AJP PR7

USER MANUAL

AJP MOTORCYCLES

2ª. Edition (09-2022)

AJP Motos, SA
Technical Service
R. Zona Indústrial II 309 A,
4560-709 Penafiel
Portugal
Tel: +351 255 815 122
Fax: +351 255 815 123
Website: www.ajpmotos.com

3ª. Edition (0-2025)

IMPORTANT INFORMATION

WE STRONGLY RECOMMEND THAT YOU READ THIS MANUAL COMPLETELY AND CAREFULLY BEFORE USING YOUR MOTORCYCLE FOR THE FIRST TIME. THIS MANUAL CONTAINS A CONSIDERABLE AMOUNT OF INFORMATION AND ADVICE TO HELP YOU USE AND MAINTAIN YOUR MOTORCYCLE PROPERLY. FOR YOUR OWN SAFETY AND BENEFIT, PLEASE PAY CLOSE ATTENTION TO THE WARNINGS MARKED AS FOLLOWS:

FAILURE TO FOLLOW THESE INSTRUCTIONS MAY ENDANGER YOUR PHYSICAL SAFETY AND LIFE, AS WELL AS THAT OF OTHERS.

FAILURE TO FOLLOW THESE INSTRUCTIONS MAY CAUSE DAMAGE TO PARTS OF YOUR MOTORCYCLE AND/OR MAKE ITS USE UNSAFE.

PLEASE PAY SPECIAL ATTENTION TO THE BREAK-IN RECOMMENDATIONS, INSPECTIONS, AND MAINTENANCE INTERVALS. FOLLOWING THESE INSTRUCTIONS WILL SIGNIFICANTLY INCREASE THE LIFESPAN OF YOUR MOTORCYCLE. MAKE SURE THAT ALL MAINTENANCE SERVICES ARE CARRIED OUT BY AN AUTHORIZED AJP DEALER.
DON'T FORGET TO WEAR A HELMET, EYE PROTECTION, AND PROTECTIVE CLOTHING WHEN RIDING YOUR MOTORCYCLE.
WE HOPE YOU ENJOY YOUR AJP!

CONTENTS

Chapter A.

CONSUMER INFORMATION

INSTALLATION OF ACCESSORIES AND SAFETY INSTRUCTIONS

There is a variety of accessories available on the market for AJP motorcycles. AJP cannot have direct control over the quality or suitability of the accessories you may purchase. Adding improper accessories may lead to unsafe operating conditions. Contact your authorized AJP dealer for assistance in selecting and correctly installing accessories.

Improper accessories or modifications can make your motorcycle unsafe and cause an accident.
Never modify the motorcycle with inappropriate or poorly installed accessories.
Follow all instructions in this manual related to accessories and modifications.
Consult your dealer if you have any doubts.

Certain accessories may shift the rider from their normal position, limiting freedom of movement and control of the motorcycle.
Additional electronic accessories can overload the electrical system. Overloads may damage the wiring or create hazardous conditions due to power loss while riding the motorcycle.

When carrying additional loads on the motorcycle, place the load as low as possible. Improperly placed loads can raise the center of gravity, making the motorcycle dangerous and difficult to control. The size of the load may also affect the vehicle's aerodynamics and handling. Balance the load evenly between the left and right sides of the motorcycle and secure it properly.

Note: For additional information, please visit our website: www.ajpmotos.com

SAFE RIDING RECOMMENDATIONS

WEAR A HELMET

Safety gear for riding a motorcycle starts with a quality helmet. One of the most serious injuries that can occur are head injuries. ALWAYS wear a certified helmet. You should also wear appropriate eye protection.

CLOTHING

Loose or improper clothing can be uncomfortable and unsafe for motorcycle use. Choose high-quality clothing when riding. Wear gloves, sturdy footwear that protects the ankle, long pants, and long-sleeved jackets or shirts.

PRE-RIDE INSPECTION

Review all the instructions in the "PRE-RIDE INSPECTION" section of this manual. Don't forget to perform a thorough inspection to ensure the motorcycle's safety.

FAMILIARIZE YOURSELF WITH THE MOTORCYCLE

Your riding skills and mechanical knowledge form the basis for safe riding. We recommend practicing riding your motorcycle in an open, obstacle-free area until you are familiar with it and its controls.

KNOW YOUR LIMITS

Always ride within your skill limits. Knowing your limits and staying within them is key to avoiding injuries and accidents.

BE MORE CAUTIOUS IN BAD WEATHER OR ON POOR ROAD CONDITIONS

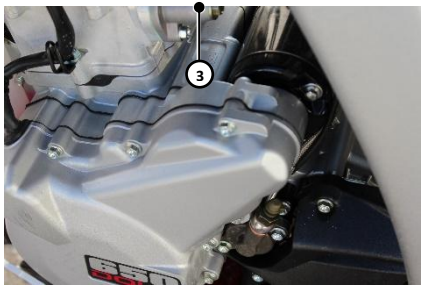
Riding in bad weather requires extra attention. Braking distances double on rainy days. If you are unsure about road conditions, ride slower and with extra caution!

MOTORCYCLE IDENTIFICATION

The frame number and engine number are used for motorcycle registration. Additionally, they should be used by AJP dealers to order parts from AJP MOTOS.

CERTIFICATION PLATE

The motorcycle's certification plate (1) is located on the right side of the chassis, near the steering column. The plate contains the certification number, serial number, and noise level at the specified engine speeds.



FRAME SERIAL NUMBER

The frame serial number (2) is stamped on the right side of the steering column.

ENGINE SERIAL NUMBER

The engine serial number (3) is marked on the left side of the engine, on top of the crankcase.

ENGINE BREAK-IN

The following recommendations highlight the importance of proper break-in to achieve maximum lifespan and performance of the new AJP model. Even sections machined with high precision contain rough surfaces that need to be run in with other component surfaces to properly mate. Therefore, all engines require a break-in period during the first 1000 km.

For this reason, do not use the engine above 50% of its capacity during the first 500 kilometers and avoid full throttle acceleration. After 500 km, use the engine up to 75% of its capacity, shifting gears frequently.

Allow sufficient idling time (1–2 minutes) when starting the engine cold or warm before applying load or accelerating. This procedure ensures the lubricating oil reaches all critical engine components.

The 1000 km maintenance service is the most important maintenance your AJP will receive. The motorcycle must be carefully inspected, all adjustments reset, bolts tightened, and the fuel injection system condition checked.

Incorrect break-in may cause severe damage to components or significantly reduce the motorcycle’s lifespan.

PRE-RIDE INSPECTION

At every start, the engine must be in perfect mechanical condition. For safety reasons, the rider/owner should make a habit of performing a general check routine before each use. The following checks should be carried out:**Nível do óleo:** Quantidade de óleo insuficiente irá resultar no desgaste prematuro dos componentes do motor, danificando o mesmo;

1. **Fuel: Check if there is enough fuel in the tank.**
2. **Drive Chain: Check the slack and condition of the drive chain. A chain with incorrect tension or lack of lubrication can cause excessive wear and damage other components. Besides premature wear, the chain and drive shaft may break.**
3. **Tires: Check air pressure and look for cuts or punctures in the tires; replace tires if necessary. The tread must also meet legal requirements. Insufficient tread or incorrect air pressure can reduce riding performance.**
4. **Brakes: Inspect the braking system and brake fluid level. Fluid level below the minimum mark may indicate a fluid leak or completely worn brake pads. Also check the brake lines, pad thickness, and the free play of the brake lever and pedal.**
5. **Electrical System: Verify proper operation of lights, turn signals, and horn with the engine running.**
6. **Steering: Check for smoothness, movement restriction, and play in the steering head bearings.**
7. **Throttle: With the engine off, check the throttle travel, smoothness of operation, and return to the closed position. The throttle should rotate freely without any obstruction.**
8. **Clutch: Check that the travel is correct, operation is smooth, and action is progressive.**
9. **Suspension: Inspect the smoothness of suspension movement.**
10. **Emergency Switch: Verify proper operation of the emergency switch by turning off the engine using the switch.**
11. **Luggage: If carrying luggage, ensure it is securely fastened.**

Ignoring these inspections or improperly maintaining the motorcycle will increase the likelihood of accidents or component damage. Using incorrect tires, with improper pressure or worn out, will reduce the motorcycle's stability and may cause an accident. Only front and rear tires with the same profile as the original approved tires are allowed.

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Wear appropriate clothing when riding the motorcycle. Never forget to use a helmet, gloves, and boots, even on short trips. Protective clothing should be light-colored to make you visible to other drivers.
Do not ride after consuming alcohol.

Never ride your motorcycle at full load or rev the engine at high RPM while it is cold. Otherwise, the piston will heat up faster than the cylinder, which can cause severe engine damage.
Checking maintenance points with the engine running can be dangerous. You may be seriously injured if your hands or clothing get caught in moving parts such as wheels or the drive chain.

Observe traffic regulations and ride defensively, trying to look as far ahead as possible to anticipate any potential obstacles. Adjust your riding speed according to conditions and your riding skills. Ride carefully on unfamiliar roads or paths, preferably with company in case any problems arise.
Replace the helmet visor or eye protection when scratched or damaged. Do not repair a bent handlebar; replace it immediately..

RIDING TIPS

INSTRUCTIONS FOR FIRST USE

— Check if your AJP dealer has performed a prior inspection of the motorcycle.

— Familiarize yourself with all the motorcycle's operating controls. Get used to riding in a wide, open space before long trips. Try to ride as slowly as possible to improve your sensitivity to the motorcycle.

— Hold the handlebars with both hands and keep your feet on the footrests while riding.

— Remove your foot from the brake pedal when not braking. Otherwise, the braking system may overheat.

— For safety reasons, do not modify the vehicle and always use original AJP repair parts.

— Motorcycles are sensitive to changes in weight distribution. If carrying luggage, place it as close to the center as possible to balance the weight on both sides.

STARTING THE ENGINE

Fold up the kickstand and turn the ignition key to the ON position.

Put the transmission in neutral (the neutral indicator should light up). Check that the emergency switch is in the ON position.

Press the starter button without accelerating.

Before starting, make sure the kickstand is fully retracted. Otherwise, the kickstand may drag on the ground, causing loss of control.

STARTING THE MOTORCYCLE

Squeeze the clutch lever and put the transmission into first gear. Slowly release the clutch lever while simultaneously applying the throttle.

USING THE GEARBOX

First gear is referred to as the starting or climbing gear. Depending on conditions (traffic, road incline, etc.), the appropriate gear should be engaged. To shift gears, simultaneously decelerate and operate the clutch lever while using the gear pedal to change gears.

- High engine speeds with a cold engine reduce engine life. We recommend operating the engine moderately during the first 10 km (6 miles), allowing time for it to warm up.
- Never downshift with the throttle fully open. The engine will run at high RPM, which may damage the valves and the gearbox.
- If any abnormal vibration occurs while riding, check for loose bolts on the engine. If the vibration persists, contact an AJP dealer.
- If you detect any unusual operating noise while riding, stop immediately. Switch off the engine and contact an authorized AJP dealer.
- Never start the engine without the air filter installed; otherwise, dust and dirt may enter the engine, causing premature wear or damage.

BRAKING

Apply both brakes simultaneously while closing the throttle. When riding on sandy, wet, or slippery surfaces, mainly use the rear brake. Avoid locking the wheels, as this may cause you to lose control of the motorcycle.

Use the engine braking effect to assist the brakes when riding downhill. Downshift one or two gears without letting the engine reach high RPM. This way, you will not need to use the brakes continuously, preventing overheating.

In case of rain, motorcycle washing, or riding on wet trails, wet or dirty brake discs may delay braking. The brakes should be applied until the discs become dry and/or clean.
Dirty brakes cause increased wear of the brake pads and discs.

Hard braking on wet, uneven, or slippery surfaces may cause wheel skidding and loss of control. Brake gently and carefully on adverse or uneven terrain.
Hard braking while changing direction may cause skidding and loss of control. Brake before starting to turn.

Inexperienced riders tend not to use the front brakes. This can increase braking distance and may lead to collisions. Using only the front or only the rear brakes can result in skidding and loss of control.

STOPPING AND PARKING

To stop, apply the brakes until the motorcycle comes to a complete standstill. To switch off the engine, turn the key to the OFF position in the ignition switch or press the emergency stop button to the OFF position. Park the vehicle on solid ground and in a safe position. Lock the steering.

Never leave the motorcycle unattended with children nearby or while the engine is running.
Do not touch motorcycle components after riding. Parts such as the engine, exhaust, brakes, and others can remain hot and cause burns.
Be careful where you park the vehicle. Place it in areas out of reach of pedestrians or easily flammable materials to avoid burns or fire hazards.

MOTORCYCLE CLEANING

Clean your motorcycle regularly to maintain the appearance of the plastic surfaces and prevent corrosion.
Avoid using a high-pressure washer to prevent damage to more sensitive components such as the steering column bearings, wheel bearings, suspension rods, and swingarm, as well as electrical switches, relays, and injection sensors.
The best method to clean the motorcycle is to use a sponge and water at 30-35ºC mixed with a regular cleaning detergent.
Tougher dirt can be removed before washing with the help of a gentle water jet.**Recomendações:**

— Use a regular cleaning detergent to wash the motorcycle. Dirty parts should be cleaned with the help of a brush;

— Before washing with water, seal the exhaust tip openings and the air filter cover to prevent water from entering;

— After washing with a water jet, dry the motorcycle using compressed air and a cloth. Remove the materials used to seal the exhaust tip and air filter cover, then start the engine and let it run for a few minutes;

— Take a short ride until the engine reaches its operating temperature and use the brakes. This will help evaporate any residual water due to the heat from the engine and brake components;

— Once the motorcycle has cooled down, lubricate all sliding and support points. Lubricate the chain with chain spray;

— To prevent malfunctions in the electrical system, apply electrical contact spray to the ignition key switch, kill switch, start button, light switch, and connectors of exposed electrical components, and even the seat lock.

> **Never direct a high-pressure water jet at sensitive parts of the motorcycle, such as electrical components (ECU, display/tablet, intake body sensors, switches, relays, electrical connectors), control cables, wheel bearings, or steering column bearings, among others.**
> **If water or dust penetrates these components, oxidation or corrosion may occur, resulting in poor electrical contact. This can lead to malfunctioning of the motorcycle or premature damage to these components.**

STORAGE PROCEDURES

If storing the motorcycle for long periods, the following instructions should be followed:

— Clean the motorcycle thoroughly (see *CLEANING THE MOTORCYCLE*);
— Remove the spark plug and pour approximately 5 cm^3 of engine oil into the cylinder through the spark plug hole. Reinstall the spark plug without connecting the spark plug cap, and operate the starter motor to distribute the oil along the cylinder walls;
— Drain the fuel into an appropriate container;
— Check and correct the tire pressure;
— Lubricate the pivot points of the control levers, footrests, and other parts, as well as the drive chain;
— Remove the battery (see *REMOVING THE BATTERY*);
— Store in a dry location where the motorcycle is not exposed to excessive temperature fluctuations;
— Cover the motorcycle with a cloth. Do not use waterproof materials, as condensation may form and cause corrosion on the motorcycle's metal components.

> **Do not run the engine for short periods (less than 5 minutes). Without allowing the engine to fully warm up, water vapor will condense in the cooling system, causing corrosion of the valves and exhaust.**

RESTARTING AFTER STORAGE

— Install the charged battery (check the polarity);
— Refill the tank with fresh fuel;
— Inspect the motorcycle before each start-up (see *PRE-RIDE INSPECTION*).

WINTER OPERATION MAINTENANCE

If the motorcycle is used during winter and on roads where salt solution has been applied, additional precautions must be taken against the aggressive effects of road salt.

— Clean the motorcycle thoroughly and dry it completely after each ride;

— Treat the engine, swingarm, and all other polished, chrome-plated, or galvanized parts (except the brake discs) with a wax-based anti-corrosion product.

PRE-RIDE CHECK AND CARE PROCEDURES

Before each use of your motorcycle, you should check the condition of the vehicle and ensure it is safe to ride. Therefore, you must:

- Check the engine oil level;
- Check the front and rear brake fluid levels;
- Check the front and rear brake pads;
- Check the operation of the braking system;
- Check the coolant level in the expansion tank;
- Check the chain for dirt and proper tension;
- Check the condition and pressure of the tires;
- Check the adjustment and smooth operation of all controls;
- Check the operation of the electrical system;
- Check that luggage is securely fastened;
- Check the adjustment of the rear-view mirrors;
- Check the fuel level.

RISK OF POISONING

Exhaust gases are poisonous and can cause loss of consciousness and death. Therefore:
- You must ensure sufficient and proper ventilation whenever the engine is running;
- You must use an appropriate exhaust extraction system if the engine is running in an enclosed space.

RISK OF ACCIDENT

Never start the vehicle without the 12V battery or with a discharged battery.
If this happens, electronic components and safety devices may be damaged, compromising the proper functioning of the vehicle's electronic system, especially during start-up.

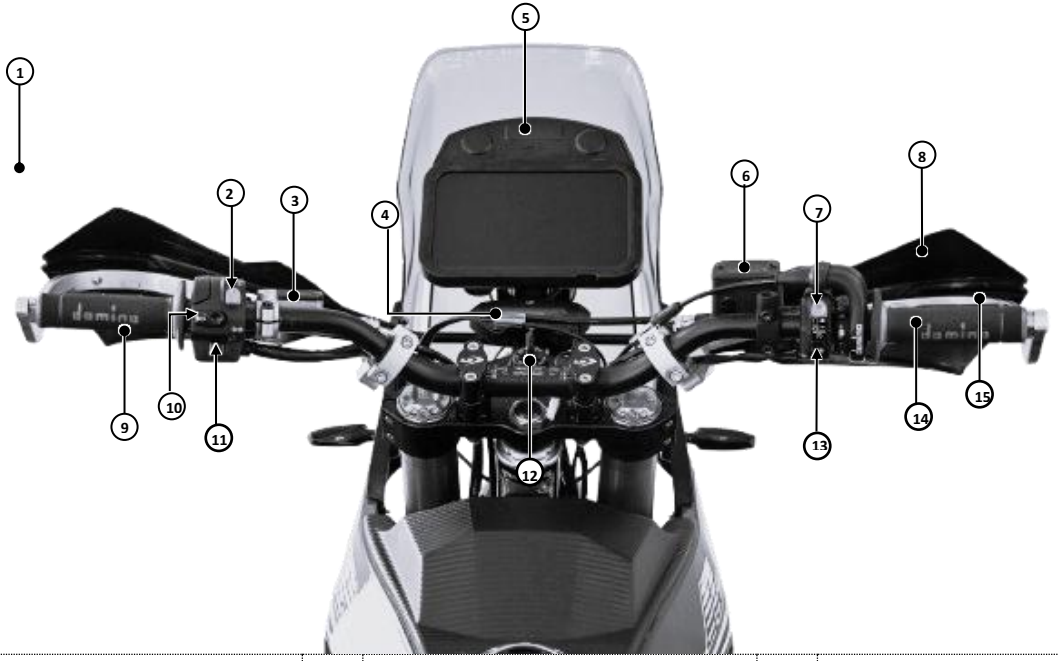
Always allow the engine to warm up at low RPM.
High RPM with a cold engine negatively affects engine durability.

Chapter B.

COMPONENT LOCATION

1.	Visor	6.	Fuel tank	11.	Chassis
2.	Front suspension	7.	Turn signals	12.	Rear suspension
3.	Air filter cover	8.	Brake caliper	13.	Kickstand
4.	Fuel tank cap	9.	Coolant expansion tank	14.	Drive chain
5.	Seat	10.	Gear shift pedal	15.	Swingarm

16.	License plate holder	21.	Air filter	26.	Rear brake pedal
17.	Rear light	22.	Headlight	27.	Engine
18.	Battery	23.	Brake disc	28.	Skid plate
19.	Fuses	24.	Exhaust system	29.	Radiators
20.	Spark plug	25.	Footrest / Footpeg	30.	Wheel rim



1.	Rear-view mirror	6.	Front brake master cylinder	11.	Turn signal switch
2.	High/low beam switch	7.	Hazard light switch	12.	Ignition lock and steering lock
3.	Clutch master cylinder	8.	Hand guard	13.	Electric start button
4.	Instrument panel	9.	Clutch lever	14.	Throttle grip
5.	Tablet (optional)	10.	Horn button	15.	Front brake lever

CONTROLS

KEYS

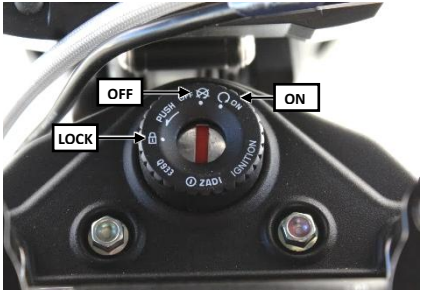
This motorcycle is equipped with a pair of keys. Keep one key in a safe place, such as at home, so you can access it if needed.

IGNITION LOCK AND STEERING LOCK

ON - The ignition circuit is on, and the engine can start (provided the lights are on). The key cannot be removed.

OFF - The entire electrical circuit of the motorcycle is cut off (open), and the engine will not start. The key can be removed.

LOCK - The engine's electrical circuits are cut off, and the engine will not start. The steering lock is engaged, and the handlebars cannot be turned. The key can be removed. To switch to the LOCK position, the ignition lock must be in the OFF position and the handlebars turned fully to the left.



Note: Start the engine as soon as you turn the key to the ON position. Otherwise, the battery will discharge due to the power consumption of the instrument panel, front and rear lights, since the PR7 engine only operates with the lights always on.

Do not attempt to ride with the ignition lock in the LOCK position. With the steering locked, it is impossible to control the motorcycle.

Do not turn the ignition key to the LOCK position while riding.

Dashboard

1. **Turn signal indicator (green)**
   Blinks when the turn signal switch is activated to the left.
2. **High beam indicator (Blue)**
   Turns on when the light switch is set to the high beam position.
3. **Low fuel warning light (Amber yellow)**
   Turns on when the fuel level drops below 3 liters..
4. **Tachometer**
   Indicates the engine revolutions per minute (rpm).
5. **Neutral indicator light N (green)**
   Lights up when the gearbox is in neutral (between 1st and 2nd gear).
6. **Right turn signal indicator (green)**
   Blinks when the turn signal switch is activated to the right..
7. **Injection system diagnostic indicator (Amber yellow)**
8. The OBD warning light illuminates when a fault related to any of the fuel injection system sensors is detected.
9. **Selection Button**
   Switches between digits/settings when pressed.
10. **Speedometer**
    Indicates the vehicle's instantaneous speed.
    Unit System
    Displays the configured unit system: metric (km/h) or imperial (mph).
11. **Odometer (total/partial)**
    Indicates the total/partial distance traveled.
12. **Adjustment Button**
    Changes digits/settings when pressed.

INSTRUMENT PANEL SETTINGS

Odometer (total/partial)
To toggle between total and partial functions, press the Adjustment Button in the main menu. Hold the button for 3 seconds to reset the partial distance.

Main screen tachometer/fuel level
Press the Adjustment Button in the main menu for 3 seconds to switch between the tachometer display (engine RPM) and the fuel level.

Clock setting
In the main menu, press both the Selection and Adjustment Buttons simultaneously for 3 seconds. Navigate to the “S4” menu using the Adjustment Button, then press the Selection Button to enter the setting mode. Use the left button to modify values and the right button to move to the next digit.

INSTRUMENT PANEL SETTINGS

Clock Setting

After entering the setting mode, follow this procedure:

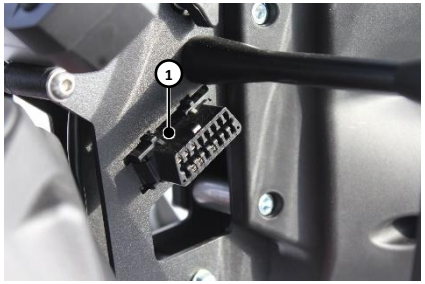
- Press the Selection Button to access the clock configuration menu.
- Press the Adjustment Button to choose the time format (12h or 24h). When pressing the button, the current number will start blinking.
- Press the Selection Button to enter the hour adjustment.
- Press the Adjustment Button to select the desired hour (0–23). After pressing the button, the current value will blink intermittently.

- Press the Selection Button to access the minute adjustment.

- Press the Adjustment Button to select the desired number of minutes (00–59).
- Press the Selection Button to return to the clock configuration screen.
- Press the Adjustment Button to start a new configuration operation.

Do not change other settings on the instrument panel. Otherwise, incorrect measurements and information may be displayed.

OBD SYSTEM



The AJP PR7 model is equipped with an OBD system for diagnosing the fuel injection system. The OBD connector (1) is located on the right side of the motorcycle, below the instrument panel, allowing access to information and operational status of the injection system and its components via a suitable cable connected to a PC or diagnostic scanner. Always keep the protective cover installed on the OBD connector.

When a problem related to the fuel injection system sensors is detected, the diagnostic indicator light (2) on the instrument panel will automatically turn on. In this case, it will be necessary to schedule a visit to your AJP dealer so that the problem can be fixed and the errors stored in the ECU cleared with an appropriate scanner device.

If the injection system diagnostic indicator remains active after starting the engine, contact your AJP dealer.
Using the motorcycle when a malfunction in the fuel injection system is diagnosed may damage components or cause an accident.

Left handlebar grip

1. **Clutch Lever**
   The clutch lever functions to disengage the transmission system from the rear wheel, mainly used when starting the engine or changing gears. Pressing the clutch lever (1) disengages the clutch.Botão de sinal de máximos
   O sinal de máximos ligam quando o botão (2) é apertado.
2. **Interrutor de médios/máximos**
3. **Low beam lights** ( )They are designed to turn on whenever the ignition key is in the ON position. At the same time, the front and rear position lights are activated. To switch the lights to high beam ( )Press button (3); the high beam indicator on the instrument panel will automatically turn on.**Botão da buzina**
   Para atuar a buzina pressione o botão (4).
4. **Turn Signal Switch (Blinkers)**
   Turning the switch (5) to the left activates the left turn signal.
   Turning the switch (5) to the right activates the right turn signal.
   With the switch in the central position, press to turn off.
   When the switch is operated to the left or right, the turn signal indicator on the instrument panel will start blinking. Pressing the button in the central position will turn off the turn signals.

The turn signals do not turn off automatically. Please be mindful to turn them off after turning or overtaking. Otherwise, you may give incorrect information to other drivers.

Right handlebar grip

Emergency switch (kill switch)

The emergency switch (1) has two positions:

- ON (◯) Allows the engine to run.
- OFF (⊗)prevents the engine from running by cutting off the engine's electrical system.Para colocar na posição OFF pressione o interrutor.

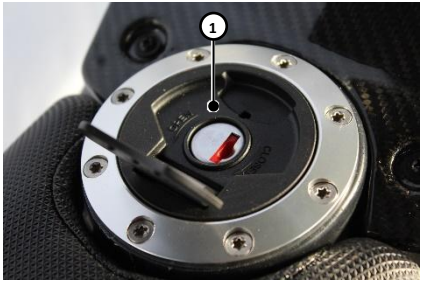
1. **Front Brake Lever**
   Operate the front brake by squeezing the brake lever (2) toward the throttle grip. At the same time, the rear brake light will illuminate.
2.
3. **2. Electric Start Button**
   Use the electric start button (3) to activate the starter motor. To start the engine, turn the ignition key to the ON position and put the transmission in neutral.
4.
5. **3. Throttle Grip**
   The engine speed is controlled by the position of the throttle grip (4). To increase speed, twist the grip counterclockwise (+). Release the throttle grip to decrease speed.

If the emergency switch is in the OFF position, the engine will not start. The starter motor will also not operate. The instrument panel and the tablet will remain active.

FUEL

The AJP PR7 engine requires unleaded gasoline with an octane rating of 95 or higher (containing up to 5% ethanol). Never use leaded gasoline to avoid damage to the catalytic converter and exhaust system.

> **Using non-recommended or adulterated fuel may cause severe damage to the fuel pump and engine. Ensure that you use only unleaded gasoline with an octane rating of 95 or higher.**



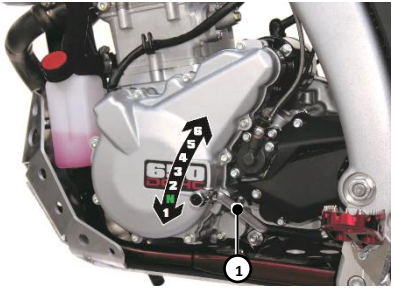
FUEL TANK CAP

To open the fuel tank cap (1), insert the ignition key, turn it counterclockwise, and remove the cap. To close, put the cap back in place and turn the key clockwise.

Note: Check that the fuel tank cap does not contain dirt or water, so the cap vent can function properly, preventing injection problems or engine stalling.

> **Fuel is highly flammable and hazardous to health. Handle with care.**
> **Do not refuel the motorcycle near flames or other ignition sources. Always turn off the engine before refueling.**
> **Do not spill fuel on hot parts of the motorcycle, such as the engine and exhaust. Clean up spills immediately.**
> **If fuel is ingested or comes into contact with the eyes, seek medical attention immediately.**
> **Do not pour gasoline into the environment and keep it out of reach of children.**

Gear shift pedal



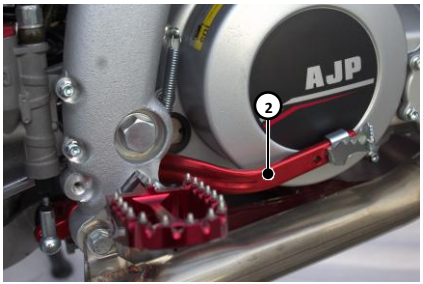
The PR7 model is equipped with a 6-speed transmission. The gear shift pedal (1) is located on the left side of the engine. To shift gears properly:

- Operate the clutch lever and close the throttle simultaneously to operate the gear shift pedal;
- Press the pedal down to engage a lower gear in the sequence.
- Move the pedal up to engage a higher gear in the sequence;
- Slowly release the clutch lever for a smooth transition.

The gear shift pedal will automatically return to its original position when operated. Neutral is located between first and second gear. To shift into neutral, engage first gear, with the clutch lever pressed, then slowly push the gear shift pedal up until the neutral indicator on the instrument panel activates.

REAR BRAKE PEDAL

The brake pedal is located on the right side of the engine. Pressing the brake pedal (2) will activate the rear brake. At the same time, the rear brake light will illuminate.

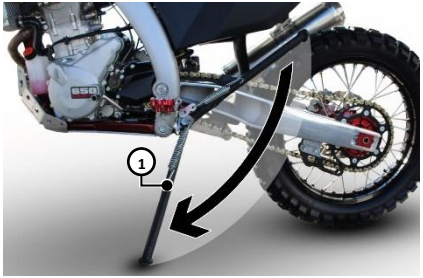


A “spongy” front brake lever or rear brake pedal indicates problems in the braking system. For safety reasons, do not ride the motorcycle until the braking system has been inspected by an AJP dealer.

SIDE STAND

The motorcycle is equipped with a side stand on its left side. To put the motorcycle on the side stand (1), push it down with your foot until the stand stops against the stopper. Then, lean the motorcycle to the left. Ensure that the motorcycle is placed on a solid surface and in a stable position.

To retract the side stand, hold the motorcycle in an upright position; the stand should automatically lift up.



Always check that the side stand is retracted before each start. The side stand may touch the ground while riding and cause loss of control.

The side stand is designed to support only the weight of the motorcycle. If there is additional load, the stand or frame may be damaged, causing the motorcycle to fall. Park on solid and level surfaces to prevent the vehicle from tipping over. When parking on inclined areas, position the motorcycle facing uphill and engage first gear to reduce the chance of the stand retracting.

Chapter C.

MAINTENANCE SCHEDULE

The maintenance schedule tables indicate the intervals in kilometers or months between periodic services. At the end of each interval, make sure to inspect, lubricate, and perform the services as indicated. If your motorcycle is used under extreme conditions such as continuous full-throttle operation or dusty climates, certain services should be performed more frequently to ensure the motorcycle's reliability.
Your AJP dealer can provide additional guidance.
Steering, suspension, and wheel components are critical parts and require special and careful maintenance. For maximum safety, we recommend that inspection and maintenance of these components be carried out by your authorized AJP dealer.

Do not start the engine in enclosed areas. Exhaust gases are poisonous and can cause loss of consciousness or even death. Always ensure proper ventilation while the engine is running.

It is the owner's responsibility to ensure that the maintenance/services of the PR7 motorcycle are carried out within the periods established in the maintenance schedule, and at the workshop of an official/authorized dealer (preferably the one where the vehicle was purchased). AJP does not assume any liability for damages if maintenance is not performed according to the scheduled recommendations, and this may result in loss of warranty.

Inadequate or missing recommended maintenance will increase the likelihood of accidents or damage to the motorcycle. Always follow the inspection, recommended maintenance, and schedule outlined in this user manual.

The use of low-quality replacement parts or materials may cause accelerated wear and shorten the motorcycle's lifespan. Use only original AJP replacement parts.

The following tables refer to the maintenance schedule that must be performed by an AJP dealer to ensure proper operation.

	Periodic maintenance tables (to be carried out at the AJP Motos dealer)					
		1000 km	5000 km	10000 km	15000 km	20000 km
ENGINE	Valve clearance	I/A	I/A	I/A	I/A	I/A
	Intake/exhaust rocker arm			I		I
	Timing chain					R
	Timing chain guides					R
	Timing rack					R
	Timing chain tensioner		I	I	I	R
	Spark plug		I	R	I	R
	Spark plug cap		I	I	I	I
	Engine oil	R	R	R	R	R
	Oil separator filter	C		C		C
	Main oil filter	R		R		R
	Clutch plates			I		I

A: Adjust **C: Clean** **I: Inspect** **L: Lubricate** **R: Replace**

	Periodic maintenance tables (to be carried out at the AJP Motos dealer)					
		Após os primeiros 1000 km	Every 500 km or 1 month	Every 3000 km or 6 months	Every 6000 km or 12 months	Every 12000 km or 24 months
CHASSIS	Air filter (*)	I C	I C	I C	R	R
	Throttle cable			A L	A L	A L
	Clutch pump oil				I	R
	Cooling hoses			I	I	I
	Suspension	I		I	I	I
	Fork seals	C		I	L	R
	Fork oil					R
	Braking system	I		I	I	I
	Brake fluid			I		R
	Electrical system	I		I	I	I
	Battery	I		I	I	I
	Fuel injection system		I	I	I	I
	Brake light switches			I	I	I
	Steering components	I		L	L	L
	Drive chain	C L	I	C L	C L	R
	Side stand	I		I L	I L	I L
	Exhaust	I		I L	I L	I L
	Fastener check (nuts, bolts, etc.)	I/A		I/A	I/A	I/A

A: Adjust **C: Clean** **I: Inspect** **L: Lubricate** **R: Replace**

(*) Clean or replace depending on the condition of the air filter.

The following tables refer to the maintenance schedule that must be carried out by the owner to ensure proper operation.

Periodic maintenance tables (to be carried out by the owner)					
	After the first 1000 km	Every 500 km or 1 month	Every 3000 km or 6 months	Every 6000 km or 12 months	Every 12000 km or 24 months
▫ **Engine oil level (*)**	I	I(*)	I(*)	I(*)	I(*)
▫ **Coolant level (*)**	I	I(*)	I(*)	I(*)	R
▫ **Brake fluid level**			I	I	R
▫ **Brake pads**			I	I	I
▫ **Drive chain**	I	I C A L	I C A L	I C A L	R
▫ **Tire condition**	I		I	I	I

A: Adjust	**C: Clean**	**I: Inspect**	**L: Lubricate**	**R: Replace**

(*) Refill if necessary.
Note: See Chapter D for more detailed information.

Chapter D.

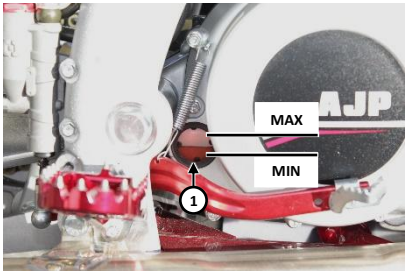
MAINTENANCE AND ADJUSTMENTS

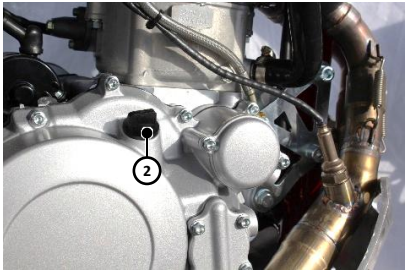
This chapter presents some maintenance procedures for the model described in this manual. The technical information provided in this manual is a critical complement to operator training, and the operator should become familiar with it. To facilitate understanding, diagrams and photographs are provided alongside the text.

When transporting your AJP, ensure that the motorcycle is in an upright position and secured with straps. Be careful when applying the straps to avoid damaging the front brake pump or electrical connections.
Use only special bolts with the appropriate thread length, supplied by AJP, to fasten the fuel tank. Using other bolts or ones that are too long may cause cracks in the tank, which could lead to fuel leakage.
Allow your motorcycle to cool down before starting any maintenance work to avoid burns.
Methodically remove oil, grease, filters, fuel, antifreeze, cleaning detergents, and other substances. To dispose of these hazardous materials without contaminating the environment, deposit the properly contained waste at a recycling collection center.
Under no circumstances should used oil be disposed of in the environment, as it is highly polluting. Remember: 1 liter of used oil contaminates 1,000,000 liters of water.

LUBRICATION POINTS

Proper lubrication is important for smooth operation and to prolong the life of every functional component of your motorcycle, as well as for safe riding. It is good practice to lubricate the motorcycle after long rides or after riding in snow, water, mud, or after a wash. The main lubrication points are indicated in this chapter.





CHECK THE ENGINE OIL LEVEL

On a level surface, place the motorcycle in an upright position. The engine oil level can be checked through the oil level sight glass (1).

With the engine warm, the oil level should be between the MAX and MIN marks.

The oil level should be checked daily or before each ride. Add oil if necessary to keep it always between the upper and lower marks.
If the oil level drops rapidly, do not ride your motorcycle. Consult an AJP dealer immediately to have the engine thoroughly inspected.

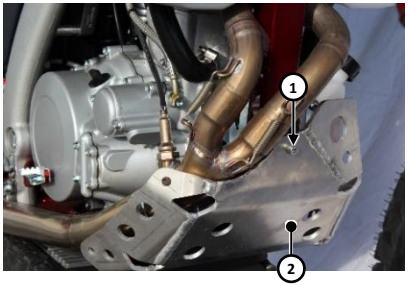
To refill the engine oil:

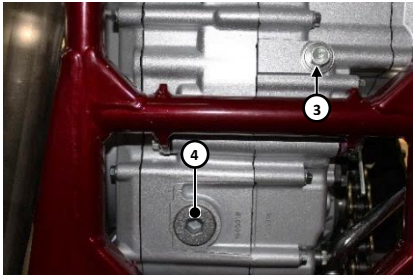
— Remove the engine oil cap (2);

— Add new engine oil through the opening where the cap was located;

— Start the engine and let it run for a short time (1-2 minutes);

— Check the engine oil level with the motorcycle upright. Repeat the process if necessary until the level is close to the MAX mark.





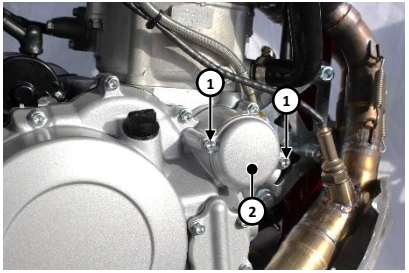
CHANGE THE ENGINE OIL

The engine oil should be changed when the engine is at operating temperature. If the engine is not warm, start it and let it run for 5 minutes. To change the oil, follow the procedure below:

- Loosen the bolt (1) and remove the crankcase protection (2);
- Place a suitable container under the engine;
- Remove the drain plugs (3) and (4) located at the bottom of the crankcase;
- Drain the oil into the container, avoiding spills on the ground;
- Clean the magnetic drain plug (4) with solvent. Dry with compressed air;
- Remove any metal shavings from the magnetic drain plug;
- Clean and inspect the drain plug washers for damage; replace if necessary;
- Remove the oil filler cap and fill with 1.6 liters of the recommended engine oil;
- Start the engine and let it idle for two minutes;
- Check for leaks and oil level; top up if necessary.

Drain plug (3) tightening torque: 24 N·m (2.45 kgf·m)
Drain plug (4) tightening torque: 30 N·m (3 kgf·m)

At operating temperature, the engine and engine oil are extremely hot. Be careful when changing the engine oil to avoid burns.



REPLACEMENT OF THE MAIN OIL FILTER

The main oil filter is located on the right side of the crankcase. This component traps dust and metal particles, requiring periodic maintenance.

– Drain the engine oil (see **CHANGE THE ENGINE OIL**);
– Unscrew the screws (1) from the oil filter cover;
– Remove the oil cover (2);
– Remove the main oil filter (3) using pliers;
– Replace the main oil filter;
– Clean the cover with compressed air;
– Check the sealing ring (O-ring) and replace if necessary;
– Install the oil filter with the hole facing inside the crankcase;
– Place the oil cover with its spring and tighten the screws;
– Remove the oil filler cap and fill with 1.7 liters of the recommended oil;
– Start the engine and let it idle for two minutes;
– Check for leaks and oil level, top up if necessary.

Aperto dos parafusos (1) da tampa de óleo do motor: 9,3 N.m (0.95 Kgf.m)

Note: We recommend that maintenance involving the replacement of engine oil and oil purifier filters be performed by an authorized AJP Motos dealer.

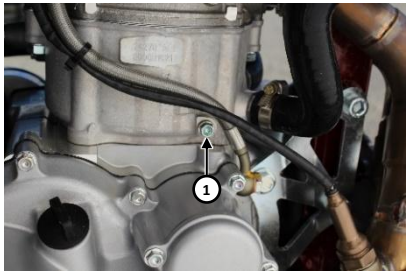
Avoid damaging the engine due to insufficient lubrication. It is important to ensure that the main oil filter is installed in the correct position.

CHECKING THE COOLANT LEVEL

The expansion tank (1) ensures that the coolant remains in the system when it expands due to increased pressure/temperature.
Inspect the coolant level frequently. Always check the coolant level with the engine cold. To check the amount of coolant:

- Level the motorcycle horizontally and vertically;
- Check if the coolant level is approximately at 50% of the expansion tank (1);

Never check the coolant level with a hot engine. It is pressurized and may spray out, causing injury and burns.
Never start the engine with a low or empty coolant level. The engine may overheat and become damaged.
Do not cover the radiators. Keep the deflector grills and radiators clean. Otherwise, heat exchange will be reduced, resulting in engine overheating.



COOLANT REPLACEMENT

To replace the coolant, follow the procedures below:

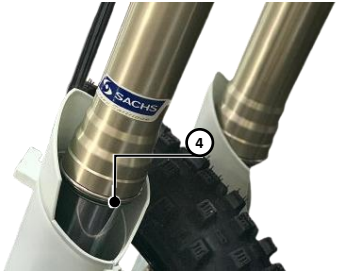
— Remove the bolt (1);
— Collect the coolant with a suitable container;
— Replace the bolt (1);
— Fill the radiator with approximately 1.3 liters of coolant;
— Fill the expansion tank to 30% of its capacity.
Líquido de refrigeração recomendado: ENI Permanent Spezial

RADIATOR FANS

The radiator fans (2) are located at the rear side of the radiators. The fans operate automatically when the coolant temperature reaches approximately 95°C and turn off when the temperature drops below 85°C.

If you notice that the expansion tank is full, this may indicate that the engine has overheated. You should visit your dealer as soon as possible to investigate the cause of the problem in the cooling system to avoid engine damage.

Note: The steering head bearings should not be adjusted too tight or too loose.



STEERING HEAD BEARING INSPECTION AND ADJUSTMENT

Regularly check the play in the steering head bearings. To check, place the motorcycle on a stand so that the front wheel does not touch the ground. Agarrando nos porta-eixo, tente mover a forqueta para a frente e para trás;

— Holding the fork clamps, try to move the fork back and forth;

— Loosen the top nut (3) and the four screws (1) of the upper triple clamp;

— Using a suitable spanner wrench, turn the adjusting nut (2) clockwise until there is no play. Do not fully tighten the nut, otherwise the bearings will be damaged;

— Using a plastic hammer, lightly tap the upper triple clamp to relieve tension;

— Tighten the top nut (3) and the screws of the upper triple clamp (1) to the correct torque.

The steering head bearings should be lubricated with grease at least once a year. For this purpose, the use of “marine grease” is recommended.

FORK DUST SEAL CLEANING

The fork dust scraper seals (4) have two functions: to prevent dirt from entering the suspension system and to remove dirt from the fork tubes during compression movements. However, over time, dirt penetrates and accumulates behind the seal. If the dirt is not removed, the oil seals can be damaged and start leaking.

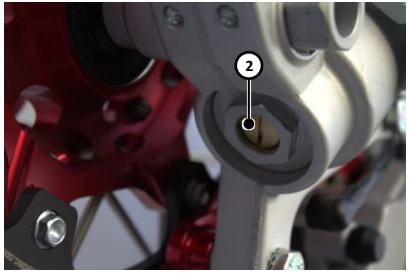
— Use a screwdriver to gently remove the dust seals (4) without damaging the fork tubes/sliders;

— Slide the seals downward along the tubes;

— Carefully clean the dust seals and fork tubes;

— Lubricate these components with silicone spray or engine oil;

— Manually place the fork dust seals back in their original position..



Note: Turn screws (1) and (2) clockwise (+) to the fully closed position without applying extra force to avoid damaging internal components.

FRONT SUSPENSION ADJUSTMENT

To adjust the rebound of the suspension system:

- Turn the screw (1) clockwise to decrease the rebound speed.
- Turn the screw (1) counterclockwise to increase the rebound speed.

Standard settings: 12 clicks from the fully closed position

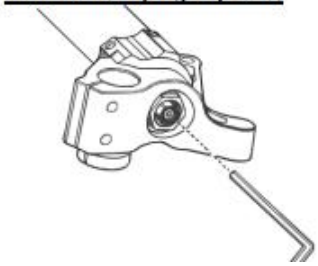
To adjust the compression of the suspension system:

- Turn the screw (2) clockwise for a firmer response.
- Turn the screw (2) counterclockwise for a softer response.

Standard settings: 12 clicks from the fully closed position.

Compression damping adjuster:

Rebound damping adjuster:



Note: The adjusters have right-hand threads. To reach the fully closed position, turn clockwise. Then, to adjust the suspension, turn counterclockwise to the recommended number of clicks.

FRONT SUSPENSION ADJUSTMENT (OHLINS - GOLD EDITION)

To adjust the rebound of the suspension system:

– Use a 3 mm wrench to adjust the rebound adjuster, located at the bottom of the fork tubes.

– Turn clockwise to increase rebound damping and counterclockwise to decrease rebound damping.

Standard settings: 14 clicks from the fully closed position.

To adjust the compression of the suspension system:

– Use a 3 mm wrench to adjust the compression adjuster.

– Turn clockwise to increase compression damping and counterclockwise to decrease compression damping.

Standard settings: 14 clicks from the fully closed position.

The adjusters should be turned smoothly to avoid damaging the sealing surfaces.

REAR SUSPENSION ADJUSTMENT (ZF SACHS)

The AJP PR7 model is equipped with a fully adjustable shock absorber.
To adjust the preload:

— Loosen the locknut (1);
— Turn the adjuster nut (2) clockwise for increased preload.
Turn the adjuster nut (2) counterclockwise for decreased preload.

To adjust the rebound:
— Turn the screw (3) clockwise to decrease rebound speed.
— Turn the screw (3) counterclockwise to increase rebound speed.

To adjust the slow or fast compression damping, turn screw (4) and adjuster (5), respectively.
— To decrease compression speed, turn clockwise.
— To increase compression speed, turn counterclockwise.

Improper maintenance of the rear suspension is dangerous. The rear suspension contains high-pressure gas and may explode if handled incorrectly.

Standard Settings

Rebound: Turn counterclockwise (S) up to 14 clicks from the closed position.

Slow compression: Turn 12 clicks counterclockwise (-) from the closed position.

Fast compression: Turn 10 clicks counterclockwise (-) from the closed position.

REAR SUSPENSION ADJUSTMENT (OHLINS - Gold Edition)

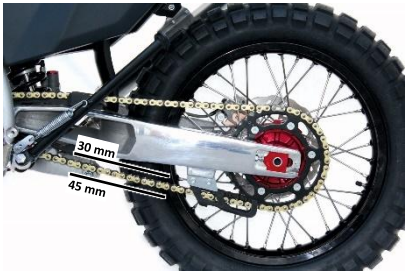
The AJP PR7 Gold ERdition is equipped with a fully adjustable Ohlins shock absorber.
— Loosen the locknut (1);
— Turn the adjuster nut (2) clockwise to increase preload.
— Turn the adjuster nut (2) counterclockwise to decrease preload.

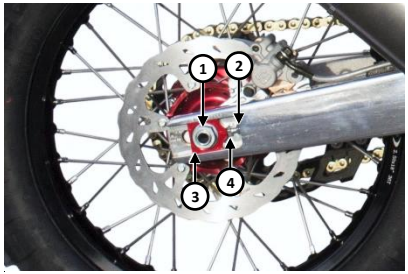
To adjust the rebound:
— Turn the screw (3) clockwise to decrease rebound speed.
— Turn the screw (3) counterclockwise to increase rebound speed.

To adjust the slow or fast compression damping, turn screw (4) and adjuster (5), respectively.
— To decrease compression speed, turn clockwise.
— To increase compression speed, turn counterclockwise.

Improper maintenance of the rear suspension is dangerous. The rear suspension contains high-pressure gas and may explode if handled incorrectly.

Standard settings:
Rebound: Turn counterclockwise (S) up to 9 clicks from the closed position.
Compression: Turn 6 clicks counterclockwise (-) from the closed position.



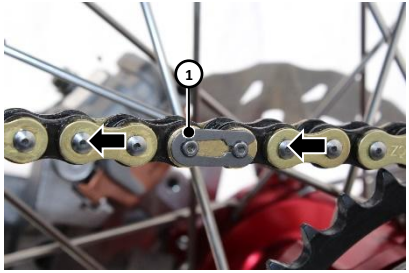


DRIVE CHAIN ADJUSTMENT

The drive chain slack should be between 30 and 45 mm, measured at the midpoint between the front sprocket and the rear sprocket.
To adjust the tension, place the motorcycle on the side stand.

— Loosen the axle nut (1);
— Loosen the locknuts (2) on both sides;
— Adjust the tensioning screws (4) until the drive chain slack is within specifications. At the same time, ensure that the sprocket is aligned with the front sprocket;
— Check if the chain tensioners (3) are aligned using the reference marks on the swingarm. If these are not visible, measure the distance between the adjusters and the end of the swingarm;
— Firmly tighten the rear axle nut and then the locknuts;
— Recheck the chain slack after adjustment;
— Lubricate and adjust if necessary.

Excessive drive chain tension will place additional load on components. In addition to premature wear, the drive chain may break.
Excessive drive chain slack may cause the chain to come off the rear sprocket. In such cases, the chain could lock the rear wheel or damage the engine.
In both situations, the rider may lose control of the motorcycle.



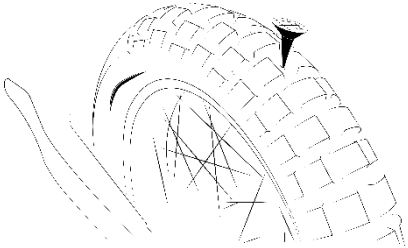
DRIVE CHAIN MAINTENANCE

Proper chain maintenance is extremely important for its longevity. O-ring chains are easy to clean. Clean with water only and never use brushes or cleaning chemicals. After the chain is completely dry, use chain spray for lubrication.

Also check for wear on the front sprocket, rear sprocket, and chain guides, and replace them if necessary.

Never allow grease or lubricant to come into contact with the rear wheel or brake discs. Otherwise, surface grip and braking performance will be severely reduced, which may easily lead to loss of control.

When installing the master link clip (1), ensure that the closed end faces the direction of chain travel.



TYRE CONDITION

The tyre model, condition, and air pressure affect the motorcycle's handling. Therefore, tyres should be checked before riding.

— Tyre size can be found in the technical specifications and on the registration document.
— Before riding, check for cuts, nails, or other sharp objects that may be embedded in the tyre.
— Follow the specific regulations in your country regarding the minimum tread depth requirements.

Replace damaged tyres immediately. Worn tyres can negatively affect your motorcycle's performance, especially on wet surfaces.

Note: The correct pressure depends on the type of terrain you are riding on.

TYRE PRESSURE

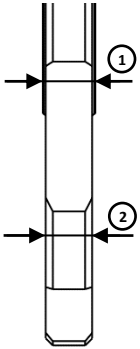
Tyre pressure should be checked regularly with the tyres *cold*. Proper pressure ensures optimal riding comfort and extends tyre life.
The pressure values (see Chapter E) are specified for on-road use. For off-road riding, we recommend reducing the pressure to ensure traction. In such conditions, 1.5 bar (21 psi) is recommended for both tyres.

Low or high tyre pressure results in abnormal wear and overheating. Always correct the pressure before riding.

SPOKE TENSION CHECK

Correct spoke tension is extremely important for safe riding. Loose spokes create unbalanced areas in the wheel, which can cause other spokes to loosen as well.
Check spoke tension regularly, especially on a new motorcycle.
To check, lightly tap the spokes with a screwdriver. Spokes of equal length should produce a similar sound. If necessary, contact an AJP dealer to tighten the spokes and true the wheel.

Spokes may break under extreme stress or when used with incorrect tension. This can lead to unstable motorcycle handling.



BRAKE DISCS

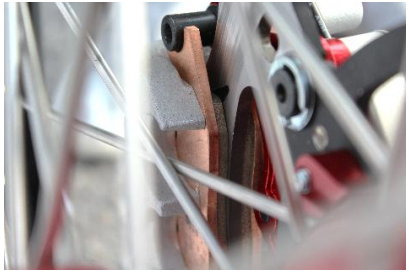
Due to wear, the thickness of the brake discs in the contact area with the pads decreases. At its thinnest point (2), the brake discs must not be thinner than 0.50 mm below the nominal thickness. Measure the nominal thickness in area (1) outside the contact zone and check wear at several points.

For your safety, replace the brake discs as soon as they reach the wear limit (3.8 mm for the front disc and 4.5 mm for the rear disc).

Any brake system repair must be performed by an authorized AJP dealer.

BRAKE PADS

The brake pads used in the front and rear braking systems of the PR7 are sintered type, providing the ideal combination of braking power, performance, and lifespan.



FRONT BRAKE PADS INSPECTION

The front brake pads can be inspected between the spokes on the opposite side of the braking system, as illustrated in the image. The pads' lining must have at least 1 mm thickness.

⚠ **At their most worn point, the brake pad linings should not be less than 1 mm thick; otherwise, this may lead to brake failure.**

REAR BRAKE PADS INSPECTION

The rear brake pads can be inspected from the rear of the motorcycle. The lining must not be less than 1 mm thick.

⚠ **If the pads are replaced too late, the metal components of the pads will rub against the brake discs. This reduces braking effectiveness and damages the discs.**

BRAKE FLUID RESERVOIRS

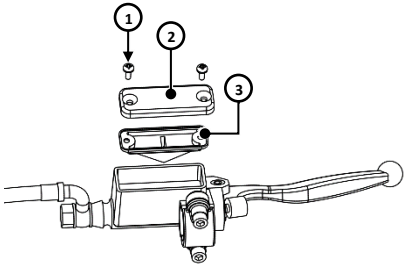
The brake fluid reservoirs are designed so that, even with worn brake pads, refilling is not required. If the fluid level drops below the minimum, there may be a leak in the braking system or the brake pads are completely worn out.
In this case, contact an authorized AJP dealer immediately.

Change the brake fluid at least once every two years. If you wash your motorcycle frequently or often ride in very humid environments, the brake fluid should be changed more regularly (once a year), as it tends to absorb moisture.
Vapor bubbles can form in "old" brake fluid even at low temperatures, leading to brake system failure.

FRONT BRAKE FLUID LEVEL CHECK

The front brake fluid reservoir is attached to the brake lever master cylinder on the right handlebar and is equipped with a level inspection window (1). With the reservoir held horizontally level, the fluid should not be below the middle of the sight glass.

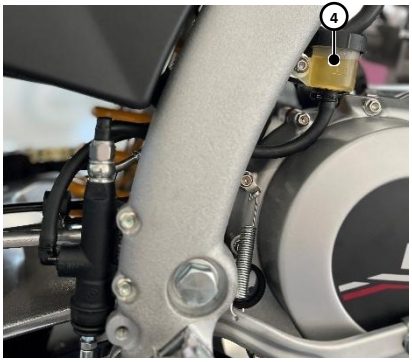
Brake fluid may cause skin irritation. Avoid contact with skin and eyes. If the fluid comes into contact with your eyes, rinse thoroughly with water and seek medical attention.



REFILLING THE FRONT BRAKE FLUID RESERVOIR

– Loosen the screws (1);
– Remove the reservoir cap (2) and the diaphragm (3);
– Hold the brake reservoir in a horizontal position and fill it up to the MIN mark with clean DOT 4 brake fluid;
– Replace the diaphragm, reservoir cap, and screws if damaged;
– Clean any spilled or overflowed brake fluid with water.

Do not let brake fluid come into contact with painted surfaces.
Brake fluid is highly corrosive and can damage the vehicle's painted parts.



REAR BRAKE FLUID LEVEL CHECK

The rear brake fluid reservoir is integrated into the brake pump and is located on the right side of the motorcycle, near the swingarm.
Check the fluid level through the level inspection window (4).

The brake fluid level must be above the MIN mark when the motorcycle is in a vertical position.

REFILLING THE REAR BRAKE FLUID RESERVOIR

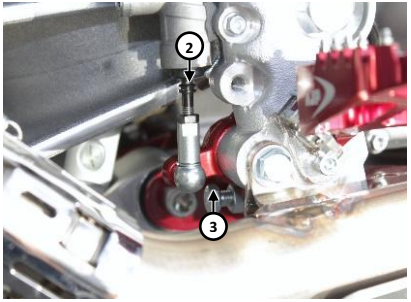
— Remove the reservoir cap (1);

— Hold the brake reservoir in a horizontal position and fill it with clean DOT 4 brake fluid, keeping the level above the MIN mark;

— Replace the diaphragm and reservoir cap if damaged;

— Clean any spilled or overflowed brake fluid with water.

Do not allow brake fluid to come into contact with painted surfaces. Brake fluid is highly corrosive and can damage painted parts of the vehicle.



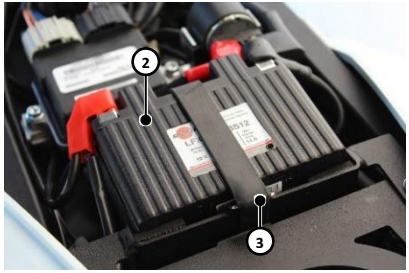
ADJUSTING THE BRAKE PEDAL POSITION

The brake pedal position can be adjusted by rotating screw (3).

Adjust the piston rod (2) to set the brake pedal free play. The pedal should have **1 to 2 mm of free play**.

If there is no free play in the brake pedal, pressure in the brake system may increase during riding and lock the rear wheel. The braking system may overheat and even fail in extreme cases.

Do not press the brake pedal continuously while riding.



REMOVING THE BATTERY

The battery (2) is a **sealed, maintenance-free (MF)** type. Keep the battery terminals clean and lightly lubricated with acid-free grease if necessary.

To remove the battery:

— Turn the seat lock (1) with the ignition key and remove the seat from the motorcycle. The battery is located above the rear wheel;

— Disconnect the **negative (-) terminal** first, then the **positive (+) terminal**;

— Release the **rubber strap (3)**.

When reinstalling, **connect the positive terminal first**, then the negative.

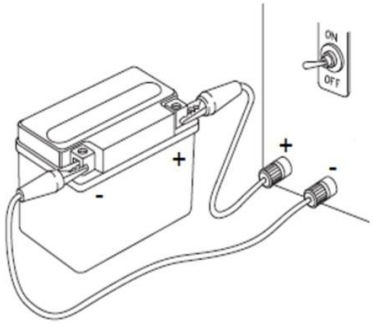
After installing the battery or replacing a fuse, **do not start the engine immediately**. Always perform a **fuel injection system reset** to avoid engine malfunction.

If storing the motorcycle for extended periods, remove the battery and **recharge it monthly** in normal mode.

Store in a **dry place**, with temperatures between **0-35°C**, and **out of direct sunlight**.

The battery is a sealed MF type, but can emit explosive gases. Avoid sparks and open flames near the battery.

Never reverse polarity or disconnect the battery while the engine is running, as this may damage the battery, voltage regulator/rectifier, or other electronic components.



Recharge method	Recharge current	Recharge time
Normal	1.4 A	5 ~ 10 Hours
Fast	14 A	1 Hour

Note: The battery must be charged using a suitable automatic battery charger. The charger should automatically switch off when the battery reaches 14.4 V.
The manufacturer recommends the Shorai BMS01 Charger/Storage System.

RECHARGING THE BATTERY

Motorcycles stored for long periods or equipped with additional electronic accessories may cause the battery to discharge.

The battery should be charged when issues are observed such as instrument panel malfunctions, starter motor problems, or power loss due to fuel injection system errors.

If recharging the battery at home:

— Remove the battery (see **REMOVING THE BATTERY**);

— Place the battery in a clean, dry, and well-ventilated area. Keep it away from ignition sources or flammable substances;

— Inspect the battery charger. Ensure it is in good condition and configured to the correct settings;

— **Connect the terminals to the battery first**. Then plug the charger into a 110 VAC - 220 VAC power outlet;

— **Check the voltage**. The battery voltage should be between **13.9 V and 14.4 V**.

Do not allow the battery voltage to drop below 13.1 V.
Improper voltage (too low) may result in hard starting, injection system errors, and reduced performance.

Use a recommended battery charger.
Incorrect charger settings can damage or destroy the battery.

CHECKING THE SPARK PLUG

The spark plug is an important component for maximum performance and smooth riding. Therefore, the spark plug must have the correct gap between the electrodes (see Chapter E) and be checked periodically.

Removal:

Disconnect the spark plug cap (1) and clean around the base of the spark plug with compressed air. To remove the spark plug, use a suitable 16 mm spark plug wrench.

Spark Plug Inspection:

Visually inspect the spark plug and replace it if necessary.

Adjusting the Electrode Gap:

Measure the spark plug electrode gap using a feeler gauge. Adjust the gap by carefully bending the electrode.

Reusing a Spark Plug:

Clean the spark plug electrodes using a wire brush or a specialized spark plug cleaning agent.

Replacing a Spark Plug:

The new spark plug must be NGK CR8EB. Check and adjust the gap using a feeler gauge.

Installation:

Insert the spark plug and hand-tighten it as much as possible.

- If installing a new spark plug, turn it an additional ½ turn after the washer seats against the base.

- If reinstalling a used spark plug, turn it an additional ¼ turn after the washer seats against the base.

If using a torque wrench, apply the specified tightening torque: 13 N·m (1.3 kgf·m)

Incorrect spark plug gap or maintenance procedures may reduce performance and result in engine malfunction.

FUSES

Note: The color of the three wires in the wiring behind the fuses identifies the color and position of the respective fuses.

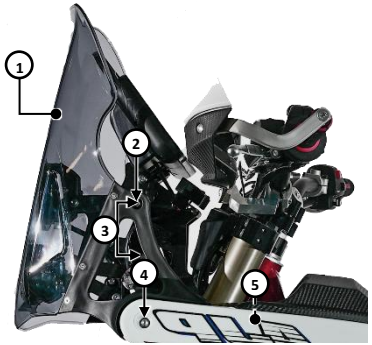
The fuses are located under the seat, near the battery holder. Turn the seat lock with the ignition key and remove the seat to access the fuses. There are:

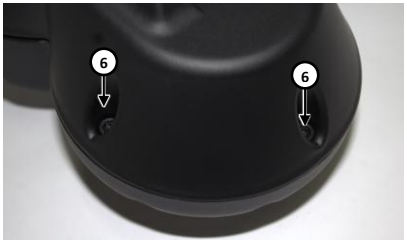
1. A yellow fuse (20 A) for the electrical system;
2. A blue fuse (15 A) for the injection system;
3. A red fuse (10 A) for the tablet.

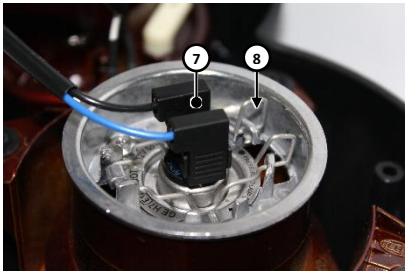
There should normally be a spare fuse kit (three fuses) placed in a small plastic bag between the battery and the retaining strap. Replace a blown fuse with one of the same rating. If the newly installed fuse blows again, we recommend having your motorcycle checked by an AJP dealer.

Keep the plastic protective covers properly secured to avoid losing a fuse.

Under no circumstances should a fuse with a higher rating be installed or a damaged fuse be repaired. Improper handling may damage the entire electrical system.







HEADLIGHT BULB REPLACEMENT

To replace the headlight bulbs, ensure the ignition key is in the **OFF** or **LOCK** position.

– Remove screws (2) and (4);

– Loosen screws (5) located behind the fairings;

– Remove the visor (1);

– Disconnect the connectors at the rear of the headlight assembly;

– Unscrew the two mounting screws (3) and remove the headlight assembly;

– Place the headlight assembly facing downward and loosen the six self-tapping screws (6);

– Remove the rear cover of the headlight and disconnect the terminals (7);

– Press the ends of the retaining spring (8) and remove it.

The headlight bulb should now be loose. Replace it with a new one.

To reassemble, reverse the above steps.

Do not replace the H7 headlight bulbs with a different model or wattage than those specified for the AJP PR7.
Do not touch the glass of the bulb, as certain substances can cause overheating and reduce the bulb's lifespan. If this happens, clean the glass with alcohol and allow it to dry.

TAILLIGHT REPLACEMENT

The taillight (1) is composed of an LED unit and does not allow for individual LED replacement.
If the position light or brake light fails, the entire taillight must be replaced.

TURN SIGNAL REPLACEMENT (2)

The LED turn signals (2) on the AJP PR7 are non-repairable.
The replacement procedure for the turn signals must be carried out **only by an authorized AJP dealer**.

TABLET MOUNTING PROCEDURE

The tablet is an important component of the motorcycle, and must therefore be handled properly and carefully. To correctly install the tablet housing on the motorcycle:

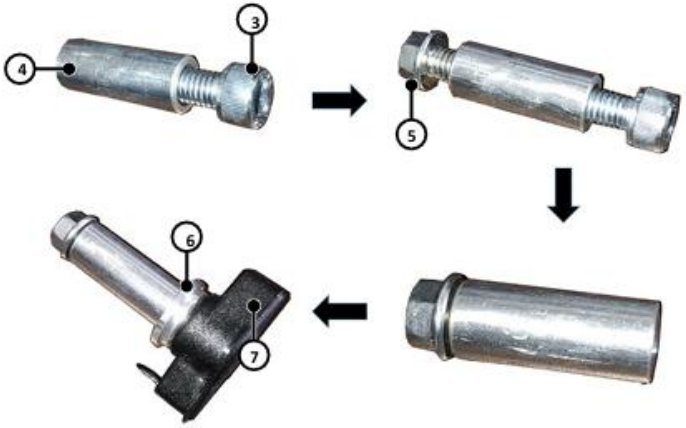
- ▫ Insert the pivot bushing (1) into the tablet housing bracket and align it with the metal support bracket;
- ▫ Press the bushing (1) so that it is positioned between the two metal plates;
- ▫ Align the hole in the bushing (1) with the upper hole of the metal bracket;
- ▫ Insert the hex bolt (2) from the right side of the bracket;
- ▫ Place a nut on the end of the hex bolt (2) and tighten it using two 10 mm wrenches. Check the movement of the tablet housing and adjust the torque if necessary.

The tablet is an accessory component of the motorcycle. It is an electronic device and **not waterproof**. Therefore, the use of a protective cover to avoid direct contact with water is strongly recommended.

AJP Motos is not responsible for any damage to the tablet caused by moisture, and such issues are not covered under warranty.

TABLET HOUSING ASSEMBLY

- ▫ Insert a screw (3) into the threaded bushing (4) and insert the bushing into the lower hole of the metal bracket;
- ▫ Insert the hex bolt (5) into the hole and subsequently into the threaded bushing;
- ▫ Tighten the screw (5) using an 8 mm wrench while holding the screw (3) with a 5 mm Allen key. Then, remove this screw;
- ▫ Insert the flat bushing (6) with the larger side facing the bracket and insert the adjustment knob (7). Tighten the adjustment knob (7);
- ▫ Pass the tablet's power connector between the metal plates of the bracket;
- ▫ Connect the tablet's power connector to the corresponding wiring harness connector (Place the connector between the metal plates of the bracket).



MENU SENSORES OBD

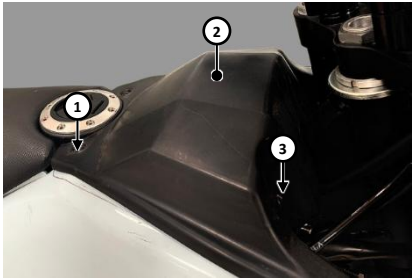
OBD PORT – CONTROL AND DIAGNOSTICS

For updating and reading all parameters associated with the OBD menu in the DMD2 application, a Bluetooth Dongle (1) must be used, connected to the motorcycle's OBD port. This device is not supplied with the motorcycle and must be purchased separately.

It is recommended to keep both the tablet software and the DMD2 application always up to date.

- To update the software: go to Applications Menu > Settings > Software Update > Download and Install (if an updated version is available).
- To update the DMD2 app: go to Applications Menu > Play Store > Search for "DMD2" / "Drive Mode Dashboard 2" > Update (if an updated version is available).

Please note: The user should not leave the Bluetooth Dongle connected to the motorcycle for long periods and must ensure the Dongle is removed whenever the ignition key is turned off. Leaving the Dongle connected with the ignition off for two days will drain the battery.



AIR FILTER CLEANING

Dirty air filters (4) cause airflow restriction, reducing engine performance and increasing fuel consumption. Therefore, clean the air filter regularly. To access the air filter:

— Release the rubber straps (3);

— Unscrew the screws (1);

— Remove the air filter cover (2);

— Pull the rubber ends of the air filter to remove it from the air box;

— Carefully clean the air filter with a special cleaning liquid and let it dry completely;

— Apply high-quality filter oil to the dry filter on both sides and clean the air box.

Do not clean the air filter with gasoline or solvents that may damage the cotton. Keep the air filter clean and lightly oiled (do not apply excessive lubricant, just lightly oiled) to ensure effective protection of the valves in the cylinder head and the piston rings, piston, and engine cylinder.

Never run your engine without an air filter. Otherwise, dust and dirt can enter the engine, severely damaging or wearing engine components.

EXHAUST SYSTEM INSPECTION

The exhaust system (1) requires regular inspection, especially when frequently exposed to severe riding conditions. Ensure that all exhaust components are in perfect working condition. Regularly check the mounting of the muffler (2). Make sure it does not touch the swingarm. In case of a fall, take your motorcycle to an authorized AJP dealer to adjust the muffler's position on the clamp. This will ensure the alignment of the exhaust tip so it does not contact the swingarm.

The exhaust system can reach high temperatures during operation. Be careful when handling the motorcycle after parking to avoid burns or even fire hazards.

Wear appropriate clothing and boots to protect yourself from the high temperatures of the exhaust system.

Park your motorcycle in an open area. Keep it away from flammable substances and children.

Chapter E.

TECHNICAL SPECIFICATIONS

ENGINE	
Type	Single cylinder, 4 stroke, DOHC
Cooling	Liquid cooled with dual electric fan
Displacement	600 cc
Bore	100 mm
Stroke	76.4 mm
Compression ratio	12.4:1
Start	Electric
Fuel	Unleaded fuel 95
Fuel consumption	3.7 L/100 km
CO_2 emission	83 g/km

TIMING SYSTEM	
Type	4 valves, dual overhead camshaft (DOHC), commanded by silent chain
Valve clearance (cold engine)	
Intake	0.10 - 0.15 mm
Exhaust	0.15 - 0.20 mm

LUBRICATION	
Type	Wet sump with lobe pump, cartridge oil filter and two oil strainer filters

IGNITION	
Type	ATHENA, electronic with automatic advance adjustment (digital control)
Spark plug type	NGK CR8EB
Spark plug electrode gap	0.6 - 0.7 mm

FUEL SYSTEM	
Type	Electronic fuel injection, AJP Ø45 mm throttle body

CLUTCH	
Type	Oil bath multiple disc clutch, hydraulic control

TRANSMISSION	
Type	Constant mesh gear type
Total of gears	6
Primary ratio	Z75/Z32
1st gear ratio	2.615 (Z34/Z13)
2nd gear ratio	1.812 (Z29/Z16)
3rd gear ratio	1.350 (Z27/Z20)
4th gear ratio	1.091 (Z24/Z22)
5th gear ratio	0.957 (Z22/Z23)
6th gear ratio	0.880 (Z22/Z25)
Final ratio	Z45/Z15

CHASSIS	
Type	Double cast aluminium beam + steel sub-frame + rear steel square tubes

FRONT SUSPENSION	
Type	Upside down telescopic fork ZF SACHS 48 mm
	OHLINS 48 mm **(35 years model)**
Diameter	Ø 48 mm
Stroke	300 mm - Fully adjustable 297 mm - Fully adjustable **(35 years model)**

REAR SUSPENSION	
Type	AJP progressive linkage system, ZF SACHS Piggyback shock
	OHLINS TTX Flow DV **(35 years model)**
Stroke	280 mm - Fully adjustable 132 mm - Fully adjustable **(35 years model)**

FRONT BRAKE	
Type	Double piston caliper
Brake disc	Floating disc
Brake disc diameter	Ø 300 mm

REAR BRAKE	
Type	Single piston floating Caliper
Brake disc diameter	Ø 240 mm

FRONT WHEEL		
Rim size	21"x1.60	
Tires	Continental - TKC Twinduro	Michelin - Desert
Tires size	90/90 - 21"	90/90 - 21"
Pressure (road with maximum load)	2.3 bar	

REAR WHEEL		
Rim size	18"x2.50	
Tires	Continental - TKC Twinduro	Michelin - Desert
Tires size	140/80 - 18"	140/80 - 18"
Pressure (road with maximum load)	2.3 bar	

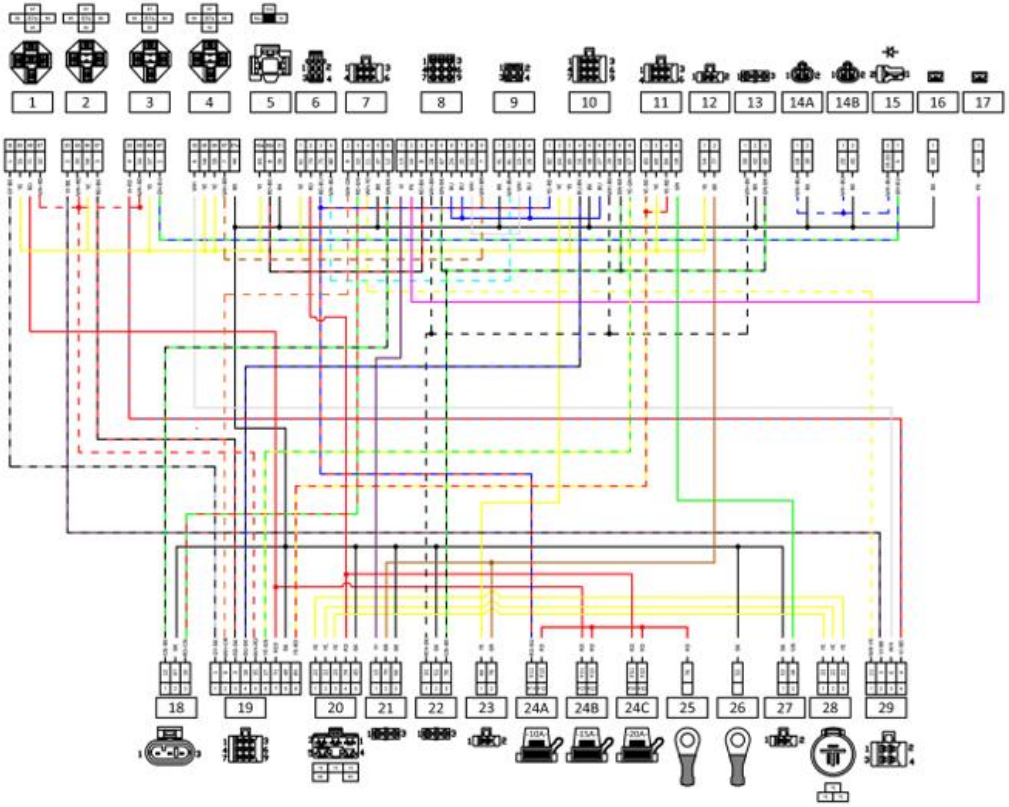
CAPACITY	
Fuel tank capacity	17 L
Fuel reserve	3 L
Coolant system capacity	1.3 L
Engine oil replacement	1.6 L
Main engine oil filter replacement	1.8 L

LUBRICANT TABLE, SUPPLIERS

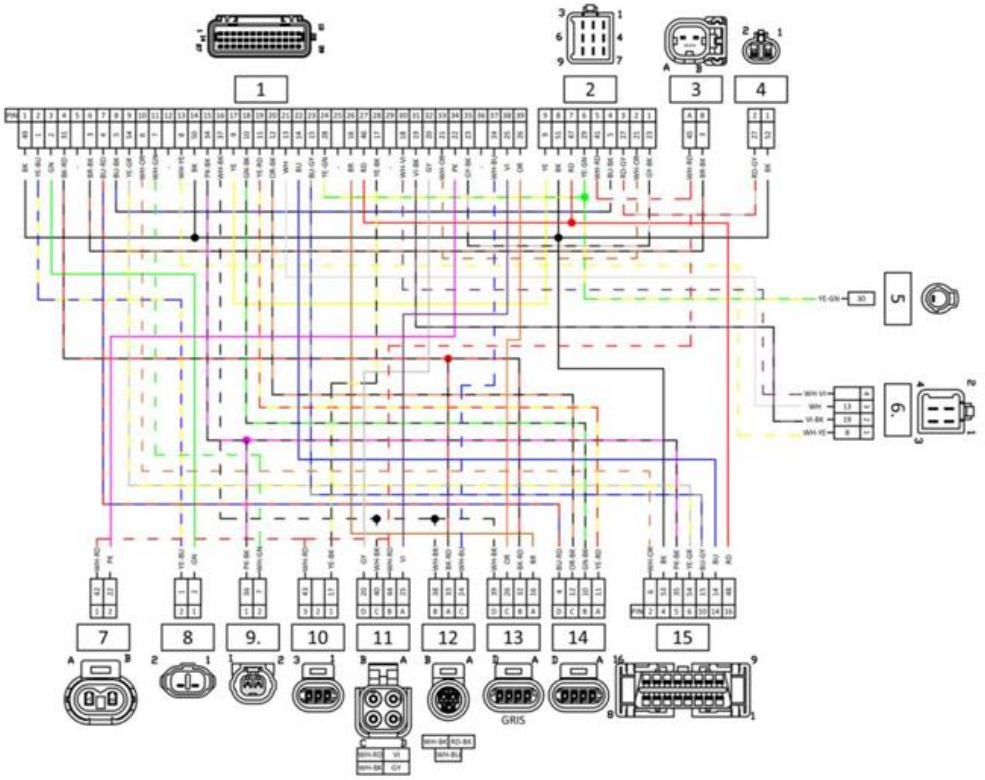
Engine and gearbox lubricant	ENI i-Ride MOTO 10W-50
Coolant liquid	ENI PERMANENT SPEZIAL
Air filter lubricant	Green Filter oil
Brake fluid	ENI DOT 4 SAE J 1704
Clutch fluid	Multi-tech CT 10 W
Lubricant grease	ENI AGIP GR MU EP 2
Drive chain lubricant	AGIP CHAIN GREASE SPRAY
Suspension oil	
Front	ENI FORK OIL SAE 5W
Rear	ENI FORK OIL SAE 5W
Electric contact protection	ENI i-Care CONTACT CLEANER


1530 mm
810 mm
920 mm
310 mm
1540 mm
2270 mm

ELECTRICAL DIAGRAMS – WIRING HARNESS



ELECTRICAL DIAGRAMS – INJECTION WIRING HARNESS



ELECTRICAL DIAGRAMS – DESCRIPTION

REF.	ELECTRIC HARNESS
1	INJECTION RELAY
2	FUEL PUMP RELAY
3	FAN RELAY
4	LIGHTS RELAY
5	INDICATORS RELAY
6	IGNITION KEY
7	DIGITAL DASHBOARD
8	LIGHTS SWITCH
9	LIGHTS/NAVIGATION SYSTEM (MIDDLE)
10	DIGITAL DASHBOARD
11	POWER CUT STARTER BUTTON
12	FRONT STOP
13	FRONT INDICATORS
14A	RIGHT RADIATOR FANS
14B	LEFT RADIATOR FANS
15	FANS DIODE CABLE
16	HORN
17	HORN
18	FUEL LEVEL SENSOR
19	INJECTION HARNESS INTERFACE (1)
20	VOLTAGE REGULATOR
21	REAR LIGHT
22	REAR INDICATORS
23	REAR LIGHT STOP
24 A	FUSE BOXES 10 A
24 B	FUSE BOXES 15 A
24 C	FUSE BOXES 20 A
25	POSITIVE BATTERY SIDE
26	BATTERY GROUND SIDE
27	STARTER RELAY
28	ENGINE STATOR
29	INJECTION HARNESS INTERFACE (1)

REF.	INJECTION HARNESS
1	ECU CONNECTOR
2	ELECTRICAL HARNESS INTERFACE (1)
3	INJECTOR
4	FUEL PUMP
5	NEUTRAL POSITION SENSOR
6	ELECTRICAL HARNESS INTERFACE (2)
7	PURGE VALVE
8	CRANKSHAFT POSITION SENSOR
9	ENGINE TEMPERATURE SENSOR
10	IGNITION COIL
11	O2 SENSOR
12	TPS SENSOR
13	MAP/MAT SENSOR
14	STEPPER SENSOR
15	OBD II DIAGNOSTIC CONTROL

REF.	COLOR
YE	YELLOW
RD	RED
BK	BLACK
BU	BLUE
BR	BROWN
GN	GREEN
VI	VIOLET
WH	WHITE
GY	GREY
PK	PINK
OR	ORANGE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