



"Tha Heist" Build & PDI

Dealer:

Model: _____ Year: _____

VIN _____

ASSEMBLY

- ① Remove the top of the crate and the side pieces.
- ② Fill the battery with the provided acid and let the battery sit for 10-15min. Put the caps on the battery and charge it with a suitable charger (rated for this type of battery).
- ③ Remove the four (4) M8x1.25 Allen bolts and the handle bar clamps from the fork bridge (**Figure 1**).
- ④ Remove the two (2) M5x0.9 screws from the throttle assembly. Install the throttle assembly with the throttle tube onto the handle bar. Note the hole in the handle bar (**Figure 3**) and the tab in the lower half of the switch assembly (**Figure 4**). Assemble the switch housing with the tab in the hole of the handle bar. Re-install the two (2) M5x0.9 screws and tighten.
- ⑤ Center the handle bar onto the fork bridge and secure it with the, previously removed, handle bar clamps and four (4) M8x1.25 Allen bolts. Adjust the handle bar rise to parallel the angle of the fork tubes. Tighten and torque the Allen bolts to 25Nm. Push the four (4) chrome caps into the heads of the Allen bolts (**Figure 5**). Install the master cylinder of the front brake next to the throttle assembly on the handle bar. Note the 'Arrow' and the "UP" letters on the clamp and install accordingly. Install the clutch cable into the clutch lever. Install the two (2) rear view mirrors.
- ⑥ Raise and secure the front end of the motorcycle. Remove the front axle from the fork legs and the crate base. Install the front fender and the brake line bracket with the four (4) M6x1.0 bolts (8mm heads). The bracket is mounted on the inside of the fender of the left fork, facing the engine (**Figure 6**). It is necessary to stretch the fender mounts slightly to reach the mounting holes on the fork legs. There are no spacers between the fender and the fork legs. Torque the fender bolts to 10 Nm.
- ⑦ Remove the two (2) M10x1.25 bolts and the brake caliper from the left fork leg. Install the front wheel with the wheel spacer on the brake disc side and the speedometer drive in the other side of the hub. Note the two (2) tabs on the speedometer drive and the fittings in the hub. Carefully align the tabs into their respective fittings in the hub. Insert the lightly greased axle from the speedometer drive side (**Figure 7**). Tighten the front axle castle nut to 88Nm and secure it with the cotter pin from the assembly package (**Figure 8**). Attach the rubber guide of the speedo cable into its respective hole (lower right side of the fender).
- ⑧ Remove the plastic wedge between the brake pads of the front caliper and install the brake caliper back onto the fork leg and over the brake disc. Using heat resistant red Loctite (**Figure 9**), tighten the two (2) M10x1.25 bolts to 50 Nm. Push the brake line rubber guide into the opening of the brake line bracket.

⑨ Take the two (2) small Allen set screws from the assembly package and start them in the threaded holes of the two (2) foot pegs. Install the foot pegs onto the forward control bar (**Figure 10**). Tighten the foot pegs by hand as good as it is possible, then secure the pegs with the Allen set screws (**Figure 11**).

⑩ Remove the chrome cover from the battery box. Install the fully charged battery with the terminals facing forward and feed the vent hose through the hole in the left bottom of the box. With the key removed from the ignition switch, connect the red (+) wire to the positive(+) battery terminal first and then the black (-) wire to the negative (-) terminal of the battery. Push the two (2) wires into the half-moon shaped cut of the battery box (**Figure 12**). Re-install the chrome cover onto the battery box.

PRE-DELIVERY INSPECTION

- Adjust front and rear tire pressure to 32 psi. Spokes tight with wheels running true.
- Loosen rear axle and adjust drive chain tension. Note: Since "Tha Heist" has no rear suspension the free play for the drive chain can be set to zero (a slight free play is acceptable). If necessary, apply a light film of chain lubricant to the chain. While the rear axle is loose, remove the two (2) M8x1.25 Allen bolts of the rear brake. Apply heat resistant red Loctite to the bolts and re-install. Tighten the bolts to 28 Nm. Tighten rear axle castle nut to 88 Nm and secure it with a new cotter pin.
- Clean front and rear brake discs with brake cleaner and a clean rag or clean paper towel.
- Adjust foot brake lever and shift lever if necessary.
- Put the bike on a leveled surface. Check engine oil level while the bike is standing straight. Adjust engine oil level if necessary. Check brake fluid levels, adjust if necessary (DOT 4 brake fluid is required).
- Make final adjustments to the control elements on the handle bar. Adjust brake and clutch lever to a comfortable angle while sitting on the bike. Turn the rear view mirrors to the desired position and tighten the chrome jam nuts.

- Adjust throttle free play to 3mm and the clutch lever free play to (5-8mm).
- Check steering head bearings. Smooth steering left to right with the front wheel off the ground. No horizontal or vertical free play in the steering head.
- Fuel valve and choke functioning properly. Adjust choke cable if necessary.
- Check all electrical components for proper operation and function.
- Check nuts and bolts of all critical components of the bike for proper torque, use blue or red Loctite if necessary. Note: Unfortunately there is some inconsistency from the CCW factory which makes the proper torque inspection necessary. The safety of the operator or end consumer has priority!
- Inspect cleanliness of the unit. Clean or detail if necessary.

OPERATION – TEST DRIVE

- Electric starter functioning properly. Engine not starting while the bike is on the side stand.
- Engine running without mechanical noises and consistent idle rpm (1400rpm +/- 100). Adjust carburetor if necessary.
- Inspect engine for leaks while idling.
- Clutch and clutch lever functioning correctly with transmission shifting properly.

- Speedometer working properly.
- Front and rear brake working properly.
- Cables and wiring harness in steering head area are not binding or stretching while turning left or right.
- Ignition switch and emergency stop switch function correctly.

COMMENTS (PERFORM ANY FINAL ADJUSTMENTS AND WRITE ANY COMMENTS BELOW):

Technician Name: _____

Date: _____

Technician Signature: _____

Customer Name: _____

Date: _____

Customer Signature: _____

I CERTIFY THAT I HAVE SET UP THIS VEHICLE IN ACCORDANCE WITH THE SUPPLIED INSTRUCTIONS.

I CERTIFY THAT I HAVE REVIEWED THE SAFETY WARNING CHECKLIST AND THE SAFETY LABELS ON PRODUCT.

DEALER MUST KEEP THIS FORM ON FILE FOR THE DURATION OF THE WARRANTY PERIOD AND PRESENT TO VISIONARY UPON REQUEST.



Figure 1



Figure 2

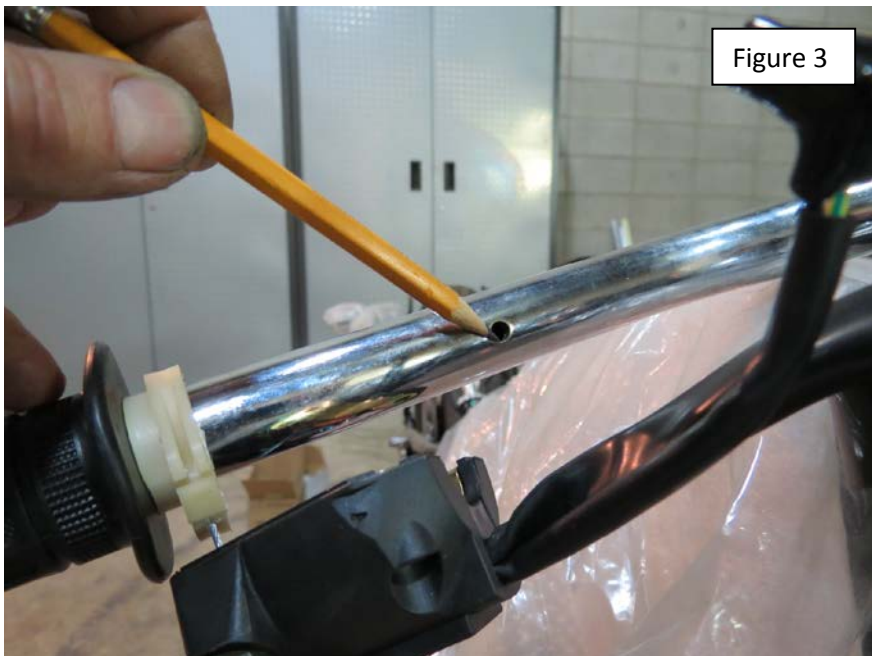


Figure 3

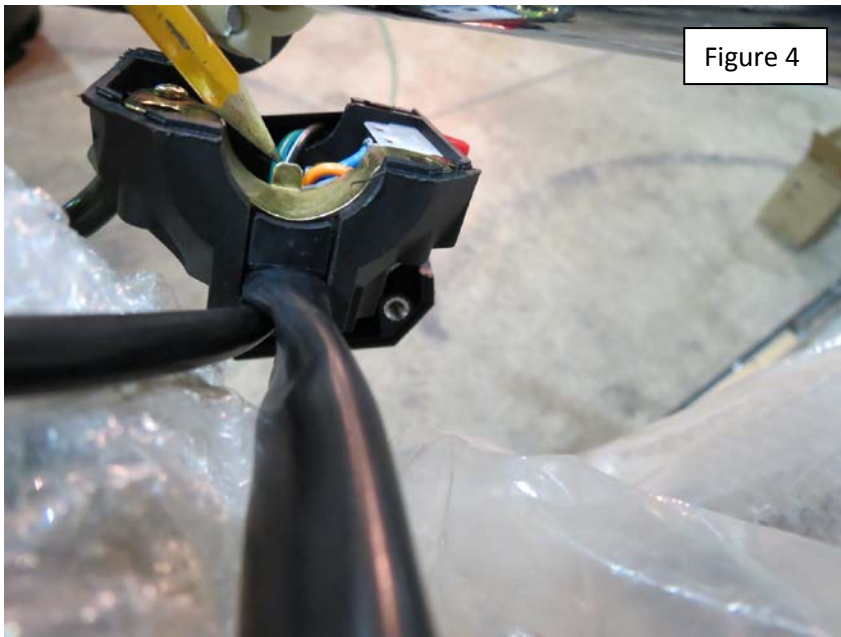


Figure 4

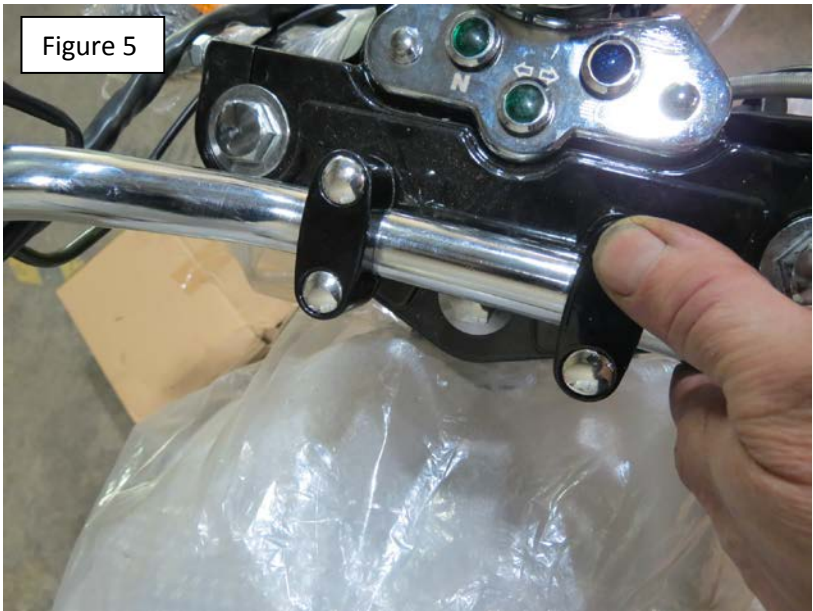


Figure 5



Figure 6



Figure 7



Figure 8



Figure 9

Figure 10

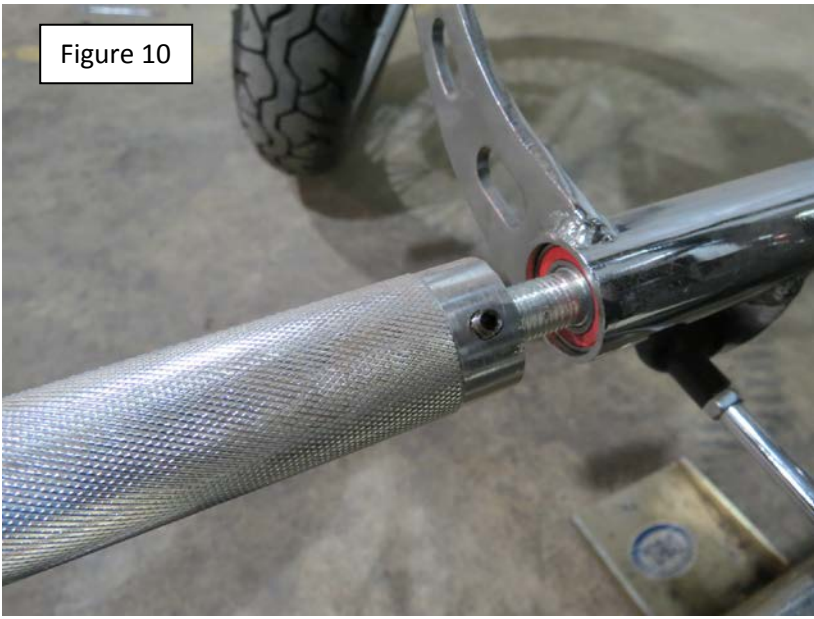


Figure 11



Figure 12

