

**1. GENERAL INFORMATION**

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**GENERAL INFORMATION**

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## SPECIFICATIONS

Cooling Type	Forced air cooling
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Name & Model No.		PEOPLE 125		
Overall length (mm)		1950		
Overall width (mm)		690		
Overall height (mm)		1075		
Wheel base (mm)		1335		
Engine type		O.H.C.		
Displacement (cc)		125		
Fuel Used		92# nonleaded gasoline		
Net weight (kg)	Front wheel	41		
	Rear wheel	70		
	Total	111		
Gross weight(kg)	Front wheel	65		
	Rear wheel	116		
	Total	181		
Tires	Front wheel	80/80-16 45P		
	Rear wheel	100/80-16 56P		
Ground clearance (mm)		160		
Performance	Braking distance (m)	4.4 (30km/h)		
	Min. turning radius (m)	2		
Engine	Starting system		Starting motor & kick starter	
	Type		OHC air cooled 4-cycle	
	Cylinder arrangement		Single cylinder	
	Combustion chamber type		Semi-sphere	
	Valve arrangement		O.H.C., chain drive	
	Bore x stroke (mm)		52.4 x 57.8	
	Compression ratio		9.6:1	
	Compression pressure (kg/cm <sup>2</sup> )		13	
	Max. output (ps/rpm)		9.6/7500	
	Max. torque (kg m/rpm)		1.0/6500	
	Valve timing	Intake (mm)	Open	7.3
			Close	0
		Exhaust (mm)	Open	6.9
			Close	0
	Valve clearance (cold) (mm)	Intake	0.10	
		Exhaust	0.10	
	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		0.91 liter
		Exchanging capacity		0.81 liter

Fuel System	Air cleaner type & No		Paper element
	Fuel capacity		6.8 liters
	Carburetor	Type	VE
		Piston dia. (mm)	24
Venturi dia.(mm)		22.1 equivalent	
Throttle type		Butterfly type	
Electrical	Ignition System	Type	CDI
		Ignition timing	15°~28°BTDC/1700r
		Contact breaker	Non-contact point type
		Spark plug	NGK C7HSA
Spark plug gap		0.6_ 0.7mm	
Battery	Capacity	12V6AH	
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	0.86~2.64
	2nd	10.98	
Moving Device	Front Axle	Caster angle	25°
		Trail length	
	Tire pressure (kg/cm <sup>2</sup> )	Front	1.75
		Rear	2.00 (2.25)
Turning angle	Left	45°	
	Right	45°	
Brake system type		Front	Disk brake
		Rear	Drum brake
Damping Device	Suspension type	Front	Telescope
		Rear	Swing arm
	Shock absorber type	Front	Telescope
		Rear	Swing arm
Frame type		Steel pipe	

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## SPECIFICATIONS

Cooling Type

Forced air cooling

Name & Model No.		PEOPLE 150		
Overall length (mm)		1950		
Overall width (mm)		690		
Overall height (mm)		1075		
Wheel base (mm)		1335		
Engine type		O.H.C.		
Displacement (cc)		150		
Fuel Used		92# nonleaded gasoline		
Net weight (kg)	Front wheel	41		
	Rear wheel	70		
	Total	111		
Gross weight(kg)	Front wheel	65		
	Rear wheel	116		
	Total	181		
Tires	Front wheel	80/80-16 45P		
	Rear wheel	100/80-16 56P		
Ground clearance (mm)		160		
Performance	Braking distance (m)	4.4 (30km/h)		
	Min. turning radius (m)	2		
Engine	Starting system		Starting motor & kick starter	
	Type		OHC air cooled 4-cycle	
	Cylinder arrangement		Single cylinder	
	Combustion chamber type		Semi-sphere	
	Valve arrangement		O.H.C., chain drive	
	Bore x stroke (mm)		57.4 x 57.8	
	Compression ratio		9.2:1	
	Compression pressure (kg/cm <sup>2</sup> )		15	
	Max. output (ps/rpm)		10.5/7500	
	Max. torque (kg m/rpm)		1.1/5500	
	Valve timing	Intake (mm)	Open	7.3
			Close	0
		Exhaust (mm)	Open	6.9
			Close	0
	Valve clearance (cold) (mm)	Intake	0.10	
		Exhaust	0.10	
	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		0.91 liter		
Exchanging capacity		0.81 liter		

Fuel System	Air cleaner type & No		Paper element
	Fuel capacity		6.8 liters
	Carburetor	Type	VE
		Piston dia. (mm)	24
Venturi dia.(mm)		22.1 equivalent	
Electrical	Throttle type		Butterfly type
	Ignition System	Type	CDI
		Ignition timing	15°~28°BTDC/1700r
		Contact breaker	Non-contact point type
		Spark plug	NGK C7HSA
		Spark plug gap	0.6_ 0.7mm
Battery	Capacity	12V6AH	
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	0.86~2.64
		2nd	10.98
Moving Device	Front Axle	Caster angle	25°
		Trail length	
	Tire pressure (kg/cm <sup>2</sup> )	Front	1.75
		Rear	2.00 (2.25)
Turning angle	Left	45°	
	Right	45°	
Brake system type	Front	Disk brake	
	Rear	Drum brake	
Damping Device	Suspension type	Front	Telescope
		Rear	Swing arm
	Shock absorber type	Front	Telescope
		Rear	Swing arm
Frame type		Steel pipe	

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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.
- 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.
- 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.

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- 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.
- 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.
- Do not bend or twist control cables. Damaged control cables will not operate smoothly and may stick or bind.

■ 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 (kg-m)	Item	Torque (kg-m)
5mm bolt, nut	0.45_ 0.6	5mm screw	0.35_ 0.5
6mm bolt, nut		6mm screw, SH bolt	0.7_ 1.1
8mm bolt, nut	0.8_ 1.2	6mm flange bolt, nut	1.0_ 1.4
10mm bolt, nut	1.8_ 2.5	8mm flange bolt, nut	2.0_ 3.0
12mm bolt, nut	3.0_ 4.0	10mm flange bolt, nut	3.5_ 4.5
	5.0_ 6.0		

Torque specifications listed below are for important fasteners.

### ENGINE

Item	Q'ty	Thread dia.(mm)	Torque (kg-m)	Remarks
Cylinder head bolt A	2	8	0.9	Double end bolt
Cylinder head bolt B	4	8	0.9	
Oil filter screen cap	1	30	1.5	
Exhaust muffler joint lock nut	2	8	2.2	Double end bolt
Cylinder head nut	4	8	2.0	Apply oil to threads
Valve adjusting lock nut	2	5	0.9	
Cam chain tensioner slipper bolt	1	6	1.0	
Oil bolt	1	8	1.3	
Clutch outer nut	1	12	5.5	
Clutch drive plate nut	1	12	5.5	
Drive face seal cover bolt	3	4	0.3	
Starter clutch cap bolt	3	6	1.2	
Drive face nut	1	12	5.5	
Spark plug	1	10	1.2	
Starter clutch lock nut	1	22	9.5	Left hand threads
Cam chain tensioner screw	1	6	0.4	

### FRAME

Item	Q'ty	Thread dia.(mm)	Torque (kg-m)	Remarks
Steering stem lock nut	1	10	12.0	U-nut
Front axle nut	1	12	6.0	U-nut
Rear axle nut	1	14	12.0	U-nut
Rear shock absorber upper mount bolt	1	10	4.0	
Rear shock absorber lower mount bolt	1	8	2.5	
Speedometer cable set screw	1	5	0.45	
Front shock absorber tube bolt	1	5	0.45	
Front shock absorber upper mount bolt	2	8	0.1	
Front shock absorber lower mount bolt	2	8	1.8	
Front shock absorber hex bolt	1	8	3.0	
Rear shock absorber lower joint lock nut	1	8	3.5	Apply locking agent

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## SPECIAL TOOLS

Tool Name	Tool No.	Remarks	Ref. Page
FLYWHEEL PULLER	E002		14-8
LOCK NUT SOCKET WRENCH	E009		16-7
TAPPET ADJUSTER	E012		3-5
OIL SEAL & BEARING INSTALL	E014		11-4,12-5
FLYWHEEL HOLDER	E017		9-3,14-10
BEARING PULLER	E008		10-4
BEARING PULLER	E018		10-4
BEARING PULLER	E020		10-4
BEARING PULLER	E031		
BUSHING REMOVER	E019		13-0
FLYWHEEL HOLDER	E021		9-3,9-13
LONG SOCKET WRENCH	E022		
CLUTCH SPRING COMPRESSOR	E027		9-8
CRANKSHAFT PROTECTOR	E029		
CRANKSHAF BEARING PULLER	E030		11-0
BUSHING REMOVER	E032		6-0
LONG SOCKET WRENCH	F002		12-5
CUSHION ASSEMBLEN & DISASSEMBLE TOOL	F004		13-0
RACE CONE INSTALL	F005		12-16
TOOL BOOX	E033		

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## LUBRICATION POINTS

### ENGINE

Lubrication Points	Lubricant
Valve guide/valve stem movable part Cam lobes Valve rocker arm friction surface Cam 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 right side oil seal 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	<ul style="list-style-type: none"> <li>•Genuine KYMCO Engine Oil (SAE15W-40)</li> <li>•API SE, SF or SG Engine Oil</li> </ul>
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

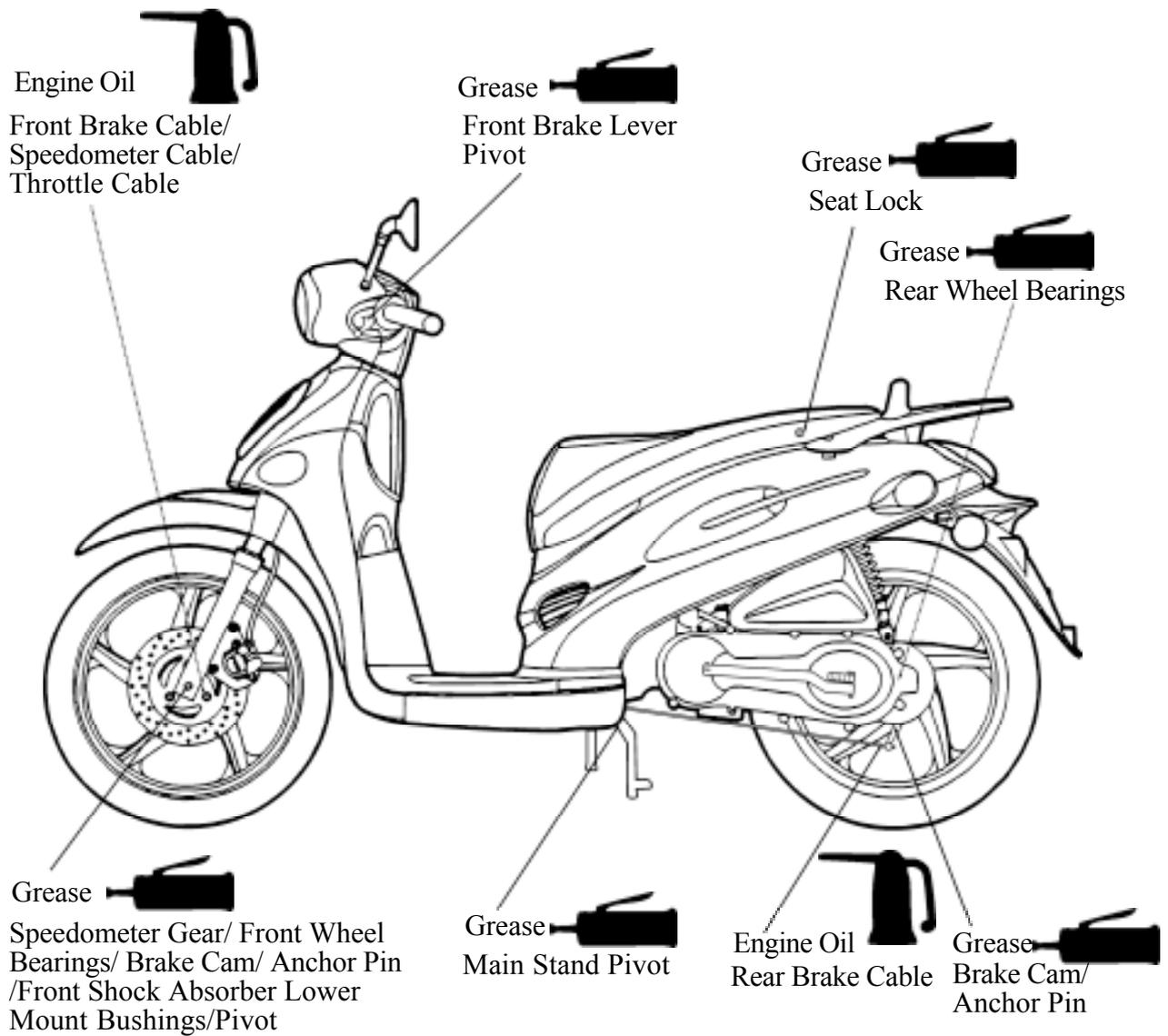
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## FRAME

The following is the lubrication points for the frame.

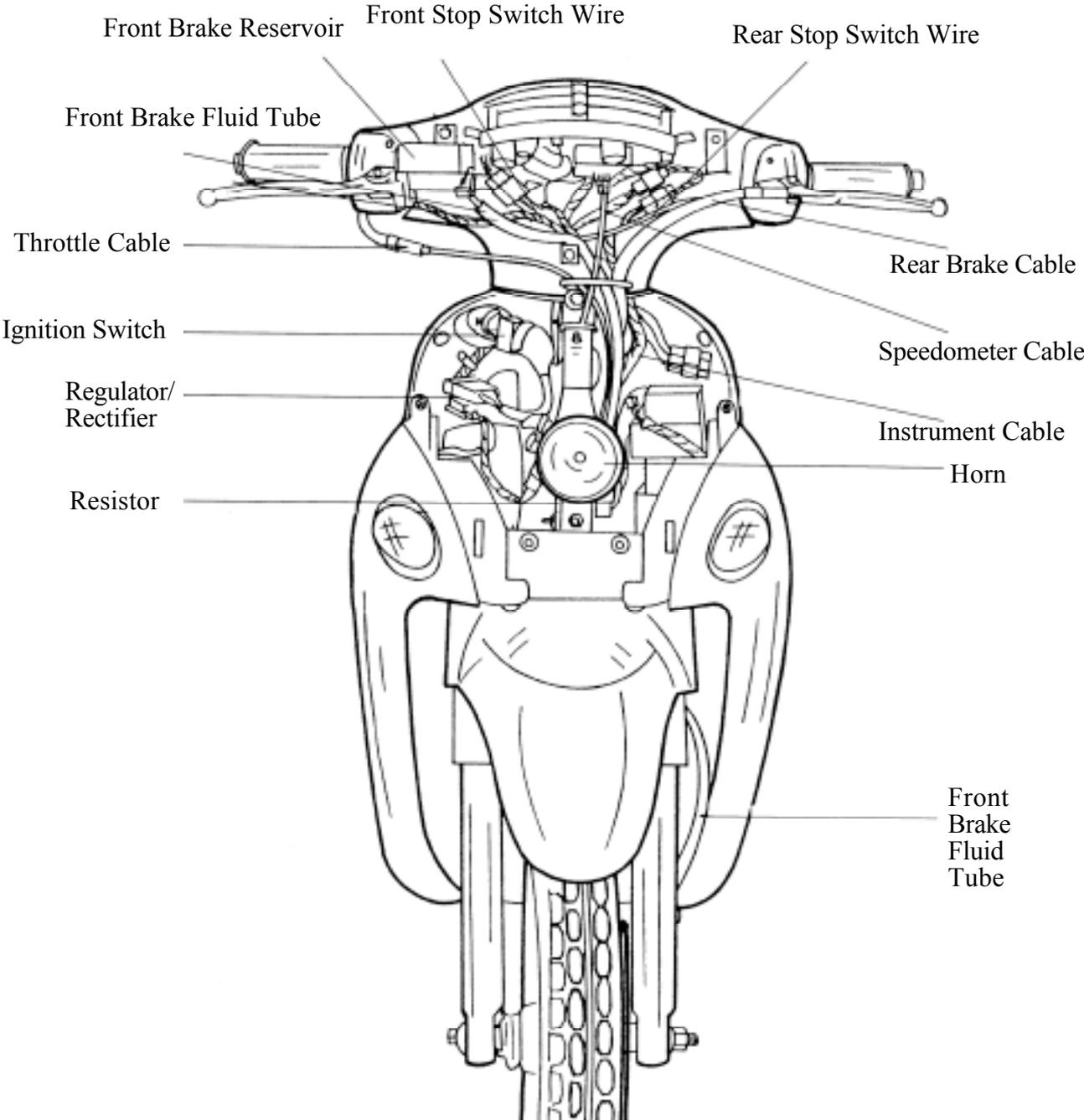
Use general purpose grease for parts not listed.

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.

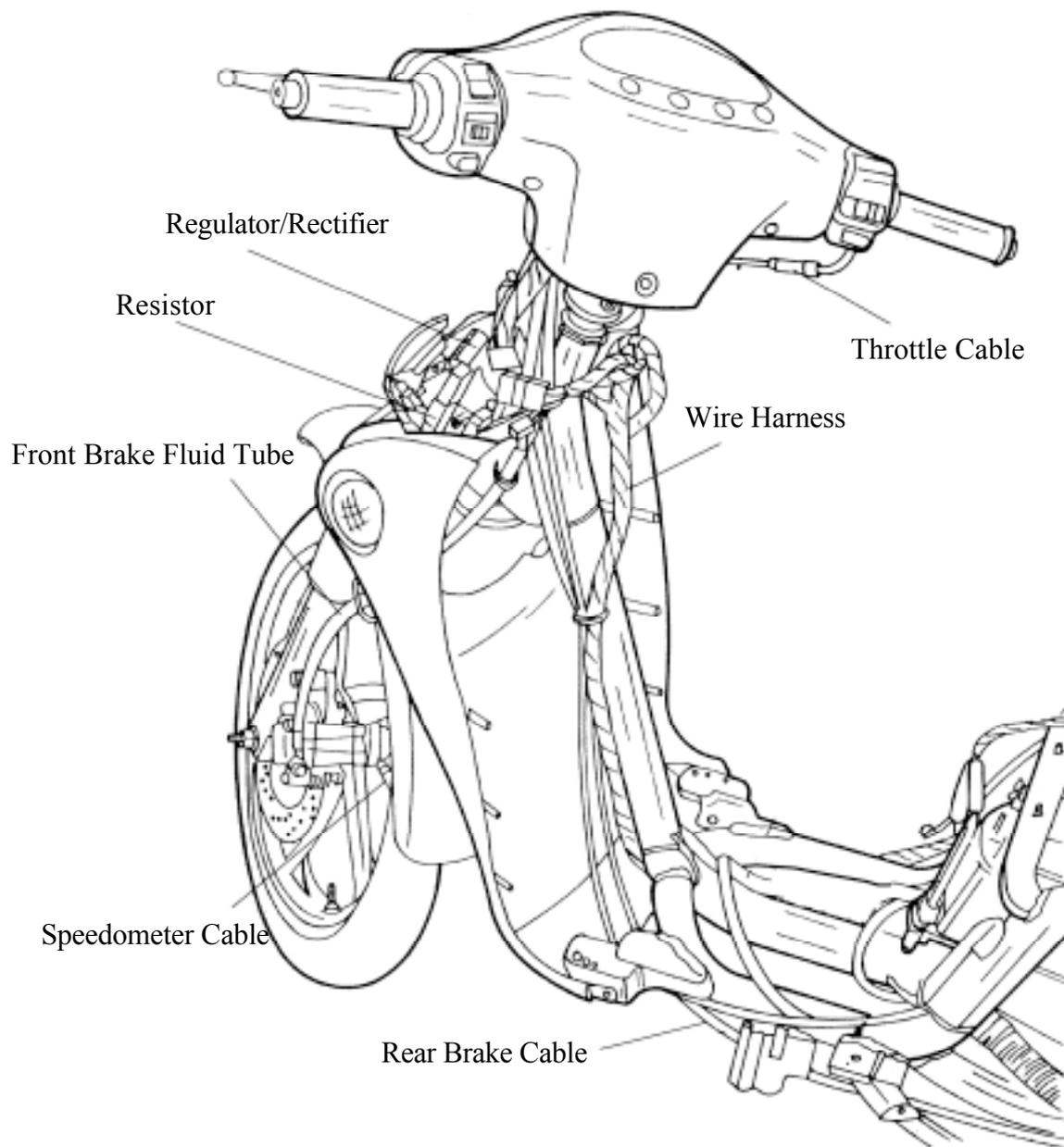


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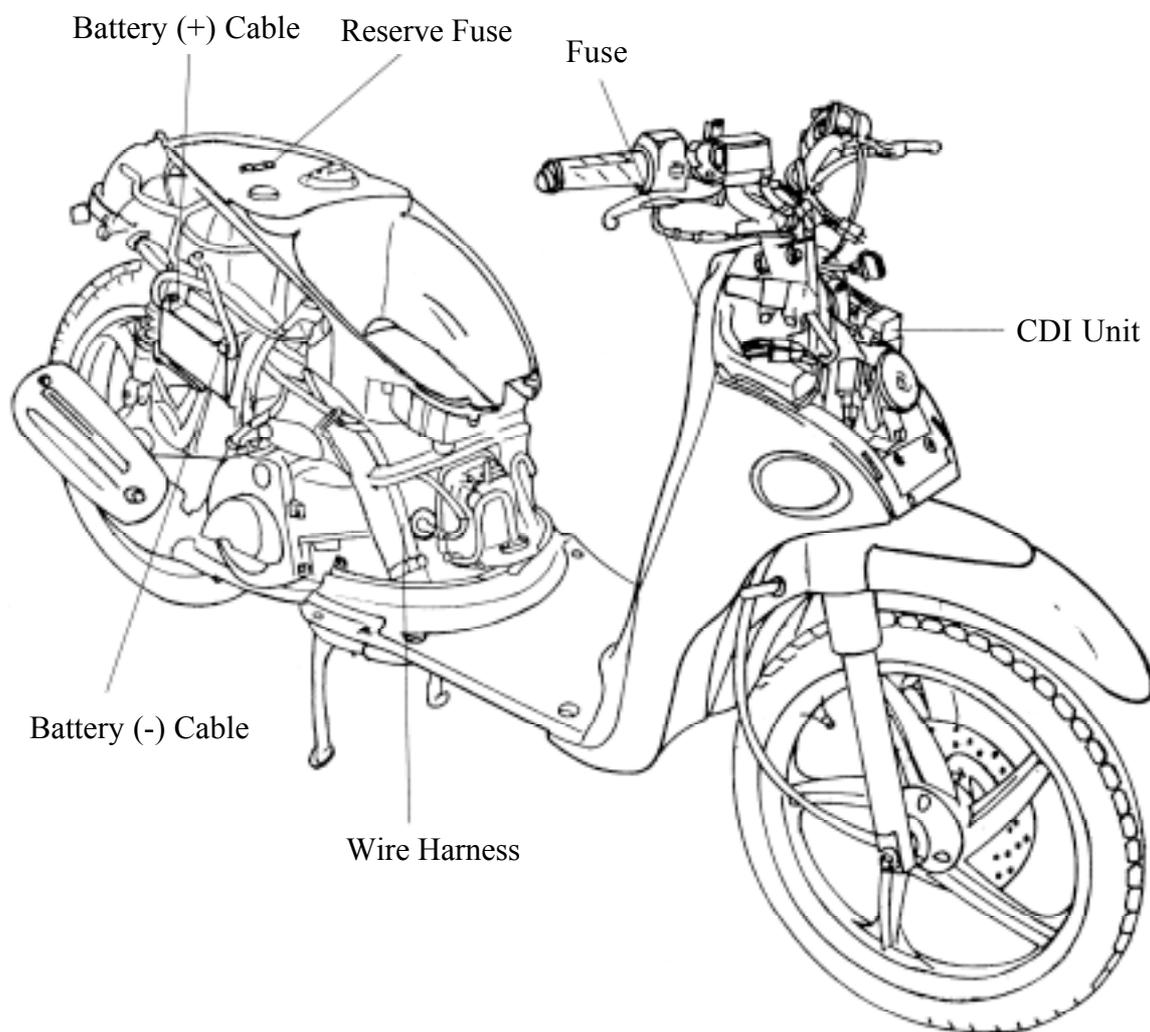
## CABLE & HARNESS ROUTING



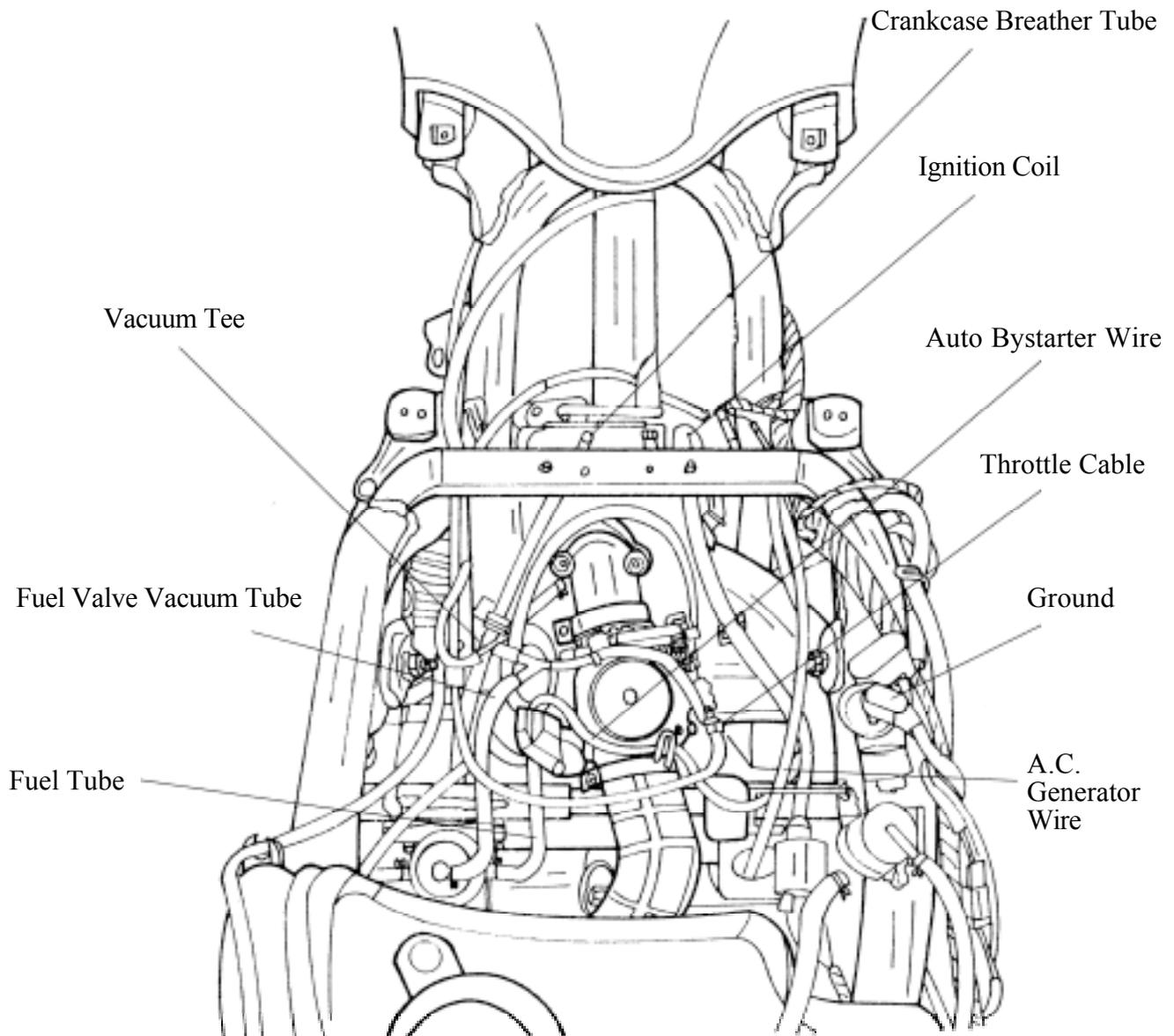
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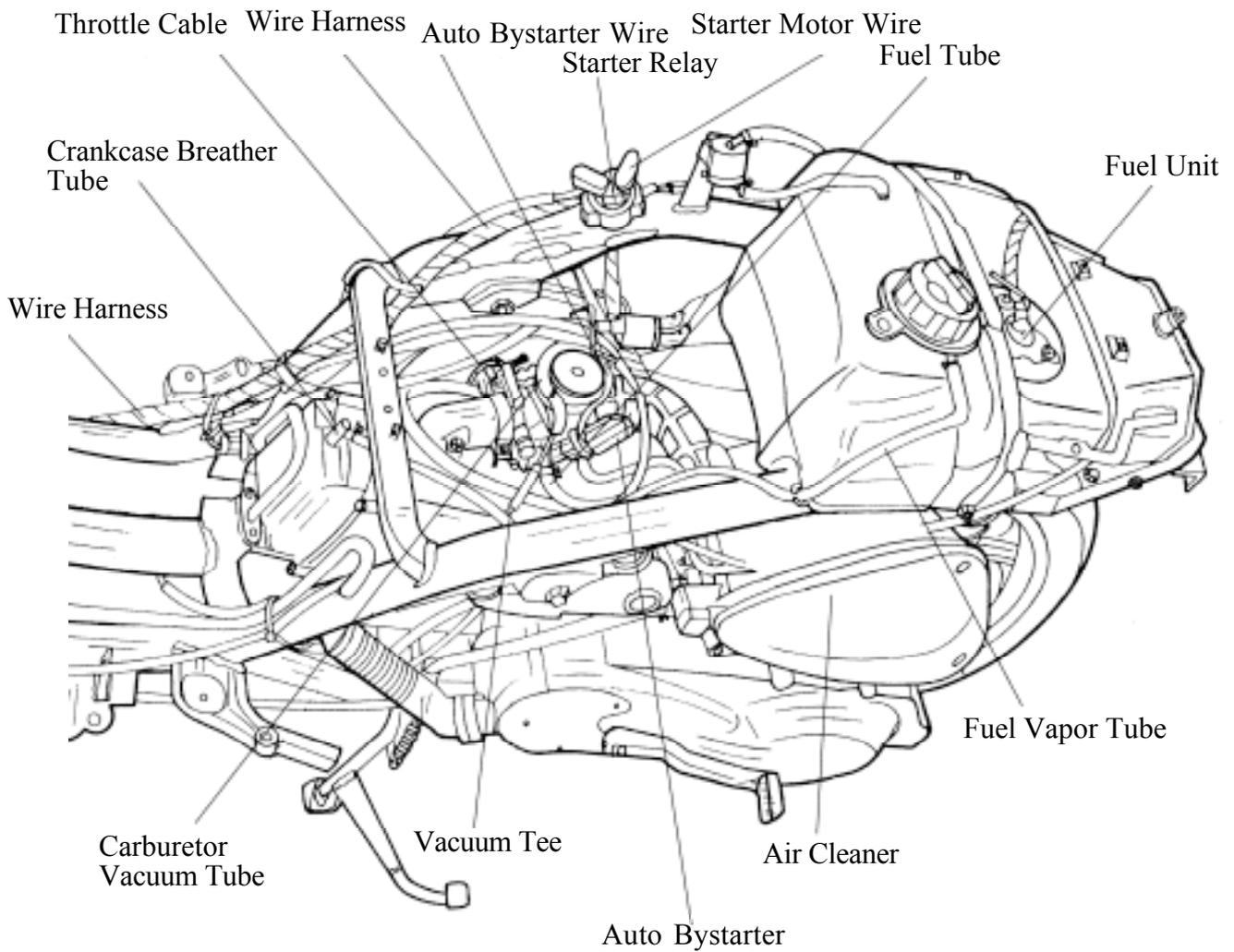
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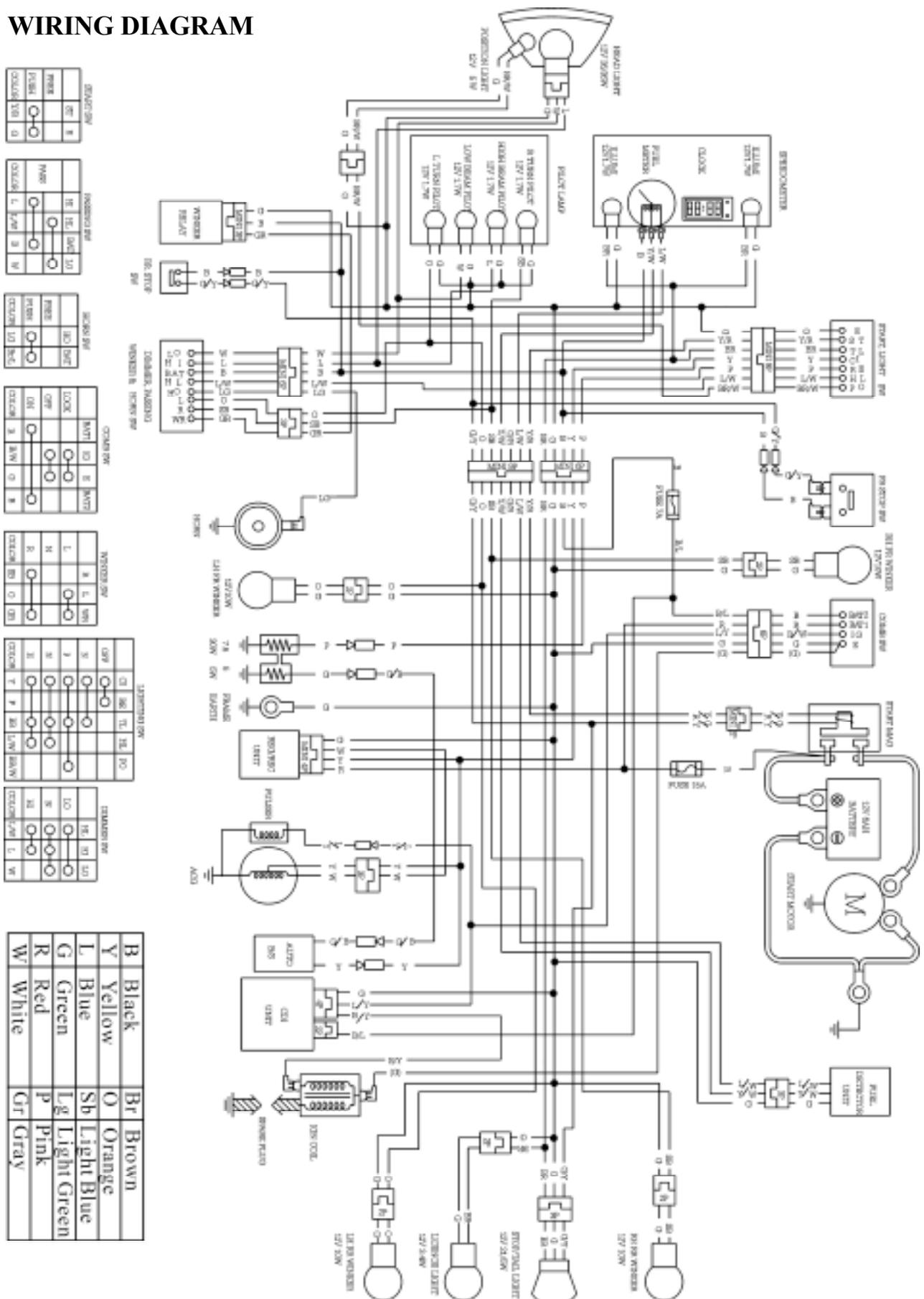


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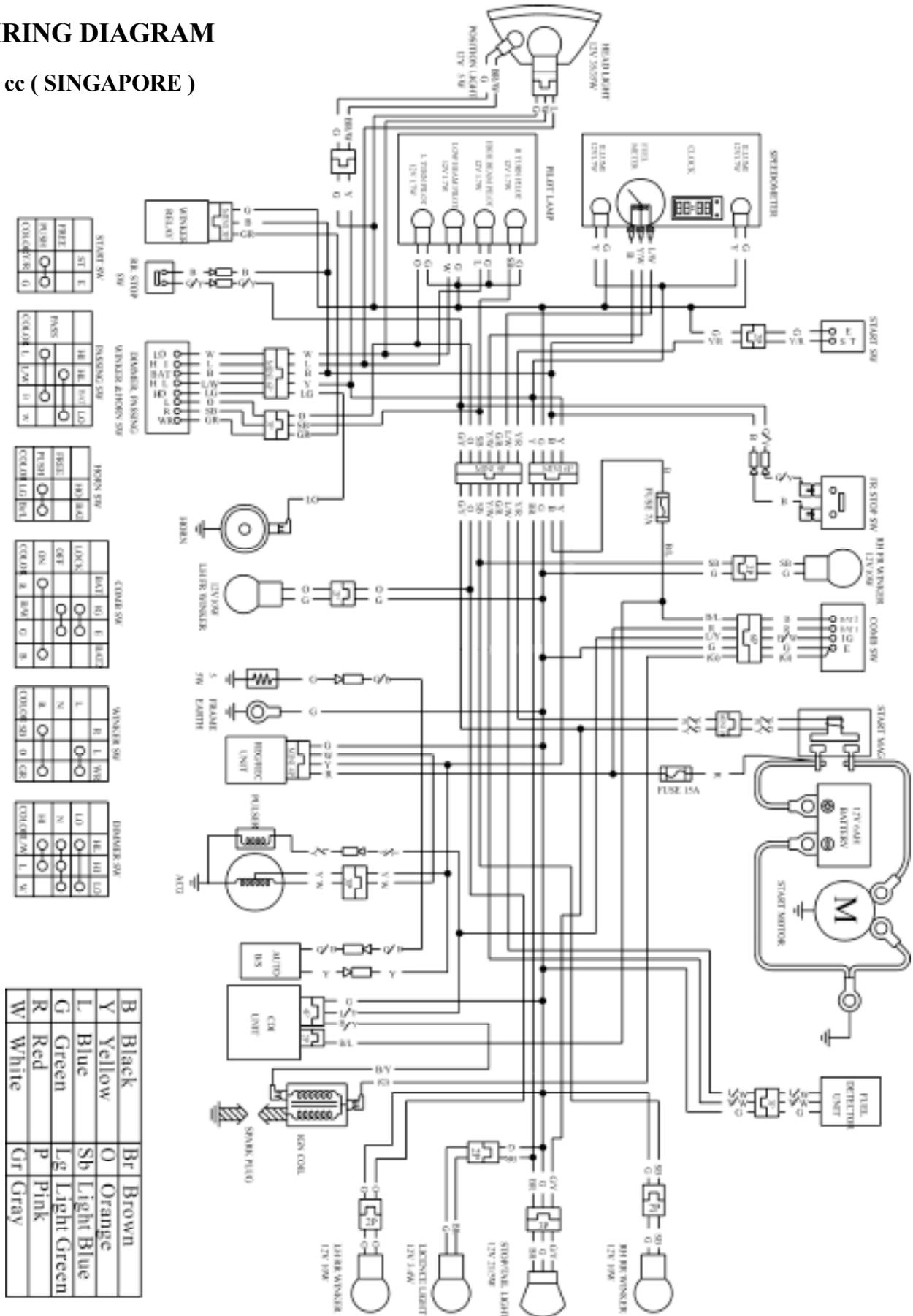
## WIRING DIAGRAM



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## WIRING DIAGRAM

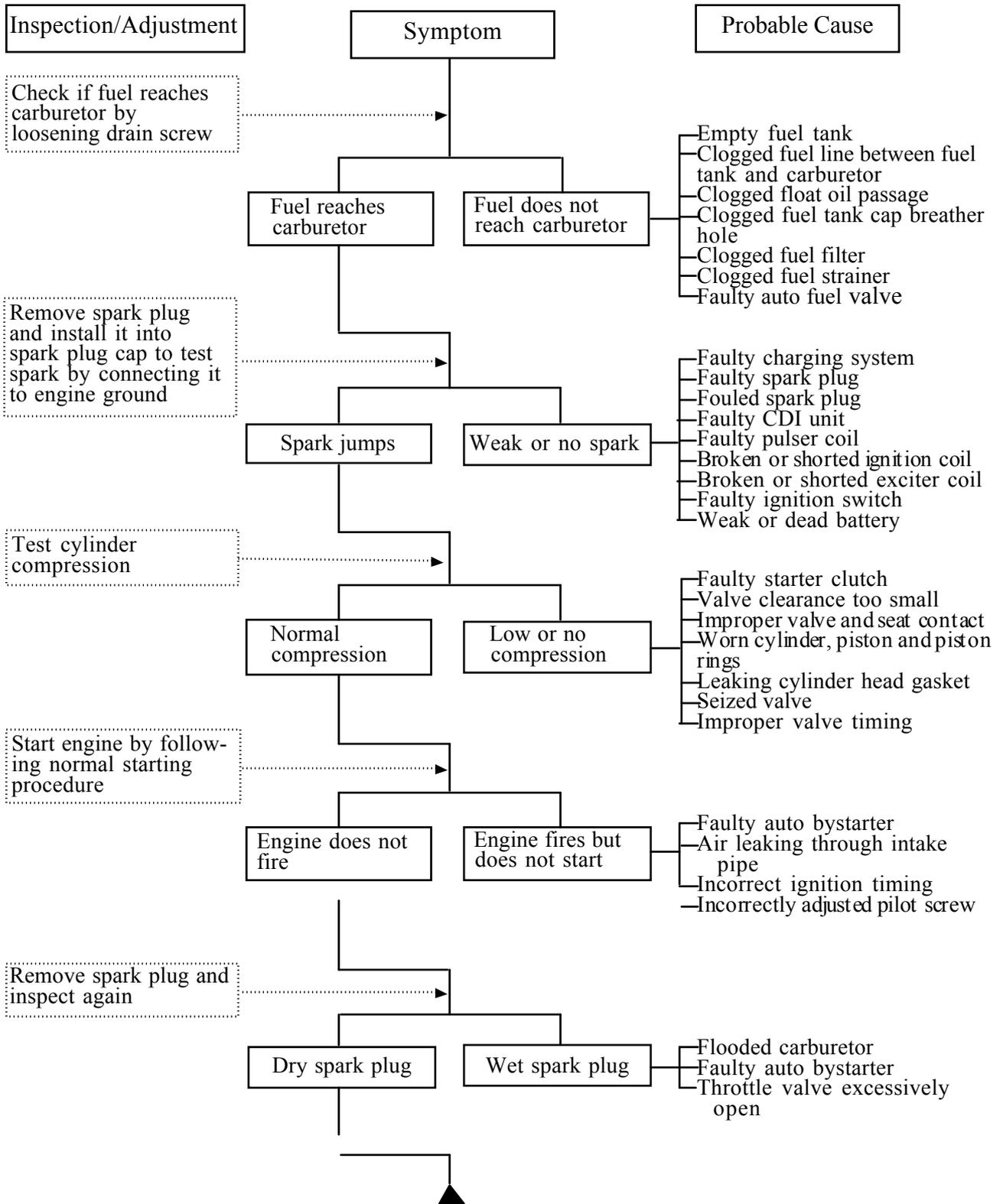
150 cc ( SINGAPORE )



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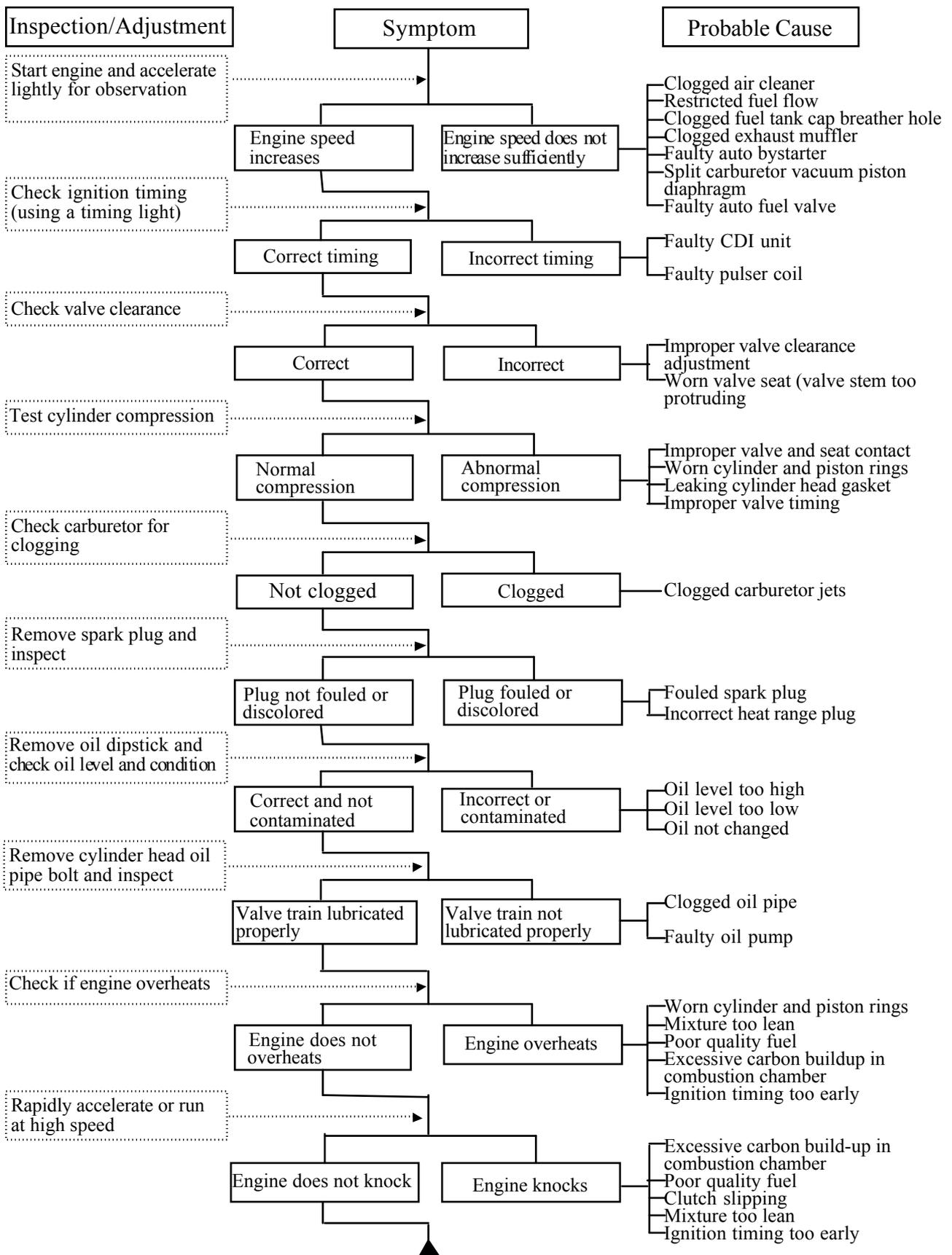
## TROUBLESHOOTING

### ENGINE WILL NOT START OR IS HARD TO START



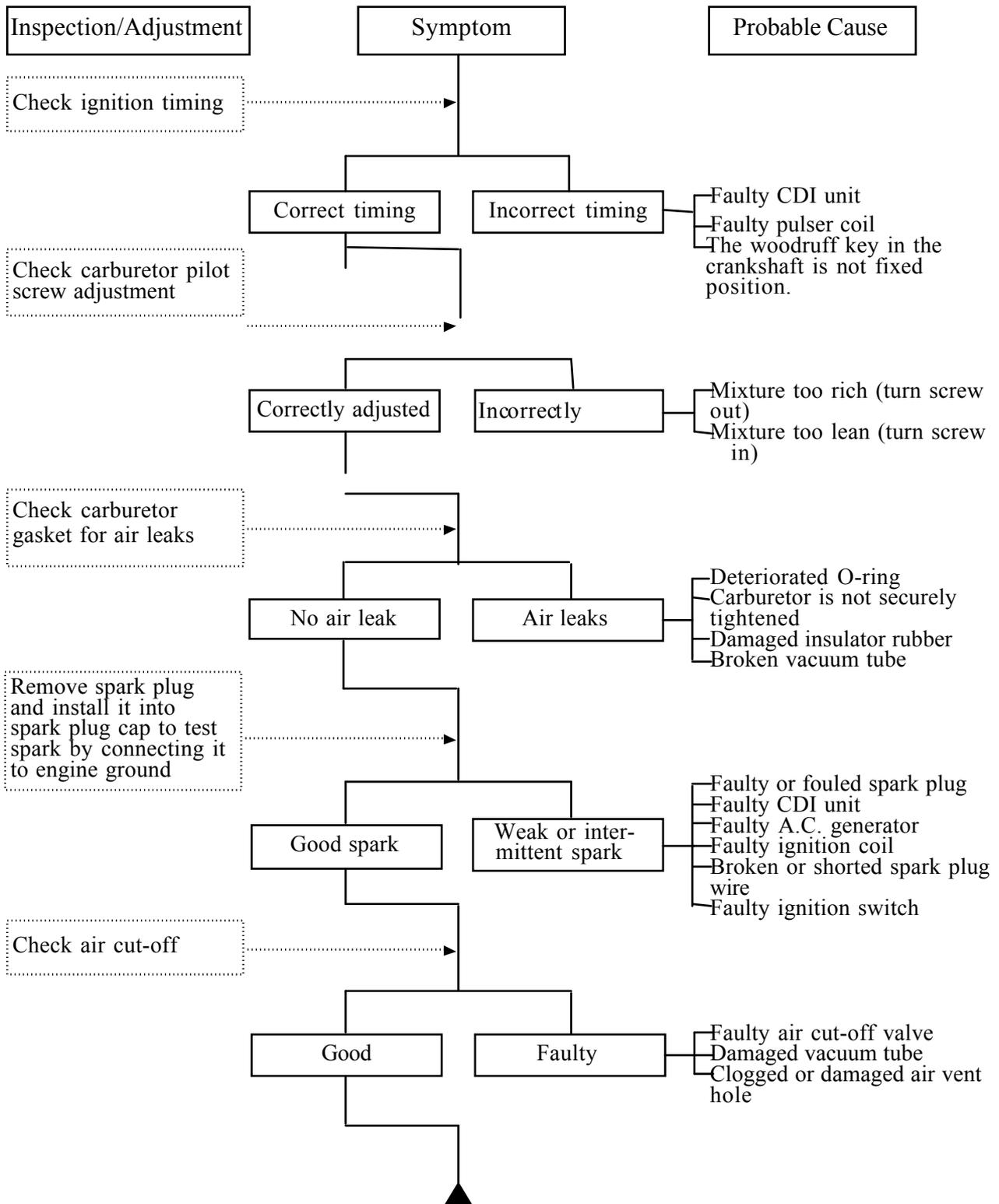
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## ENGINE LACKS POWER



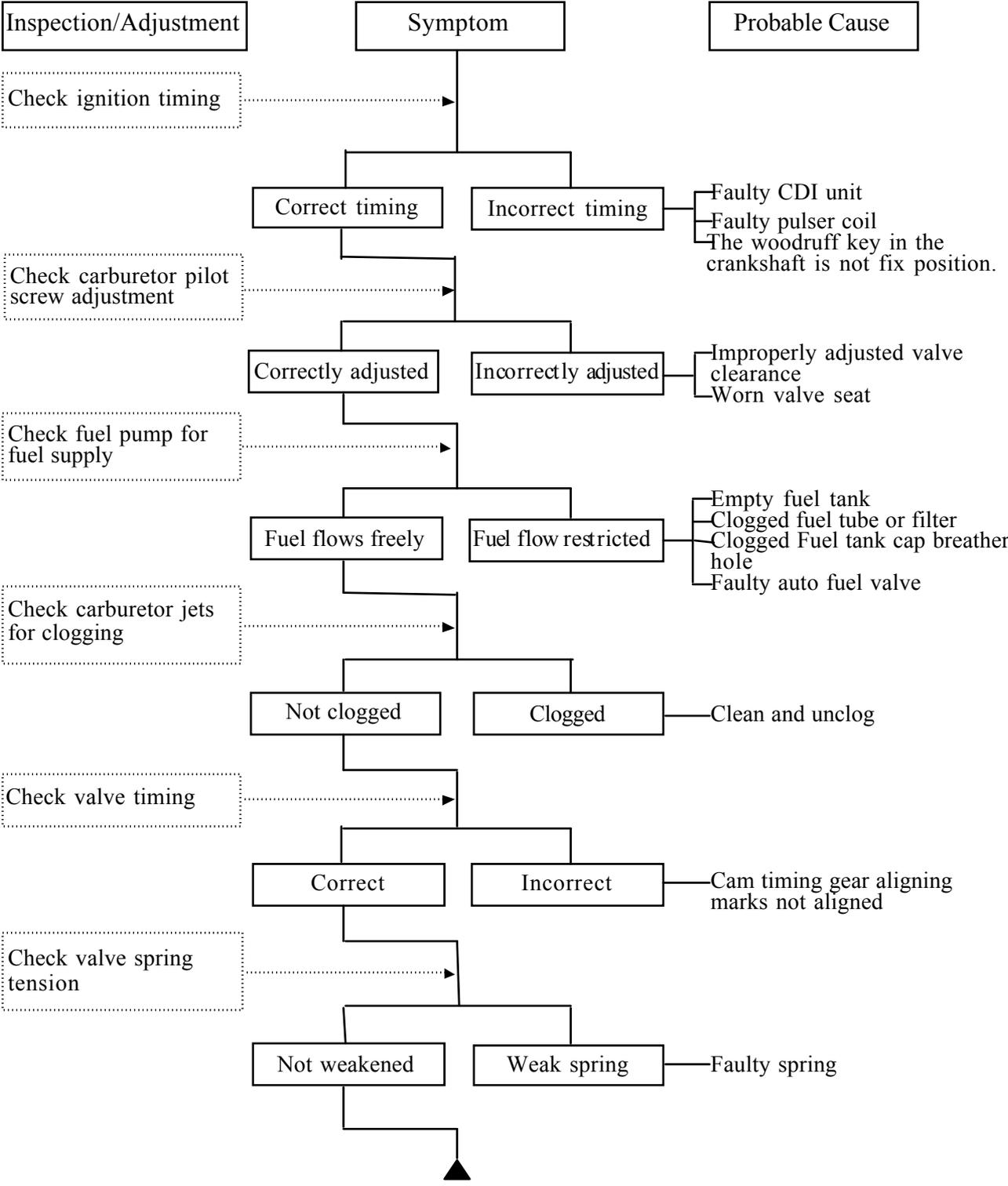
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## POOR PERFORMANCE (ESPECIALLY AT IDLE AND LOW SPEEDS)



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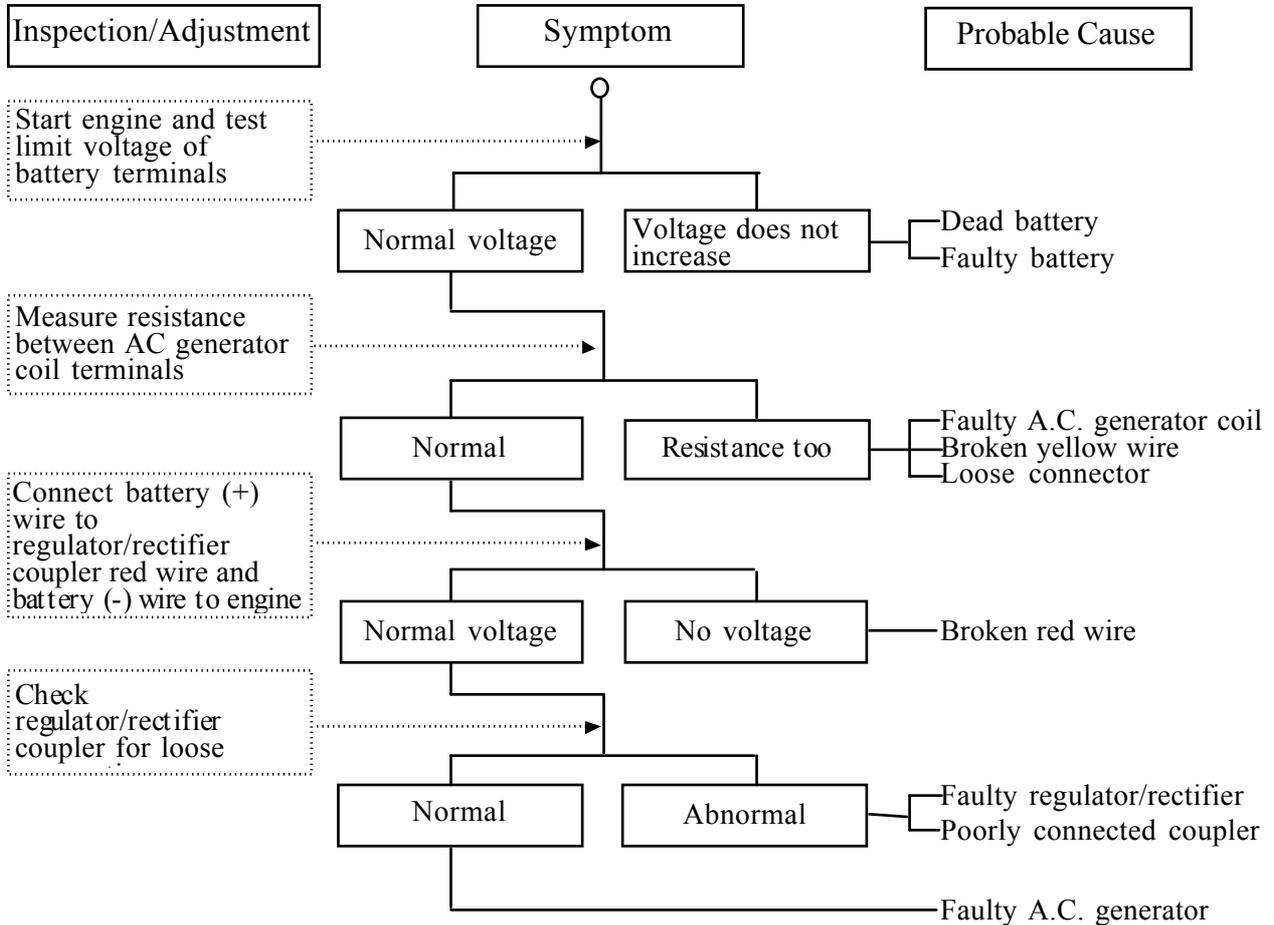
## POOR PERFORMANCE (AT HIGH SPEED)



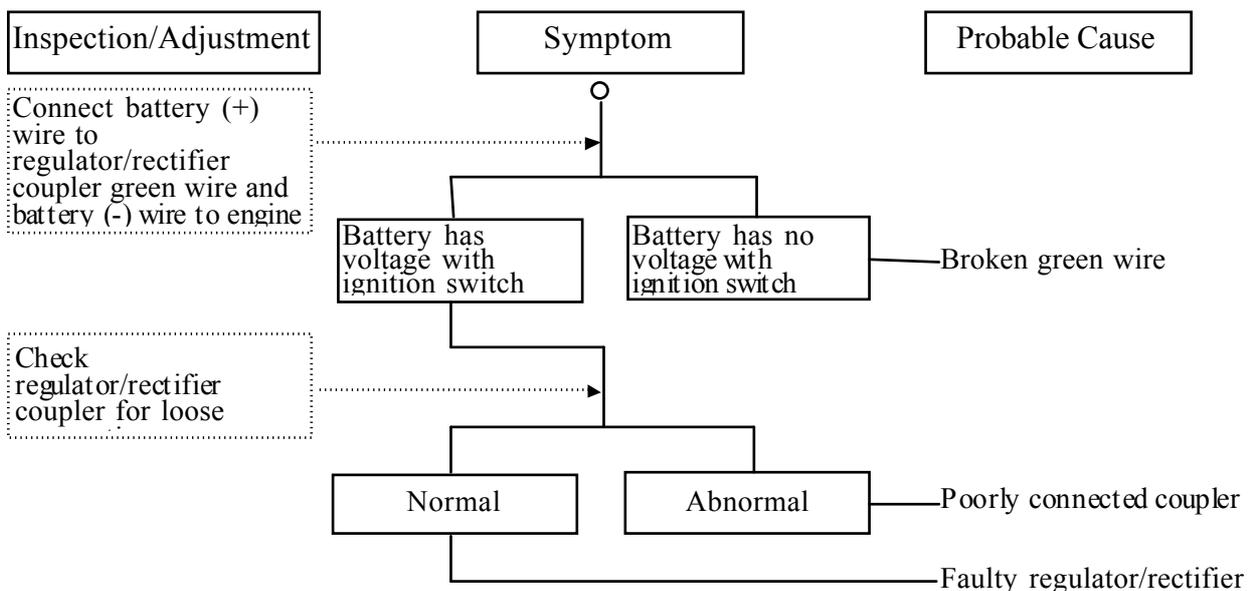
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## POOR CHARGING (BATTERY OVER DISCHARGING OR OVERCHARGING)

### Undercharging



### Overcharging



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## NO SPARK AT SPARK PLUG

