OHVALE®

2025

USE & MAINTENANCE SERVICE MANUAL

GP®

Last modified: January 13th, 2026

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This manual must be considered as an integral part of the vehicle and includes the most up-to-date information at the time of redaction. Ohvale S.r.l., therefore, reserves the right to make changes of any kind to this manual at any time without notice and without any obligation in this regard. This manual may not be reproduced, whole or in part, without the express written authorization of Ohvale S.r.l. The vehicle reproduced in this manual may differ from the vehicle owned.

1. WARNINGS

Using the motorcycle safely is an important responsibility. One of the purposes of this manual is to inform about the possible risks that may arise from an incorrect use of the vehicle. Therefore, in order to ensure both safety and driving pleasure, it is expressly recommended to: (i) read this manual carefully; (ii) strictly follow the instructions and recommendations contained in this manual; (iii) pay close attention to the messages and warnings contained in this manual, as well as on the vehicle; (vi) take the necessary time to practice with the vehicle in safe areas in order to become familiar with its operation, dimensions and weight.

The maximum technically permissible load for the motorcycle is 195 Kg. The transport of passengers or luggage is prohibited. Excessive loads, as well as the transport of passengers or luggage, can cause accidents resulting in serious injuries or death.

All procedures described in this manual, as well as any operation performed on the motorcycle, must be carried out by qualified and specialized personnel. Ohvale shall not be held liable for any damage resulting from improper use or incorrect maintenance.

This vehicle is not homologated for road use and its use on public roads is strictly prohibited. This vehicle is designed and manufactured for competition use only and is sold "as-is" with no warranty. Under no circumstances it should be rode beyond one's capabilities or exceeding the limits imposed by surface and track conditions.

Make sure you are in perfect physical and mental condition and not under the influence of alcohol and/or drugs. Even a single alcoholic drink can impair your reaction time and ability to respond to changing conditions.

Always wear appropriate personal protective equipment before using the vehicle, including an approved full-face helmet, a full leather suit, boots, gloves, and an approved back protector. The use of certified helmets and protective gear significantly reduces the risk and severity of injuries to the head and other parts of the body.

Ensure that the vehicle undergoes proper and regular maintenance to guarantee it is always in safe operating condition. It is strongly recommended to check the overall condition of the vehicle and its components before each ride, and to perform all maintenance procedures specified in this manual.

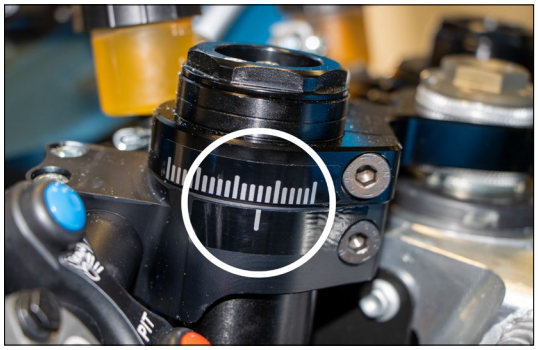
Failure to maintain the vehicle correctly may lead to accidents resulting in serious injury or death. The installation of accessories that may compromise vehicle safety is strictly discouraged, as is the use of non-original spare parts or accessories (i.e., components not designed by Ohvale Srl). Any modification that alters the original design of the vehicle may compromise its safety — potentially causing accidents resulting in serious injury or death — and will void the warranty.

Always operate the vehicle in open or well-ventilated areas. The exhaust gases contain carbon monoxide, a colourless and odourless gas that can cause unconsciousness or even death if inhaled. Therefore, it is strongly recommended to start and run the engine only in open or properly ventilated spaces.

2. HALF-HANDLEBAR POSITION

In order to place Ohvale GP-7 half-handlebars in their <u>standard</u> position, proceed with the following steps:

- Loosen the screw with the help of a 5mm Allen key.



- Position the half-handlebar in correspondence to the 7th notch.

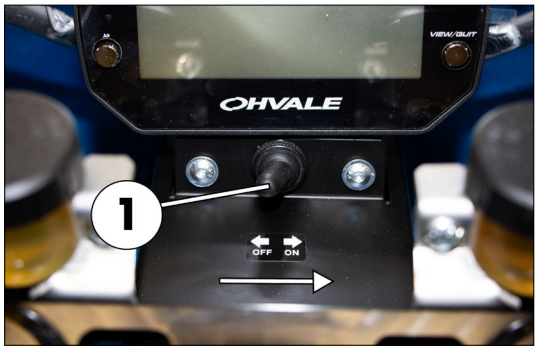
⚠ Notches need to be counted starting from the innermost one.

- Tighten the screw **<u>(12Nm).</u>**

Repeat the same operation on the other half-handlebar.

<u>Adjust the position of half-handlebars to meet the ergonomic needs of the rider.</u>

3. ENGINE START - ELECTRONIC



- Toggle the lever switch ① in order to turn on the electrical system.

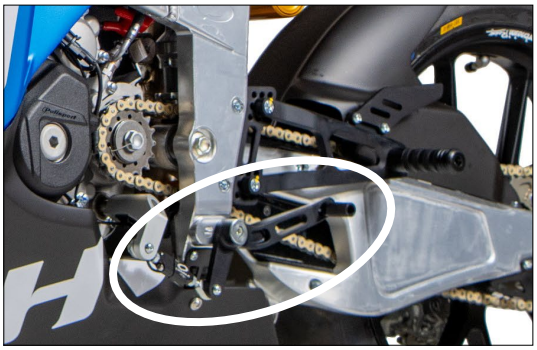
- In order to start the engine, the motorcycle needs to be in neutral gear.

⚠ Ensure that the kill switch button is released.

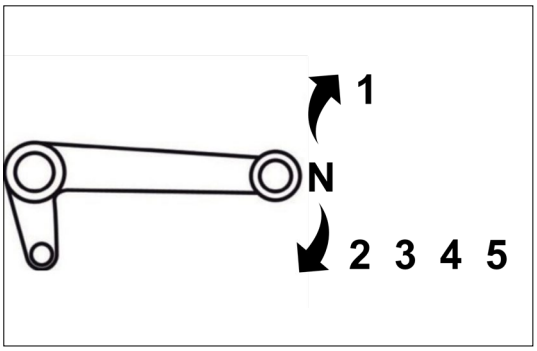
- Press the start button.

⚠ If the engine does not start within 5 seconds while pressing the start button, release the start button and wait at least 10 seconds before trying again.

4. SHIFT LEVER



The shift lever is positioned on the left side of the engine. Ohvale GP-7 is equipped as standard with a reverse shift lever.



The neutral gear (N) is position between the first and second gears.

Gear order: 1 **N** 2 3 4 5

CORRECT USE OF THE GEARBOX:

The gearbox of the engine is "simple", without electronic device. It needs to do a correct running in and to be used correctly. Therefore, it is necessary to explain to young drivers how the gearbox works and what to do for a correct use:

Down-shifting gear change:

It is necessary to completely close the throttle and ALWAYS use THE CLUTCH.

Up-shifting gear change:

Method 1: Partially close the throttle, use the clutch lever and push the shift lever, release the clutch lever and then open the throttle.

Method 2: partially close the throttle and (without using the clutch) press the gear lever, then open the throttle. This operation must be perfectly coordinated and is for very experienced riders.

Quick shifter: if the motorcycle is equipped with quick shifter, there is no need to close the throttle in up-shifting.

In any case, for young riders we suggest to use Method 1 in up-shifting at the beginning. Then, if they get experienced, they can use Method 2. Different operations can create problems with the forks and the engagement of the gearbox gears with consequent malfunction of the whole gearbox.

IMPORTANT NOTICE: ***If Up Shifting and Down Shifting are performed correctly / optimally as described, gear engagement will be smooth and easy and the gear lever will not put up any resistance or feel "hard" when engaging the gear.***

5. REFUELLING

- Place the motorbike on the rear stand.
- Turn the tank cap counter clockwise to remove it.
- Refuel.

⚠ Take care not to overfill the tank and cause the fuel to spill.

- Insert and screw in the tank cap, making sure it is properly closed.

IMPORTANT NOTICE: ***Fuel, lubricants, and all other fluids used in the motorcycle are hazardous substances. They must never be ingested, inhaled, or brought into contact with eyes or skin. Keep all fluids away from children and store them in properly labelled containers. In case of accidental ingestion or exposure, seek immediate medical attention. Ohvale shall not be held liable for any harm resulting from improper handling or misuse of these substances.***

RECOMMENDED FUEL	FUEL TANK CAPACITY
Super unleaded (RON 95) (Max E10)	7 L (1.8 US gal) approx.

6. ENGINE RUNNING-IN

A good running-in is extremely important to ensure better performance, reliability and longevity of the engine / gearbox for a long time.

How to perform the correct running-in of the engine / gearbox:

During the first 2 hours of use it is important not to stress the engine giving excessive load / effort. For this reason, it is necessary to carry out the following instructions:

- Leave the new engine idle rpm for a few minutes before use.
- Avoid turning on the throttle completely.
- Avoid rapid acceleration and sudden braking.
- Do not exceed the engine performance written in the manual.
- Use the clutch lever to change gear in up & down shift.
- Guarantee the vehicle a correct Pinion / Sprocket transmission ratio in accordance to the track.

Break-in riding procedure (duration in minutes / throttle opening):

- For the first 30 minutes, use the accelerator up to and not more than 50% of its total travel.
- For the next 60 minutes, use the accelerator up to and not more than 75% of its total travel.
- Remaining 30 minutes use the accelerator up to 100% of its total travel.

For correct use of the engine and gearbox during gear changes, the rev limiter should be avoided. Instead, make use of the engine's torque. Gear changes are recommended at the RPM values listed below. It is recommended to set the LEDs of the dashboard according to the table here below:

GEAR	SHIFT LIGHT 1	2	3	4	5
ALL	10.800	11.000	11.200	11.400	11.600

7. ENGINE OIL

RECOMMENDED OIL: 10W40 FULL SYNTHETIC suitable for motorcycles with wet clutch systems.

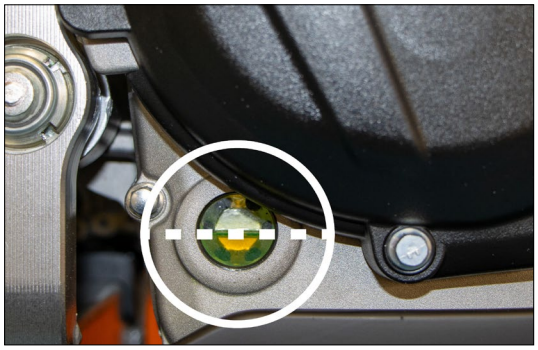
OTHERS: 10W50 FULL SYNTHETIC suitable for motorcycles with wet clutch systems.

OIL QUANTITY: ~1 L (dry) | ~800ml (when replacing)

7.1 ENGINE OIL LEVEL CHECK

Start the engine and let it run at the minimum rotation speed for 3/5 min, then turn it off.

After 2/3 min. place the vehicle on a flat surface in vertical position, **NOT** on the rear stand.



- The inspection window is located on the right side of the motorcycle, near the clutch cover.
- The oil level should be halfway up the inspection window when the engine is cold.

To restore the correct oil level, open filler cap placed on the right side of the engine and add the necessary quantity of oil.

IMPORTANT NOTICE: ***Overfilling oil or using the vehicle with insufficient oil can cause engine damage. It is recommended not to use different types of engine oil.***

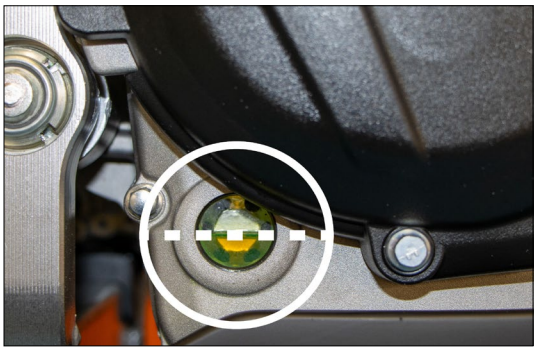
	AFTER RUNNING IN	FOLLOWING
OIL CHANGE	After 2hrs of use	Every 3hrs of use
OIL FILTER (01.MO.0007.L)	After 2hrs of use	Every 6hrs of use

7.2 ENGINE OIL FILLING

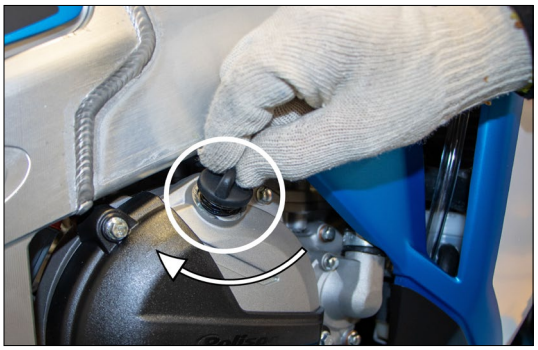
IMPORTANT NOTICE: ***Fuel, lubricants, and all other fluids used in the motorcycle are hazardous substances. They must never be ingested, inhaled, or brought into contact with eyes or skin. Keep all fluids away from children and store them in properly labelled containers. In case of accidental ingestion or exposure, seek immediate medical attention. Ohvale shall not be held liable for any harm resulting from improper handling or misuse of these substances.***

- To fill the engine oil, unscrew the cap located on the engine cover.

- Using a funnel, add the required amount of oil.

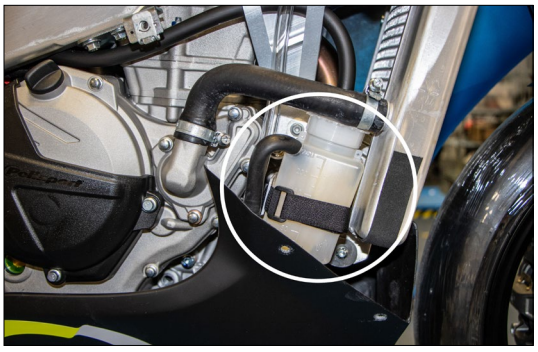


- Check the level through the inspection window.
- The oil level should be halfway up the inspection window when the engine is cold.
- If the level is too low, add more oil as needed.



- Once the correct amount of oil has been added, close the cap securely.

IMPORTANT NOTICE: ***Overfilling oil or using the vehicle with insufficient oil can cause engine damage. It is recommended not to use different types of engine oil.***



⚠ Ensure to check the liquid recovery tray after every track-day activity, or after every crash. If the tray contains any oil, it must be cleaned.

8. SPARK PLUG

Ohvale GP-7 is equipped as standard with the following spark plug:

⚠ Be careful not to remove the spark plug when the engine is still hot from use.

THREAD	MODEL	BRAND	TIGHTENING TORQUE
M10x1	LMAR9D-J	NGK	12 Nm

9. BATTERY

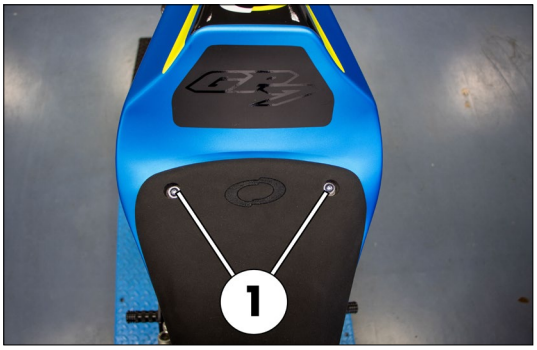
Ohvale GP-7 MUST be equipped with the following battery:

BATTERY	MODEL	SPECIFICATIONS
BS BATTERY	LiFePO4 (Ref. BSLi-02)	Lithium Iron Phosphate cells construction Battery Voltage: 12.8v Capacity 10hrs: 2 Ah Energy: 24 Wh CCA: 140 A

For the complete battery specifications and the manual of use and maintenance, please refer to the official documents released by BS Battery, which can be found at the links below.

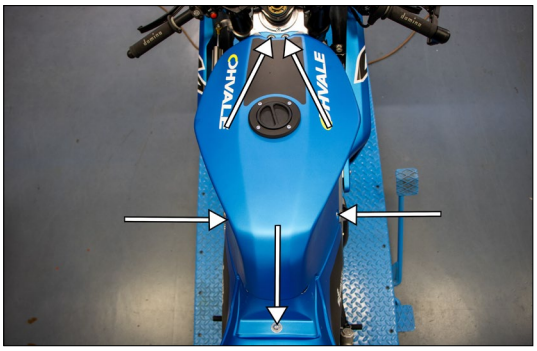
BATTERY SPECIFICATIONS: https://short.do/oFuALn
BATTERY MANUAL: https://short.do/sRS0Br

9.1 BATTERY INSTALLATION

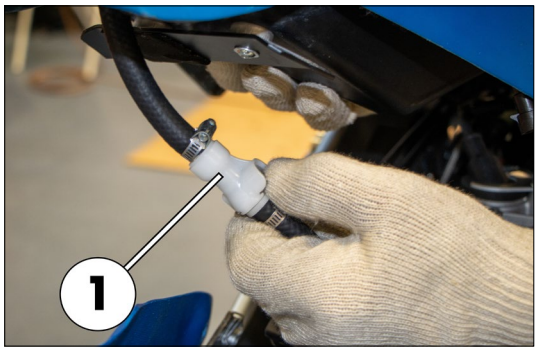


- Remove the two seat fixing screws ①.

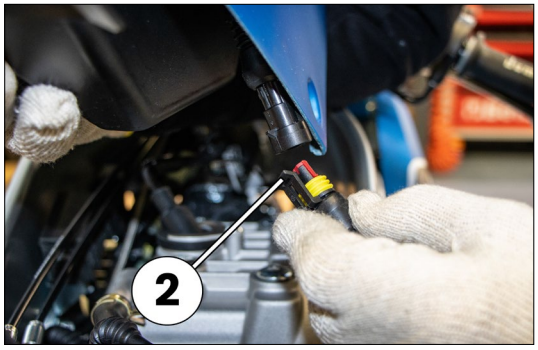
- Slide the seat out of its mounts.



- Remove the 5 fuel tank cover screws.



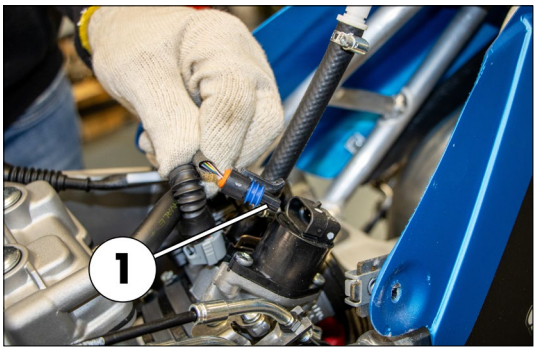
- After lifting the tank, disconnect the fuel hose ①



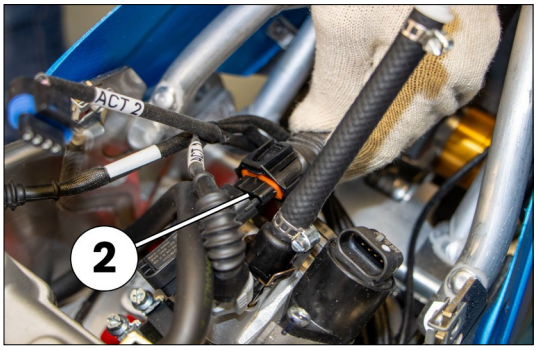
- Disconnect the fuel pump ② connector.

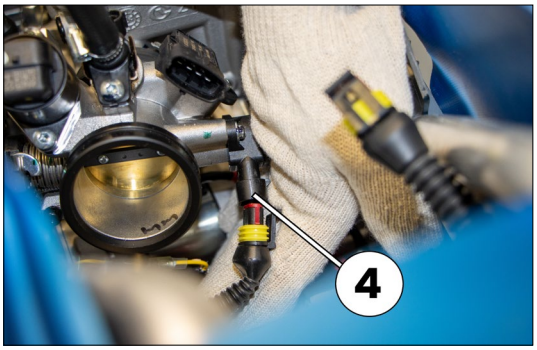
- Unscrew the air filter.

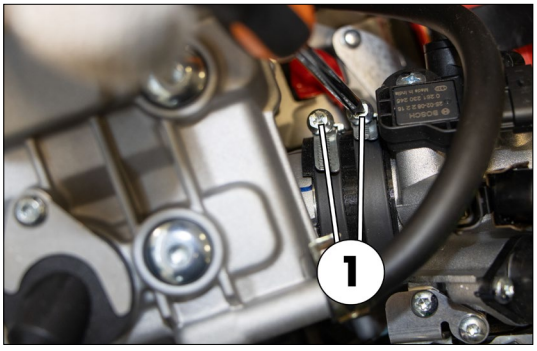
- Remove the air filter.

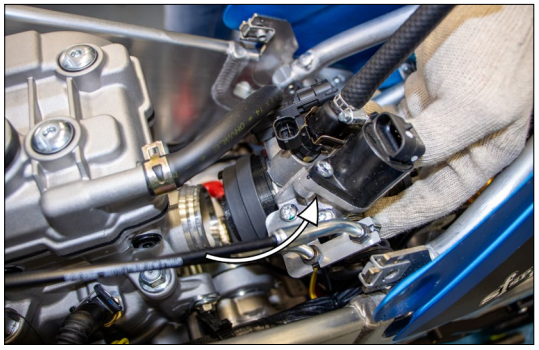


- Disconnect the 4 electrical components of the throttle body.



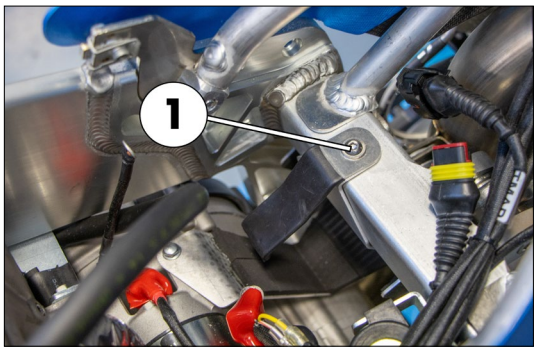




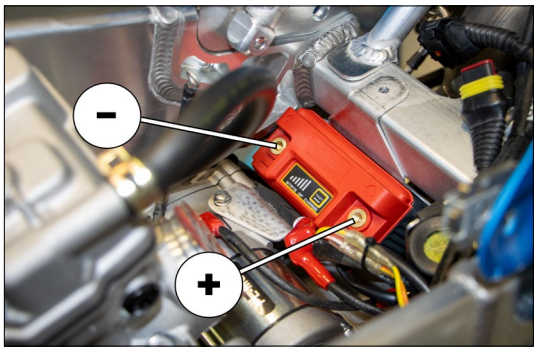


- Loose both clamps of the throttle body ①.
- Remove the throttle body.

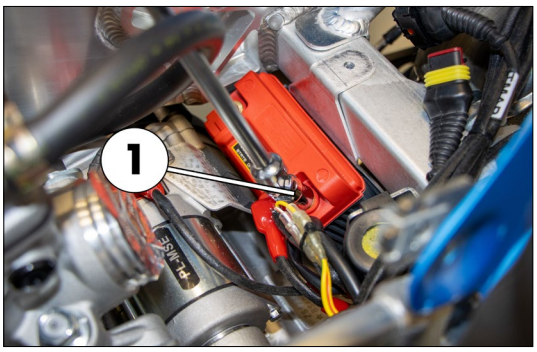
- Protect the intake duct.



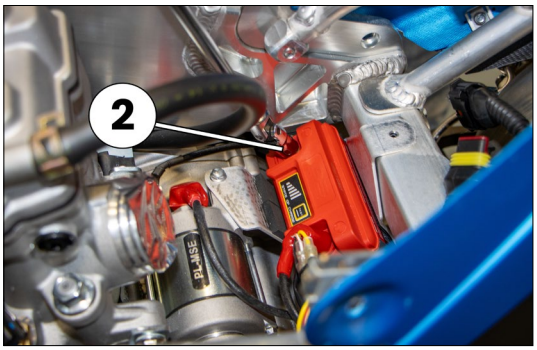
- Remove the battery bracket ①.



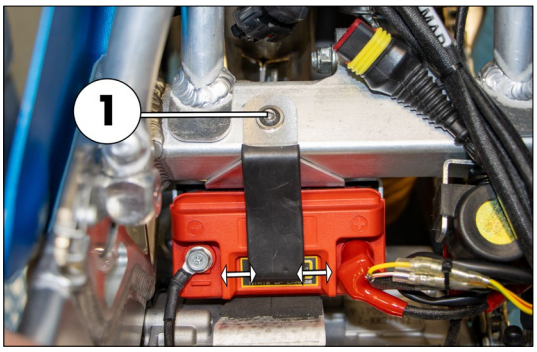
- Place the battery with the positive terminal facing the relay.



<u>Tighten the positive terminal ① first.</u>

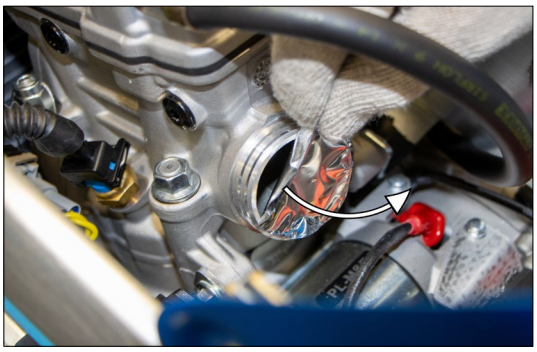


- Tighten the negative terminal ②.

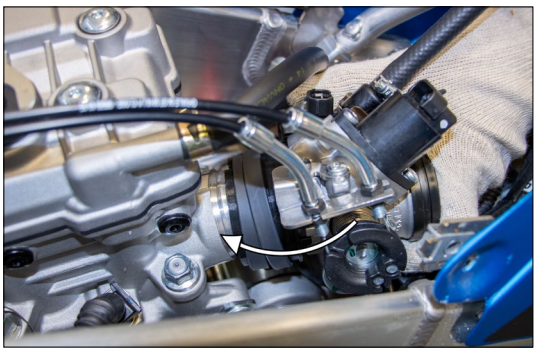


- Tighten the battery bracket ①.

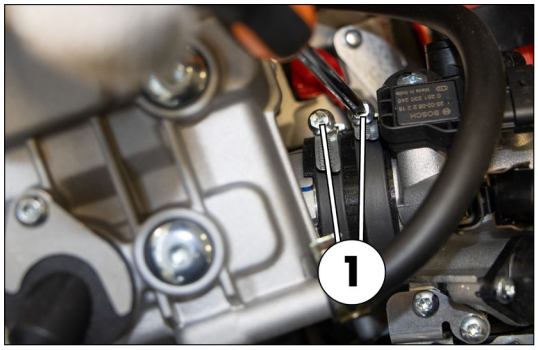
⚠ Ensure that the bracket is positioned away from both terminals.



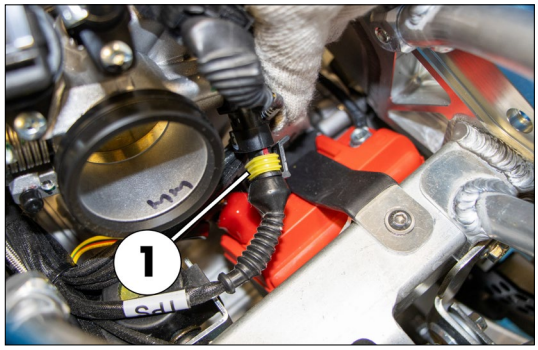
- Remove the protection from the intake duct .



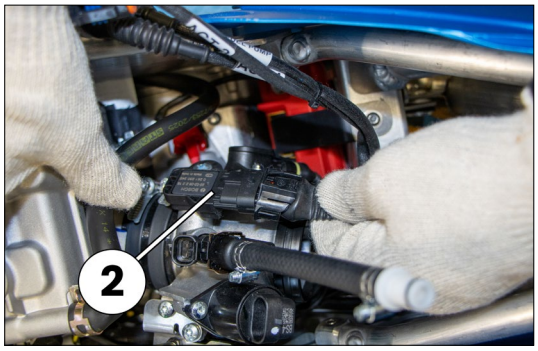
- Carefully reinstall the throttle body.

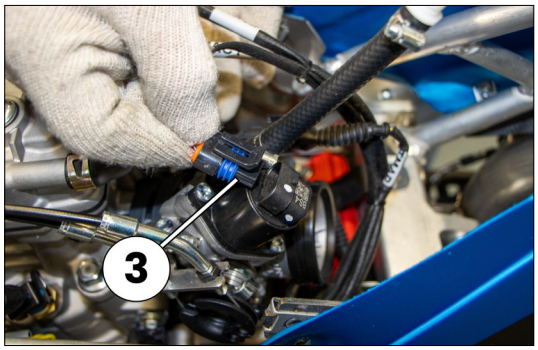


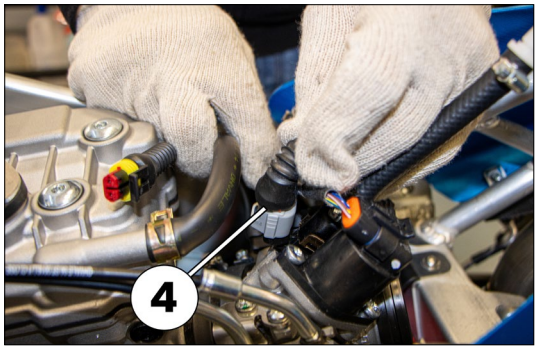
- Tighten the 2 clamps of the throttle body ①.

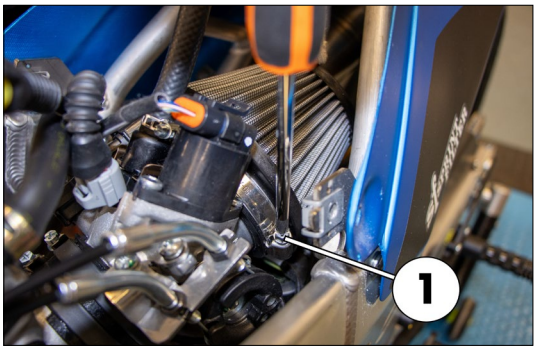


- Reconnect the 4 electrical components of the throttle body.



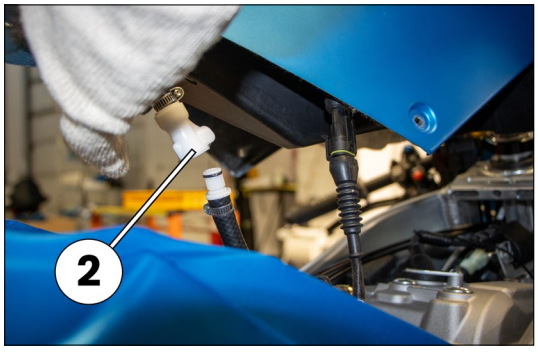




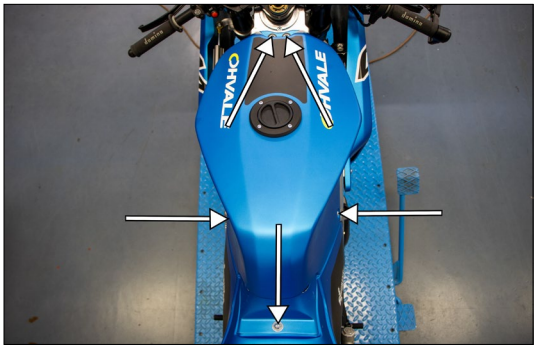


- Position and secure the air filter tightening the clamp ①.

- Reconnect the fuel pump ① and the fuel hose ② to the tank.

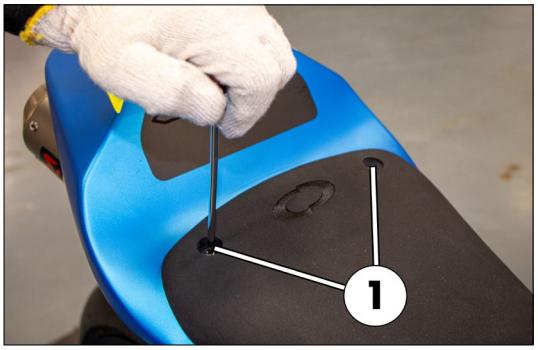


<u>IMPORTANT NOTICE:</u> ***Before fixing the tank, check the actual fuel pump connection by turning on the motorcycle's electrical system (pg. 6). If you do not hear the typical pump charging sound, check the connection of the fuel pump.***



- Reinstall the fuel tank and tighten the 5 screws.

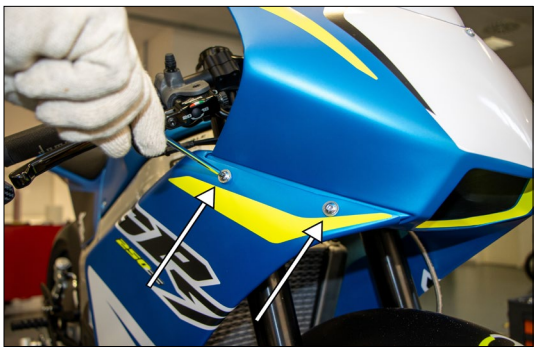
⚠ Tighten all the tank screws until they make contact, but **<u>DO NOT</u>** fully tighten them until **<u>ALL</u>** screws are in contact.

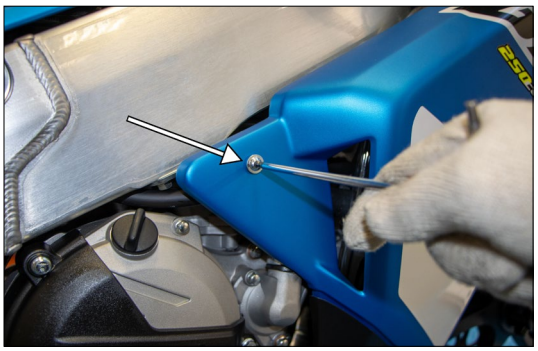


- Reposition the seat and tighten the two screws ①.

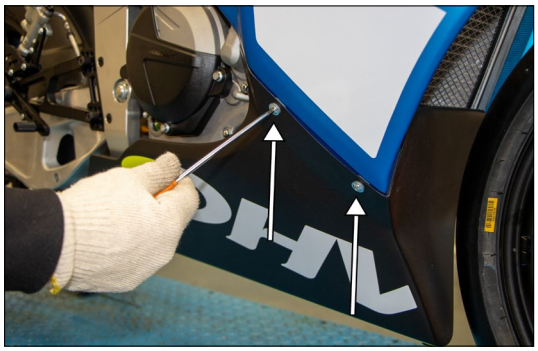
IMPORTANT NOTICE: ***In order to avoid dangerous situations and serious injuries comply with the official battery instruction manual supplied. You can consult the manual at this link:*** https://short.do/sRS0Br.

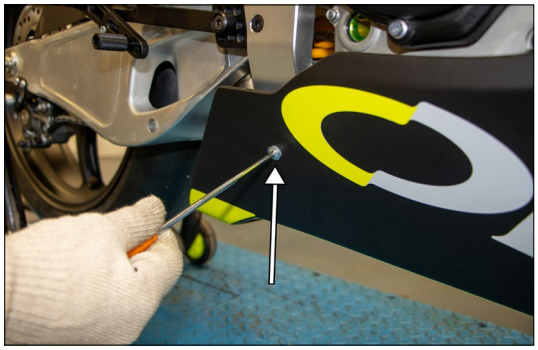
10. ENGINE COOLANT RADIATOR FILLING





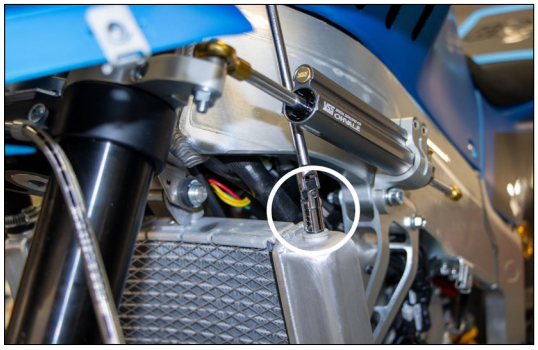
- Remove the side fairings on both the right and left sides (5 screws per side).





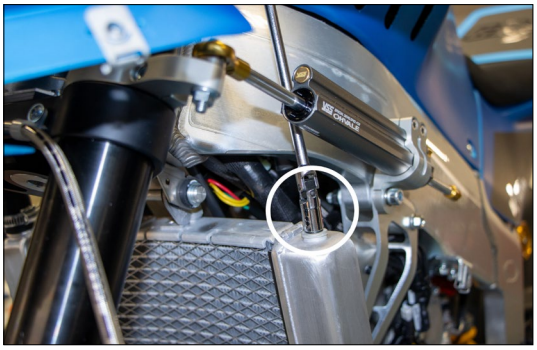
- Remove the belly pan (1 screw per side).

- Remove the radiator filler cap.



- Unscrew and remove the bleed screw.

- Add demineralized water or coolant (if allowed by regulations) until it flows out of the bleed screw.



- Screw the bleed screw back in **(9Nm).**

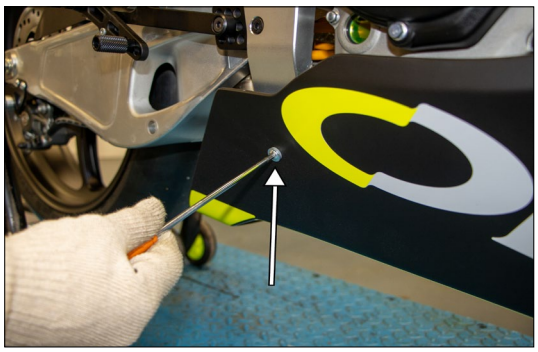
- Tilt the motorcycle to the left side to let the air escape.

- Top up the coolant.

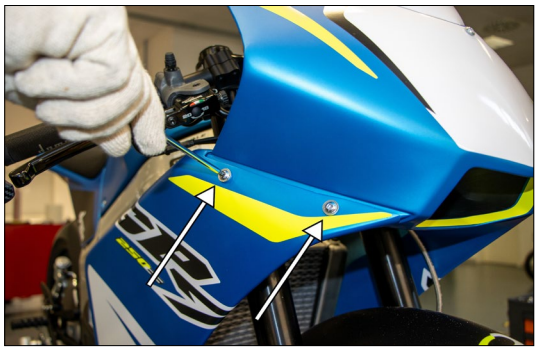
- Close the radiator filler cap.

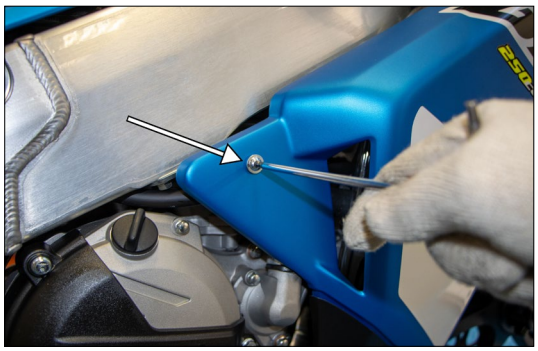
- Start the engine and let it warm up to 70°C, then turn it off.
- Wait until the engine is completely cool.
- Check the coolant level and top up if necessary.

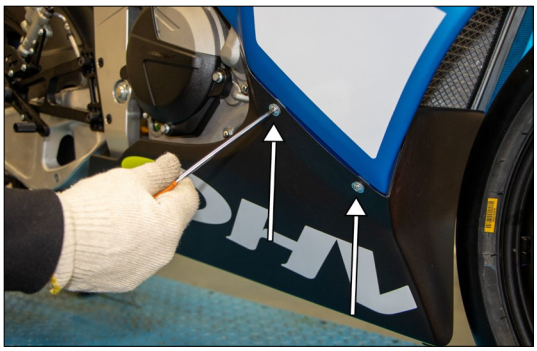
IMPORTANT NOTICE: ***Be careful when opening the radiator filler cap. When the motorcycle is hot, the radiator filler cap is under pressure and highly dangerous***



- Reinstall the fairings.







IMPORTANT NOTICE: ***If distilled water is used, it must be replaced with coolant when temperatures drop below 5°C (41°F).***

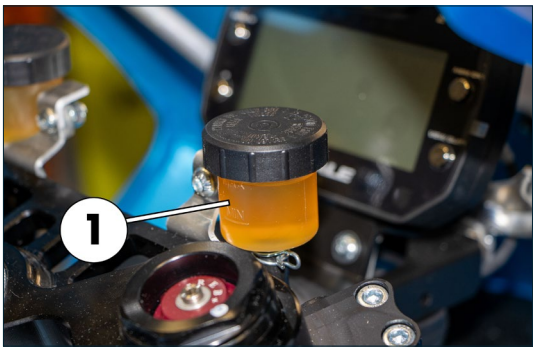
IMPORTANT NOTICE: ***New Ohvale GP-7 motorcycles shipped within the European Union are equipped with cooling fluid. Be sure to comply with the track regulations when using the motorcycle. Replace cooling fluid with distilled water if necessary.***

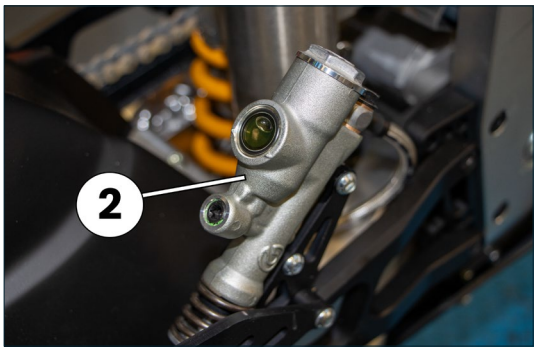
IMPORTANT NOTICE: ***Fuel, lubricants, and all other fluids used in the motorcycle are hazardous substances. They must never be ingested, inhaled, or brought into contact with eyes or skin. Keep all fluids away from children and store them in properly labelled containers. In case of accidental ingestion or exposure, seek immediate medical attention. Ohvale shall not be held liable for any harm resulting from improper handling or misuse of these substances.***

11. BRAKING SYSTEM

<u>Recommended brake fluid:</u> DOT 4; boiling point > 300°C

11.1 BRAKE FLUID LEVEL CHECK





Before each use, check the break fluids level through the appropriate portholes located on the front ① and rear brake pumps ②.

<u>IMPORTANT NOTICE:</u> ***The brake fluid <u>MUST</u> be replaced every year. Maintenance operations <u>MUST</u> be carried out by specialized personnel only.***

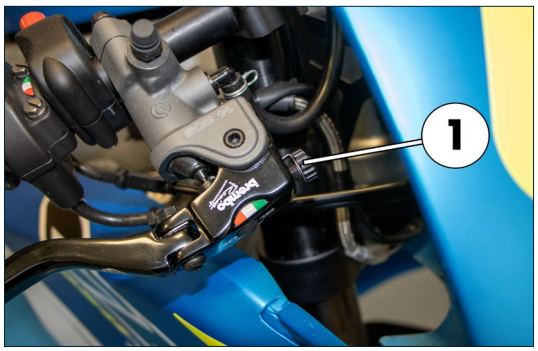
When the brake fluid level is <u>UNDER</u> the "min" sign present in the appropriate porthole, it means that brakes pads <u>MUST</u> be replaced.

The liquid used in the braking system is highly corrosive for painted parts and tires. Ensure that none of the parts mentioned come into contact with the fluid. Protect the fairings and all the other painted parts from any contact with the brake fluid. If spilled, clean the liquid with water.

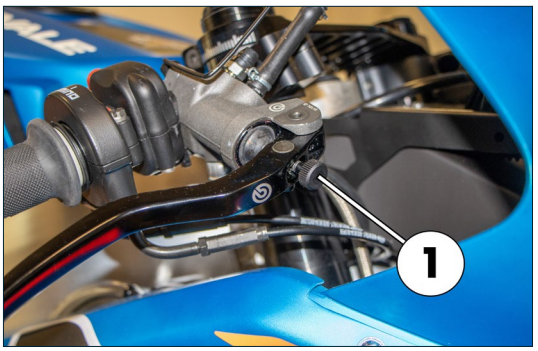
<u>IMPORTANT NOTICE:</u> ***Fuel, lubricants, and all other fluids used in the motorcycle are hazardous substances. They must never be ingested, inhaled, or brought into contact with eyes or skin. Keep all fluids away from children and store them in properly labelled containers. In case of accidental ingestion or exposure, seek immediate medical attention. Ohvale shall not be held liable for any harm resulting from improper handling or misuse of these substances.***

11.2 BRAKE LEVER REGULATION

Depending on the type of Brembo brake lever that is mounted on the Ohvale GP-7 (A or B), rotate the adjustment wheel ① to regulate the position of the lever:



Brake pump A



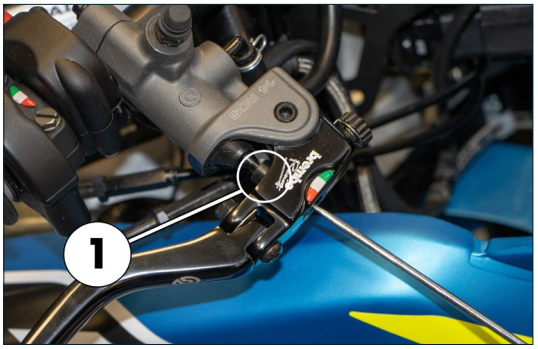
Brake pump B

11.3 BRAKE LEVER RATIO MODIFICATION

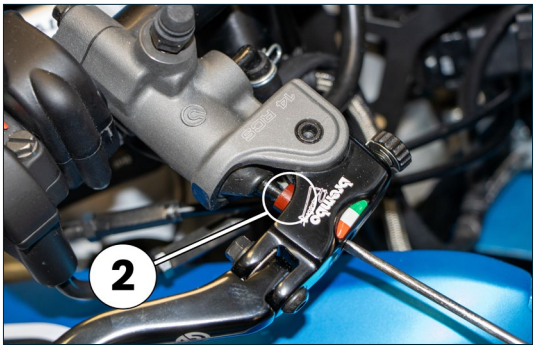
On brake pump A, the RCS system allows easy modification of the lever ratio between 18 mm and 20 mm. This adjustment gives you the ability to switch from a smoother, more powerful lever action to a faster, more responsive action, adapting to different driving conditions or rider's personal preferences.

- Remove the cap.

- Change the distance using a screwdriver.



① – 20mm (BLACK)



② – 18mm (RED)

11.4 BRAKE PADS RUNNING-IN

A good running-in is extremely important to ensure better performance and reliability.

How to perform the correct running-in of the brake pads:

- For the first 4 or 5 laps break gently at medium speed in order to avoid any thermal shock to the new pads.
- At least 90% of the pad surface must be in contact with the disc surface to consider the running-in to be completed.
- After the first laps, return to the pits and let the brakes cool naturally.

IMPORTANT NOTICE: ***If possible, run in the new brake pads using used brake discs.***

In rainy or wet conditions, the brakes tend to decrease their braking efficiency. Therefore, it is recommended to brake with extreme care and caution in wet asphalt conditions. In addition, if the brakes are wet, it is recommended to brake while at low speed in order to allow them to dry.

12. TRANSMISSION

12.1 CHAIN LUBRICATION

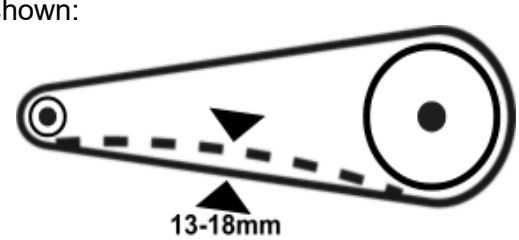
In order to correctly lubricate the chain, proceed with the following steps:

- Place the motorcycle on the rear stand, with the engine off and the gearbox in neutral.
- Spray the grease on the chain while turning the rear wheel with your hand continuously and quickly.
- Lubricate the chain every 3 hours of use and use chain spray.

12.2 CHAIN TENSION CHECK

In order to correctly check the tension of the chain, proceed with the following steps:

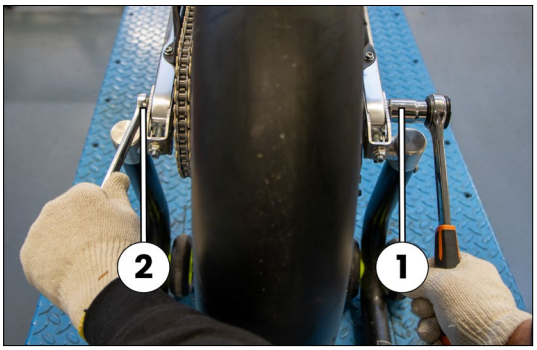
- Place the motorcycle on the rear stand with the engine off and the gearbox in neutral.
- With the help of a hand, check the oscillation of the chain in between the pinion and the crown.
- The value **MUST** be as shown:



CHAIN TENSION WITH THE
MOTORCYCLE ON THE REAR STAND

12.3 ADJUSTING THE CHAIN TENSION

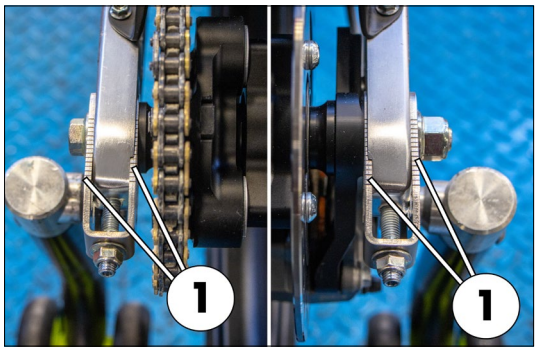
If the tension of the chain is too tight or too loose, adjust it by proceeding with the following steps:



- Place the motorcycle on the rear stand with the engine off and the gearbox in neutral (N).
- Loosen the rear wheel pivot using a socket wrench 19 to loosen the pivot locking nut ①, and a 17 wrench ② to prevent the pivot from rotating.

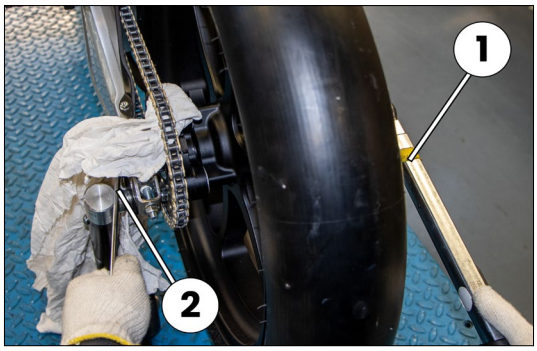
- After loosening the locking nut, adjust the screws until the correct chain tension is obtained.
- Use a 12 wrench to loosen the lock nut and a 4 Allen wrench to adjust the chain tensioning register.
- Do it on both sides.

⚠ Tighten the screws in order to tighten the chain, or loose the screws and push the rear wheel forward in order to loosen the chain.

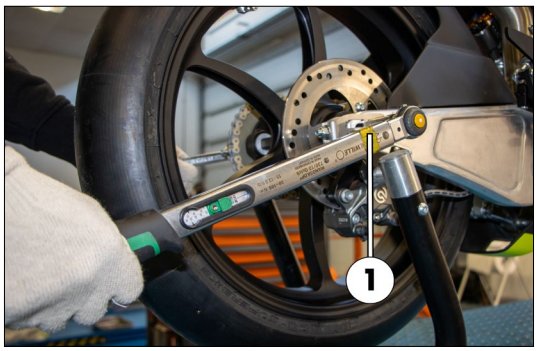


- Check the alignment of the rear wheel pivot by verifying that the position of the chain tensioners is the same on both sides with reference to the stampings ①.

- Position a shred between the chain and the sprocket.



- Slide the tyre backwords.
- Tight the rear wheel pivot using a 19-socket wrench to tight the pivot locking nut ①, and a 17 wrench ② to prevent the pivot from rotating.



- Tighten the rear wheel pivot nut ① at 50Nm.

12.4 AVAILABLE PINIONS AND SPROCKETS

PINIONS	SPROCKETS
17, 18, 19	34, 35, 36, 37

STANDARD EQUIPPED
18/36

12.5 PINION / SPROCKETS RATIO TABLE

	17	18	19
34	2,000	1,889	1,789
35	2,059	1,944	1,842
36	2,118	2,000	1,895
37	2,176	2,055	1,947

13. SUSPENSIONS

13.1 REAR SHOCK ABSORBER – ÖHLINS TTX

Ohvale GP-7 is equipped with an Öhlins TTX rear shock absorber which is adjustable in length, spring preload, hydraulic compression and rebound.

The springs available are: K70 and K80.

The standard setup for the rear shock absorber is the following:

	PRELOAD	SPRING TYPE	COMPRESSION	REBOUND	LENGTH
REAR SHOCK	12mm	K70	15 clicks (from fully closed)	15 clicks (from fully closed)	298mm
REAR SHOCK	10mm	K80	15 clicks (from fully closed)	15 clicks (from fully closed)	298mm

13.2 OHRACING FRONT FORK

Ohvale GP-7 is equipped with an OHRACING front forks which are adjustable in springs preload, hydraulic compression and rebound.

The springs available are: K6, K7, K8 and K9.

To carry out any service on the OHRACING front forks of your motorcycle, please refer to the dedicated service manual.

The standard setup for Ohvale GP-7 OHRACING forks is the following:

	SPRING PRELOAD	SPRING TYPE	COMPRESSION	REBOUND	OIL LEVEL (without spring)	OIL TYPE	FORK TRAVEL	FORK POSITION
FORK RH	5 Turns (from fully open)	K7		15 clicks (from fully closed)	100 mm	SAE 10W	90 mm	Second notch (from top)
FORK LH	5 Turns (from fully open)	K7	15 clicks (from fully closed)		100 mm	SAE 10W	90 mm	Second notch (from top)

14. DASHBOARD – AIM MXq

Ohvale GP-7 is equipped with and AIM MXq dashboard, capable of recording:

- Lap times
- Track position
- Engine RPM
- Speed
- Throttle position
- Oil, air and water temperature
- Battery voltage
- Air/fuel ratio

At this link, you can find the technical specifications of the AIM MXq dashboard: https://www.aimtechnologies.com/mxq/.
The functions of AIM MXq dashboard can be customized and enhanced through Race Studio 3 software, which can be downloaded at this link: https://www.aimtechnologies.com/support/downloads/software-downloads/race-studio-3/.

Race Studio 3 User Manual: https://short.do/LYCRLX.
AIM MXq User Manual: https://shorturl.at/p4Jgx.

AIM MXq dashboard is suitable for suspensions, brake pressure and wheel speed data acquisition.

***Please note that the User Manual of AIM MXq is the same as AIM MXm.**

15. FLUIDS AND LUBRICANTS

Here below are Ohvale's recommended fluids and lubricants:

OIL TYPE	DESCRIPTION
ENGINE OIL	10w40 FULL SYNTHETIC (suggested)
	10w50 FULL SYNTHETIC
OHRACING FORK OIL	SAE 10W
BRAKE FLUID	DOT 4; boiling point > 300°C
CLUTCH OIL	DOT 4; boiling point > 300°C
COOLANT	Distilled water (for track use)
	Cooling fluid (for temperatures below 5°C)

16. TYRES

BRAND	DESCRIPTION
PIRELLI	**Front:** Diablo SBK 100/70 R17 – slick compound **SC1** **Rear:** Diablo SBK 120/70 R 17 – slick compound **SC1**
PIRELLI	Front: Diablo RAIN 100/70 R17 – rain Rear: Diablo RAIN 120/70 R17 – rain

RECOMMENDED PIRELLY TYRE PRESSURE – COLD:

SLICK:
Front: 1.7/1.9 bar (25/28 psi)
Rear: 1.6/1.8 bar (23/26 psi)

RAIN:
Front: 1.8 bar (26 psi)
Rear: 1.8 bar (26 psi)

RECOMMENDED PIRELLI TYRE PRESSURE – HOT:

SLICK:
Front: 1.8/2.0 bar (26/29 psi)
Rear: 1.7/1.9 bar (25/28 psi)

RAIN:
Front: 1.9 bar (28 psi)
Rear: 1.9 bar (28 psi)

IMPORTANT NOTICE: ***Driving with excessively worn or improperly inflated tyres can cause crashes resulting in serious or fatal injuries. It is therefore recommended to follow the instructions contained in this manual with reference to tyre pressure and maintenance. The use of incorrect tyres on the vehicle may affect its control, stability and safety and cause accidents resulting in serious or fatal injuries. It is therefore recommended to only use tyres of the type and size indicated in this manual.***

IMPORTANT NOTICE: ***In case of rain or wet track conditions, it is recommended to use rain tyres. Using a type of tyre that is not suitable for the track conditions can cause accidents resulting in serious or fatal injuries.***

17. TYRE WARMERS

In order to ensure excellent grip of the tyres from the first lap, the use of Ohvale tyre warmers with adjustable temperature is strongly recommended.

Please, refer to the user manual for any instruction regarding use, cleaning and precautions.

The Tyre Warmers User Manual can be found at this link: https://short.do/SUUy60

RECOMMENDED PIRELLI TEMPERATURES:

SLICK: 40 < > 50 minutes at 80-90°C (176-194°F)
RAIN: 23 < > 30 minutes at 40-50°C (104-122°F)

18. CHASSIS TECHNICAL DATA

Frame	Aluminium perimeter frame
Fork	Fully adjustable Ø 35mm upside-down forks
Suspension travel	
Front	92mm
Rear	40mm
Fork offset	30mm
Shock absorber	STANDARD: RACE: Öhlins TTX monoshock
Brake system	
Front	Brembo Racing floating disc Brembo M50 radial monoblock calliper (4 pistons Ø 30mm) Brembo RCS radial master cylinder 14x18-20 (or 16x18-20)
Rear	Brake disk Brembo calliper (2 pistons Ø 32mm) Brembo master cylinder with integrated reservoir
Brake discs - diameter	
Front	Ø 300mm
Rear	Ø 190mm
Brake discs – wear limit	
Front	5mm
Rear	3mm
Tire air pressure - cold	
Front	1.7/1.9 bar
Rear	1.6/1.8 bar
Tire air pressure - hot	
Front	1.8/2.0 bar
Rear	1.7/1.9 bar
Secondary ratio	13:50
Chain	Regina 420 RH2 120 links
Available rear sprockets	34, 35, 36, 37
Available front sprockets	17, 18, 19
Wheelbase	1200mm
Seat height, unloaded	790mm
Weight without fuel, approx.	95kg

19. TIGHTENING TORQUES

19.1 CHASSIS TIGHTENING TORQUES

	SCREW	TORQUE	LOCTITE
Front wheel spindle		50 Nm (36.9 lbf ft)	
Front brake calliper	M10	30 Nm (22.1 lbf ft)	
Front fork foot	M6	10 Nm (7.4 lbf ft)	
Lower plate screws	M6	10 Nm (7.4 lbf ft)	
Half-Handlebar support	M8	12 Nm (8.9 lbf ft)	
Half-Handlebar	M6	10 Nm (7.4 lbf ft)	
Upper plate screws	M8	15 Nm (11.1 lbf ft)	
Upper plate nut	M16	40 Nm (29.5 lbf ft)	
Steering damper support	M6	10 Nm (7.4 lbf ft)	
Footrest retractor	M8	22 Nm (16.2 lbf ft)	
Footrest support	M8	22 Nm (16.2 lbf ft)	
Footrest nut	M6	10 Nm (7.4 lbf ft)	
Upper shock absorber nut	M10	30 Nm (22.1 lbf ft)	
Lower shock absorber nut	M10	30 Nm (22.1 lbf ft)	
Rear brake calliper	M8	22 Nm (16.2 lbf ft)	
Rear wheel spindle		50 Nm (36.9 lbf ft)	
Sprocket nuts	M10	30 Nm (22.1 lbf ft)	

20. CAPACITIES

20.1 ENGINE OIL

	QUANTITY	TYPE
ENGINE OIL	1 L dry 800ml when replacing	SAE 10w40 FULL SYNTHETIC (suggested) SAE 10w50 FULL SYNTHETIC

20.2 COOLANT

	QUANTITY	TYPE
COOLANT	1 L approx.	Distilled water Cooling fluid (for temperatures below 5°C)

20.3 FUEL

	QUANTITY	TYPE
FUEL	7 L (1 US gal)	Super unleaded (RON 95) (Max E10)

20.4 BRAKE FLUID

	QUANTITY	TYPE
FRONT AND REAR BRAKE FLUID + HYDRAULIC CLUTCH FLUID	250ml total approx.	DOT 4 (The boiling point must be > 300°C)

20.5 FORK OIL

	QUANTITY	TYPE
FORK OIL	230ml approx. per stem	SAE 10W

IMPORTANT NOTICE: ***Fuel, lubricants, and all other fluids used in the motorcycle are hazardous substances. They must never be ingested, inhaled, or brought into contact with eyes or skin. Keep all fluids away from children and store them in properly labelled containers. In case of accidental ingestion or exposure, seek immediate medical attention. Ohvale shall not be held liable for any harm resulting from improper handling or misuse of these substances.***

21. PERIODIC MAINTENANCE

TASK DESCRIPTION	RECOMMENED INTERVAL
Engine oil replacement	~ every 3hrs of use
Engine oil filter replacement	~ every 6hrs of use
Drive chain replacement	~ every 15hrs of use / ~ every 1500km It is strongly recommended to lubricate the drive chain every 2 track sessions.
Braking pads replacement	When necessary. It is strongly recommended to frequently check the wear of brake pads.
Front brake fluid replacement	The replacement is suggested every 3 racing weekends.
Rear brake fluid replacement	The replacement is suggested every 3 racing weekends.
Hydraulic clutch pump fluid replacement	The replacement is suggested at least once every year.

IMPORTANT NOTICE: ***The maintenance recommendations listed above are indicative and may vary depending on several factors, including how the motorcycle is used, the type of circuit, riding style, and operating conditions.***

The rider is responsible for assessing the actual wear and maintenance needs of the motorcycle and for performing all necessary checks and interventions at appropriate intervals.

These guidelines are provided as a general reference and do not replace proper mechanical judgment or regular inspections.

CUSTOMER SUPPORT

For further information, assistance or inquiries, please contact: info@ohvale.com.

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