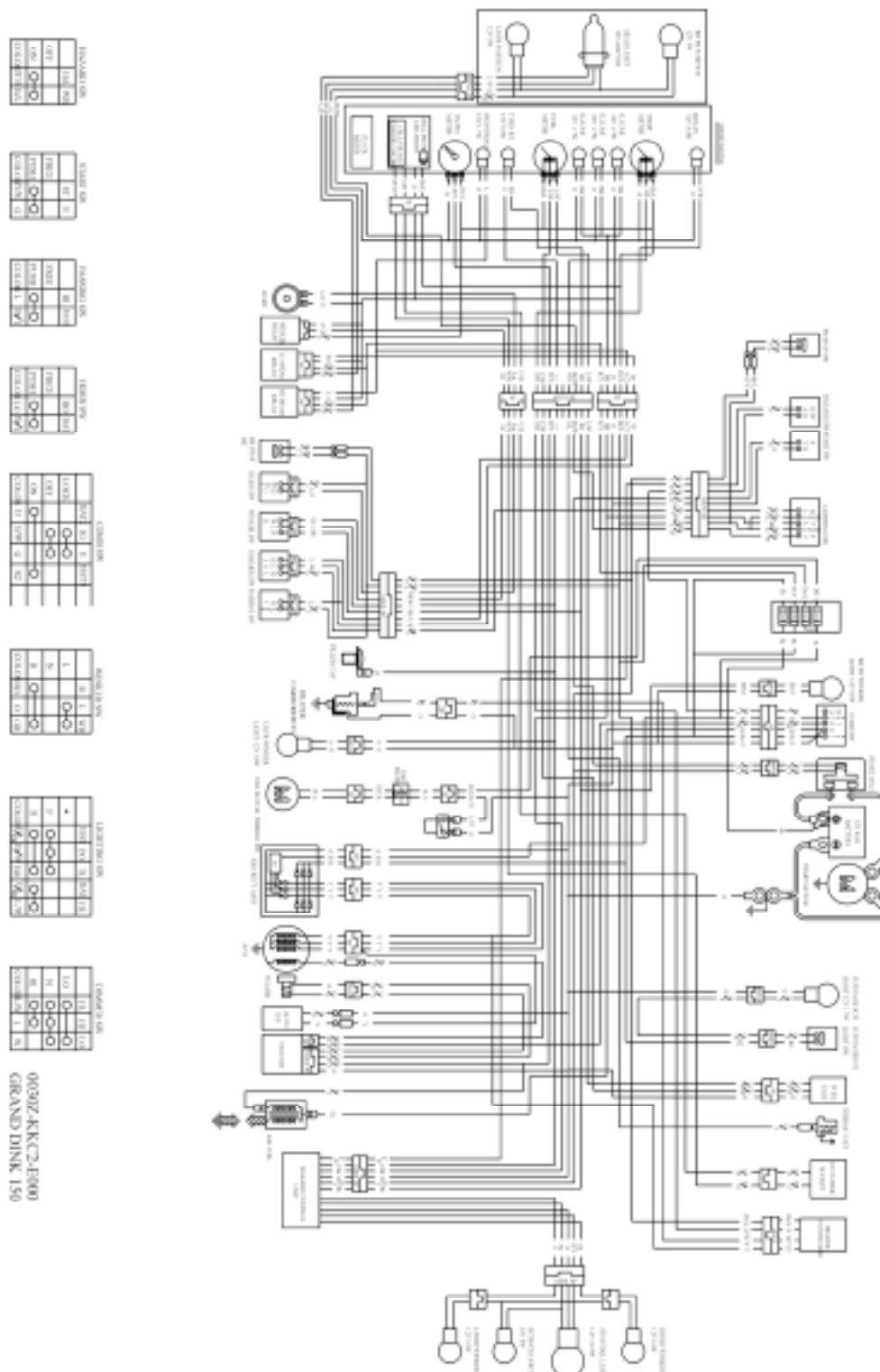
1. GENERAL INFORMATION



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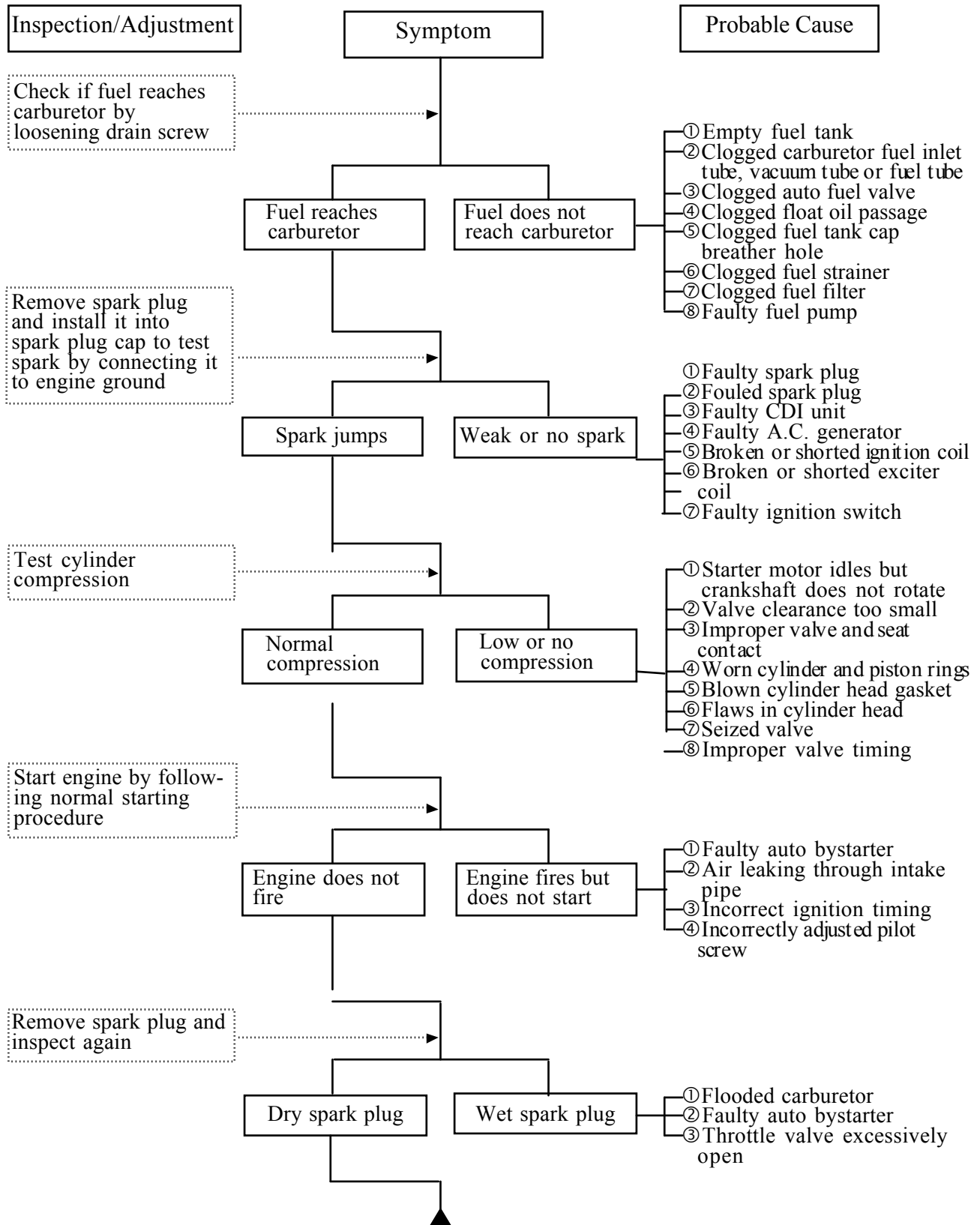
WIRING DIAGRAM



1. GENERAL INFORMATION

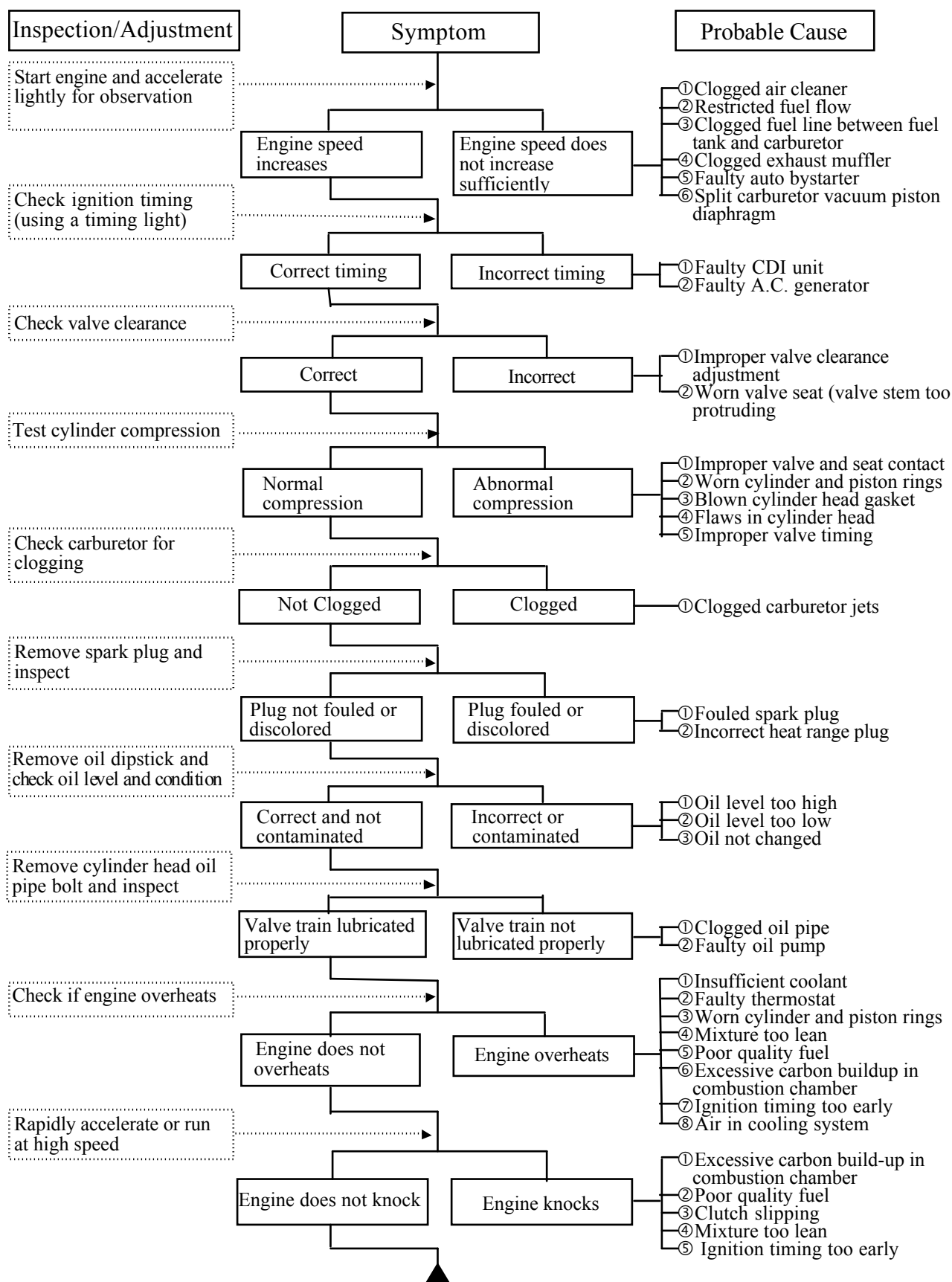
TROUBLESHOOTING

ENGINE WILL NOT START OR IS HARD TO START



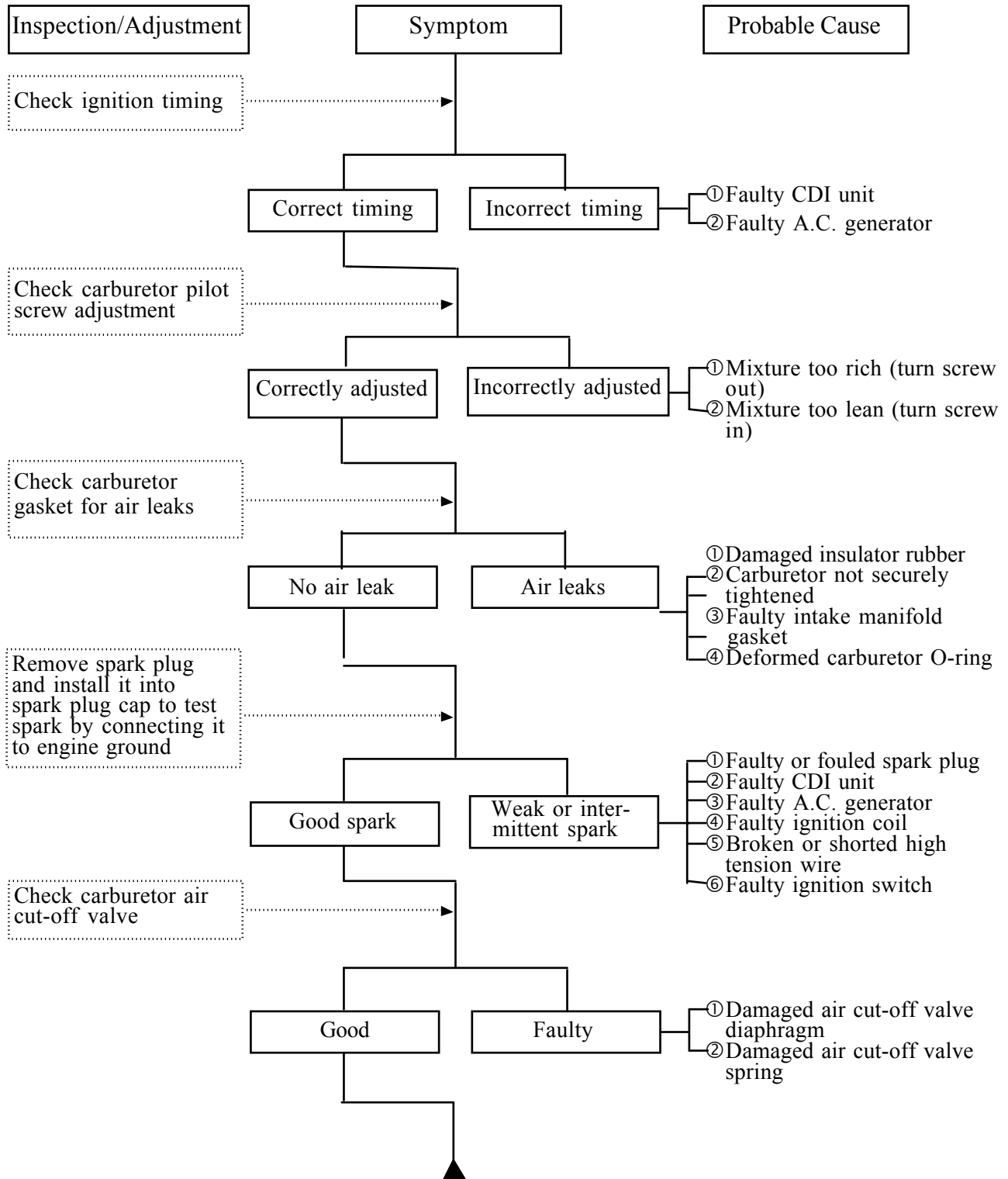
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ENGINE LACKS POWER



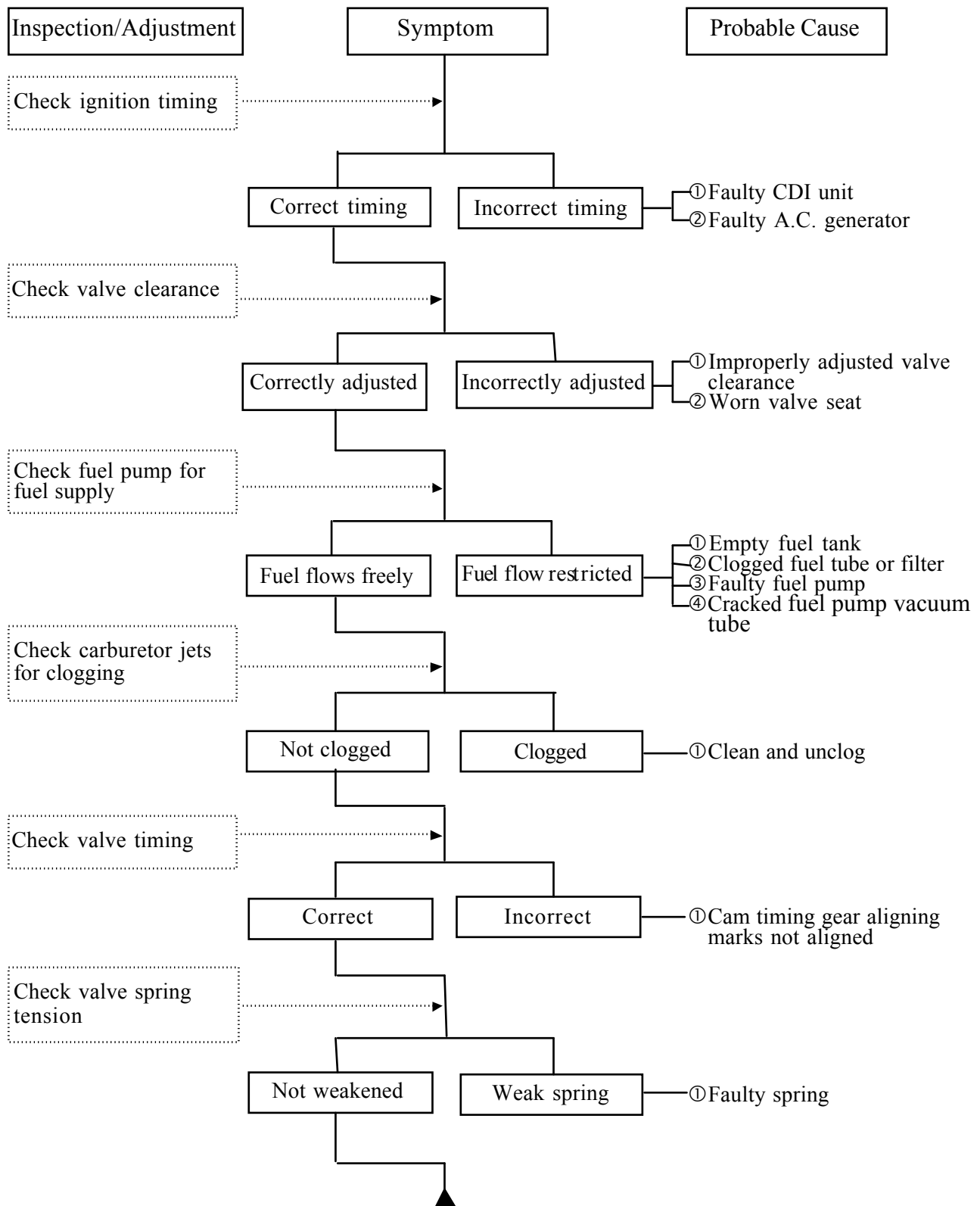
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POOR PERFORMANCE (ESPECIALLY AT IDLE AND LOW SPEEDS)



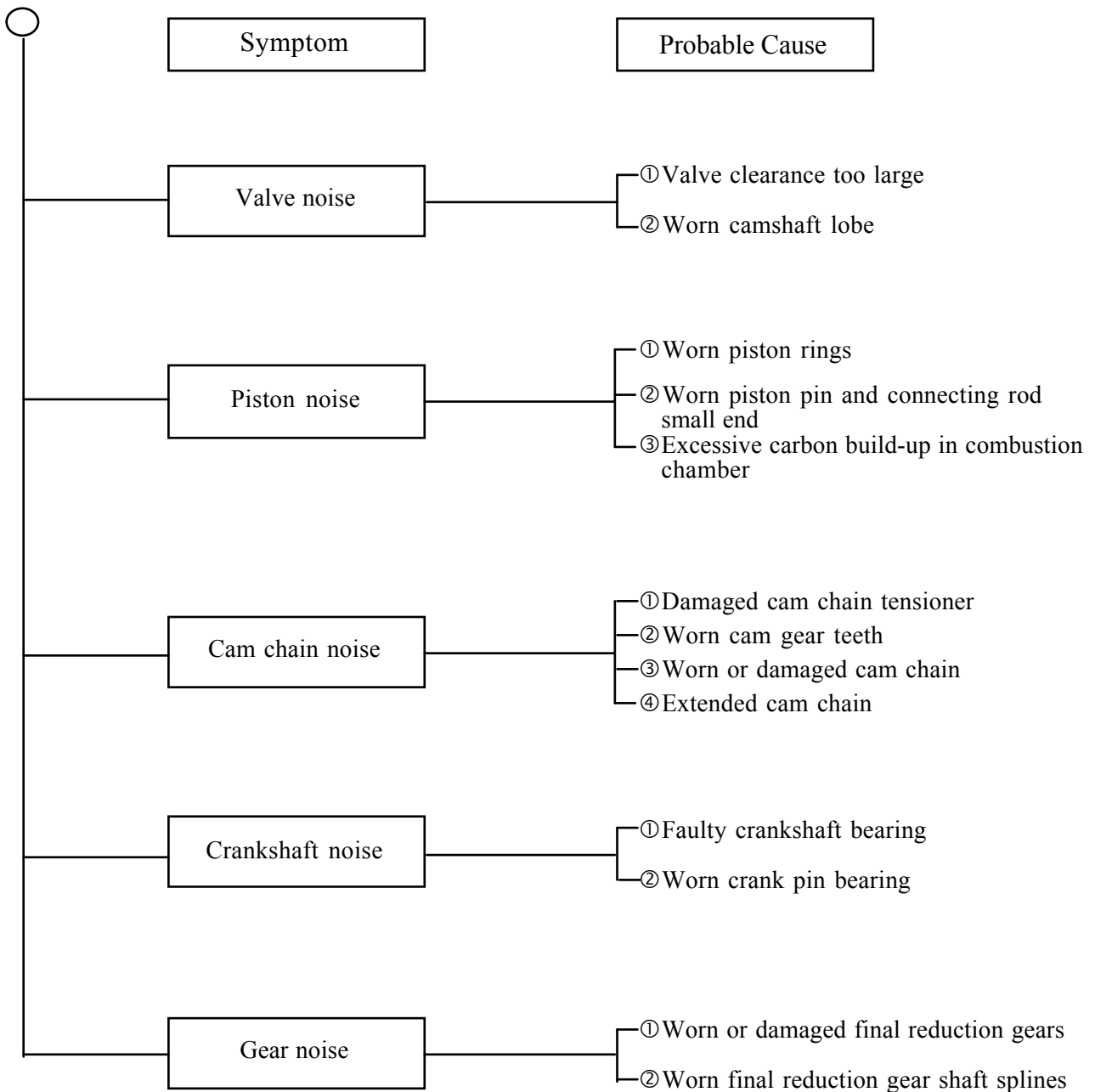
1. GENERAL INFORMATION

POOR PERFORMANCE (AT HIGH SPEED)



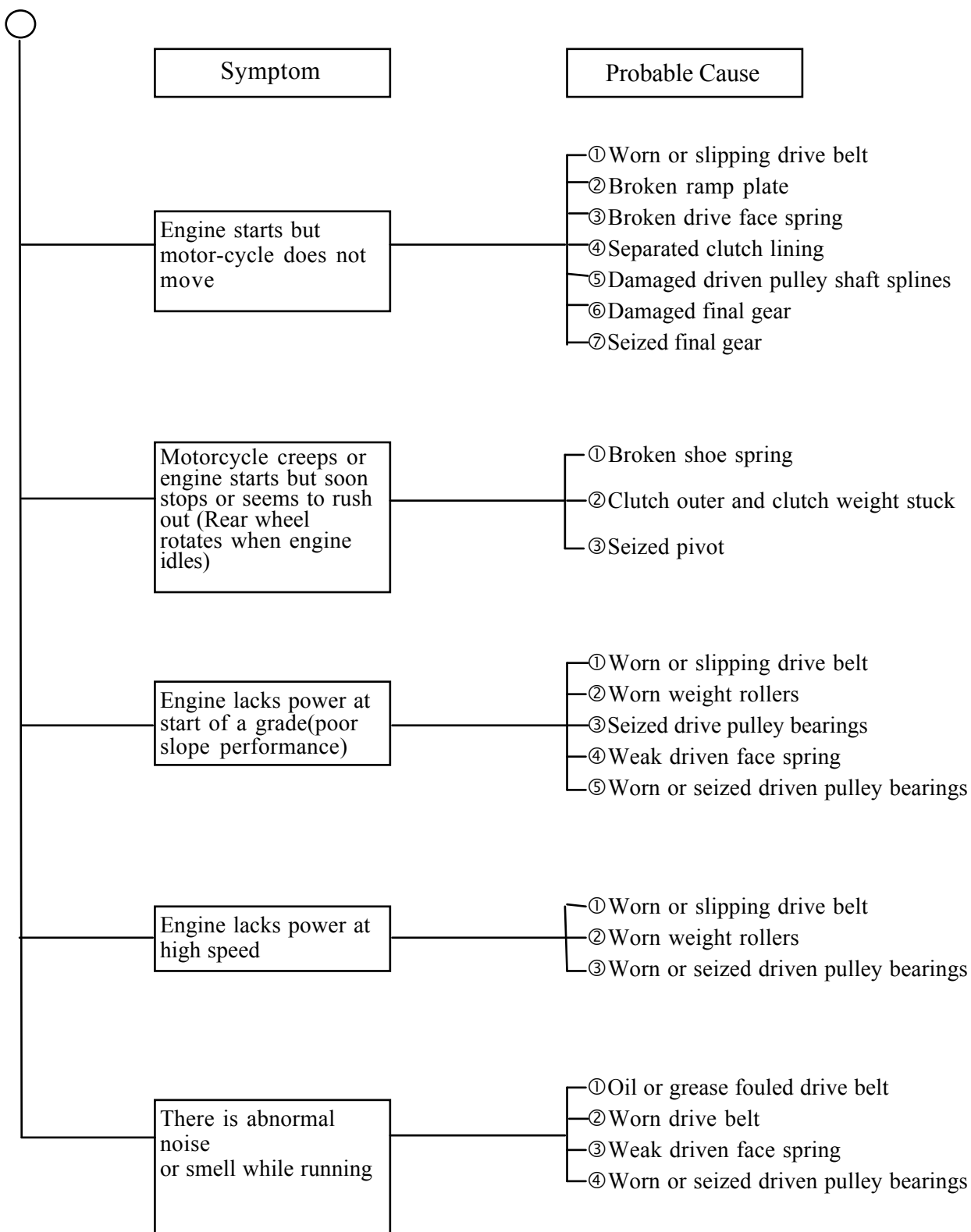
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ENGINE NOISE



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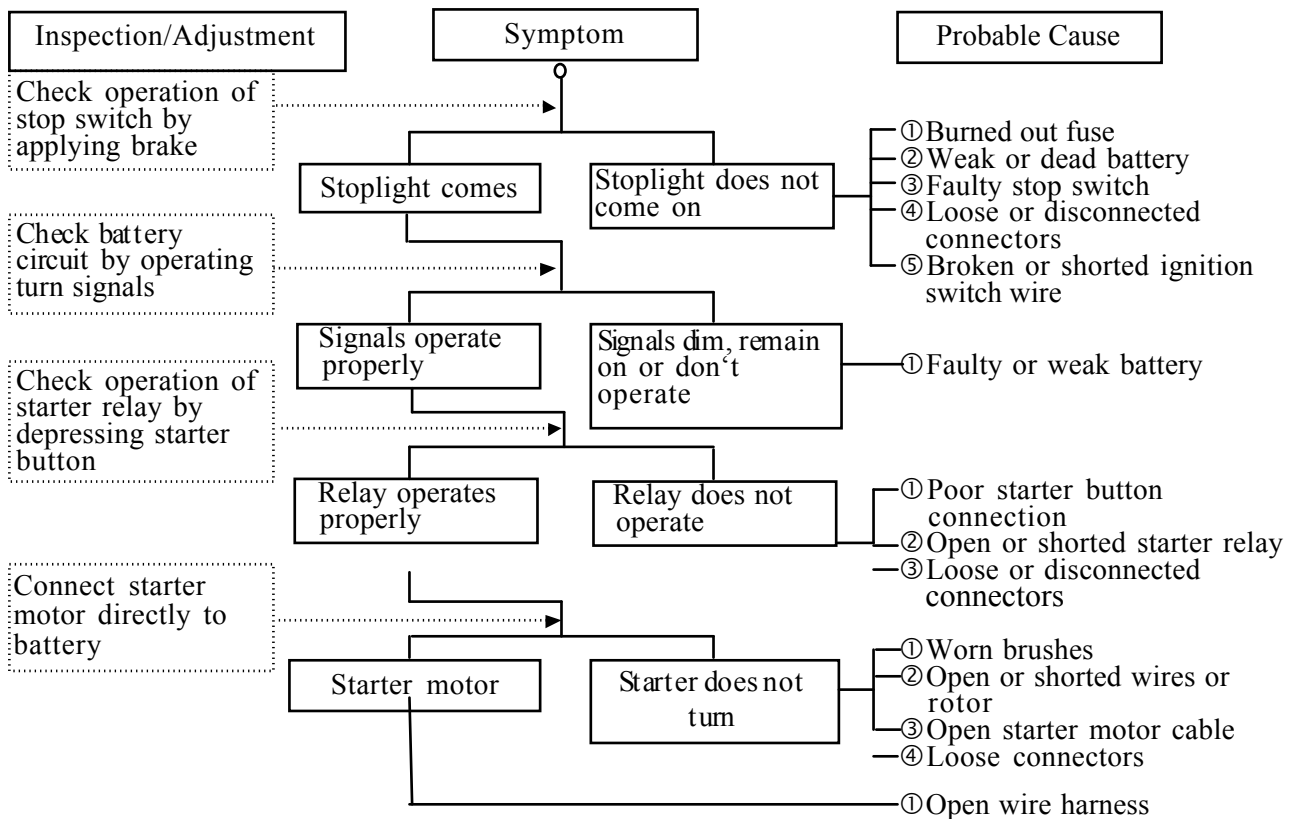
CLUTCH, DRIVE AND DRIVEN PULLEYS



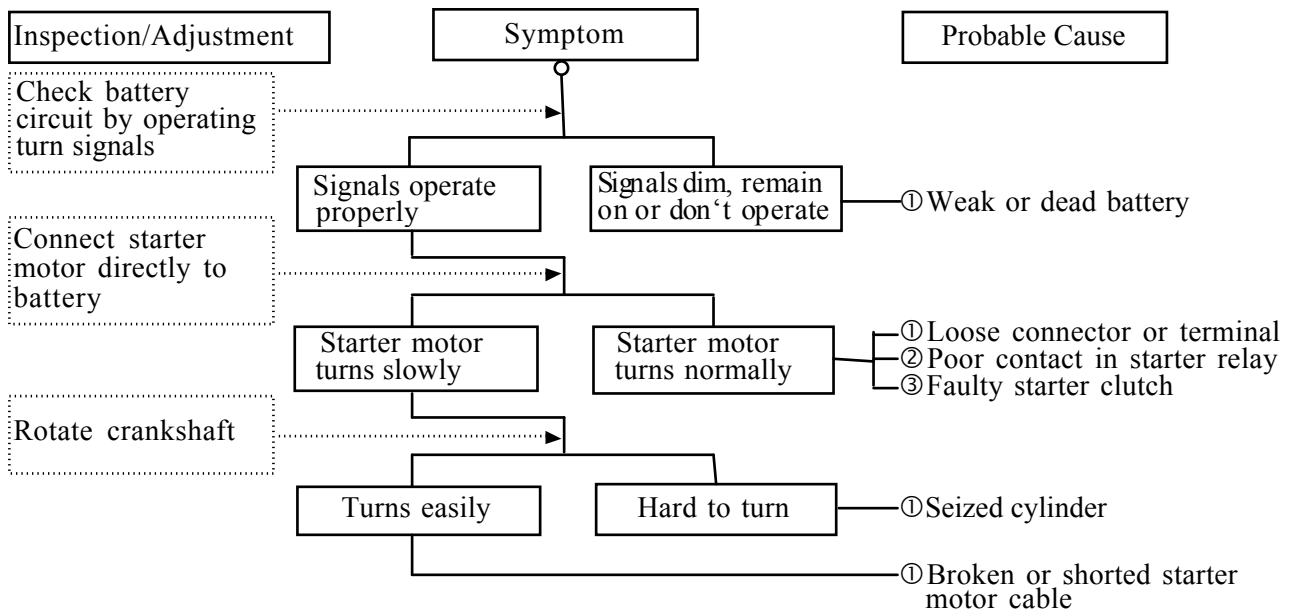
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STARTER MOTOR

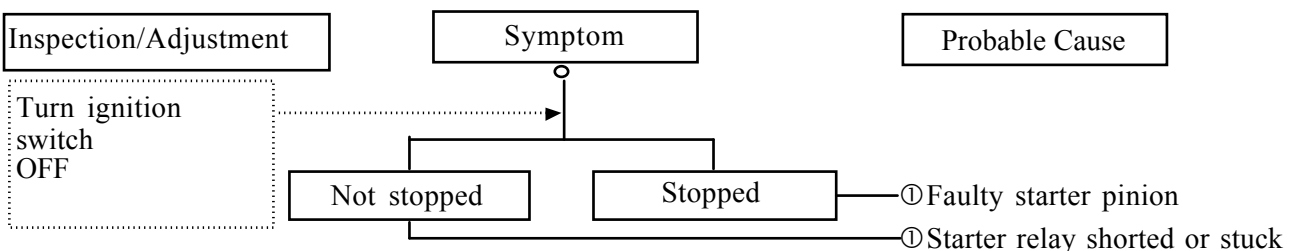
1. Starter motor won't turn



2. Starter motor turns slowly or idles

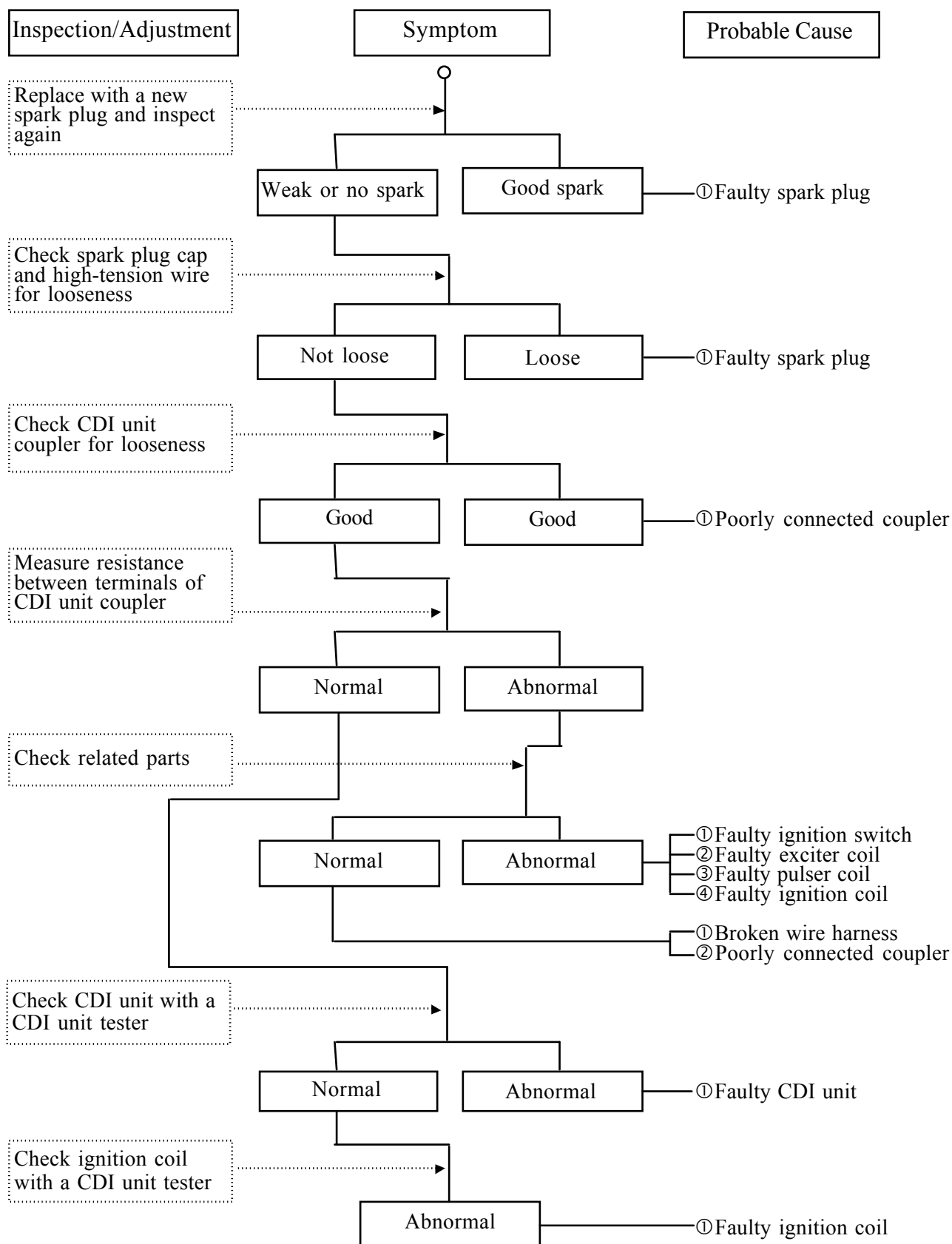


3. Starter motor does not stop turning



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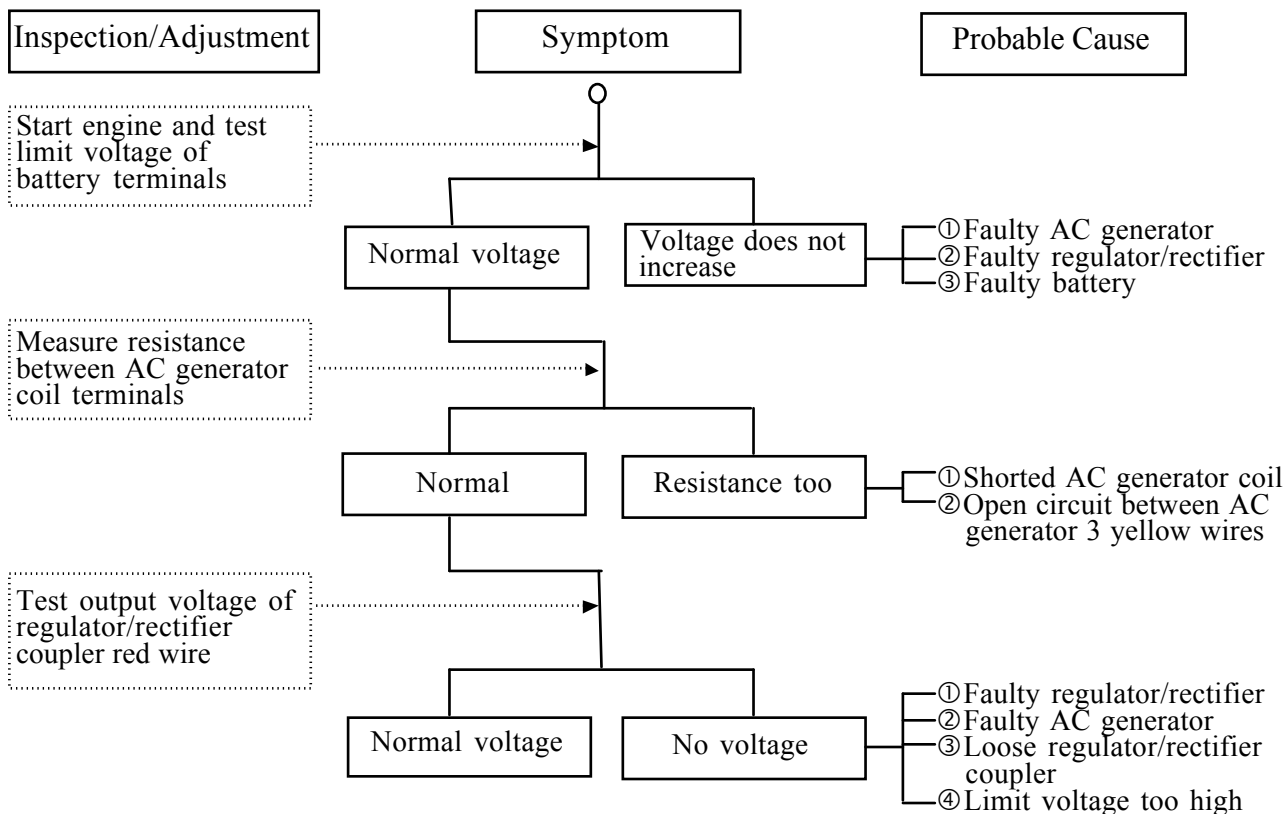
NO SPARK AT SPARK PLUG



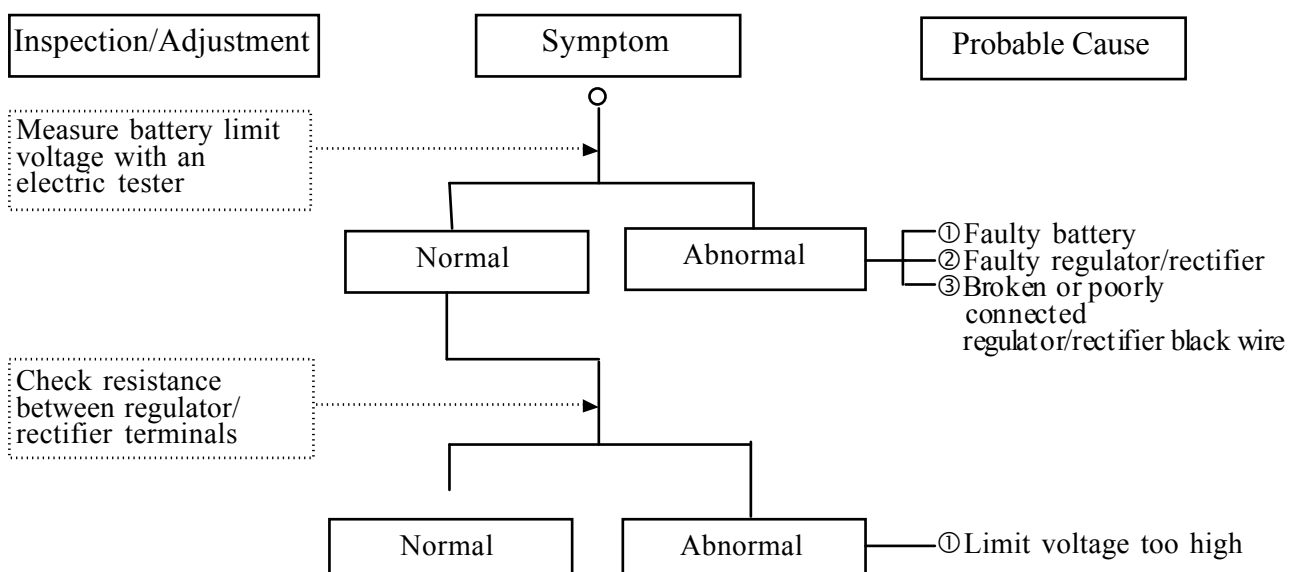
1. GENERAL INFORMATION

POOR CHARGING (BATTERY OVER DISCHARGING OR OVERCHARGING)

Undercharging



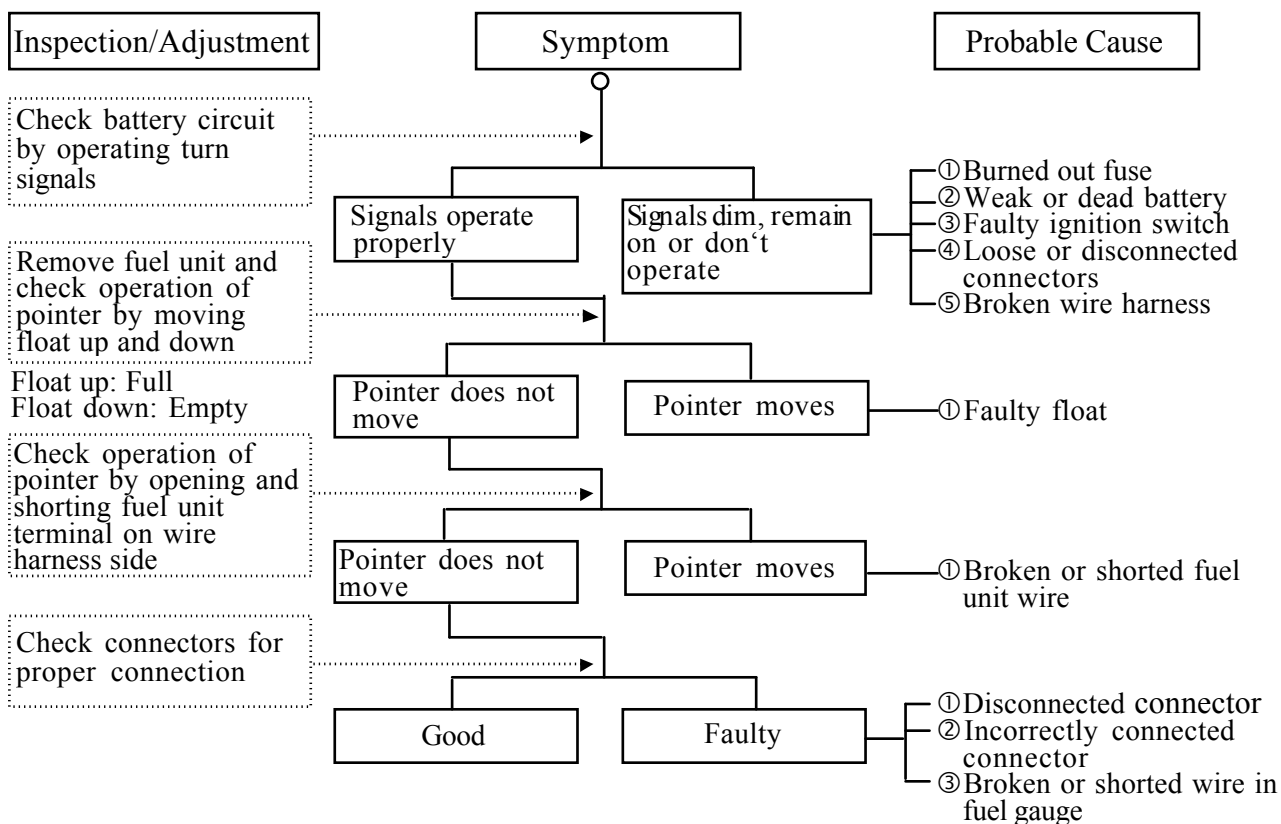
Overcharging



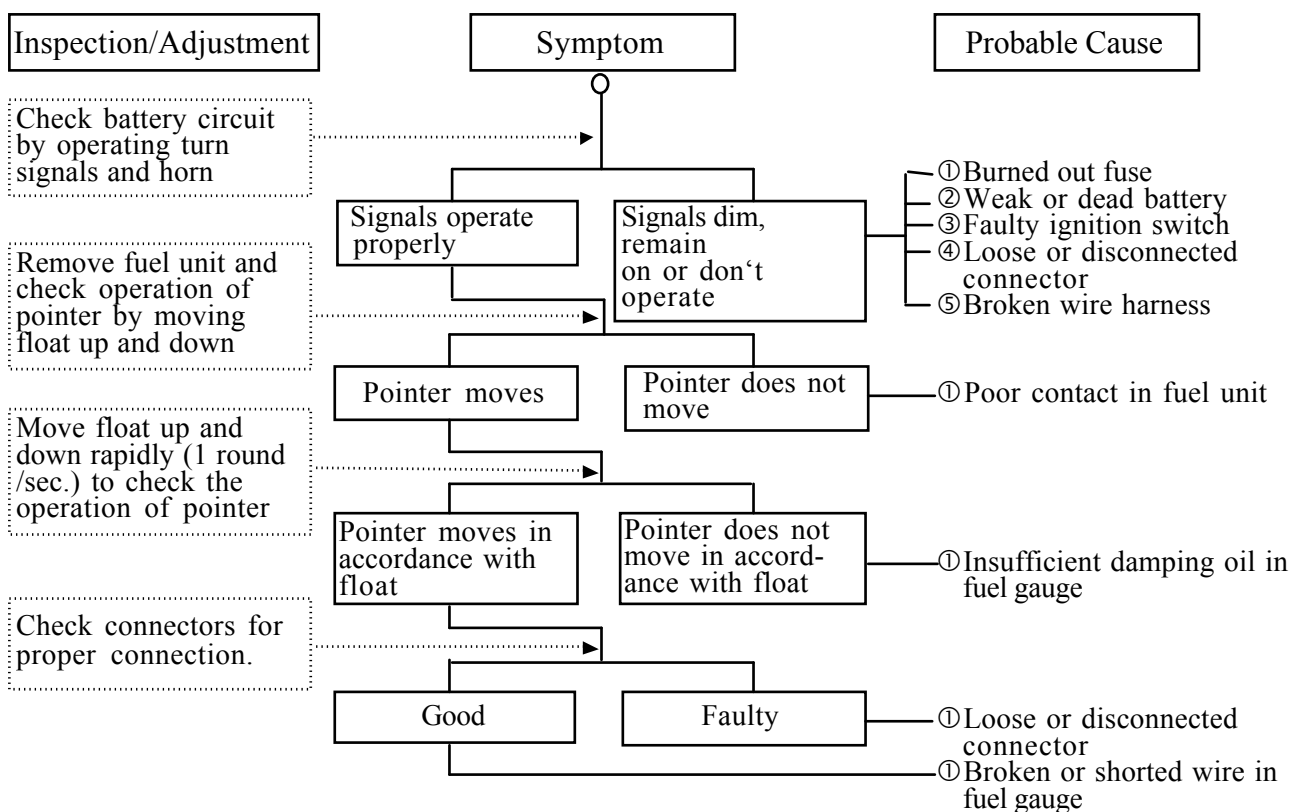
1. GENERAL INFORMATION

FUEL GAUGE

1. Pointer does not register correctly (Ignition switch ON)



2. Pointer fluctuates or swings (Ignition switch ON)



1. GENERAL INFORMATION

STEERING HANDLEBAR DOES NOT TRACK STRAIGHT

Symptom	Probable Cause
	(Front and rear tire pressures are normal)
Steering is heavy	<ul style="list-style-type: none"> ① Steering stem nut too tight ② Broken steering steel balls
Front or rear wheel is wobbling	<ul style="list-style-type: none"> ① Excessive wheel bearing play ② Bent rim ③ Loose axle nut
Steering handlebar pulls to one side	<ul style="list-style-type: none"> ① Misaligned front and rear wheels ② Bent front fork

POOR SUSPENSION PERFORMANCE

Symptom	Probable Cause
	(Front and rear tire pressures are normal)
Suspension is too soft	<ul style="list-style-type: none"> ① Weak shock spring ② Excessive load ③ Shock damper oil leaking
Suspension is too hard	① Bent fork tube or shock rod
Suspension is noisy	<ul style="list-style-type: none"> ① Fork tube and slider binding ② Fork spring and slider binding ③ Damaged shock stopper rubber ④ Loose steering stem nut

POOR BRAKE PERFORMANCE

Symptom	Probable Cause
Soft brake lever	<ul style="list-style-type: none"> ① Worn brake linings ② Foreign matter on brake linings ③ Rough brake drum contacting area
Hard brake lever	<ul style="list-style-type: none"> ① Worn brake linings ② Foreign matter on brake linings ③ Rough brake drum contacting area
Hard to brake	<ul style="list-style-type: none"> ① Worn brake linings ② Worn brake cam contacting area on
Poor brake performance	<ul style="list-style-type: none"> ① Worn brake linings ② Foreign matter on brake linings
Brake squeaks	<ul style="list-style-type: none"> ① Sluggish or elongated brake cables ② Brake shoes improperly contact ③ Water and mud in brake system ④ Oil or grease on brake linings