

80cc motorized bike kit manual



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Book Descriptions:

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This kit will fit many bikes sold in your local bike shops. Cut one of them and only one. Cut only between the drilled holes. STEP 2 Place the cut one inside of the spokes. STEP 3 Place the other packer on the outside of the spokes. STEP 4 Thread the nine bolts through the sprocket and use the half moon backing plates on the inside. Tighten all nine bolts moving across in a star fashion and a little at a time to allow for an even pull down. Once the sprocket is tight spin the wheel and check that the sprocket runs true. Deviation can be no more than 1.5mm both ways. Any side to side excess deviation can be corrected by spinning the wheel and then tightening the sprocket where needed in order to get correct alignment. Make sure bolts are tight. Notice that concavity or indentation of teeth of the rear sprocket is inward towards spokes. This helps keep the chain closer to the inside of the wheel and spokes and allows for better clearance of the rear stays of the bicycle frame. Add Tip Ask Question Comment Download Step 2 MOUNTING ENGINE TO FRAME STEP 1 Mount the engine into the frame. This is the front motor mount. Some bikes have a large diameter lower bar and some need clearance for the air box intake so you need to use the parts provided in the kit. Use spacer provided with the kit spacer bar is not included in the some kit. This spacer normally would require the drilling of a hole in the frame to bolt the centre of the spacer through shown below. I prefer the method shown, which is to pull the studs and replace them with longer ones threaded rod that you can get at the local hardware store. Then, you can use the steel motor mount clamp that came with the kit and not have to drill a hole in your frame. Then cut the excess off. My bike had an ovoid shaped lower bar about 50mm across. I used this method. STEP 2 if needed Always mount air intake with inlets down!!

Always!! <http://dxbconnect.com/attachment/calculus-of-variations-solutions-manual.xml>

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If you need to, you can put the air box on a grinder and cut down on the inlet tubes a little to make sure they clear the frame. If you use the spacer on the front motor mount, usually this is enough to clear. Also, you may need to file down any water bottle screw mounts if they protrude and are in the way of a motor mount. Add Tip Ask Question Comment Download Step 3 FITTING CONTROLS STEP 1 Lightly grease right side handle bar end. Slide throttle on all the way and then back it off a hair and then tighten it down evenly. Do not over torque the screws. If you get real ambitious, unload cable from carb slide and from throttle end and clean up the fiber plastic and lube the cable sheath and re assemble. STEP 2 Mount the clutch lever. STEP 3 Screw in the fuel valve filter combo into the tank and then mount the tank. Tip. Wrap top frame tube with bar wrap where tank clamps are. Also. If you have cable runs on the top bar that are open cables, you may need to run them through cable sheath the length of the tank in order for them to work once tank is clamped over them. Apply plumbers tape to thread if leaking. STEP 4 Mount your Coil. Tip. Use 2 high quality cable zip ties. Go up and over and around the coil and zip tie it to the frame. Loop one zip tie up and over and also through the holes that would normally have the screws going through them. This is a better method than using the screws that come with the kit. You will have a more solid mount and not break the coil. The white wire is generator and has a max output of .5A 7.5V. Anything that draws more current connected to the white wire will kill the motor. Add Tip Ask Question Comment Download Step 4 FITTING CONTROLS continued STEP 1 Remove the 3 screws from Counter shaft side cover and also

remove spark plug. Remove clip from master link of chain and then thread chain up and over counter shaft sprocket by rotating the sprocket using tool. Having the spark plug removed allows engine to be turned easily to thread chain.<http://flexi-cms.com/uploads/calculus-of-a-single-variable-8th-edition-solution-manual.xml>

Tip. Since you have this cover off, Hold clutch arm and rotate cover and pull clutch arm out of cover and then grease it and rotate it back in. STEP 2 Put some molly grease on the shaft and in the hole. STEP 3 Cut chain to length and using master link put chain back together. Do not cut chain too short !! Install Idler pulley. Make sure you grease the plastic wheel metal shaft. Do not over tighten chain. Install chain guard. Use some tin snips to cut cover at the rear if needed. Use a good zip tie at the rear and the extra long bolt for the counter shaft cover will hold the front. STEP 4 Install exhaust pipe. If you need to bend the pipe some so it will not hit the frame or bolts, clamp the pipe into wood blocks and bend. Do not bend exhaust mounted to engine. If you do. You will not bend the exhaust, you will break the motor!! Exhaust pipe is very strong. Much stronger than the 2 mounting studs on the motor. STEP 5 Mount the carburetor. Check the other screws including the brass fuel inlet screw for tightness. Typically they need some slight turning. Once the carb is on and tight. You are ready to connect the tank line to carb. Tip. Get an inline fuel filter. Even though the fuel petcock has a screen filter, it is porous and allows sediment through. A high quality inline fuel filter with paper element is a super way to go and to keep fine particulate out of the carb and the engine running fantastic and like new. Well. Install is done. Mix your oil with the petrol before adding to tank. Fuel up the bike. And go baby go !!!!! Enjoy!!! Ahh. do not get too excited. This is a new motor and you need to take it easy for the first 500 kilometers or so. Oh well. the price of owning a new engine. You have to run it in. But. That is fun too. Enjoy!!!!

Add Tip Ask Question Comment Download Step 5 CARBURETOR INSTALLATION STEP 1 Remove carb cap and lay out all the parts STEP 2 Place needle into center of carb slide and then put flat washer with groove on top of needle making sure you have the groove lined up with the groove in the carb slide STEP 3 Install cable to plastic grip first, then thread this end through the carb cap and through the spring STEP 4 Compress spring and load cable into the end of the slide. Once you have it started, put the entire length of the cable into the slide, once you have done that, release the spring to the inside of the carb slide allowing the spring to push onto the flat washer and thus holding the needle down. Add Tip Ask Question Comment Download Step 6 MAINTENANCE ROUTINE 1. Clutch a Remove right side cover from engine. Wash element with a degreasing agent. Be sure element is completely dry before reassembly. 3. Spark Plug Remove spark plug and inspect for excess carbon build up. Clean, regap to .6mm .7mm if necessary. Check plug after every 20 hours of operation. A suitable replacement plug is NGK BP6L if you can find it. Otherwise, go for the NGK B6L. The NGK R7HS is also recommended for better performance and smoother idling. 4. Exhaust system After 20 hours of operation check exhaust pipe for excessive oil and carbon buildup. Be sure to use supplied support strap to secure exhaust muffler to a solid anchor point on bike frame or engine. A two piece cylinder and head design engine requires head bolts be kept tight. Important Check head bolts before each and every ride, vibration can cause them to loosen and blow a head gasket. Caution Do not over torque or head bolts may break off. 7. Right side gears Remove cover plate and keep small amount of heavy grease on gear train. Do not over grease as leaks will occur and also may adversely affect clutch operation. Regular greasing if required will help reduce gear wear and keep gear train quiet.

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Add Tip Ask Question Comment Download Step 7 General Information Obey all traffic regulations. Always wear an approved helmet whilst riding. Remember that you are riding a motorized bicycle and other traffic may not be able to see you. Never operate your motorized bicycle on a pedestrian thoroughfare or pathway whilst the engine is operating. Never operate your motorized bicycle in an

unsafe manner. Check local and state laws before riding on streets. WARNING! ALWAYS wear a helmet whilst riding. During the first 500km breakin period, the ratio for engine is 16 parts petrol to 1 part highgrade 2 stroke motorcycle oil 65ml Penrite 2 stroke motor oil to 1 litre of 91 octane unleaded petrol. After the breakin period, the ratio is increased to 20 parts petrol to 1 part oil 50ml Penrite 2 stroke motor oil to 1 litre of 91 octane unleaded petrol. Be sure to mix fuel and oil before adding to tank dont add separately. WARNING Remember safety first Wipe up any spilt fuel. NEVER refuel a hot engine or smoke whilst refueling. This could result in fire and personal injury. Always move your motorised bike at least 3 metres from any refueling area before attempting to start it. Never leave the tank fuel cap off after refueling as rain water could contaminate the fuel and cause engine failure.

1. Open the fuel valve. Small lever pointed down with fuel line is in the open position.
2. Depress the small round cap plunger tickle button, to prime carburetor. One or two times is enough.
3. Lift choke lever to the upward position. This is the small lever on the right side of the carburetor. All the way up the choke is on. All the way down the choke is off. Move progressively downward to off position during engine warm up period.
4. Pull the handlebar clutch lever inward, to disengage the engine from the rear wheel.
5. Pedal down hill if possible for first start.
6. Let out the clutch lever all the way out and continuing to pedal.

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The result is a direct engine hook up with the rear wheel via chain and sprocket and the engine will now start spinning, Pedal until motor starts. Accelerate slowly at first.

7. Twist throttle to increase speed, reverse twist throttle to decrease speed. To stop, disengage clutch and apply brakes. To accelerate, pedal and release clutch whilst opening throttle.
8. Adjust choke to the smoothest engine running position.
9. After warm up push choke lever all the way down. Engine will develop more power after break in.
11. To stop the engine, push Kill switch and turn off gas valve at tank. Turning off the gas will prevent fuel from being siphoned from tank.

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Download Participated in the Instructables Design Competition View Contest Share it with us! I Made It! Recommendations How to Build an Outdoor Lounge Chair My bike is a huffy cruiser coaster breaks so i cant use both spacers. There are a lot of generalities and lacking details. There isnt much info on how to install the throttle cable to the throttle grip. Where is the info on how to install the throttle controls to the grip 0 MANIS39 Also its supposed to have a mirror on a specific side and a headlight with a dipped diffusion patturn. Driving without insurance attracts a chunky fine and other nastiness from the law. Best advice is to just keep up on the maintenance. I seized 2 in 2 weeks after stupidly under oiling the fuel. 0 NRG4U and Me You need to stay on top of it thought. Check all that maintenance stuff, double nut your connections when you can and locktite when you cant. Always keep the tools with you to do a complete tear down and rebuild, and always wear a helmet. 0 yeeeeeap It was so cheap, that the motor literally fell apart. All the taps for the holes in the crankcase stripped out, and there was even a casting flaw where there was a big hole in the crankcase. Ran like garbage, was unbalanced, extremely loud due to cheap aluminum case, and never idled right. Didnt even get 70 MPG.

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Be oldfashioned. build your own motorbike. Stay away from this China garbage. More Comments Post Comment Categories Circuits. Please upgrade your browser or activate Google Chrome Frame to improve your experience. You might find this video useful because of the fact that you can pause it and rewind it at your leisure while online. Our engines will be back in stock soon! If the distance between the two bars exceeds the engine mounting span then additional spacers or welded brackets are required. Mount the engine to the seat tube first and then fit to the front tube. When looking for a donor bike it is best to compare the engine to the frame before purchase of a new bike. Note Seat tubes of 28 to 29 mm work best. Attach engine to seat tube first, position, and then determine front mounting. This also helps reduce engine vibration. Lock nuts and or use of Loctite is recommended

to avoid loosening due to vibration. For long life it is best to use with wheels having 12 to 14 ga. Spokes. A chain idler is used to tighten chain if needed. The sprocket must fit over the hub in a perpendicular plane with the axle. This insures that your rear chain sprocket spins true with the rear bike wheel. It is also recommended that the rear wheel be respoked to 12 ga. Most any Bike shop can do this operation for you. With bike upside down spin wheel and check sprocket for wobble. The chain can jump off the sprocket if the sprocket installation is done incorrectly. See below for details. Install the split steel retainer plates next to the rubber isolator and insert 9 bolts. Note Rubber isolators may be needed on both sides of sprocket for chain alignment on some noncoaster brake bikes. See Figure 2 above. Special tools are required to remove and replace the master link when shortening the chain by removing links. Ideally, both your pedal drive chain and your engine drive chain should have the same tension. This is the plate next to and under the clutch swing arm.

Do not pry sprocket with a screwdriver or similar object as it is made of harden material and may fracture. Proper length is when top side of drive chain has. If both chains can be made to have equal tension then installing the idler assembly will not be necessary. Mount the chain idler on the wheel strut if the engine drive chain cannot be made as tight as the pedal chain. Mount as far away from exhaust pipe as possible to avoid heat damage to semiconductors in CDI module. This will ground ignition and stop the engine when the red button on the kill switch is activated. You may secure wires with a plastic zip ties not provided. The only alternate non recommended way of killing the engine is by releasing the clutch lever with bike brakes on and engine at slowest idle. The big spring serves as a cable heat shield. Adjust cable tension to allow very slight play in lever. Handlebar clutch lever or twist clutch must be in the released or outward position to complete this operation. Readjust if needed. Basics of clutch operation The clutch lever pulls the cable that moves the clutch arm. In turn the clutch arm pushes a rod through the motor that pushes the clutch plate. similar to a car clutch. Releasing the clutch lever engages the engine torque to the drive chain. The clutch allows engine to start, and engage or disengage engine torque to the drive chain. When the bike is in the pedal mode the handle bar clutch lever is locked inward in the catch notch. The bike then operates in default as it would without any engine. See Figure 3. It held in a slot at the end of the cylinder. Be sure it is seated all the way inside the cylinder. The spring then forces the throttle to return. For this to work properly the throttle must twist freely on the handle bar in both directions prior to the cable being installed. On some bike handle bars it may be necessary to ream out the handle ID to fit the bar so that the throttle will twist freely. Mount carburetor as level as possible.

If this situation occurs, stop engine immediately and replace mixture screw. Use Teflon tape to seal threads. Careful not to strip threads. If engine runs poorly clean the valve filter as residue from the tank may have clogged it. It is highly recommend that a tank liner coating be applied inside the tank before installation. This product is available from motorcycle dealers. We highly recommend Stenz Synthetic Blend 2Stroke Engine Oil. NEVER fuel a hot engine or smoke while fueling. This could result in sudden fire, personal injury. Always move your motorized bike at least 10 feet from any fueling area before attempting to start it. Never leave the tank fuel cap off after fueling as rain water will contaminate the fuel and cause engine failure. Use grease sparingly. Then replace cover. Depending on dusty riding conditions, clean air filter every 5 to 20 hours of operation by removing the filter cover to access the screen and element. Be sure element is completely dry before reassembly. IMPORTANT If engine runs poorly clean tank shut off valve filter. Clean, regap to .028-.034 of an inch if necessary. Check plug after every 20 hours of operation. New spark plugs are available from your selling dealer. Be careful using aftermarket spark plugs as heat range and threads differ greatly. Extra plug is included with kit. Be sure to use supplied support strap to secure exhaust muffler to a solid anchor point on bike frame or engine. A two piece cylinder and head design engine requires head bolts be kept tight. Important Check head bolts before each and every long ride, vibration can cause them to loosen and blow a head gasket. Caution Do not over torque or head bolts may break off. Twisted or broken head bolts due to over tightening is not

covered by warranty. Do not over grease as leaks will occur and also may adversely affect clutch operation. Regular greasing if required will help reduce gear wear and keep gear train quiet. This will also help deduce noise.

Always wear a helmet while riding. Never operate your motorized bicycle on a pedestrian through way or sidewalk while the engine is operating. Using larger than 49cc for street use is not legal. **WARNING. ALWAYS wear a helmet while riding.** BicycleEngines.com is the leading importer and authorized distributor of authentic JL Zeda 2 stroke motorized bicycle engine kits in the United States. Browse our shop for the best prices on high quality engines, parts, and accessories. Now, before we even start, it's important to know what you're getting into and what you need to make sure installation goes as smooth as possible. Most clamp assemblies come with 10mm bolts and studs, so you'll need a socket wrench to complete this part of the installation. Because of the speed you'll be getting up to, you'll want to be sure to have additional stopping power than a coaster brake. Some riders use a stud extractor, but there's an easy way to get those particular studs out the two bolt method. Once everything is ready to mount, then mount the engine on to your bike. Once you release the clutch lever, your engine will engage. Doing this will help the drive sprocket and clutch spin with ease. Then remove the master link from your chain. Note you'll want to leave .5" of slack on the chain so that it doesn't snap. If the chain is not straight it can slip off the sprockets and damage your spokes and even you, if you're not careful. Note Do not force the plunger into the carburetor. If it does not easily slide in, this is a sign that it's not aligned within the carburetor. Slowly turn the cable until you feel the plunger easily drop down into the carb. The spark plug, magneto, and kill switch are already installed, so all you need to install is the CDI. You can mount the CDI anywhere on your frame, as long as it's close enough to the spark plug to connect to it.

These are your ground wires that will complete the circuit. These colors may not be your colors, but as long as you know which ground wires you have it's only a process of elimination where your other wires are. Then use a zip tie to fasten the other end to the frame. Do not let this interfere with the chain. Before riding, we recommend using a ratio of 6 oz to 1 gallon to break your motor in, then 45oz to 1gallon after the motor is broken in. However, engines may vary, so consult the manufacturer for their recommended oil ratios. Check out the installation of this two stroke engine kit on our Youtube video here [Standard Drive What Works Best For You](#). [Rear Drive Sprocket Assembly Motorizing Those Custom Frames That Seem Impossible](#) [Mounting Engines What to Watch Out for Before Your Next Build](#) [Single Chain Transmissions Do You Know What's Driving Your 4Stroke](#). [Mounting Engines What to Watch Out for Before Your Next Build](#) I am trying to decide whether to install my spare master link or try to find a pin press to eliminate the master link. This is a 4 stroke bike. All of that torque will put stress on that chain, so you'll want the strongest chain you can get. I recommend using the replacement master link first before trying anything else. If you still have issues with the master link you may want to try upgrading the master link by finding a comparable one from a motorcycle or scooter shop. What you want to avoid, however, is taking the master link out all together. If you replace the master link with a regular link and that link breaks, replacing that link may require you to break the link before and after it. You could get away with using a Half Link, but remember that you want to use this as a last resort. You'll only want to use the right parts for the right job, so if you're replacing the master link it's best to replace it with a master link.

If you cannot find a new master link, a half link can do in a pinch, but avoid installing a spare link or completing the chain without a master link. Like you stated above we Connected the black wire from the CDI to the black wire from the magneto, but we don't have a green wire from the kill switch. We have a red and black wire. What connects to what since we don't have the colors you indicated. Last question, where does the white wire coming out of the magneto go. First, make sure you're wiring all of your wires copper on copper this means you'll need to take off the connectors, peel the plastic

housing back, and connect the wires together. After you've done that, here's how to wire everything properly. The black wires from the CDI, magneto, and kill switch are connected together. After they're wired together you'll want to make sure they're ground somewhere on the frame without paint in order to get good connectivity. The red wire from the kill switch goes connected to the blue wire from the CDI and the blue wire from the magneto. Once all of those are connected, you can either tuck the white wire back in to case or connect a very low voltage light to it around the 12v range. Fuel filters are one of those parts that some riders use, and most riders don't. We recommend using them, so thank you for asking us about them. Installation is pretty easy. First make sure your fuel is turned off and there's none in the fuel line because you're going to cut it in half. Make a cut in the center of the fuel line and separate it in to two halves one coming from the gas tank and one coming from the carburetor. Take one end of the fuel filter and install it in to the fuel line coming from the gas tank. Install the other end of the fuel filter in to the fuel line coming from the carburetor, and you're ready to ride! However, we do have our video installation for you here. Hope this helps! This is used to secure the nut on the drive sprocket or to remove the nut for replacement.

Otherwise a power pulse can pop the clip off. It definitely happens. My thought is that since there would be on going maintenance, that it would be beneficial to install it myself. Although I'm interested in going fast, the low maintenance aspect of a friction drive motor is appealing. I also wonder about the available engine kits out there. However, there's no way my wife will ever let me invest in this if I can't keep this project cheap. I saw an idea for putting a chainsaw motor on a bike, which is intriguing. Anyway, I apologize for the long email but my personal research has only gotten me so far. With the extra wiring, we zip tie the wiring to the frame of the bicycle for a more clean and neat set up. Or with the high compression head. I'm not sure if everything will seat correctly or not. Please let me know what your thoughts are. Thank you. My question is can i do this with my bike because there's no top bar like on men's bikes. Can you please help me. Thanks. This will determine if you have the right measurements to fit an engine kit on your bicycle. You've provided. Instructions made things quicker. Oh by the way I enjoy your videos on you tube by Alex. In order to submit a comment to this post, please write this code along with your comment 358b7f530e3a177b4941e5e4c37b468a. Many "do it a love of bicycles and small engines is the Schwinn SS cruiser or Trek Cruiser with coaster brakes are reported on the. Internet to work well. A rewarding joy. Remember, a quality installation is. Have fun and good luck on your motorized. It is suggested that the engine be mounted. See figure 1. Additional spacers maybe required depending. This also helps reduce engine vibration.

Lock nuts and or use of Loctite is. Note All threads on hardware nuts and bolts are. The sprocket must fit over the hub in a. This is best done on a engine lathe by a. Applying thread adhesive and equal tightening of. With bike upside down spin wheel and check. Install the split steel retainer plates next to the rubber. Secure with 9 bolts compressing the chain sprocket to the spokes. Engine. Installation for 36 spoke wheels. Proper length is when top side of. If both chains can be made to have equal. CD ignition coil on bike frame, close enough to attach coil wire to spark. CD ignition coil wires to same identical color coded wires coming from engine. Engine Kill Switch on the handlebar or use kill switch on left hand grip. Only one is needed, but 2 are supplied. Attach kill switch wire to white wire coming. The only alternate non recommended way of killing the engine is. Handlebar clutch lever must be in the released or outward position to complete. Readjust if. In turn the clutch arm pushes a rod through the motor. The spring then. Mount carburetor as level as. Use Teflon tape to seal threads. Careful not to strip threads. You have done a really nice job on the instructions. On page 2 bottom of the. Most wheels only need one rubber spacer on the inside of. Release clutch lever and check for slight. Readjust if required. Then reinstall small locking screw. Then replace cover. Clean, regap to. 028.034 of an inch if necessary. New spark plugs are available from your. A two piece cylinder and head design engine. Regular greasing if required will help. Always wear a helmet while riding. Remember that you are riding a motorized bicycle and other. Check local and state laws before riding

on streets. WARNING! ALWAYS wear a helmet Oil Mixture for Fuel ratio During the break in period 1
st gallon of Break in ratio for 80cc is 20 to 1. After NEVER fuel a hot engine or smoke while Always
move your motorized bike at least 10 Never leave the tank Small lever pointed down with fuel line is
in the open position.

This is the small lever on the right side of Accelerate slowly at first. To accelerate, pedal and
release Warning Note Never leave the tank gas valve in "open" For customer assurance Only the
defective part or parts should be Parts Depot in Sacramento, CA. Thank for your selection of It will
accept our engine perfectly with no. Please try again. In order to navigate out of this carousel, please
use your heading shortcut key to navigate to the next or previous heading. Full content visible,
double tap to read brief content. Register a free business account Exclusive access to cleaning,
safety, and health supplies. Create a free business account to purchase Please try your search again
later. You can edit your question or post anyway. Please contact us by email to get the instructions for
installation. Thank you. To calculate the overall star rating and percentage breakdown by star, we
don't use a simple average. Instead, our system considers things like how recent a review is and if
the reviewer bought the item on Amazon. It also analyzes reviews to verify trustworthiness. The set
screws stripped. And I mean every one of them. Spent quite a bit of time extracting those. Also did
quite a bit of filing just to get the plates to go on my motor. And all of the fasteners are not only
garbage. But are the wrong size all around. This doesn't even mention the absolute crap crankshaft.
The chain ring and free gear are decent. But other than that. Be prepared to replace anything with
threads in this kit. Sorry, we failed to record your vote. Please try again Do not buy!! The chain
breaks and the parts are so cheap! Sorry, we failed to record your vote. Please try again Thumbs up
northtiger. Boo mankind for getting dumb instead of evolve Sorry, we failed to record your vote.
Please try again Unless you know what you're doing it's not worth your time. Sorry, we failed to record
your vote. Please try again Sorry, we failed to record your vote. Please try again. Please try
again. Please try again.

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