The Highest Quality Bicycles and Engine Kits.

Installation and Operating Guide

Model Numbers:

PLEASE READ THIS ENTIRE GUIDE BEFORE BEGINNING
IMPORTANT SAFETY INFORMATION

When installing a bicycle engine kit, it is always a good idea to double check all screws, nuts, and bolts. All nuts must be screwed on tight in case of vibration that may cause the gaskets to blow. Remember, tightening all screws may very well save your life.

DISCLAIMER

This manual is for entertainment purposes only. The instructions and procedures provided in this manual is an incomplete draft of unverified and incomplete procedures. This manual is for discussion purposes and should not be construed as authoritative information in any form as to be the equipment depicted within. Author does not warrant or assume legal liability or responsibility for accuracy, safety, completeness, or usefulness of any information, apparatus, product, or process disclosed or referred to. Information is provided for informational purposes only.

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Kits are not guaranteed to fit specific bike(s). Operating a bike, motorized bicycle or bike with a bicycle engine kit installed involves some risks of serious bodily injury. Buyer accepts responsibility for any and all vehicle operation that may lead to personal injury, economic loss, social distress, other losses, costs and damages resulting from operating this motorized bicycle or bicycle engine kit. Seller is not responsible for misuse of this kit or any warranty after installation. Not all motorized bicycle are allowed on road use. We make no guarantee as to the road legality of these bike motors.
BEFORE YOU START

This manual will teach you how to install a 2-stroke engine kit on a bike. Now before we even start, it's important to know what you're getting into and what you need for installation to go as smooth as possible. Even though the engine kit is made to be as universal as possible, you bike should have these key features to ensure easier installation:

- Your bike needs to be a standard men's beach cruiser, road bike, or hardtail mountain bike.
- The seat and down tube diameter should be 25-28mm (1-1.10in) with an open V-Style frame.
- The kit should fit most 26 x 1.75in rear wheel with either 12 or 14 gauge 36 count spokes.

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If your bike matches these specifications, then you’re ready to go…
## Components

| 1. 49/50cc or 66/80cc 2-Stroke Engine Block | 8. Killswitch | 15. Fuel Line |
| 4. Chain Guard | 11. 415 HD Drive Chain | 18. 44T Drive Sprocket |
| 7. Throttle Grip Assembly | 14. 1.5 or 2.5L Gas Tank | 21. Spark Plug Removal Tool |

**BONUS:** Universal U-Mount
INSTALLATION

The Rear Wheel Assembly

Tools you’ll need:
● 2x 10mm wrench
● an open wrench
● scissors

Step 1: Remove the coaster brake arm.
If your bike has a rear coaster brake arm attached to the rear wheel, remove it to install the rear sprocket. Make sure not to accidently disassemble the entire rear hub doing so. Once you remove the coaster brake, remove the dust cover.

Step 2: Cut a slit in one of the rubber grommets
Cut a straight line between any two holes and thread it through the rear hub. Check to see if all the holes are visible through the spokes. If a spoke is covering any of the 9 holes, you will not be able to use that rear wheel. You will have to find a replacement that is compatible.

Step 3: Alignment check
Place the second rubber grommet outside of the spokes and align both grommets together so the 9 holes match up evenly.

Step 4: Align the assembly.
This step is the longer and most time consuming portion of the installation. Place the second rubber grommet on top of the 44 tooth rear sprocket. It doesn't matter which way the 44T sprocket is facing. Then start pushing all 9 bolts through the assembly.

Line up the assembly with the rubber grommet inside the hub and thread the 3-way plates behind the entire assembly. Make sure one of the 3 plates is placed over the cut made on the first rubber grommet.
Add 9 washers on each bolt and thread the 9 nuts hand tight.

**Step 5: Torquing the bolts and nuts and Truing your sprocket adapter assembly.**
This is the portion of the installation where it requires the most patience and frequent adjustment when tightening down your assembly.

You want to torque each bolt as tight and evenly as possible without bending the spokes. The key is to torque down each bolt in a STAR pattern to keep the sprocket alignment true.

Think of tightening each bolt down in phases, making sure each bolt is torqued down evenly. As you tighten up your bolts each time, keep watch of your center sprocket. Make sure it still stays centered throughout this process or else risk having to untighten and retighten bolts to keep your sprocket centered and aligned.

Once it gets tighter and tighter, you’ll notice any overlap you encountered with the metal plates will disappear.
Step 6 (OPTIONAL): Reinstall your coaster brake arm. Make sure your coaster brake arm can clear the 9 bolts from your assembly.

To make sure it has enough clearance, dry-fit your coaster brake arm back to the wheel and rotate it around the bolts. If it clears, then you can use your coaster brake arm. If it doesn’t, we recommend skipping this step and installing caliper brakes. Unfortunately there are some rear wheels that are not compatible with this sprocket adapter assembly. Our best recommendation is using a BBR Tuning rear sprocket adapter for ease of installation and better coaster brake clearance.

Alternatively, you can bend a 90 degree angle into your coaster brake arm to provide clearance. Ultimately, more stopping power is highly recommended. Getting a Rear, Front or both caliper brakes is best for your safety.

Step 7: Reinstall the rear wheel and bike chain back on your bike.
Once the sprocket is tight, spin the wheel and check that the sprocket runs true. Deviation can be no more than 1.5mm both ways. Any side-to-side excess deviation can be corrected by spinning the wheel and then tightening the sprocket where needed in order to get correct alignment. Make sure bolts are tight.

Notice the concavity or indentation of teeth of the rear sprocket is inward towards spokes. This helps keep the chain closer to the inside of the wheel and spokes and allows for better clearance of the rear stays of the bicycle frame.
MOUNTING THE ENGINE

- Notes Before Mounting your Engine -
Engine mounting can go 1 of 2 ways: Easy or Challenging
This all depends on your bike frame.

Example #1 - Easy
An old style beach cruiser frame will more than likely be the easiest fit for a Flying Horse or Mega Motors engine kit. Old style beach cruisers have the same size (diameter) top tube, down tube, and seat tube.

Another reason why old style beach cruisers are the easiest to install a motor on is because the pedal cranks are centered below the seat post. You’ll know why this is important in a minute…
Example #2 - Easy-Medium
New Style Beach Cruisers (from 2005 and on) have larger down tube diameter, larger top tube diameter, and/or forward pedaling crank position.

If you have an old style bicycle, please continue reading. If you have a new style bicycle with the following:
- Only a larger down tube, please go to page 12.
- Combination of both larger down tube and pedaling cranks, please go to page 15.

Mounting an Engine on Older Style Frames:

1. Remove rear and front engine mount hardware from the engine block.
2. Align the engine block on your frame.
3. Make sure the engine is angled where the tip of the intake manifold sits parallel with the ground.
4. Reinstall front and rear mounting hardware. Make sure the rear and front mounts sit flush with the bicycle frame. When installing the hardware, put in the washers first, then the lock washer, and then thread the nut.

**Mounting an Engine with a Larger Down Tube:**

1. Requires: Universal Mounting Bracket

2. Disassemble the Universal Mounting U-Mount
3. Remove all mounting hardware from front and rear mounting studs.

4. Remove front mounting studs from engine block. You can use 1 of the 2 following techniques to accomplish this:
   a. Use a vicegrip to remove the front mounting studs
   b. Thread 2 nuts on both front mounting studs and torque the jam nut to loosen the mounting stud.
5. Align the U-Mount plate with the holes from the front mount.
6. Thread the U-Mount bolts through the plate
   a. Optional: Use locktite on the bolt threads to secure the assembly.

7. Place and Align the engine block in the bicycle frame.
8. Make sure the tip of the manifold intake is parallel with the ground. This is important for proper fuel consumption. If it’s angled, you’ll have problems feeding your motor air and fuel.
9. Install the rear mount hardware, but only hand tight for now. We are now going to adjust the front mount.
10. Install U-Bracket and thread washer and nuts tight
    a. Option, use lock tight to secure nuts.
11. Install rear motor mount hardware to complete the engine mount.
Mounting an Engine with Forward Pedaling Cranks + Larger Down Tube

1. Requires: JNM Vibration Motor Mount + Heavy Duty Universal U-Mount

2. Remove all mounting hardware from front and rear mounting studs.

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3. Remove front and rear mounting studs from engine block. You can use 1 of the 2 following techniques to accomplish this:
   a. Use vicegrip to remove the front and rear mounting studs.
   b. Thread 2 nuts on both front and rear mounting studs and torque the jam nut to loosen the mounting stud.
4. Install the extended front and rear studs from the JNM Vibration Motor Mount assembly.
   a. option: Use Locktite to secure studs inside engine block.
5. Then thread the rear mounting bracket and both front and rear rubber mount.
6. Position Engine inside the bike frame. Make sure the intake manifold is parallel with the ground.
7. Take the HD U-Mount plate and thread the top hole pattern through the front motor mount.
8. Place 1 of the 2 U brackets on the bottom hold patterns over the larger down tube.
9. Thread the washer, locking washer and nuts for the front mount.
10. Thread the remaining rear mount assembly for the rear mounting studs.
Installing the Clutch Assembly

Tool Required:
- Open Wrench
- Screwdriver or Allen Keys/Wrench

Required parts: clutch cable, clutch lever, the heat shield spring and the extension spring.

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1. Remove any pre-existing grip handles on your handlebar and thread the clutch lever on the left side of your handlebar.

2. The clutch cable has 2 different looking ends. Take the side with the nipple piece and install the clutch cable into the clutch lever by threading the nipple piece into the clutch lever nipple housing.
3. Thread the heat shield spring on the opposite side of the clutch cable.
4. Thread the wire itself through the clutch base screw located right under the intake manifold.

5. Once it’s threaded through the clutch base screw, thread the extension spring through the clutch cable.
6. Lastly, thread the clutch cable through the clutch arm on the engine. Make sure you unthread the screw that will hold the clutch cable in place.
7. Once you threaded the cable through the clutch arm, make sure you pull on the clutch cable for a stronger tension, while you re-thread the clutch screw into the clutch arm.
8. Operate the clutch lever to make sure your clutch arm swings towards the motor. The key for proper installation is making sure the clutch arm is flush with the engine. Once you pull the clutch lever, the clutch arm should move inward towards the motor allowing it to disengage your motor. Once your engine is disengaged, you can pedal freely. With the clutch lever in released, it will engage the motor. **Pulling in the clutch lever will have some resistance. This is normal.**
Thread extension spring through clutch cable.

Thread clutch cable through clutch arm.

Hand tight wire screw then pull clutch really tight.

Then tighten wire screw with wrench.

Squeeze clutch lever and lock it in place to disengage motor.

Clutch arm should be pulled in towards motor, indicating that the clutch is disengaged.

Attempt to turn the 10T drive sprocket inside the clutch case cover.

If it turns, then move onto the next installation step.
If it does not, try pulling the clutch cable more and preload the wire and re-tighten the wire clip.

Release the clutch...

...to engage the motor.
Installing the Chain

Tool requirements:
Screwdriver
Alan Keys/Wrench
Needle Nose Pliers
Motorized Bike Chain Breaker

1. Remove the gear case cover.
2. Once removed, unscrew the screw pin and remove the flower nut.
   a. The easiest way to remove the flower nut is pulling in the clutch lever and disengage the motor. Then press the clutch plate against the engine to free the flower nut to unthread easily.
3. Then remove the clutch plate. You’ll notice that if you spin the 3 pegs sticking out in the middle of the gear, it will also spin the 10T sprocket.
4. Remove the clutch case cover. Allow it to hang in place once you remove all the screws.
5. Remove the master link from your 415 HD Chain.
6. Install the chain on both front and rear sprocket.
7. Measure and remove any excess chain for a tight fit. We recommend less than a ½ inch in play. Remove any slack with a motorized bike chain breaker.
8. Reinstall the master link
9. Reinstall the gear case assembly and cover. Then reinstall the clutch case cover.
10. Install the Idler Chain Pulley.
   a. When installing the pulley, the first thing you should do is adjust the idler wheel position so that it is aligned. Then tighten it down on the frame.
   b. Place the idler on the bicycle frame and tighten it down until it is snug. Make sure it’s not too tight where you can’t adjust it.
   c. While you’re adjusting the idler pulley, keep 2 things in mind: make sure the chain is tight, only providing no more than ½ inch of slack and make sure the chain is aligned straight for proper chain guidance.
   d. Once you have those 2 things checked, thread the nuts as tight as possible. Use 2 #mm wrenches for each side. While tightening the idler pulley, it will move side to side and off position so we recommend watching out for any misalignment while tightening your pulley down.
Tighten down the idler pulley just enough so it can be hand adjusted.

Push the idler pulley towards the rear wheel to tighten up the chain. Adjust the tightness of the mount as necessary.

Also, make sure the chain is aligned properly.

Once you have the right chain tension and chain alignment, tighten down the bolts as tight as possible. While tightening your idler pulley, it will move back and forth and side to side so make sure it stays aligned and keeps the chain tight during this process.
Installing the Throttle Assembly

Tool requirements:
- permanent marker
- ¼ inch drillbit + drill
- screwdriver.

Before installing the throttle handles, you must first remove the pre-existing grips on your handlebar.

1. Disassemble your kill switch from the throttle grip handle if not done so already.
2. Take your measuring tape and measure 4¼ inches from the end of the right side of the handlebar.
3. Mark that position with a permanent marker right at the top of the handlebar.
4. Drill a 1mm pilot hole where you marked your handlebar. Then follow it up with a 5mm drill.

5. Thread the throttle cable through the kill switch. Then thread the L-piece on the kill switch.
6. Then thread the cable button in the grip handle coupling.
7. Then install the entire assembly by threading it through the entire handlebar. Insert the kill switch notch in the drilled hole, then screw everything together. You can adjust the L-piece so it sits more comfortably with the locking nut.

    NOTE: Care should be taken with the cable and throttle grip handle. If you are too rough with it, you will break it. Be gentle when installing the throttle.

8. (Optional) Install the other handle grip on the left side of the handlebar.
Installing the Carburetor

The other end of the throttle cable is installed inside the carburetor.

1. NT Carburetor
2. Screw Top
3. Spring
4. Slide
5. E-Washer
6. Jet Needle
7. C-Clip
1. Unscrew the carburetor and remove all the internal components: the screw top, the throttle spring, the slide, the C-Washer, and the jet needle with an e-clip attached.

2. Once removed, reassemble these pieces outside of the carburetor.
   a. Thread the jet needle through the slide.
   b. Then drop and align the the C-washer over the jet needle. Make sure the slit on the C-washer is aligned with the slit on the slide.
   c. Then place the spring and then the screw top over the slide.
3. Thread the throttle cable through the screw top then through the spring. Push the spring into the screw top to expose the throttle cable.

4. Line the throttle cable up with the slit side of the slide. Thread the throttle cable through the slit and drop the cable’s nipple piece into the slide housing.

5. Once you let go of the spring, the whole assembly should be held in place.

6. Reinstall the assembly back into the carburetor. Make sure you line up the slide slit with the guide peg inside the carburetor. Then screw everything back on tightly.

7. Loosen the manifold clamp and install the carburetor on the intake manifold.
Installing the Electrical Assembly

There are 3 electrical parts to the engine: The CDI, the Magneto Loop Set, and the Spark Plug. The CDI can be mounted anywhere on the bike as long as it can reach the spark plug. The spark plug is threaded on top of the engine head and the magneto loops set is installed inside the engine.

**NOTE:** When it comes to wiring, you may need to splice your wires together, which involves cutting and stripping the insulation away from the tip of the wires.

1. Remove the spark plug crown before attaching the CDI spark plug cap.
   **WARNING:** Fail to remove this crown can damage or ruin the spark plug cap.
2. Once you mount your CDI, install the CDI spark plug cap onto the spark plug.
3. Connect the black wire from the CDI to the black wire from the magneto.
4. Connect the blue wire from the CDI to the blue wire from the magneto.
5. Connect the green wire (sometimes black) from the kill switch to the black wire from the CDI.
6. Connect the red and yellow from the kill switch to the blue wires from the CDI.
7. **(Recommended but Optional):** Check to see if you're wired properly by removing the spark plug and checking for spark.
   a. Use the spark plug removal tool to remove the spark plug from the head. If your CDI spark plug cap is installed, remove it before removing the spark plug.
   b. Engage the motor by releasing the clutch.
   c. Hold the spark plug against the engine head to ensure visible spark.
   d. Then hold the rear wheel off the ground and rotate it to create spark.
   e. If you have spark, you installed it properly.
   f. If you do not have spark, please check your wiring.

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Remove spark plug cap.

Use the spark plug removal tool to take the spark plug off.

Rest (ground) spark plug on your engine block.

Re-install spark plug onto the CDI spark plug cap.

Engage the motor and rotate the rear wheel.

Look at your spark plug to check for visible spark.
Installing the Muffler Exhaust, Gas Tank & Fuel Assembly

Once you have all the major components completed, install the remaining parts.

NOTE: If you have a larger top tube on your bike and are unable to install a gas tank, we recommend using the Wide Gas Tank Mount.
Standard Troubleshooting & Fuel Mixture

Fuel mixture

[Image of maxima oil / and gasoline type]

Your engine will being and start riding rough in the beginning but it's normal. Brand new engines need time to break-in and let all the seals and gaskets set. The following is the fuel ratio:

<table>
<thead>
<tr>
<th>Fuel Ratio</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>18:1</td>
<td>Use this ratio for your first 4 tanks of gas.</td>
</tr>
<tr>
<td>24:1</td>
<td>After Break-In Fuel Ratio</td>
</tr>
<tr>
<td>(7-8oz of oil per gallon of gas)</td>
<td>Use this ratio for your first 4 tanks of gas.</td>
</tr>
<tr>
<td>(5-6oz of oil per gallon of gas)</td>
<td>After Break-In Fuel Ratio</td>
</tr>
</tbody>
</table>

Clutch Adjustment Guide

Sometimes the clutch bevel wheel inside the motor are too tight due to manufacturing. This will help free your clutch and adjust your clutch assembly for proper use. When adjusting your clutch, please remember to disassemble your rear drive chain from the engine’s 10 tooth sprocket before continuing.

1. Begin by removing your gear case cover.
2. Remove the locking screw holding in your flower nut.
3. Remove the flower nut.
4. Remove the clutch plate and clutch spring, exposing the clutch bevel wheel. Some models do not include the clutch spring. If your model does not, it’s normal. 2-Stroke engine kits do not require it.
5. Make sure the bevel wheel is spinning freely. If it is, you’ll be able to move it with your hand. If it does not, tap the 3 studs counter-clockwise gently with a rubber mallet. Repeat until clutch bevel wheel spins freely.
6. Assemble the spring and clutch plate the way it was when you started and tighten the flower nut hand tight.
   **NOTE:** The way the clutch works is that clutch arm pushes away from the clutch cover away from the clutch pads, freeing the drive chain. When this happens, you’re able to pedal your bike because you disengaged your motor.

   When the clutch arm is not pulled in, the clutch plate pushes up against the clutch pads and engages the motor.
7. You must adjust the flower nut so the clutch plate moves ⅛ inches when you disengage the motor. If your flower nut is threaded out more than ⅛ inches, your clutch may slip when attempting to start the engine. If it’s less than ⅛ inches, it will be too tight to disengage. Make sure you adjust it just right.
8. Reinstall the locking screw for the flower nut. Then reinstall the gear case gasket and cover.

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9. If this was done correctly, your clutch should be able to engage and disengage properly.

NT Carburetor (aka the Stock Carb) Adjustment Guide

If your engine is under performing, these steps should help you solve those issues. The NT carburetors are very simple and easy to tune. Figuring out the issue may depend on a few factors.

Before attempting any carburetor adjustments, make sure your carburetor is clean of any debris, manifold gasket is in good condition, your fuel filter and air filter are not blocked or clogged, your carburetor manifold is well sealed, and the intake manifold nuts are tight.

Now for the NT Carburetor adjustment...

There’s only 1 direct method in turning these carburetors: Adjust the E-Clip connected to your jet needle. It has a series of notches at the top that represents different fuel mixtures. You can remove and reposition the E-clip for any desired position. The top notch is for the leanest mixture and the bottom notch (closest to the needle point) is the richest. So now you know how to adjust it, the next step is figuring out where to adjust it.

One main factor that can affect your carburetor is elevation. The higher your elevation, the richer you need to adjust your clutch.
## 2-Stroke Clutch Diagram

<table>
<thead>
<tr>
<th>Part Number</th>
<th>Description</th>
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</thead>
<tbody>
<tr>
<td>1</td>
<td>Clutch Wheel Nut</td>
</tr>
<tr>
<td>2</td>
<td>Clutch Plate</td>
</tr>
<tr>
<td>3</td>
<td>Clutch Spring</td>
</tr>
<tr>
<td>6</td>
<td>Large Seal Loop</td>
</tr>
<tr>
<td>7</td>
<td>Main Clutch Spring</td>
</tr>
<tr>
<td>8</td>
<td>Clutch Pad</td>
</tr>
<tr>
<td>9</td>
<td>Clutch Bevel Gear</td>
</tr>
<tr>
<td>10</td>
<td>Lock Nut</td>
</tr>
<tr>
<td>11</td>
<td>Spring Gasket PI-14</td>
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<tr>
<td>12</td>
<td>Clutch Base Peg</td>
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<tr>
<td>13</td>
<td>Clutch Base</td>
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<tr>
<td>15</td>
<td>202 Main Bearing</td>
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<tr>
<td>16</td>
<td>Adjustment Nut</td>
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<tr>
<td>17</td>
<td>Main Clutch Spring</td>
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<tr>
<td>18</td>
<td>Clutch Pin Mandrel</td>
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<tr>
<td>19</td>
<td>Flat Key</td>
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<tr>
<td>20</td>
<td>Clutch Shaft</td>
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<tr>
<td>21</td>
<td>Pintle</td>
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<tr>
<td>22</td>
<td>Ferrule</td>
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<tr>
<td>23</td>
<td>10 Tooth Sprocket</td>
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<td>Clutch Actuator Bearing</td>
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<td>25</td>
<td>Shaft Fixed Pin</td>
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<td>26</td>
<td>Bucking Bar</td>
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<td>27</td>
<td>Clutch Camshaft</td>
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<tr>
<td>28</td>
<td>Clutch Arm</td>
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<td>29</td>
<td>Washer</td>
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<td>30</td>
<td>Nylon Lock Nut</td>
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<tr>
<td>33</td>
<td>Extension Spring</td>
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<td>35</td>
<td>Clutch Screw Base Pt. 1</td>
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<td>36</td>
<td>Clutch Screw Base Pt. 2</td>
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<tr>
<td>37</td>
<td>Heat Shield Spring</td>
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<tr>
<td>38</td>
<td>Clutch Cable</td>
</tr>
<tr>
<td>39</td>
<td>Clutch Lever</td>
</tr>
<tr>
<td>40</td>
<td>Clutch Wire Screw</td>
</tr>
<tr>
<td>55</td>
<td>Clutch Case Cover</td>
</tr>
</tbody>
</table>

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### 2-Stroke Crankcase Diagram

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## 2-Stroke Cylinder Head Diagram

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<thead>
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<tbody>
<tr>
<td>1.</td>
<td>Spark Plug</td>
<td>2.</td>
<td>Cylinder Body Cap</td>
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<tr>
<td>3.</td>
<td>66/80cc Top Head Gasket</td>
<td>4.</td>
<td>Motor Head Stud</td>
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<tr>
<td>5.</td>
<td>66/80cc Cylinder Body</td>
<td>6.</td>
<td>Intake Manifold Gasket</td>
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<tr>
<td>7.</td>
<td>66/80cc Bottom Head Gasket</td>
<td>8.</td>
<td>Intake/Exhaust Stud</td>
</tr>
<tr>
<td>11.</td>
<td>Washer</td>
<td>12.</td>
<td>Lock Washer</td>
</tr>
</tbody>
</table>

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# 2-Stroke Drivetrain Diagram

<p>| | | | |</p>
<table>
<thead>
<tr>
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<tbody>
<tr>
<td>1. Sprocket Bolt</td>
<td>2. Sprocket Assembly Plate 1 of 2</td>
<td>3. Sprocket Assembly Plate 2 of 2</td>
<td>4. 9 Hole Sprocket Assembly Grommet</td>
</tr>
<tr>
<td>11. 44T Rear Sprocket</td>
<td>12. HD 415 Drive Chain</td>
<td>13. Chain Guard</td>
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</tbody>
</table>
## 2-Stroke Electrical Assembly Diagram

<table>
<thead>
<tr>
<th>Component</th>
<th>Part No.</th>
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<tbody>
<tr>
<td>Magneto Case Cover Screw</td>
<td>40</td>
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<tr>
<td>Magneto Case Cover Gasket</td>
<td>43</td>
</tr>
<tr>
<td>Magneto Loop Set</td>
<td>47</td>
</tr>
<tr>
<td>Magneto Washer</td>
<td>48</td>
</tr>
<tr>
<td>Magneto Nut</td>
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<td>Magneto</td>
<td>51</td>
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<td>Clutch Case Cover Screw</td>
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<tr>
<td>CDI</td>
<td>56</td>
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<tr>
<td>Spark Plug Cap</td>
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1-800-317-0479
### 2-Stroke Fuel Components Diagram

<table>
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<th>Description</th>
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<tr>
<td>1</td>
<td>Gas Tank Cap</td>
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<td>Gas Tank</td>
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<td>4</td>
<td>Fuel Valve</td>
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<tr>
<td>6</td>
<td>Gas Tank Mounting Bracket</td>
<td>7</td>
<td>Washer</td>
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<td>Throttle Cable</td>
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<td>Cable Adjustment</td>
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<td>Washer</td>
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<td>E-Washer</td>
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<td>Intake Manifold</td>
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<td>Air Filter Cap</td>
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<td>NT Carburetor</td>
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<td>Float Bowl Gasket</td>
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