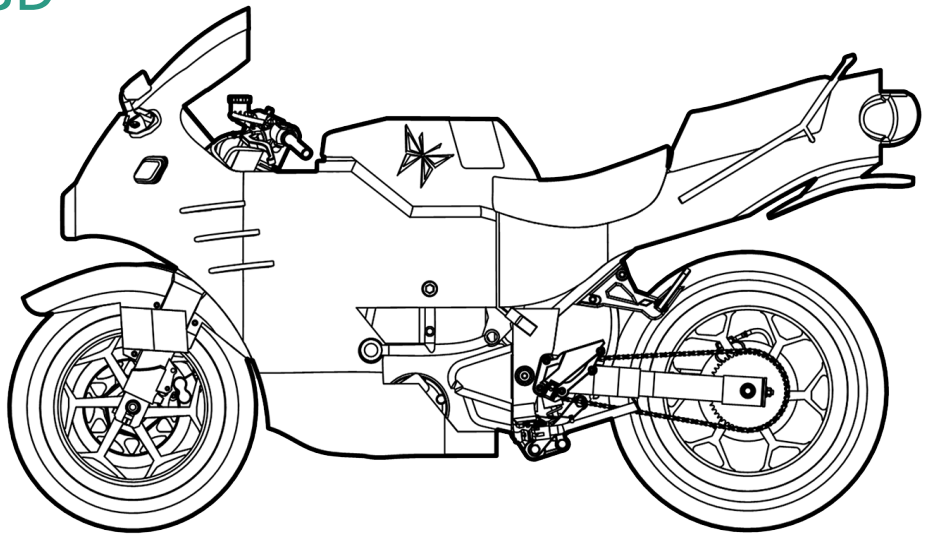
OPERATION MANUAL

Issue/ March 2026



Cortona3D - Motorcycle Demo

Electric motorcycle

Chapter 1

Topics:

Introduction

Congratulations on your new electric motorcycle purchase and thank you for choosing us. We hope you enjoy riding your motorcycle as much as we enjoy building it. This manual is a comprehensive guide that provides important information about the technical features of your motorcycle, along with tips for proper operation and maintenance. It is important that you read these operating instructions carefully before riding your motorcycle for the first time. Proper use and maintenance of your electric motorcycle will ensure your safety and extend its lifespan. Our team is always available to provide advice and assistance when needed.

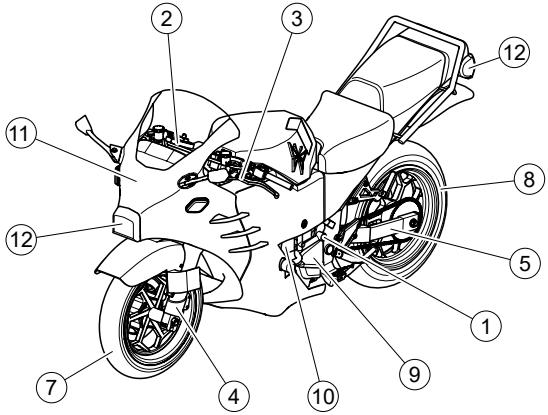
- Read the manual carefully.
- Follow all the recommendations and procedures contained in this manual.
- Pay close attention to the safety messages contained in this manual and on the motorcycle.

This manual is primarily intended for use by trained mechanics in properly equipped service facilities. However, it contains sufficient information for the owner who wishes to perform basic maintenance and repairs on the electric motorcycle themselves.

For quick reference, the manual should be kept in the motorcycle's luggage compartment, ensuring that it is easily accessible when needed.
This manual is considered a permanent part of the motorcycle and should remain with the vehicle, even when it is resold.
This manual contains the latest available production information before printing. However, slight discrepancies between your motorcycle and the illustrations and text in this manual may occur.

We reserve the right to change all products without prior notice or obligation.

General view



1. Frame	**4**. Front fork	**7**. Front wheel	**10**. Battery
2. Steering	**5**. Swingarm	**8**. Rear wheel	**11**. Cowling
3. Brakes	**6**. Rear absorber	**9**. Motor	**12**. Light

Technical data

Performance figures

Maximum capacit	120 hp (80 kW)
Top spee	120 km/h
Range	120-150 km
Charge time	2-5 hours

Electrical system

Batteries	Li 60-120 Ah
Recharge cycles	1500 times
Motor Type	Mid-Drive
Battery capacity	3-15 kWh
Bulb for high-beam headlight	LED
Bulb for low-beam headlight	LED
Bulb for tail light/brake light	LED

Dimensions

Overall lengt	2100 mm
Overall width	650 mm
Overall height	1200 mm
Weight	130 kg
Front tyre	120/70ZR17 M/C (58 W)
Rear tyre	150/55ZR17 M/C (73 W)
Tilt angle of the rotation axis	27°
Front brake	Disk brake
Rear brake	Disk brake

Specifications are subject to change without notice and may not apply in some countries.

WARNING: Not checking before use could result in serious damage or an accident. The inspection should be performed daily before operating the vehicle.

Power jack installation

Introduction

The power jack is an auxiliary lifting device designed to raise the motorcycle safely during maintenance or tire service.
This chapter explains the correct installation procedure, describes the function of each component, and provides detailed safety and inspection guidelines to ensure proper operation.
Incorrect installation of the power jack may lead to instability, frame damage, or personal injury. Follow all steps exactly as described.

Table 1: Required tools and supplies

Tool / Material	Specification / Remark
10 mm wrench / Allen key	For plug and retainer removal
Jack lever	For lifting the motorcycle
Clean cloth	Prevents scratching bodywork
Light grease	For retainer lubrication (optional)
Torque wrench	For controlled tightening (recommended)

Purpose

To install and secure the power jack to the left side of the motorcycle frame for lifting, inspection, or service operations.

Pre-installation notes:

Before installing the power jack, verify the following:

- The motorcycle is parked on a stable, level surface
- The engine is switched off and cooled down
- The left cowling area is free from mud, debris, or oil
- No wiring harness is routed behind the plug area

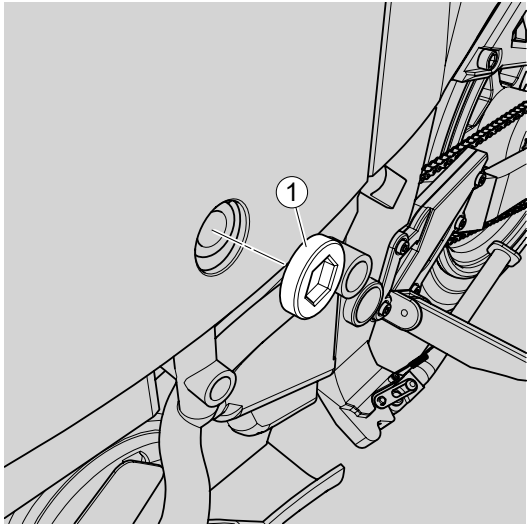
CAUTION: Never lift the motorcycle using the power jack if the ground is uneven or slippery. Instability may cause the motorcycle to fall, resulting in injury or damage.

Note: installing the jack on a clean surface ensures a more secure and stable grip during lifting.

1. **Tip:** Keep the removed plug in a safe place — you will need it again if the jack is

Note: The plug prevents dirt and moisture from entering the frame guide holes. Store it safely—if the jack is later removed, the plug must be reinstalled.

Locate the plastic plug on the left cowling and unscrew the plug on the left cowling. Remove the protective plug located on the left cowling to expose the jack mounting point. Use the appropriate wrench and apply gentle force to avoid damaging the plastic threads.

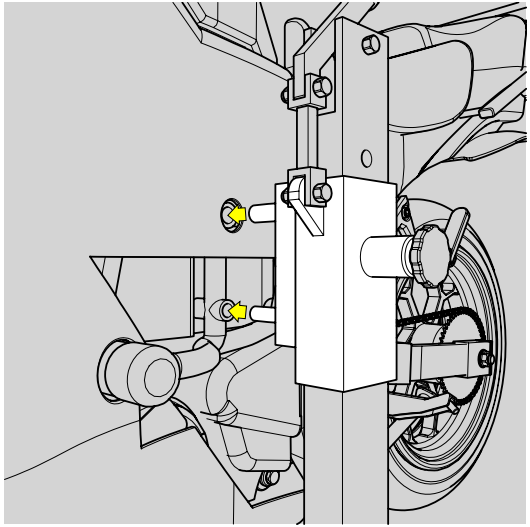


2.

CAUTION: Do not force the jack into the holes.
Misalignment can damage the frame mounts or bend the jack

Tip: Apply a thin layer of light grease on the jack pins to ease insertion and prevent corrosion.

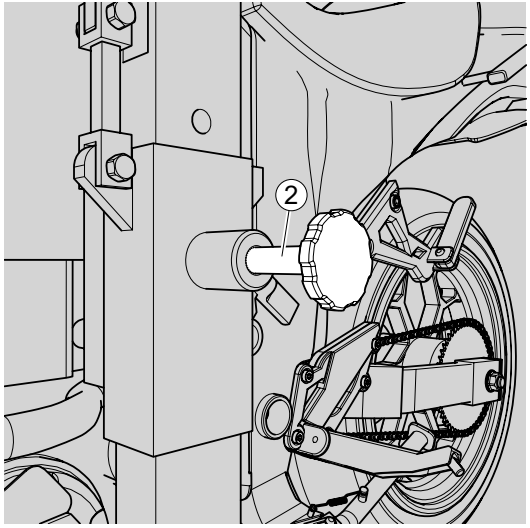
Position the jack against the guide holes in the frame. Align the jack mount with the guide holes on the left side of the frame. Ensure both upper and lower guide pins are inserted straight and fully seated.



3. **Note:** Some models may use a locking clip or cotter pin instead of a screw-type retainer.Refer to the specific parts diagram for your model if unsure.

Tip: Inspect the retainer for damage or wear; replace if it no longer locks securely.

Remove the jack retainer (2) to release the jack lever mechanism.The retainer prevents accidental jack operation during transport, so store it carefully.

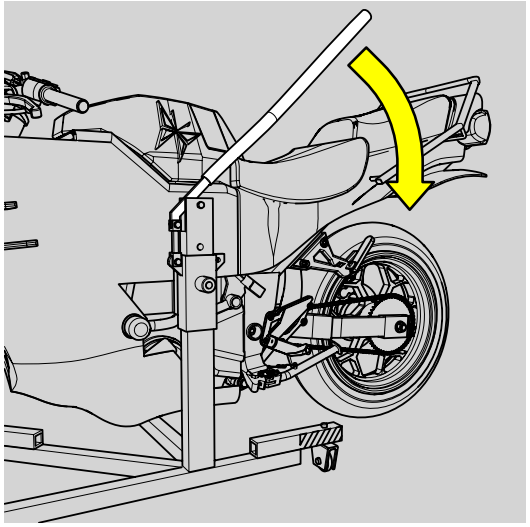


4.

CAUTION: Lift the motorcycle only to the recommended height. Excessive lifting may destabilize the vehicle or overstress frame components.

Important: Once lifted, gently shake the motorcycle to check stability. If any movement occurs, lower the jack and reposition it before continuing.

Lift the motorcycle with the jack lever.Operate the jack lever slowly and steadily to lift the motorcycle. Ensure the jack contacts the frame uniformly and does not shift during lifting.



5. Install the retainer (2) to secure the jack lever. Ensure the retainer is fully seated and click-locked (or tightened, depending on design).

Ensure the retainer:

- sits fully in its groove
- locks securely
- cannot be removed by hand without deliberate pulling

Note: The retainer prevents the jack lever from dropping unexpectedly during service operations.

CAUTION: Again, make sure that the vehicle is securely positioned so that there is no risk of it falling over.

Chapter 2

Disassembling the front fender assy

Before starting the procedure:

• Check that the motorcycle is clean around the fork legs to prevent dirt from falling into the threads.
• Verify that the front wheel rotates freely and there are no obstructions near the fender.
• Confirm that the brake hose and speed-sensor wiring have enough slack to be moved without tension.

Table 2: Required tools and supplies

Tool / Material	Specification / Remark
10 mm combination wrench	For mounting bolts
Torque wrench	0–50 N·m range
Hex socket set	Standard metric
Soft cloth or fender cover	To protect painted surfaces
Penetrating oil (optional)	For seized bolts
Plastic pry tool	To gently separate fender edges

Note: Performing the disassembly immediately after washing the motorcycle can soften accumulated dirt and make removal easier

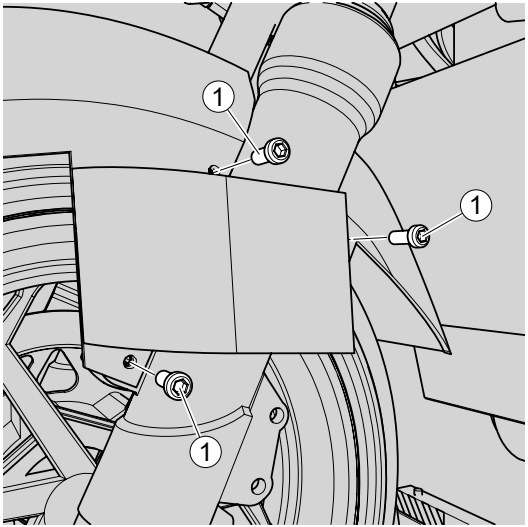
1. **Secure the Motorcycle**

Place the motorcycle on a stable lift or center stand. Use straps if necessary to stabilize the handlebar. Remove any accessories attached near the front fender (reflectors, mud extensions, decorative caps).

WARNING: Ensure that the vehicle is firmly and safely secured to prevent any risk of it tipping over or falling during the procedure.

2. **CAUTION:** Do not use power tools to loosen these bolts; the vibration may scratch the painted surface or round the bolt heads.

Using a 10 mm wrench, unscrew and remove the bolts (1) on the left side of the front fender. Support the fender with one hand while removing the final bolt.



3. **Note:** Bolts and washers on the left and right sides may differ in length. Mark their positions to ensure correct reassembly.

Unscrew the bolts on the right side of the front fender.

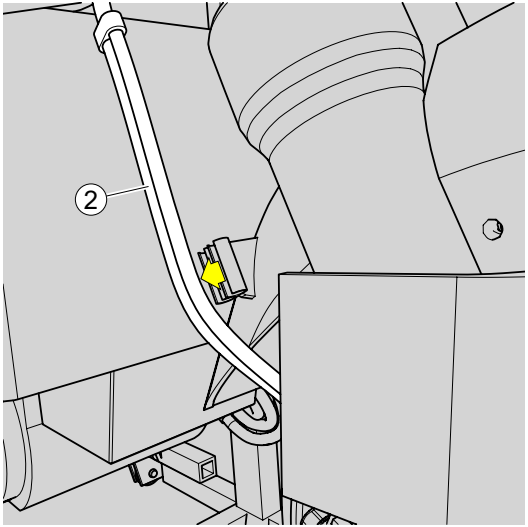
4. **Note:** Mark the original routing of the brake hose with tape or take a photo reference for correct installation later.

CAUTION: Forcing the fender may distort the inner brackets, leading to vibration noise when the motorcycle is in motion.

Disconnect the brake hoses (2) from the brackets on the front fender. Remove the two clamp bolts securing the brake hose to the fender. then slide the clamp away from the fender and support the hose to avoid stress on the fittings.

5. **Tip:** If paint adhesion between the fender and fork brackets causes sticking, insert a thin plastic pry tool and twist gently.

Remove the front fender. Make sure to keep all the bolts and parts in a safe place for reassembly.



6. **Important:** Verify that all rubber grommets are intact and seated properly.
• Inspect brake hose routing; ensure it passes outside the fork leg guide.
• Check fork clearance by turning the handlebars fully left and right.

Check the inner surface for cracks, discoloration, or impact marks. Inspect mounting holes for elongation or stripped threads. Clean the fork brackets with a soft cloth and mild detergent.

7. Store the Removed Fender. Place the fender on a padded surface or hang it using soft hooks to avoid deformation.

Note: Do not expose the fender to temperatures above 50 °C (122 °F). Excessive heat may cause permanent warping of thermoplastic materials.

Front wheel removal

Table 3: Required tools and supplies

Tool / Material	Specification / Remark
Front stand or center lift	To safely elevate the motorcycle
Torque wrench	Range: 0–150 N·m
Socket wrench	17 mm (axle), 12 mm (caliper bolts)
Soft-faced mallet	For axle removal
Grease	Lithium-based, for axle lubrication
Clean cloths	For cleaning the wheel hub and fork ends

Place the vehicle on a suitable stand or jack stand so that the front wheel is raised.

Preliminary inspection
Before starting, perform the following checks:
• Verify that the motorcycle is on a level surface and is stable.
• Inspect brake hose routing and speed sensor wire for tension or damage.
• Make sure the brake discs are cool to the touch before removal.

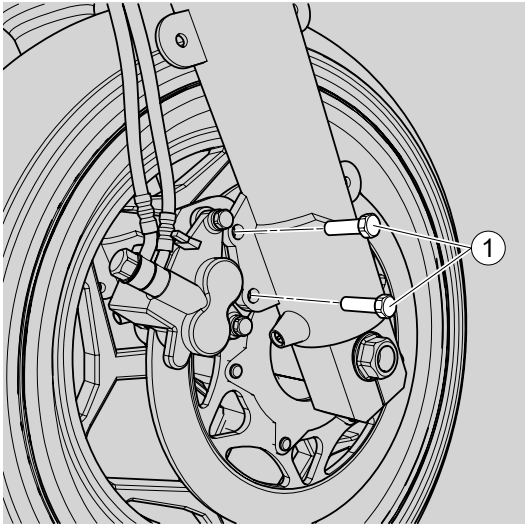
CAUTION: Removing a hot wheel or caliper can cause burns or deformation of components due to residual heat.

Note: On ABS-equipped models, disconnect the front wheel speed sensor cable from its bracket to prevent damage during removal.

1. Lift and Secure the Motorcycle. Use a front stand or hydraulic lift to raise the front wheel off the ground. Ensure that the stand engages both fork legs securely.
2. **CAUTION:** Make sure that the vehicle is securely fastened to avoid any risk of it falling. An unstable motorcycle may fall while the axle is being removed, causing serious injury.

WARNING: Do not operate the brake lever while the calipers are removed. This can push the pistons out of the caliper body and cause brake fluid leakage.

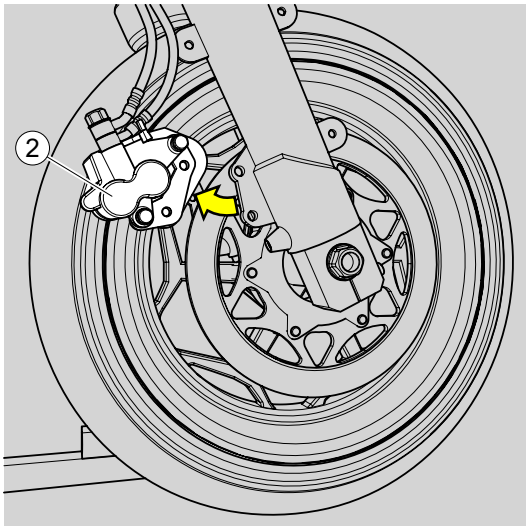
Using a 12 mm socket, unscrew the bolts (1) securing the brake caliper to the front fork tube on both sides.



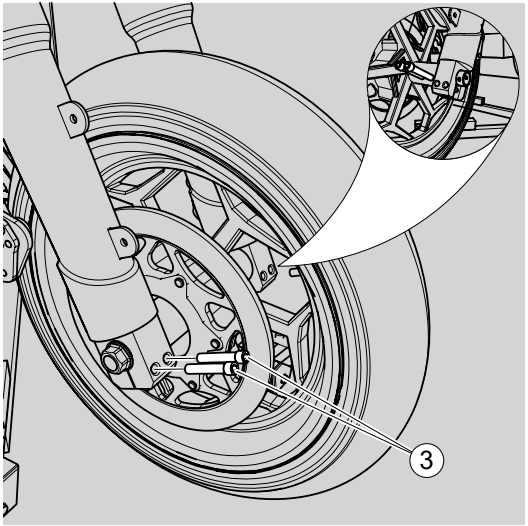
3. **WARNING:** Inspect the brake disc to determine if it is damaged or cracked.

Tip: Place a piece of cardboard or a soft spacer between the brake pads to prevent them from closing completely.

Disconnect the front brake caliper (2) and move it to the side.



4. Unscrew the bolts (3) on the right and left side of the front fork tubes that hold the front wheel axle. Unscrew the front wheel nut and remove the axle. Hold the axle head with a 17 mm socket and loosen the axle nut. Carefully tap the axle through with a soft-faced mallet while supporting the wheel. Remove the axle and note the position of the left and right spacers.

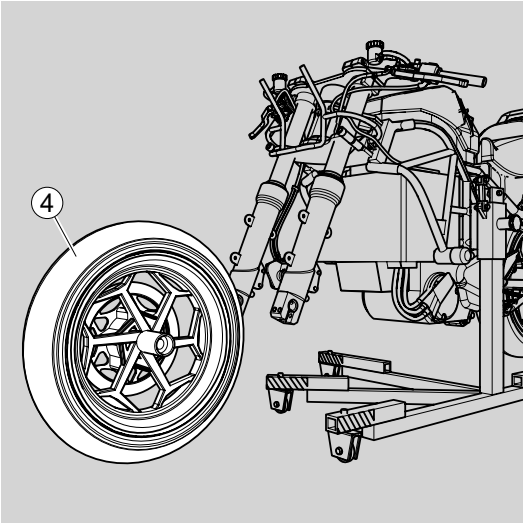


5. Unscrew the front wheel nut and remove the axle.

6. **Note:** Spacers are not interchangeable- mark them “L” (left) and “R” (right) during disassembly.

WARNING: Avoid contact between the brake disc and caliper brackets. Any scratches or bending can cause brake noise or vibration after reassembly.

Lower and remove the front wheel (4). Before disassembling the front wheel, make sure you have the necessary tools and equipment. Support the wheel with one hand and gently lower it out from between the fork legs. Guide the brake discs clear of the calipers and ABS sensor (if equipped).



Left front fork removal

Table 4: Required tools and supplies

Tool / Material	Specification / Remark
Front stand or center lift	To safely elevate the motorcycle
Torque wrench	0–80 N·m range
Socket wrench	8 mm (axle pinch bolts), 14 mm (fork clamp bolts)
Soft-faced mallet	For light tapping
Tie-down strap	To secure the handlebar during service
Clean rags	For wiping fork tubes and clamps

Preliminary inspection

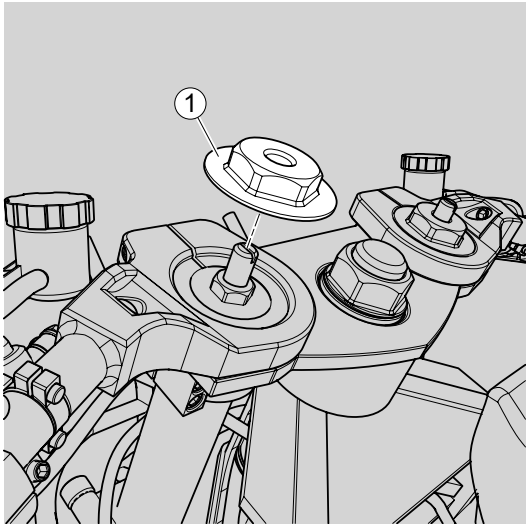
Before starting, perform the following checks:
• Ensure that the front wheel and fender are already removed.
• Check for any oil leakage or visible damage on the fork surface.
• Confirm that the handlebar and upper bridge are stable and supported.

Note: Removing the fork leg one at a time helps maintain the alignment of the triple clamps and steering head.

1. **CAUTION:** Ensure that the vehicle is securely fastened to prevent any danger of it falling.

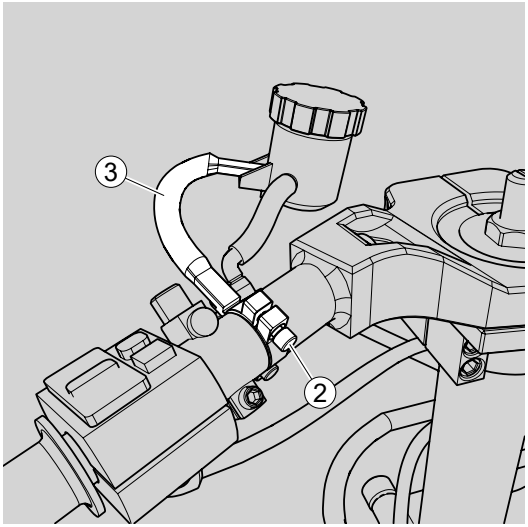
WARNING: A shifting center of gravity can cause the motorcycle to fall once the fork is removed. Always verify the balance before proceeding.

Place the motorcycle on a stable stand. Use tie-down straps on both sides of the handlebar to prevent the frame from tilting. Ensure that the steering remains centered during disassembly. Remove the nut cap (1).



2. **Note:** Mark the bracket's original position to ensure correct alignment during reinstallation.

Loosen the bolt (2) securing the steering bracket and slightly rotate the bracket (3) to gain access to the handlebar clamp area.



3. Unscrew the tie bolt that secures the left rudder handle.

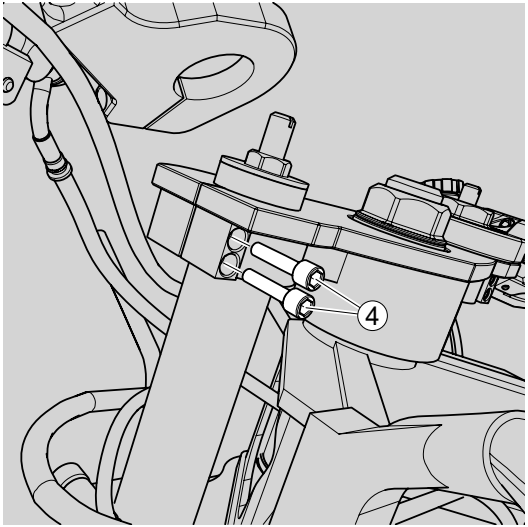
4. Detach the left rudder handle and move it to the side. Support it with a soft pad or cloth to prevent scratches on the tank or frame.

Note: Secure the handlebar to the frame with a soft strap to keep it stable while working on the fork.

WARNING: Do not allow the handlebar to hang by the control cables. This can strain or damage the throttle and clutch lines.

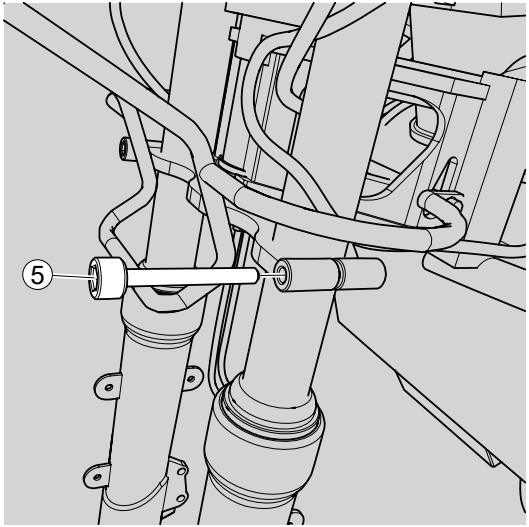
5. **Note:** Keep the bolts in order — the upper and lower bolts may have different lengths or thread pitches.

Unscrew the upper tie bolts (4) that secures the steering bracket.



6. **CAUTION:** Never pry the lower clamp open with a metal tool. Doing so may permanently distort the clamp and affect fork alignment.

Unscrew the lower tie bolt (5) that secures the steering bracket.

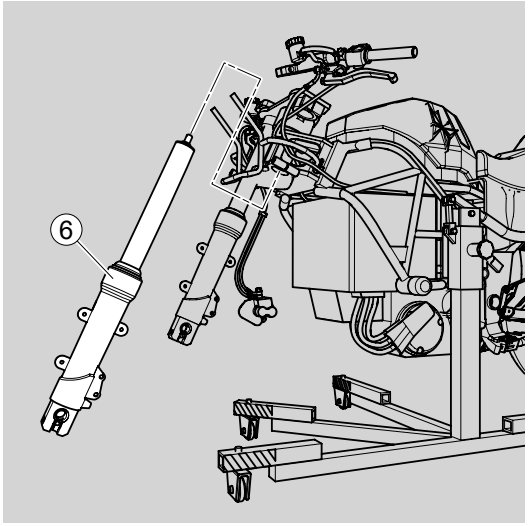


7.

CAUTION: Avoid scratching or bending the fork tube. Even minor surface damage may affect sealing and suspension performance.

Note: Make sure to follow all steps carefully to prevent any damage to the vehicle.

Carefully slide the left front fork tube (6) downward out of the triple clamps while supporting it firmly. If the fork resists, gently rotate it while pulling down. Apply a small amount of penetrating oil to the clamp area if needed.



Right front fork removal

Table 5: Required tools and supplies

Tool / Material	Specification / Remark
Front stand or center lift	To safely elevate the motorcycle
Torque wrench	0–80 N·m range
Socket wrench	8 mm (axle pinch bolts), 14 mm (fork clamp bolts)
Soft-faced mallet	For light tapping
Tie-down strap	To secure the handlebar during service
Clean rags	For wiping fork tubes and clamps

Preliminary Inspection

Before starting, perform the following checks:
• Ensure that the front wheel and fender are already removed.
• Check for any oil leakage or visible damage on the fork surface.
• Confirm that the handlebar and upper bridge are stable and supported.

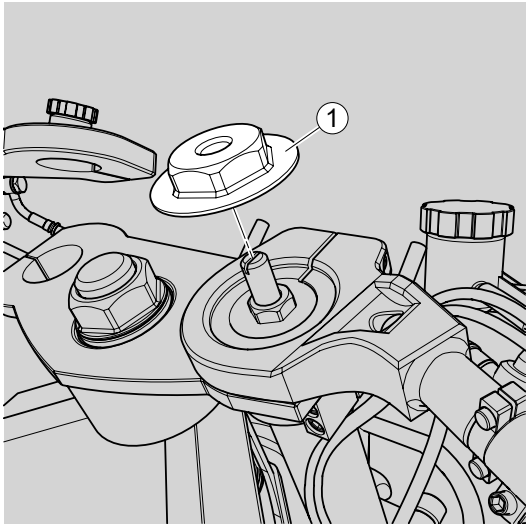
CAUTION: Ensure that the vehicle is securely fastened to prevent any danger of it falling.

Note: When removing the right fork, support the motorcycle carefully to prevent imbalance caused by removing both forks.

1. **Tip:** If the cap is tight or covered with dust, clean the surrounding area first to avoid debris falling inside the steering bracket.

   Use tie-down straps on both sides of the handlebar to prevent the frame from tilting. Ensure that the steering remains centered during disassembly.

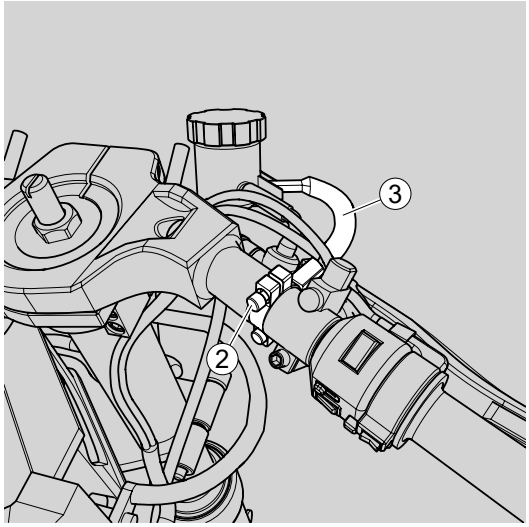
Remove the nut cap (1). Remove the protective nut cap (1) located at the top of the fork or steering bracket. Use a soft cloth or plastic tool to prevent scratches on the chrome surface.



2. **Note:** Mark the bracket's original position to ensure correct alignment during reinstallation.

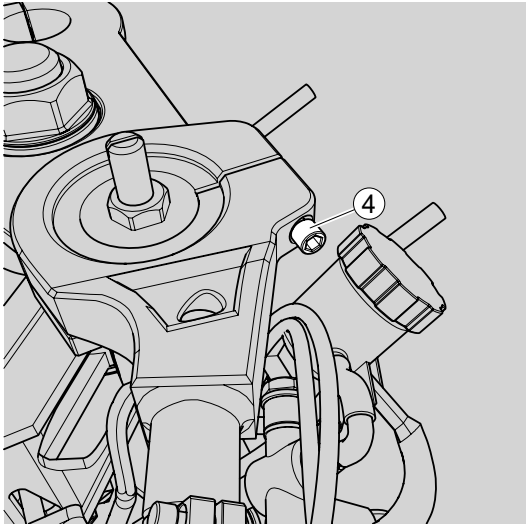
Do not remove the bracket completely—rotation by several degrees is sufficient.

Loosen the bolt (2) that fixes the steering bracket in position, then gently rotate the bracket (3) to allow access to the handlebar clamp area.



3. **CAUTION:** Hold the handlebar securely while loosening the bolt to prevent it from falling and damaging the fuel tank or body panels.

Loosen the tie bolt (4) that secures the right rudder handle. Using a 12 mm socket, loosen the tie bolt (4) that holds the right handlebar to the upper steering bracket.



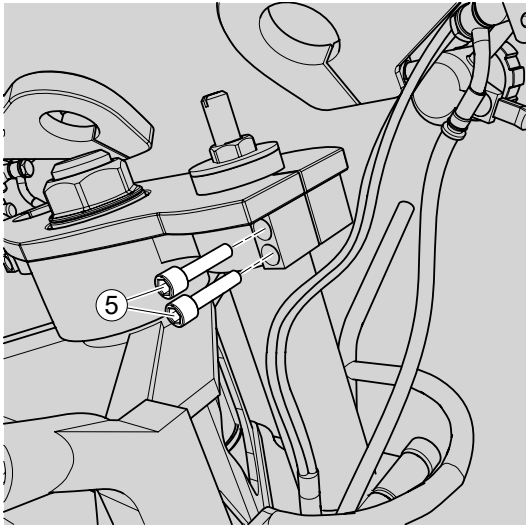
Do not yet detach the handlebar until the bolt is fully released.

4. Detach the Right Handlebar and Move It to the Side Carefully remove the right handlebar from its mounting point and move it aside. Rest it on a soft cloth or pad to prevent damage to the paint or controls.

Note: Secure the detached handlebar to the frame using a soft tie strap to keep it from moving during fork removal.

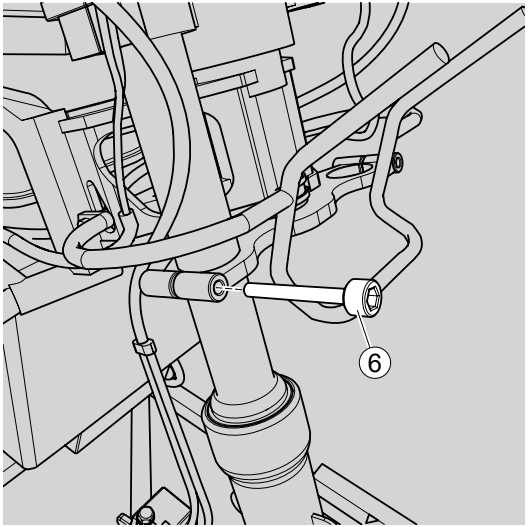
WARNING: Do not allow the handlebar to hang by the throttle or brake cables—this may cause internal cable damage.

5. Unscrew the upper tie bolts (5) that secures the steering bracket. Using a socket wrench, loosen and remove the upper tie bolts (5) from the upper steering bracket. Loosen both bolts evenly to release clamping pressure without twisting the fork tube.



6. **Tip:** Apply a few drops of penetrating oil around the lower clamp area if the tube feels stuck. Allow a few minutes for it to work before attempting removal.

Unscrew the lower tie bolt (6) that secures the steering bracket. Loosen the lower tie bolt (6) of the lower triple clamp. Support the fork tube firmly with one hand while releasing the bolt.



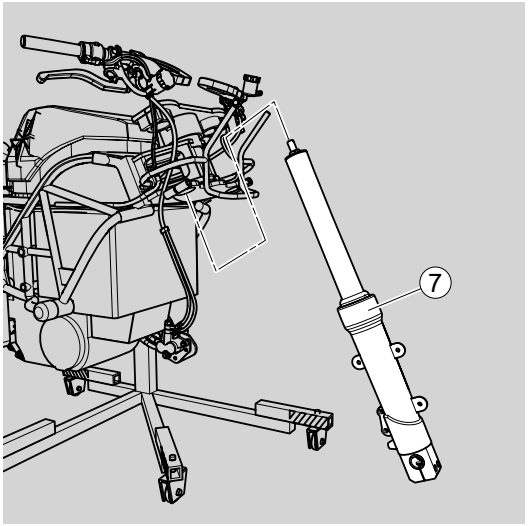
7. **WARNING:** Do not strike or force the fork tube.

Even minor dents or scratches can lead to oil seal failure or improper damping performance.

Note: Make sure to follow these steps carefully to prevent any damage to the vehicle.

Tip: After removal, wipe the fork clean with a lint-free cloth and place it on a padded surface.
If resistance is felt during reinstallation, clean the inner clamp surfaces with alcohol to remove oil residue.

Carefully remove the right front fork tube (7). Holding the fork securely, gently twist it while sliding it downward out of both clamps. Remove the right front fork tube (7) completely. Make sure to follow these steps carefully to prevent any damage to the vehicle.



Chapter 3

Topics:

Frame assy

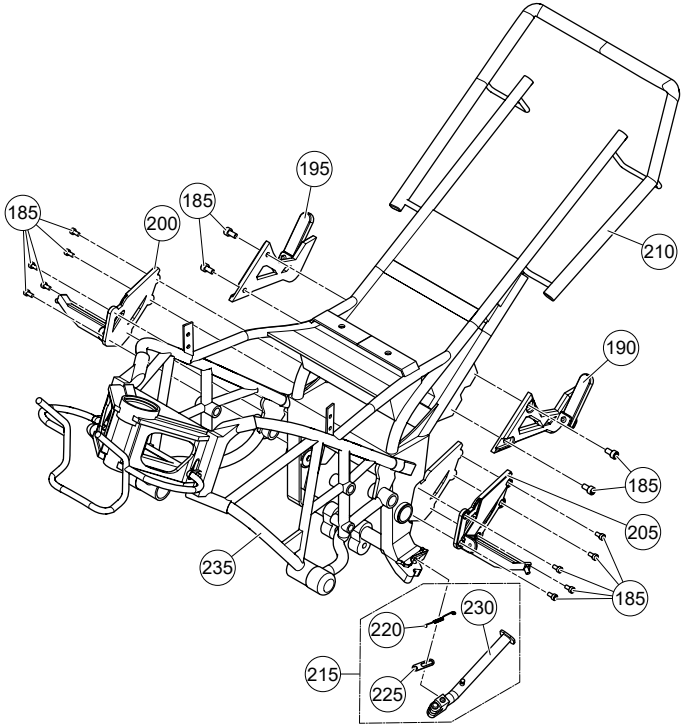


Figure 1: Frame assy - Exploded view

ITEM	DESCRIPTION	PART NO.	QTY
175	•FRAME ASSY	C3D-11000-E01	1
180	••STEPS	C3D-11200-E01	1
185	•••BOLT	C3D-70011-E01	14
190	•••HOLDER PASSENGER LEFT	C3D-11230-E01	1
195	•••HOLDER PASSENGER RIGHT	C3D-11240-E01	1
200	•••HOLDER RIGHT	C3D-11220-E01	1
205	•••HOLDER LEFT	C3D-11210-E01	1
210	••RAILING	C3D-11110-E01	1
215	••SIDE STAND	C3D-11300-E01	1
220	•••SPRING SIDE STAND	C3D-11311-E01	1
225	•••BRACKET SIDE STAND	C3D-11312-E01	1

ITEM	DESCRIPTION	PART NO.	QTY
230	•••BAR SIDE STAND	C3D-11310-E01	1
235	••FRAME	C3D-11100-E01	1

Steering

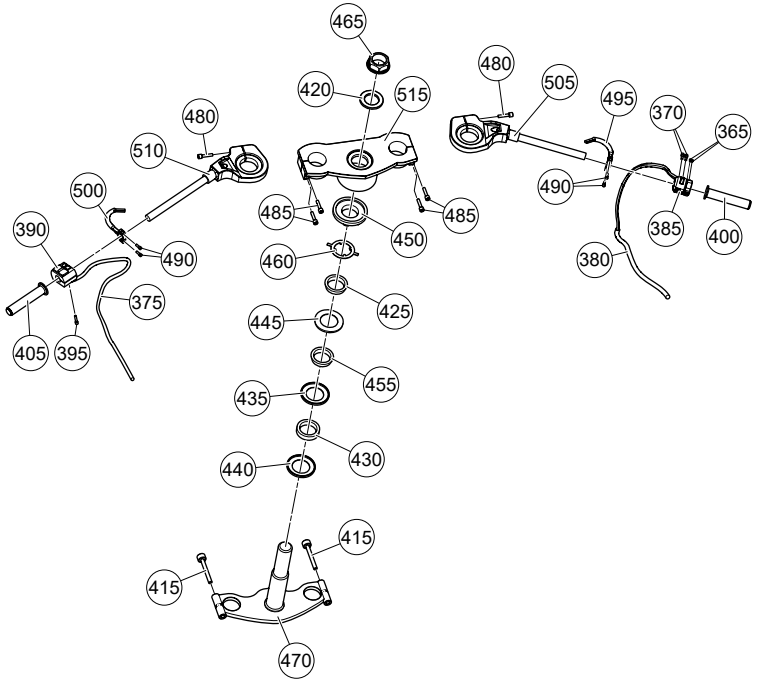


Figure 2: Steering - Exploded view

ITEM	DESCRIPTION	PART NO.	QTY
360	•STEERING	C3D-12000-E01	1
365	••BOLT	C3D-70212-E01	2
370	••BOLT	C3D-70112-E01	2
375	••SWITCH HANDLE CABEL	C3D-12330-E01	1
380	••THROTTLE CABLE	C3D-12430-E01	1
385	••SWITCH THROTTLE	C3D-12420-E01	1
390	••SWITCH HANDLE	C3D-12320-E01	1
395	•••BOLT	C3D-70512-E01	1
400	••THROTTLE GRIP	C3D-12410-E01	1
405	••GRIP	C3D-12310-E01	1
410	••STIM ASSY	C3D-12100-E01	1

ITEM	DESCRIPTION	PART NO.	QTY
415	•••BOLT FLANGE	C3D-70012-E01	2
420	•••WASHER	C3D-12121-E01	1
425	•••BEARING	C3D-12124-E01	1
430	•••BASHER	C3D-12127-E01	1
435	•••LOWER SEAL	C3D-12128-E01	1
440	•••SEAL	C3D-12129-E01	1
445	•••UPPER SEAL	C3D-12125-E01	1
450	•••DUST SEAL	C3D-12122-E01	1
455	•••UPPER BEARING	C3D-12126-E01	1
460	•••FIX WASHER	C3D-12123-E01	1
465	•••STEERING MOUNTING NUT	C3D-12120-E01	1

ITEM	DESCRIPTION	PART NO.	QTY
470	•••STIM	C3D-12110-E01	1
475	••RUDDER ASSY	C3D-12200-E01	1
480	•••BOLT	C3D-70512-E01	2
485	•••BOLT	C3D-70312-E01	4
490	•••BOLT	C3D-70212-E01	4
495	•••BRACKET RUDDER RIGHT	C3D-12240-E01	1
500	•••BRACKET RUDDER LEFT	C3D-12230-E01	1
505	•••CONTROL ARM RIGHT	C3D-12220-E01	1
510	•••CONTROL ARM LEFT	C3D-12210-E01	1
515	•••TOP BRIDGE	C3D-12201-E01	1

Brake

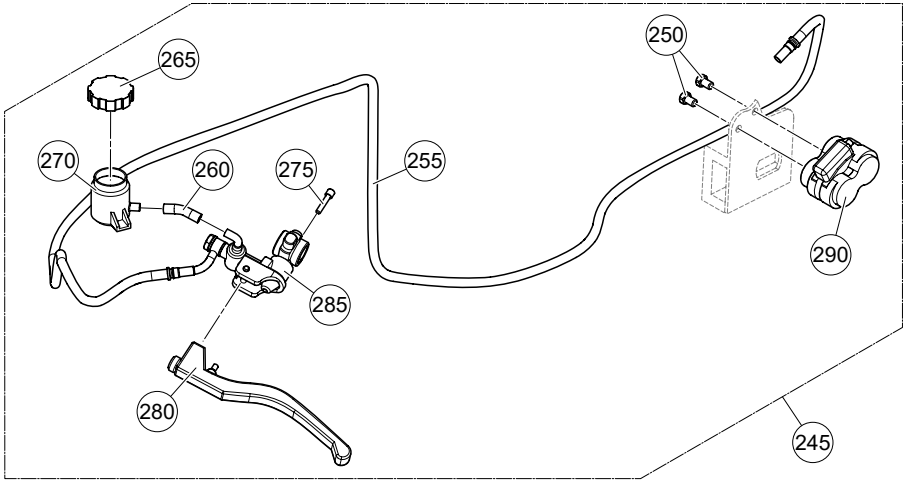


Figure 3: Rear brake - Exploded view

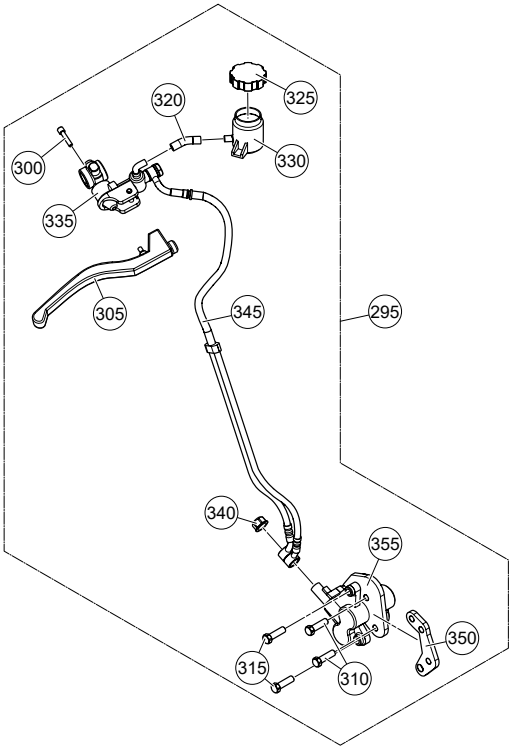


Figure 4: Front brake - Exploded view

ITEM	DESCRIPTION	PART NO.	QTY
240	•BRAKE	C3D-13000-E01	1
245	••REAR BRAKE	C3D-13200-E01	1
250	•••BOLT	C3D-70413-E01	2
255	•••HOSE REAR	C3D-13240-E01	1
260	•••HOSE CUP	C3D-13233-E01	1
265	•••CAP LEFT	C3D-13232-E01	1
270	•••CUP LEFT	C3D-13230-E01	1
275	•••BOLT	C3D-70013-E01	1
280	•••LEVER LEFT	C3D-13210-E01	1
285	•••CYLINDER REAR BRAKE	C3D-13220-E01	1
290	•••CALIPER REAR	C3D-13250-E01	1

ITEM	DESCRIPTION	PART NO.	QTY
295	••FRONT BRAKE	C3D-13100-E01	1
300	•••BOLT	C3D-70113-E01	1
305	•••LEVER RIGHT	C3D-13110-E01	1
310	•••BOLT BRACKET	C3D-70213-E01	2
315	•••BOLT CALIPER FRONT	C3D-70513-E01	2
320	•••HOSE CUP	C3D-13133-E01	1
325	•••CAP FRONT	C3D-13132-E01	1
330	•••CUP FRONT	C3D-13130-E01	1
335	•••CYLINDER FRONT BRAKE	C3D-13120-E01	1
340	•••NUT FRONT BRAKE	C3D-13153-E01	1
345	•••HOSE FRONT	C3D-13140-E01	1

ITEM	DESCRIPTION	PART NO.	QTY
350	•••BRACKET	C3D-13152-E01	1
355	•••CALIPER FRONT	C3D-13150-E01	1

Front fork

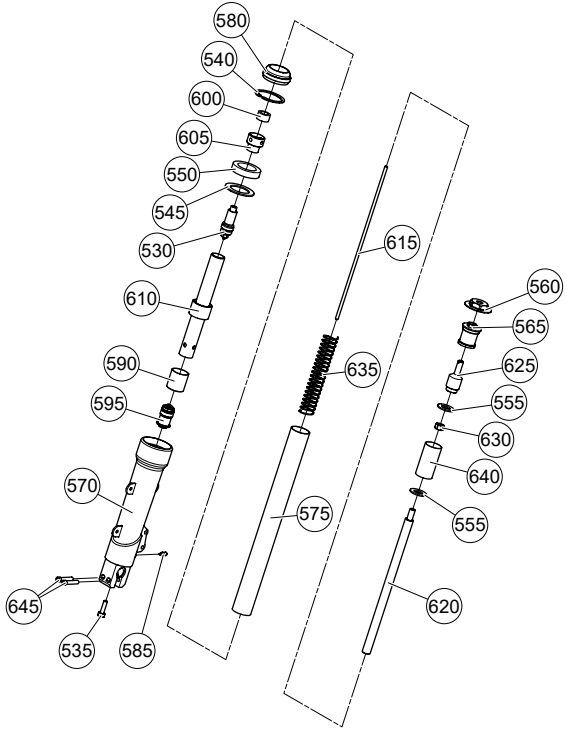


Figure 5: Front fork - Exploded view

ITEM	DESCRIPTION	PART NO.	QTY	INFO
1	ELECTRIC MOTORCYCLE	C3D-00000-E01	1	
520	•FRONT FORK	C3D-21000-E01	1	
525	••FRONT FORK ASSY	C3D-21200-E01	2	Removal LH Removal RH
530	•••VALVE	C3D-21368-E01	1	
535	•••BOLT FORK	C3D-21367-E01	1	
540	•••SEAL STOPPER RING	C3D-21227-E01	1	
545	•••WASHER	C3D-21230-E01	1	
550	•••BUSHING	C3D-21228-E01	1	
555	•••WASHER FORK	C3D-21231-E01	2	
560	•••NUT CAP FORK	C3D-21221-E01	1	

ITEM	DESCRIPTION	PART NO.	QTY	INFO
565	•••COLLAR SPRING	C3D-21223-E01	1	
570	•••TUBE OUTER	C3D-21210-E01	1	
575	•••FORK TUBE	C3D-21220-E01	1	
580	•••SEAL DUST	C3D-21226-E01	1	
585	•••NEEDLE LOWER	C3D-21360-E01	1	
590	•••BUSHING	C3D-21362-E01	1	
595	•••VALVE	C3D-21365-E01	1	
600	•••BUSHING	C3D-21369-E01	1	
605	•••BUSHING	C3D-21370-E01	1	
610	•••DAMPER LOWER	C3D-21355-E01	1	
615	•••NEEDLE	C3D-21345-E01	1	

ITEM	DESCRIPTION	PART NO.	QTY	INFO
620	•••DAMPER	C3D-21350-E01	1	
625	•••NEEDLE BOLT	C3D-21222-E01	1	
630	•••NUT DAMPER	C3D-21340-E01	1	
635	•••COIL SPRING	C3D-21225-E01	1	
640	•••BUSHING	C3D-21224-E01	1	
645	••BOLT	C3D-70121-E01	4	

Swingarm

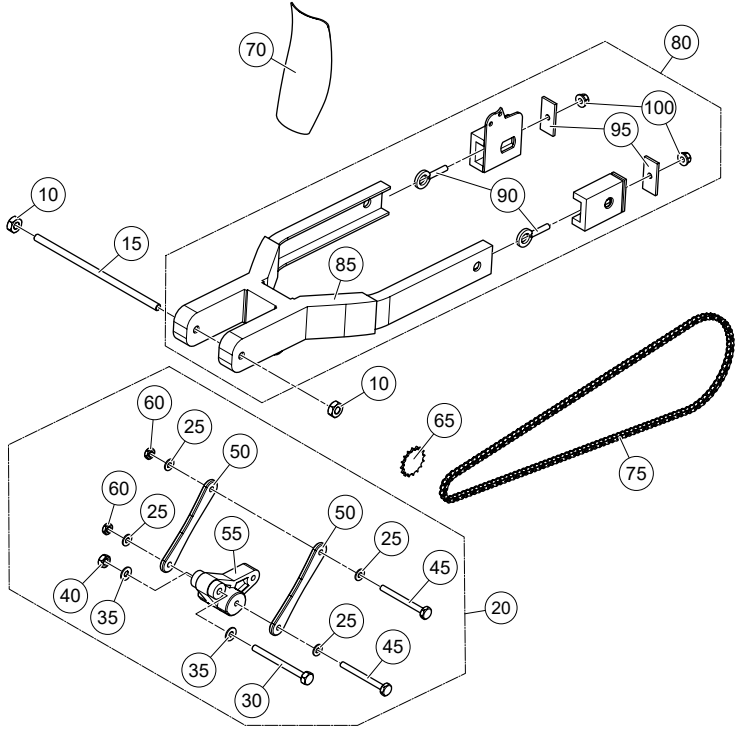


Figure 6: Swingarm - Exploded view

ITEM	DESCRIPTION	PART NO.	QTY
5	•SWINGARM	C3D-22000-E01	1
10	••NUT SWINGARM	C3D-70522-E01	2
15	••AXIS SWINGARM	C3D-22510-E01	1
20	••REAR CUSHION ASSY	C3D-22300-E01	1
25	•••WASHER	C3D-70222-E01	4
30	•••BOLT	C3D-70422-E01	1
35	•••WASHER	C3D-70722-E01	2
40	•••NUT	C3D-70622-E01	1
45	•••BOLT	C3D-70122-E01	2
50	•••SUSPENSION LEVER	C3D-22310-E01	2
55	•••BELL CRANK LEVER	C3D-22330-E01	1

ITEM	DESCRIPTION	PART NO.	QTY
60	•••NUT	C3D-70322-E01	2
65	••FRONT SPROCKET	C3D-22320-E01	1
70	••REAR FENDER	C3D-22410-E01	1
75	••SUSPENSION LEVER	C3D-22310-E01	1
80	••SWINGARM ASSY	C3D-22200-E01	1
85	•••SWINGARM	C3D-22210-E01	1
90	•••WASHER	C3D-70222-E01	2
95	•••COLLAR	C3D-22222-E01	2
100	•••BOLT	C3D-70122-E01	2

Rear absorber

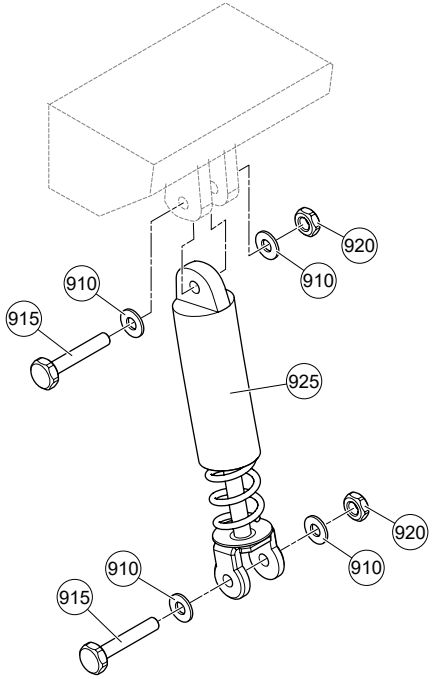


Figure 7: Rear absorber - Exploded view

ITEM	DESCRIPTION	PART NO.	QTY
905	•REAR ABSORBER	C3D-23000-E01	1
910	••WASHER	C3D-70222-E01	2
915	••BOLT	C3D-70123-E01	1
920	••NUT	C3D-70223-E01	1
925	••ABSORBER	C3D-23100-E01	1

Front wheel assy

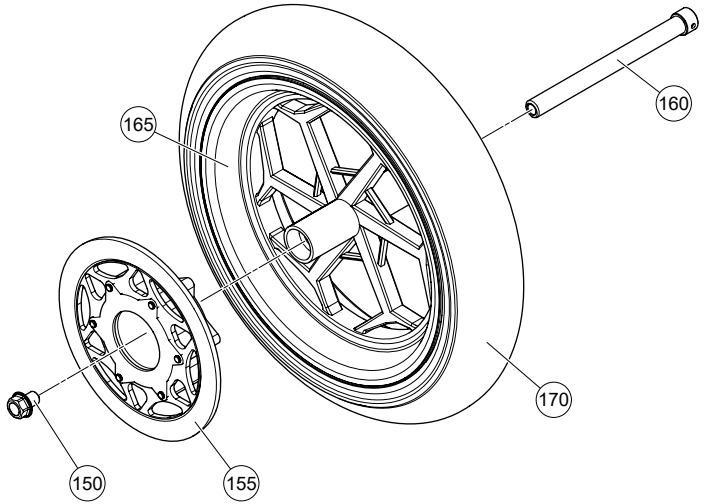


Figure 8: Front Wheel - Exploded View

ITEM	DESCRIPTION	PART NO.	QTY	INFO
145	•FRONT WHEEL ASSY	C3D-24000-E01	1	Removal
150	••NUT FRONT WHEEL	C3D-70324-E01	1	
155	••FRONT BRAKE DISK	C3D-24300-E01	1	
160	••AXLE FRONT WHEEL	C3D-24135-E01	1	
165	••FRONT WHEEL	C3D-24130-E01	1	
170	••TIRE FRONT	C3D-24200-E01	1	

Rear wheel assy

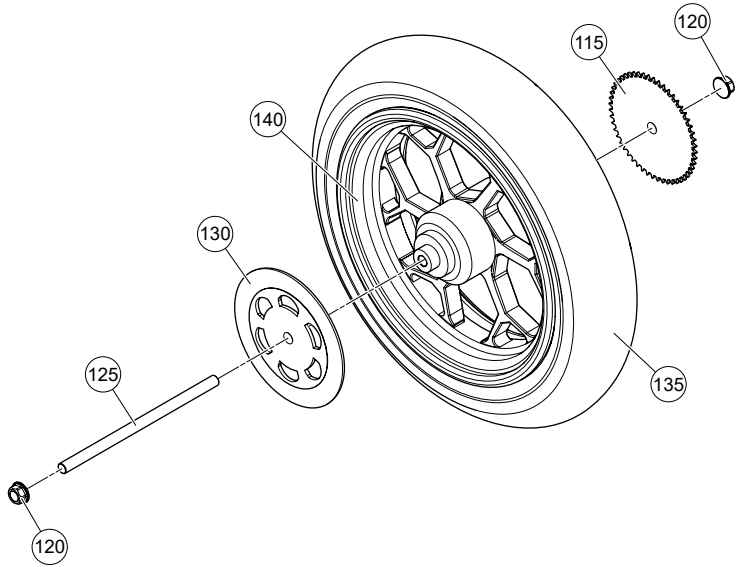


Figure 9: Rear wheel - Exploded view

ITEM	DESCRIPTION	PART NO.	QTY
110	•REAR WHEEL ASSY	C3D-25000-E01	1
115	••REAR SPROCKET	C3D-25410-E01	1
120	••NUT REAR WHEEL	C3D-70325-E01	2
125	••AXLE REAR WHEEL	C3D-25135-E01	1
130	••REAR BRAKE DISK	C3D-25300-E01	1
135	••TIRE REAR	C3D-25200-E01	1
140	••REAR WHEEL	C3D-25130-E01	1

Motor

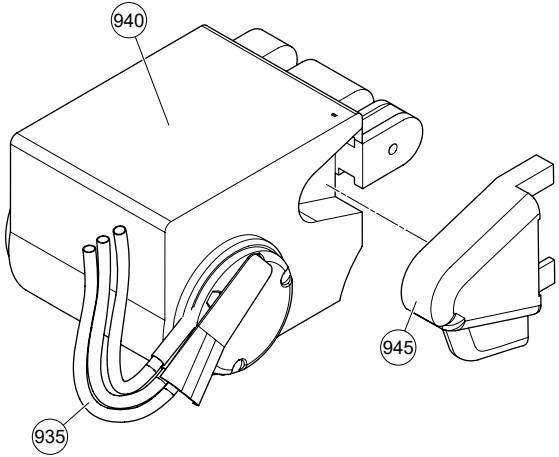


Figure 10: Motor - Exploded view

ITEM	DESCRIPTION	PART NO.	QTY
930	•MOTOR	C3D-31000-E01	1
935	••POWER CABEL	C3D-31210-E01	1
940	••ELECTRIC ENGINE	C3D-31100-E01	1
945	••CHAIN COVER	C3D-31110-E01	1

Battery

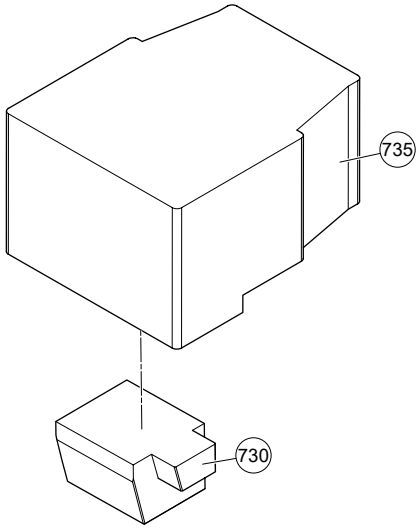


Figure 11: Battery - Exploded view

ITEM	DESCRIPTION	PART NO.	QTY
725	•BATTERY	C3D-35000-E01	1
730	••CONTROLLER	C3D-35210-E01	1
735	••BATTERY BOX	C3D-35110-E01	1

Cowling

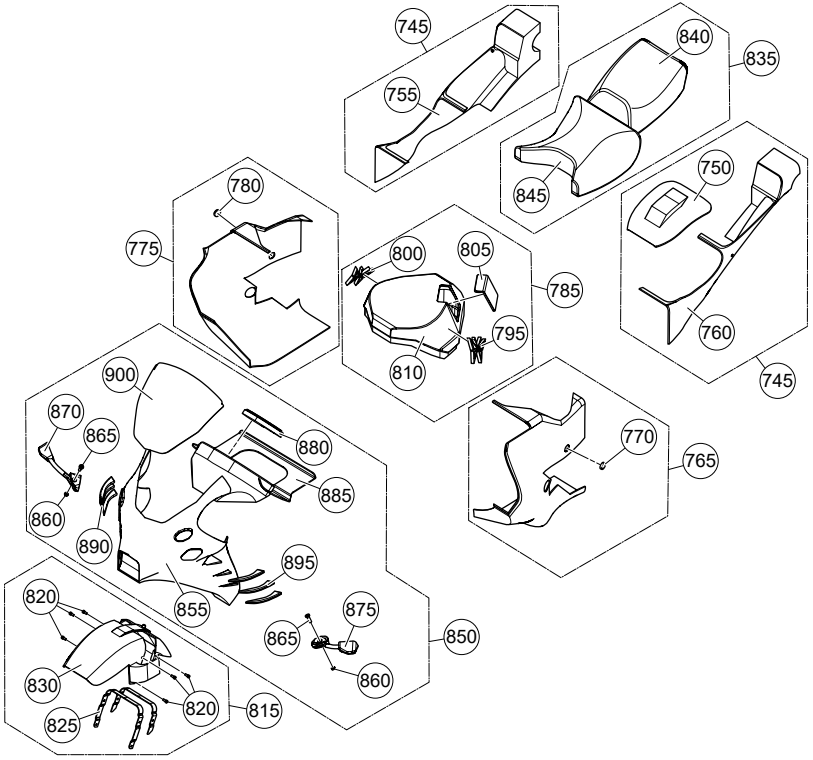


Figure 12: Cowling - Exploded view

ITEM	DESCRIPTION	PART NO.	QTY	INFO
740	•COWLING	C3D-41000-E01	1	
745	••SIDE COVER	C3D-41700-E01	1	
750	•••REAR FENDER	C3D-41730-E01	1	
755	•••RIGHT SIDE COVER	C3D-41720-E01	1	
760	•••LEFT SIDE COVER	C3D-41710-E01	1	
765	••COWLING LEFT	C3D-41500-E01	1	
770	•••PLUG LEFT	C3D-41510-E01	1	
775	••COWLING RIGHT	C3D-41400-E01	1	
780	•••PLUG RIGHT	C3D-41410-E01	1	
785	••TANK ASSY	C3D-41300-E01	1	
795	•••EMBLEM	C3D-41311-E01	1	

ITEM	DESCRIPTION	PART NO.	QTY	INFO
800	•••EMBLEM RIGHT	C3D-41312-E01	1	
805	•••CAP TANK	C3D-41320-E01	1	
810	•••TANK	C3D-41310-E01	1	
815	••FRONT FENDER ASSY	C3D-41100-E01	1	Removal
820	•••BOLT	C3D-70141-E01	6	
825	•••FENDER BRACKET	C3D-41110-E01	1	
830	•••FENDER	C3D-41120-E01	1	
835	••SEAT	C3D-41800-E01	1	
840	•••TANDEM SEAT	C3D-41820-E01	1	
845	•••SINGLE SEAT	C3D-41810-E01	1	
850	••COWL BODY	C3D-41200-E01	1	

ITEM	DESCRIPTION	PART NO.	QTY	INFO
855	•••FRONT COWLING	C3D-41220-E01	1	
860	•••NUT	C3D-70341-E01	2	
865	•••BOLT	C3D-70241-E01	2	
870	•••MIRROR RIGHT	C3D-41280-E01	1	
875	•••MIRROR LEFT	C3D-41270-E01	1	
880	•••METER PANEL	C3D-41260-E01	1	
885	•••COVER	C3D-41250-E01	1	
890	•••COVER FRAME RIGHT	C3D-41240-E01	1	
895	•••COVER FRAME LEFT	C3D-41230-E01	1	
900	•••WINDSCREEN	C3D-41210-E01	1	

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