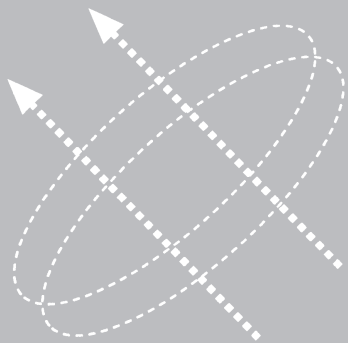


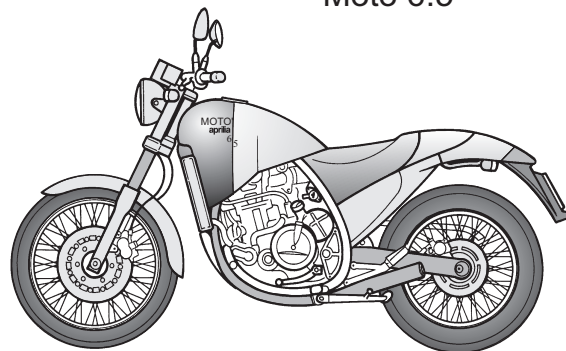
aprilia



use and maintenance

aprilia part# 8102710

Motó 6.5



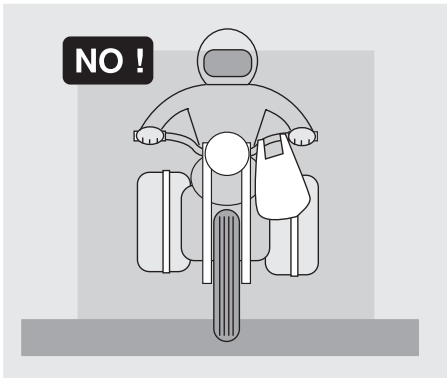
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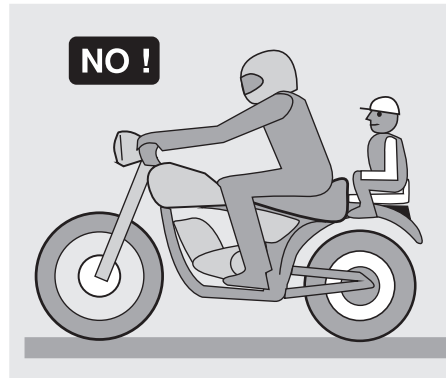


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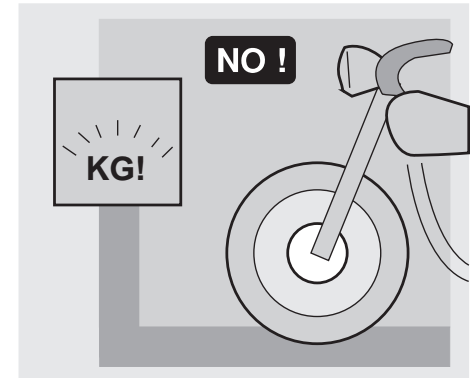
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Absolutely do not hang bulky, voluminous, heavy and/or dangerous objects on the handlebar, the mudguards and the forks, as the vehicle could react more slowly in turns and its manoeuvrability could be unavoidably impaired. Do not place too bulky bags on the vehicle sides and do not hang the crash helmet from the apposite string, as they could hit people or obstacles, thus causing the loss of control of the vehicle.



Do not carry any bag if it is not tightly secured to the vehicle. Do not carry bags which protrude too much from the luggage-rack or which cover the lights, the horn or the indicators. Do not carry animals or children on the glove-compartment or on the luggage-rack.



Do not exceed the maximum load allowed for each side-bag. When the vehicle is overloaded, its stability and its manoeuvrability can be compromised.

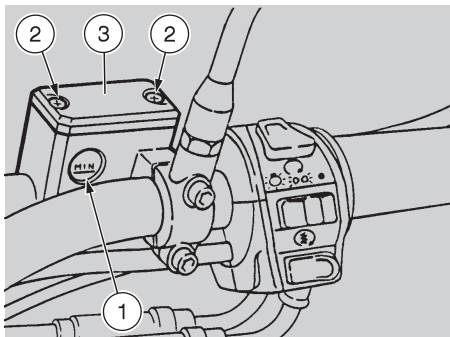


Fig. 11

FRONT BRAKE (Fig. 11)

! The brakes are the parts that most ensure your safety and for this reason they must always be perfectly working.

The brake fluid must be changed once a year by an **aprilia** Official Dealer.

This vehicle is provided with front hydraulic disc brake. When the disc pads wear out, the level of the fluid decreases to automatically compensate for their wear.

No adjustment is necessary, but it is important to periodically check the brake fluid level in the tank (Fig. 11) and the wear of the pads, see p. 46 (CHECKING THE BRAKE PAD WEAR).

To check the fluid level, keep the vehicle in vertical position and the handlebar straight, so that the fluid it contains is parallel to the ground.

Make sure that the fluid covers the glass (1) completely.

Otherwise, provide for topping up.

Proceed as follows:

- ◆ Unscrew the two screws (2) and raise the little cover (3).



In order not to spill the brake fluid while topping up, keep the vehicle in vertical position.

- ◆ Remove the gasket.
- ◆ Fill the tank with brake fluid, see p. 59 (LUBRICANT CHART), until this covers the glass (1) completely.
- ◆ Put the gasket back.
- ◆ Put the little cover (3) back and tighten the screws (2).



Check the braking efficiency.

In case of excessive stroke of the brake lever, of excessive elasticity or in case there is air in the circuit, contact your **aprilia Official Dealer, since it may be necessary to bleed the system.**

In any case, the bleeding must be carried out after the first 1000 km.

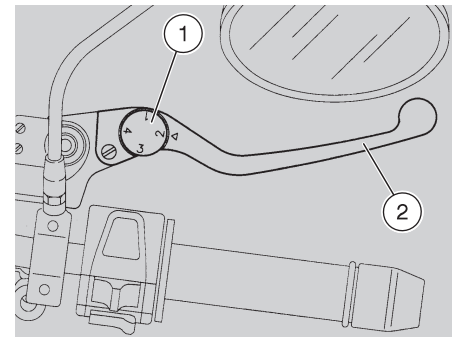


Fig. 12

ADJUSTING THE FRONT BRAKE (Fig. 12)

It is possible to adjust the distance between the front brake lever end and the hand grip, by rotating the adjuster (1). Position "1" corresponds to an approximate distance of 105 mm between the lever end and the hand grip; position "4" corresponds to an approximate distance of 75 mm between the lever end and the hand grip.

To rotate the adjuster, push the lever (2) forward and position the wished number of the register (1) in correspondence with the reference arrow.



Check the braking efficiency.

If necessary, do not hesitate to contact your **aprilia Official Dealer.**



Avoid opening and closing the throttle grip repeatedly and continuously, so that you do not accidentally lose control of the vehicle.

If you have to brake, close the throttle and put both brakes on, properly exerting pressure on the braking parts, in order to obtain uniform deceleration.



By putting on the front brake only or the rear brake only, you reduce the braking force considerably, thus running the risk of locking one wheel and consequently losing grip. Before beginning to turn, slow down or brake driving at moderate and constant speed.

If the brakes only are continuously operated on downhill stretches, the friction surfaces can become overheated, thus reducing the braking efficiency.

Exploit the engine compression and shift down using both brakes intermittently.

Do not drive with the engine off!

In case of wet ground or scarce wheel grip (snow, ice, mud, etc.), drive slowly, avoiding sudden brakings or manoeuvres that could make you lose grip and fall down.



Pay the utmost attention to any obstacle or variation of the ground. Uneven roads, rails, manhole covers, indications painted on the road surface, building site metal plates become rather slippery by rain. For this reason all these obstacles have to be carefully avoided, driving smoothly and bending the motorcycle as little as possible.

Always use the turn indicators timely when you intend to change lane or direction, avoiding sharp and dangerous movements.



ADJUSTMENT

If after the checking it is necessary to adjust the chain tension, proceed as follows:

- ◆ Loosen the screws (1-Fig. 34, 1-Fig. 35).
- ◆ Loosen the fastening nut of the rear wheel pin (2-Fig. 34).
- ◆ Using the spanner (2-Fig. 35) provided in the tool kit, rotate the adjusters (3-Fig. 34, 3-Fig. 35), until you obtain the prescribed tension.



For the wheel centering you can refer to:

- the notches on the mobile plates (3);
- a fixed reference, cut level with the plate seat, on both sides of the rear fork.

Make sure that the fixed reference coincides with the same notch on both sides.

- ◆ Once the operation has been completed, tighten the fastening nut of the rear wheel pin (2-Fig. 34).

Nut driving torque: 100 Nm (10 kgm).

- ◆ Tighten the screws (1-Fig. 34, 1-Fig. 35).
- ◆ Check the slack again.

CHECKING THE WEAR AND TEAR OF CHAIN, PINION AND CROWN.

Further, check the chain, the pinion and the crown and make sure that they do not present: damaged rollers; loose pins; dry, rusty, crushed or seized links; excessive wear; lacking O rings; excessively worn or damaged pinion teeth.

If the chain rollers are damaged, the pins are loose and/or the O rings are either damaged or lacking, it is necessary to replace the whole chain unit (pinion, crown and chain).



Lubricate the chain frequently, especially if there are dry or rusty parts. The crushed or seized links must be lubricated and made work again. If this is not possible, consult your aprilia Official Dealer, who will provide for changing the chain.

LUBRICATION AND CLEANING



The gearing chain is provided with O rings among the links, in order to keep the grease inside them. Be extremely careful while adjusting, lubricating, washing and changing the chain.

Lubricate the chain every 1000 km and whenever it is necessary.

Lubricate the chain with spray grease for chains only, see p. 59 (LUBRICANT CHART).

Never wash the chain with water jets, steam jets, high-pressure water jets and highly inflammable solvents.

BULBS

Read page 34 carefully (MAINTENANCE).



Before changing a bulb, turn the ignition switch to the "OFF" position. Change bulbs wearing clean gloves or using a clean and dry cloth.



Do not leave fingerprints on the bulbs, since these could cause their overheating and consequent breakage. If you touch a bulb with bare hands, remove any fingerprint with alcohol, in order to prevent it from frequently cutting out.

CHANGING THE HEADLIGHT BULBS (Fig. 56 ÷ 58)

Read page 34 carefully (MAINTENANCE).

To change the dipped and high beam bulbs, proceed as follows:

- ◆ Unscrew and extract the screw (1-Fig. 56).
- ◆ Rotate the headlight/dashboard unit rightwards (1-Fig. 57).
- ◆ Unscrew and extract the three screws (2-Fig. 57).
- ◆ Remove the left half (1-Fig. 58) and the complete parabolic element (2-Fig. 58).
- ◆ Remove the bulb socket (3-Fig. 58), rotating it anticlockwise.
- ◆ Pull the bulb (4-Fig. 58) with care and extract it.

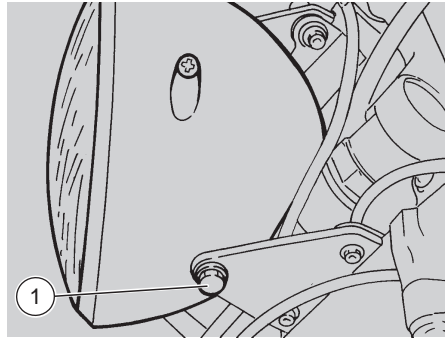


Fig. 56

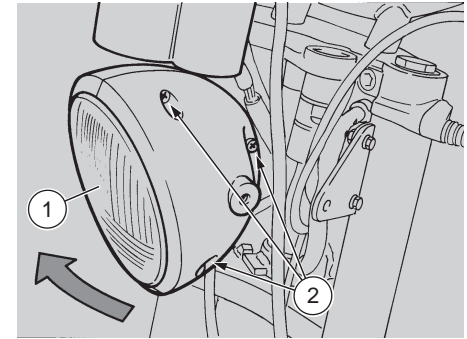


Fig. 57

To change the parking light bulb, proceed as follows:

- ◆ Carry out the first four operations described in the previous section.
- ◆ Remove the plastic bulb socket (5-Fig. 58) positioned at the side of the dipped/high beam light.
- ◆ Extract the bulb from its seat.



To reassemble the headlight: the arrow stamped on the headlight glass must be turned downwards.

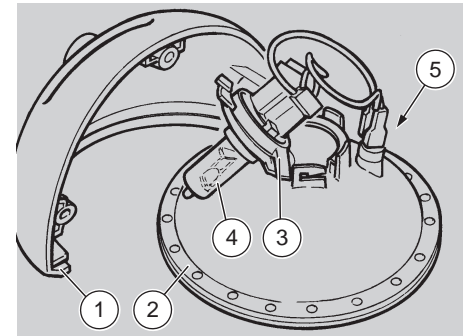


Fig. 58

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