

CCM

OWNERS MANUAL

2024

- Heritage 71



**CCM Spitfire Series Motorcycle
OWNER'S MANUAL**

Issue 1
25/01/24

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Introduction

Congratulations on your choice of CCM motorcycle.

Please take the time to read this owner's manual thoroughly as it will inform you of the correct operation and safety procedures required to safely ride the motorcycle. This manual includes important information regarding the motorcycle controls, technical features and accessories as well as tips for keeping your motorcycle in its best possible condition through maintenance and care in line with the CCM warranty package.

If you have any questions concerning your motorcycle, please contact your local authorised CCM dealer or the CCM Aftersales department. Either will gladly provide advice and assistance.

We hope that you enjoy your new CCM and that all your journeys are safe.

Note: _____

The high safety standards of CCM motorcycles are maintained by constant development of designs, equipment and accessories. Due to this, your motorcycle may differ from the information supplied in this manual. CCM cannot entirely rule out errors and omissions. We hope you can appreciate that no claims can be entertained based on the data, illustrations or descriptions in this manual.

Controls & Instruments.

Instrument panel

Indicator



Speedometer

Display range: 0 → 360 km/h / 0 → 225 MPH
Display unit: 1 km/h / MPH

Max. Speed Record

Display range: 0 → 360 km/h / 0 → 225 MPH
Display unit: 1 km/h / MPH

Max Gear Record

Display Range: N → 6

Max RPM Record

Display Range: 0 → 10000RPM
Display Units: 111RPM

Max. Temperature Record

Display Range: 0 → 250°C / 32.0 → 482.0°F
Display Units: 0.1°C / °F

Clock

Setting range: 00:00 → 23:59 (24H)
01:00 → 12:59 (12H)

Voltmeter

Display Range: DC8.0 → 18.0V
Display Units: DC 0.1V



Tachometer

Display Range: 0 → 10000RPM
Display Units: 111RPM

Odometer

Display Range: 0 → 99999 km/miles
Display Units: 1 km / Mile

Trip Meter A, B

Display Range: 0 → 99999 km/miles
Display Units: 0.1 km / Mile

Motor Oil Maintenance (Trip 0)

Display Range: OFF / -999 → 16000 km/miles
Display Units: 1 km / Mile

Temperature

Display Range: 0 → 250°C / 32.0 → 482.0°F
Display Units: 0.1°C / °F

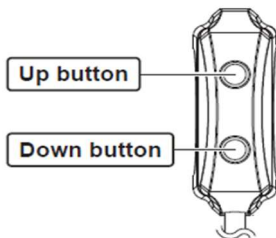
Shift Light

Illuminates red at 8000 [Rpm](#)

Gear Meter

Display Range: OFF / - / N / 1 → 6

EXTERNAL TRIP SWITCH



The external trip switch is found on the left-hand side of the handlebars next to the clutch master cylinder.

MAIN MENU SELECTION – UP BUTTON

	<ul style="list-style-type: none"> • In the TRIP A screen, press the Up button to enter the TRIP B screen. • Press the Up button for 3 seconds to reset Trip A record.
	<ul style="list-style-type: none"> • In the TRIP B screen, press the Up button to enter the TRIP O screen. • Press the Up button for 3 seconds to reset Trip B record.

	<ul style="list-style-type: none"> • In the TRIP O screen, press the Up button to enter the Max. record screen. • Press the Up button for 8 seconds to reset Trip O record.
	<ul style="list-style-type: none"> • In the Max. record screen, press the Up button to go back to the total mileage screen. • Press the Up button for 3 seconds to reset Max. record screen.
	<ul style="list-style-type: none"> • In the total mileage screen.

SETTING SCREEN SWITCHING DESCRIPTION

- Press the **Up button for 3 seconds** on the main screen (ODO) to switch to the setting screen.
- Press the **UP or Down button** to select.
 1. Clock
 2. Unit (speed / Temperature)
 3. Backlight (Brightness)
 4. Tire circumference, Sensor point
 5. Speeding warning
 6. Motor oil maintenance
 7. Exit

NOTE During setting, if any button is not pressed for 30 seconds, it will automatically return to the startup screen.

● Main screen(ODO)



● Enter the setting screen.



1 Clock



2 Unit(Speed/Temperature)



6 Motor oil maintenance



5 Speeding warning



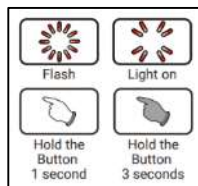
4 Tire circumference, Sensor point



3 Backlight(Brightness)



7 Exit



CLOCK SETTINGS



- The Clock screen, press the **Down button** for 3 seconds to enter the Clock setting.



- **Example : Changing to 12H.**

- Press the **Up button** to choose the setting option.

▲ Now the setting value is flashing.

NOTE Setting range : 12 H, 24 H.
Default value : 24 H.



- EX : Set time format from 24 H to 12 H.
- Press the **Down button** to enter time adjustment hour setting.



- **Example : To set clock(hour) to 10 hours.**

- Press the **Up button** to choose the setting number.

▲ Now the setting value is flashing.

NOTE Cursor moving order is :
Hour → Digit in ten minutes →
Digit in minutes

NOTE Setting range : 1~12(12H)
0 ~23(24H)
Default value : 12(12H)/0(24H)



- EX : Set hour from 12:00 AM to 10:00 AM.
- Press the **Down button** to enter clock adjustment minute setting.



- Press the **Down button** to move to the digit you want to set.
- **Example : To set clock(minute) as 10 minutes.**

▲ Now the setting value is flashing.

NOTE Setting range : 00~59 minutes.
Default value : 0.



- Press the **Up button** to choose the setting number.



- EX : Set minute from 0 minutes to 10 minutes.
- Press the **Down button** to go back to the Clock screen.



- The Clock screen.

UNIT SETTING (TEMPERATURE, SPEED)



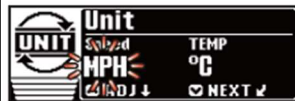
- The unit screen, press the **Down** button for **3 seconds** to enter the speed unit setting.



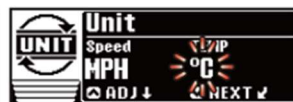
- **Example : To set speed unit in MPH.**
- Press the **Up** button to choose the setting options.

⚠ Now the setting value is flashing.

NOTE Setting range: MPH, KM/H
Default Value: MPH



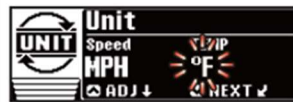
- **EX :** Set speed unit from km/h to MPH.
- Press the **Down** button to enter the temp. unit setting screen.



- **Example : To set temp. unit to °F.**
- Press the **Up** button to choose the setting options.

⚠ Now the setting value is flashing.

NOTE Setting range : °C (Celsius) and °F (Fahrenheit).
Default value : °C (Celsius).



- **EX :** Set temp. unit from °C (Celsius) to °F (Fahrenheit).
- Press the **Down** button to go back to the unit screen.



- The unit screen.

BACKLIGHT SETTINGS



- The backlight screen, press the **Down button for 3 seconds** to enter the backlight setting.



- EX : The backlight brightness setting is changed from 3/5 (60%) to 2/5 (40%).
- Press the **Down button** to go back to the backlight screen.



- Example : To set the backlight brightness to 2/5(40%).
- Press the **Up button** to choose the setting number.

⚠ Now the setting value is flashing.

NOTE Setting range :
1/5 (Darkest)~ 5/5 (Brightest).
Setting unit : 20% per level.
Default value : 3/5(60%).

NOTE The backlight brightness will change immediately after you set the value.



- The backlight screen

TYRE CIRCUMFERENCE SETTINGS

- The tyre circumference must always match the table below for the correct tyre size fitted to the motorcycle.
- The sensor point must always be set to 01p.



- The tyre circumference and sensor point screen, press the **Down** button for 3 seconds to enter the tyre circumference and sensor point setting.

⚠ Reset this setting value if you change to a different tyre size.



- Example : If the tyre circumference is 1,300 mm.
- Press the **Down** button to move to the digit you want to set.

⚠ Now the setting value is flashing.

NOTE Setting range : 300~2,500 mm.



- Press the **Up** button to choose the setting number.



- EX : Set the tyre circumference value from 1,000 mm to 1,300 mm .
- Press the **Down** button to enter the sensor point setting.



- Example : To set the sensor point value to 06 P .
- Press the **Down** button to move to the digit you want to set.

⚠ Now the setting value is flashing.

NOTE Setting range : 01 P~20 P.
Default value : 01 P.



- Press the **Up** button to choose the setting number.

MODEL	WHEEL	TYRE	WHEEL	MAX DESIGN DIA.	SPEEDO. SETTING
SPITFIRE	FRONT	27.0x7.0-19(130/80-R19)	19X3.0	715	2237
SCRAMBLER	FRONT	120/70-R19	19X3.0	671	2150
CAFÉ RACER	FRONT	27.0x7.0-19(130/80-R19)	19X3.0	715	2237
FLAT TRACKER	FRONT	27.0x7.0-19(130/80-R19)	19X3.0	715	2237
BOBBER	FRONT	MT90B16(130/90-B16)	16x3.5	664	2086
RAF100	FRONT	MT90B16(130/90-B16)	16x3.5	664	2086
FOGGYS	FRONT	120/70-R17	17x3.5	616	1935
FOGGY FT	FRONT	27.0x7.0-19	19X3.0	715	2237
SIX	FRONT	27.0x7.0-19(130/80-R19)	19X3.0	715	2237
BLACKOUT	FRONT	120/70-R19	19X3.0	671	2150
MAVERICK	FRONT	110/80-R19	19X3.0	681	2150
STREET MOTO	FRONT	120/70-R17	17x3.5	616	1935
STREET TRACKER	FRONT	27.0x7.0-19(130/80-R19)	19X3.0	715	2237
STREET CLASSIC	FRONT	27.0x7.0-19(130/80-R19)	19X3.0	715	2237
HERITAGE	FRONT	27.0x7.0-19(130/80-R19)	19X3.0	715	2237
ROADSTER	FRONT	27.0x7.0-19(130/80-R19)	19X3.2	715	2237

SPEED WARNING SETTING



- The speeding warning screen, press the Down button for 3 seconds to enter the speeding warning setting.



- Example : To set speeding warning value to 80 KPH.
- Press the Down button to move to the digit you want to set.

⚠ Now the setting value is flashing.

NOTE Setting range : 30~360 km/h
(20~225 MPH).

Default Value 362 KPH ~ 225 MPH



- Press the Up button to choose the setting number.



- EX : Set speed warning value from 60 KPH to 80 KPH.
- Press the Down button to go back to the speed warning screen.



- The speed warning screen.

MOTOR OIL MAINTENANCE SETTINGS



- The motor oil maintenance screen, press the **Down** button for 3 seconds to enter the motor oil maintenance setting.



- **Example : To set mileage maintenance to (ON).**
- Press the **Up** button to choose the setting number.

⚠ Now the setting value will blink.

NOTE Settings range : ON, OFF.
Default value : ON.



- **EX :** Set mileage maintenance to (ON).
- Press the **Down** button to enter into the mileage maintenance main screen.

NOTE When is set to OFF, will directly return to mileage maintenance main screen.

Operating Controls

Ignition system

Ignition is toggled on and off by holding the wireless key fob against the receiver area (1) below the left of the tank.



1

⚠ WARNING!

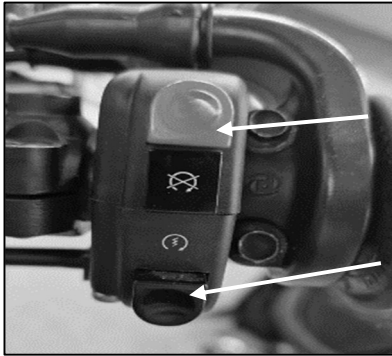
Never activate the ignition lock whilst the vehicle is moving as the electrical systems will be switched off, which may result in loss of control or an accident. Additionally, refrain from storing the key fob in a location which will be in close contact with the receiver.

Risk of battery running low if ignition left on for long periods.

When ignition is switched to the "on" position, instrument display and sidelights will illuminate, and electrical functions such as horn, indicators and brake light will become functional.

Right Handlebar Switch gear

To start engine, ensure ignition is in the "on" condition with the dashboard illuminated and the bike is in neutral.

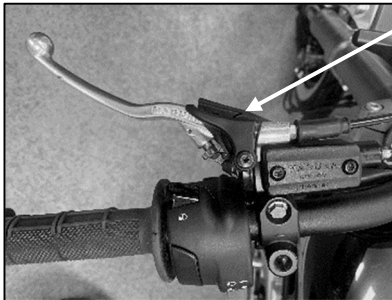


1

To turn the engine off, press and hold the "KILL" button (1).

2

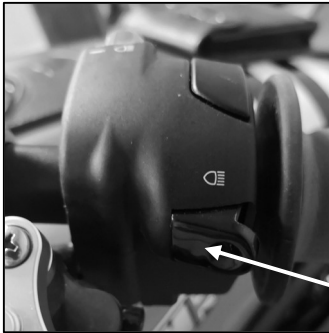
To start the engine, press and hold the "START" button (2).



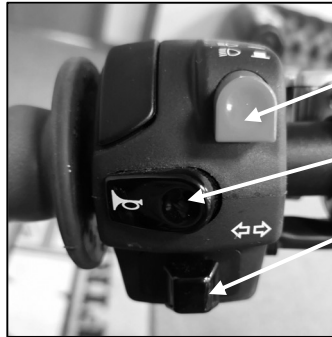
3

When starting the engine with a cold engine pull the cold start lever (3), keep the lever depressed until the engine temperature is warm enough to tick over.

Left Handlebar Switch Gear



1



2

4

3

1. Passing light

Depress to temporarily illuminate the high-beam headlight.

2. High-beam/low-beam control

Depress the beam control button to illuminate the high-beam headlight (the button will remain depressed while the high-beam is illuminated and the BLUE tell-tale warning illuminates on the instrument display).

Press the beam control button again to revert to low-beam setting.

3. Turn signal indicator

Press the turn signal control to the left to illuminate the left signal indicators (the GREEN tell-tale signal will flash on the instrument display).

Press the turn signal control to the right to illuminate the right signal indicator (the GREEN tell-tale signal will flash on the instrument display).

To cancel indicators, press the control switch in whilst in a central position (the GREEN tell-tale signal will stop flashing in the dash unit and signal indicators will be cancelled).

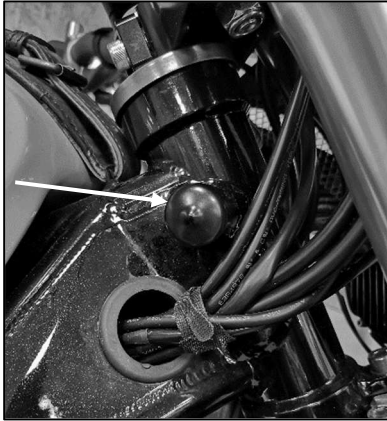
4. Horn

Push the horn button to sound the horn.

Steering Lock

The steering lock is a two position, key operated lock, located on the right-hand side of the headstock.

To engage the steering lock, remove the steering lock cover (1) so that the steering lock is accessible, turn handlebars fully left, insert the key, turn the key anti-clockwise to stop, press key into lock, turn the key clockwise to stop and remove key, remembering to replace steering lock cover (1) over the steering lock.



⚠ WARNING!

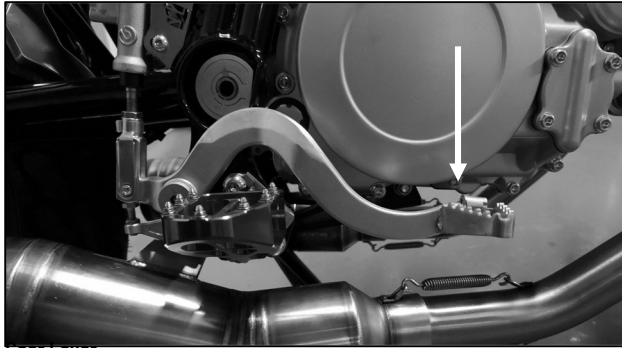
Never operate the steering lock while the vehicle is moving. This may result in loss of control or an accident.

To disengage the steering lock, remove the steering lock cover until steering lock access is sufficient, insert the key, turn anti-clockwise to stop, at which point lock spring will push the key away from lock, then turn the key clockwise to stop and remove key, remembering to replace the steering lock cover over the steering lock.

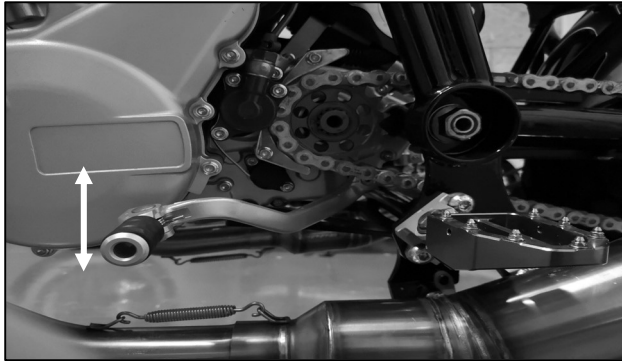
Foot Controls


Brake Pedal

Apply downwards pressure to engage rear brake only.



Gear Lever



- 
- 6th Gear
 - 5th Gear
 - 4th Gear
 - 3rd Gear
 - 2nd Gear
 - Neutral
 - 1st Gear

Side stand

The side stand is an "always up" and should automatically spring into the "up" condition when it becomes unloaded.

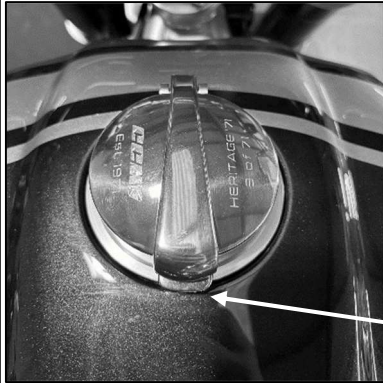
When parking the motorcycle using the side stand, turn the handlebars to the left and ensure side stand is securely in the "down position" before releasing. It is advised that the motorcycle is left in first gear when parked.

Note: Side stand is designed to support motorcycle only, riders and passengers must NOT load or sit on the motorcycle whilst it is held by side stand.

Fuel Tank

To open the fuel tank cap

Press the button (1) and lift the fuel cap up from the rear.



To close the fuel tank cap

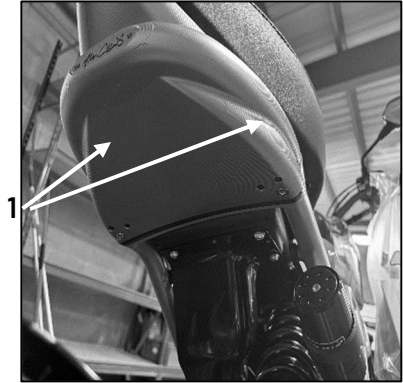
Press the fuel cap down until you hear the catch click shut.



Note: The maximum fuel fill level is 10mm below the bottom of the filler neck when the motorcycle is on its side stand.

Seat

Remove the 2 bolts (1) from underneath the tail piece. Lift the seat upwards at the rear and slide backwards to release the seat from the motorcycle.



To re-fit seat, locate the locating fork under the seat and slide it under the hook on the subframe.

Locate the 2 bolts (1) and tighten to the correct tightening torque.

Find this in the tightening torque section.

Riding Information

Before riding

- Please Refer to Pre-Ride Checks section.

- Rider's equipment

Always ride with correctly fitting protective clothing designed for use on a motorcycle. This includes; Helmet; Eye protection; Gloves; Jacket; Trousers; Boots. The law requires that you wear an approved helmet and visor or eye protection.

- Speed

As your speed increases, always bear in mind that there are many factors that can adversely affect the handling of your motorcycle. These include but are not limited to; Settings of the front forks and shock-absorber system; Imbalanced load; Loose clothing; Incorrect tyre pressures; Worn or damaged tyres; Strong winds.

- Correct loading

Overloading and imbalanced loads can adversely affect the motorcycle's handling.

Do not exceed the permissible gross weight and be sure to comply with the instructions on loading.

- Alcohol and drugs

Even small amounts of alcohol or drugs will adversely affect your perception and your ability to assess situations and make decisions and slow

down your reflexes. Medication can exacerbate these effects.

Do not ride your motorcycle after consuming alcohol, drugs and/or medication.

- Risk of poisoning

Exhaust fumes contain carbon monoxide, which is colourless and odourless but highly toxic. Inhaling the exhaust fumes therefore represents a health hazard and can even cause loss of consciousness with fatal consequences. Do not inhale exhaust fumes. Do not run the engine in an enclosed space.

- High voltage

Do not touch live parts of the ignition system when the engine is running as this can cause electric shock.

- Risk of fire

Temperatures at the exhaust are high. Flammable materials (e.g. hay, leaves, grass, clothing and luggage, etc.) could ignite if allowed to come into contact with the hot exhaust pipe. Do not permit flammable materials to come into contact with the hot exhaust system.

Cooling would be inadequate if the engine were allowed to idle for a lengthy period with the motorcycle at a standstill: overheating would result. In extreme cases, the motorcycle could catch fire.

Do not allow the engine to idle for an unnecessary length of time.

- Mounting the bike

When mounting or dismounting the bike the side-stand should be in the retracted position. Repeatedly overloading the side stand could cause a failure of the component resulting in the motorcycle falling.

Starting the engine

To start the engine.

Switch on the ignition lock by swiping the key fob over the receiver.

Ensure the motorcycle is in neutral or the clutch lever is pulled in.

Press the fire button and hold until the motorcycle starts (use of cold start lever may be required in low temperatures).

Note:

Do not hold the fire button down for more than 5 seconds continuously.

Engine RPM

When started from cold, allow the motorcycle a moment to warm up and for oil to properly circulate within the engine before revving/riding the motorcycle. When riding, avoid high engine speeds until the engine reaches proper operating temperature.

Your motorcycle is not designed for extended periods of revving at engine speeds in excess of 8000 rpm. Riding with the engine revving at speeds in excess of 8000 rpm can result in damage and engine-revolution excursions above this limit are logged in the control unit's memory.

CCM refuses to accept liability for engine damage if engine-revolution excursions above this limit are stored in the control unit's memory.

Running in

See *Maintenance* section for running-in instructions.

Brake pads

New brake pads have to bed down before they can achieve their optimum friction levels. You can compensate for this initial reduction in braking efficiency by exerting greater pressure on the levers.

New brake pads can extend stopping distance by a significant margin.

Apply the brakes in good time.

Tyres

New tyres have a smooth surface. This must be roughened by riding in a restrained manner at gradually increasing lean angles until the tyres are run in. This running in procedure is essential if the tyres are to achieve maximum grip. Tyres do not have their full grip when new and there is a risk of accidents at extreme angles of lean.

Avoid extreme angles of lean.

Loading the motorcycle

Always use caution when loading luggage onto the motorcycle.

Ensure the weight is evenly distributed between the left and right sides and the weight is as close to the centre of the motorcycle as possible.



Loading the extreme rear of the motorcycle with a lot of weight can adversely affect the motorcycles handling.

Never exceed the motorcycles maximum gross weight (see Technical Information).

Pre-ride checks

The following items should be checked before every ride to ensure the motorcycle will function correctly:

Chain & Sprockets:

- Check chain tension.
- Check chain condition.
- Check sprocket condition.

Brakes:

- Check front and rear brake fluid levels. Top up if low.
- Check front and rear brake pads for signs of wear or damage. Replace if necessary.
- Check for a spongy feel on front or rear brake lever/pedal. Bleed brake system if necessary.

Tyres:

- Visually inspect tyres for splits or damage. Replace if necessary.
- Check tyre tread level is sufficient for the type of riding about to be done.
- Check tyre pressures are in line with the recommended pressures.

Wheels:

- Inspect front and rear wheel rims for splits, cracks or dints. Replace if necessary.
- Check front and rear wheel spokes are tensioned correctly.
- Check rear wheel alignment is set correctly. Adjust if necessary.

Clutch:

- Check clutch lever smooth operation and free play. Adjust if necessary.

- Check the clutch hose for damage. Replace if necessary.

Throttle:

- Check the throttle cable for smooth operation and free play. Adjust if necessary.
- Check the throttle cable for signs of damage or fraying. Replace if necessary.

Fuel:

- Ensure fuel level in tank is sufficient.
- Check for fuel leaks.

Engine oil:

- Ensure oil level in engine is correct. Top up if low. See *Technical Information* for required oil type. See *Service Information* for more details.
- Check vehicle for oil leaks. If signs of leaking fluid are seen do not ride the motorcycle and seek professional advice from the CCM Services team. See *Service Information* for more details.

Coolant:

Risk of burns from escaping coolant!



The hot cooling system is pressurised.

Allow the coolant to cool down before opening the radiator cap.

- Check coolant level in radiator. Coolant should be visible through filler neck on top of radiator elements. Top up if lower than elements.

- Check vehicle for signs of coolant leaks. If signs of leaking fluid are seen do not ride the motorcycle and seek professional advice from the CCM Aftersales Team.

Bodywork fixings:

- Check security of all bodywork fixings and fasteners.

Lights & Instruments:

- Check function of all electrical systems to ensure they are functioning correctly.

Fixings:

- Visually check all fixings for looseness and damage.

Suspension:

- Check front forks for smoothness of operation.
- Visually check for leaks.

Steering:

- Check steering action in all directions for smoothness of operation.
- Check steering components to ensure no looseness.

Motorcycle Storage

Short term

Always store your motorcycle in a cool, dry place and if necessary, protect it against dust with a porous cover. Always ensure the motorcycle is dry and the engine has fully cooled before covering.

Long term

Before storing your motorcycle for an extended period of time:

- Thoroughly clean the motorcycle.
- Lubricate the brake and clutch lever pivots along with the side and main stand pivots.
- Lubricate any control cables.
- Coat any bright metal parts in acid-free grease (e.g. ACF50).
- Drain the motorcycle fuel tanks.
- Remove the battery or connect it to the lithium battery optimizer.
- Stand the motorcycle in a room in such a way that there is no weight on either the front or rear wheel to prevent tyre damage during storage.

Returning the motorcycle to service

Before attempting to ride the motorcycle after a long period of storage:

- Remove any protective grease applied.
- Thoroughly clean the motorcycle.
- Check condition of battery and install a charged battery if necessary.
- Work through the pre-operational checklist before attempting to start or ride the motorcycle.

Maintenance

Running In

To ensure the best performance and reliability of your motorcycle, it is important that the following running in procedure is followed. Failure to comply may result in warranty invalidation.

At all times:

- Do not use high engine speed when engine is cold.
- Avoid labouring the engine. Downshift before engine “struggles”.
- Do not use higher engine speed than required. Using a lower gear increases fuel economy and reduces environmental and noise pollution.

<500 Miles

- Do not use full throttle.
- Vary the throttle opening and engine-speed range frequently.
- Avoid maintaining constant engine speeds for prolonged periods of time.
- Avoid exceeding 6000 RPM engine speeds.
- Do not exceed 75mph.
- Avoid aggressive acceleration and deceleration manoeuvres, except in an emergency.

500 – 1000 Miles

- Ensure first service (as per Service Record) is carried out.
- Maximum engine speed can be gradually increased to the rev limit for short periods.

Daily Checks

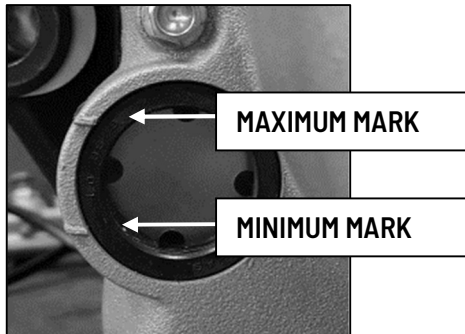
See “Pre-Ride Checks” section.

Service Information

- Checking engine oil

The engine can seize if the oil level is low, and this can lead to accidents.

To ensure that the engine oil level is read correctly, check the oil level only when engine is at operating temperature, turned off and with the motorcycle held upright.



Ensure the oil level is between the maximum and minimum marks on the left-hand side of the oil level inspection window.

If the engine oil level is too low, top up with new oil.

If the engine oil level is too high, have the oil level corrected by a CCM Approved Service Centre.

- Adding Engine Oil

- To top up engine oil, ensure ground is flat and level.
- Remove oil filler cap.

Top up oil to specified level on the inspection window. See *Technical Information* for correct oil type.

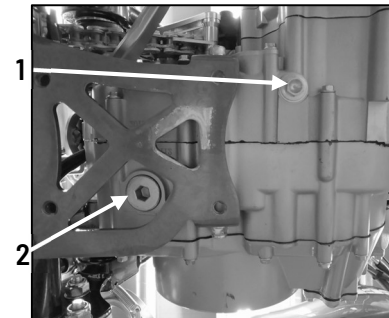
Re-fit filler cap and wipe any excess oil away using a cloth.

Always check for signs of leaks after performing an oil change and do not ride the motorcycle if anything is seen.

- Replacing engine oil and filter

Start the engine and run it until operating temperature is reached to thin the oil.

Place the motorcycle on its side stand with a drain pan underneath the oil sump plug.

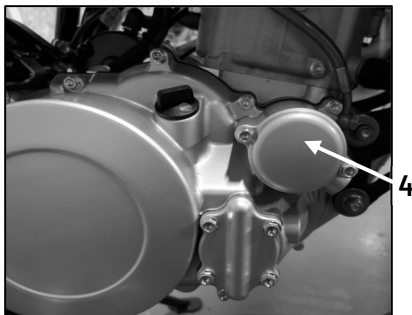


Remove the oil sump plugs (1&2) and allow oil to drain into drain pan.

Beware, engine oil will be hot.



Once most of the oil is drained remove the oil strainer (3) by unscrewing the 2 fastening bolts and inspect for debris, clean and replace.



Remove the oil filter cover (4) and oil filter element.

Fit a new prefilled oil filter element and replace the filter cover.

Replace the oil strainer, oil strainer drain plug and oil sump plug using new sealing washers (tighten to the correct torque found in the Torque section of this manual)

Fill the engine with the specified amount of engine oil.

Run the engine until the fan kicks in then for a further one minute to ensure it is at the correct operating temperature.

Check the oil level in the inspection window and adjust if necessary.

Always check for signs of leaks after performing an oil change and do not ride the motorcycle if anything is seen.

- Braking system

Checking operation of brakes

Operate both brake levers, the pressure points must be clearly perceptible.

If pressure point is not clearly perceptible, bleed the brake system and re-check. If problem persists, check system for damage and contact approved service provider.

Checking brake pad thickness

Brake pads worn past the minimum permissible thickness can cause a reduction in braking efficiency and under certain circumstances they can cause damage to the brake system.

In order to ensure the dependability of the brake system, do not permit the brake pads to wear past the minimum permissible thickness.

Visually inspect the condition and thickness of the brake pad friction material.

NOTE

To change the front brake pads on a Bobber or RAF with 16inch wheels, remove 5 of the 6 front disk bolts and rotate the disk forwards to give clearance for the calliper to be removed.

Checking brake-fluid level

A low fluid level in the brake reservoir can allow air to penetrate the brake system.

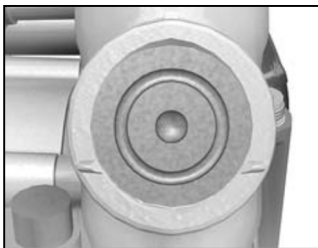
This significantly reduces braking efficiency.

To check level, turn the handlebars to a straight-ahead position and hold motorcycle upright.

Check the fluid level in the front brake master cylinder is above the minimum marker (1).



Check the fluid level in the rear master cylinder is above the minimum marker (1)



• Coolant

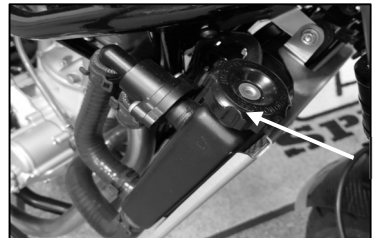


Risk of burns from escaping coolant!
The hot cooling system is pressurised.

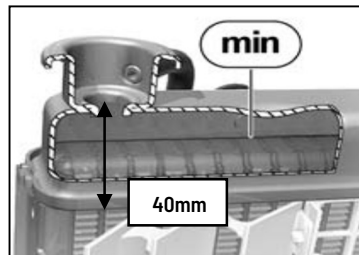
*Allow the coolant to cool down before opening the radiator cap.
Make sure the ground is flat and level, hold the motorcycle vertical.*

Once the radiator has cooled, remove the cap (1) by turning it counterclockwise.

Ensure correct coolant level is maintained.



Coolant minimum level is defined by the internal top plate. Maximum level is 40mm below top cap.



- Wheels and tyres

Checking tyre tread depth

Your motorcycle's handling and grip can be impaired even before the tyres wear to the minimum tyre tread depth permitted by law.

Have the tyres changed in good time before they wear to the minimum permissible tread depth.

Make sure the ground is level and firm and place the motorcycle on its stand.

Measure the tyre tread depth in the main tread grooves with wear marks.

Tyres have wear indicators integrated into the main tread grooves. The tyre is worn out when the tyre tread has worn down to the level of the marks. The locations of the marks are indicated on the edge of the tyre, e.g. by the letters TI, TWI or by an arrow.

If the tyre tread is worn to minimum: replace tyre or tyres, as applicable.

Checking wheel rims

Make sure the ground is level and firm and place the motorcycle on its stand.

Visually inspect the rims for defects.

Have damaged rims checked and, if necessary, replaced by a specialist workshop.

- Drive Chain

Lubricating chain

Dirt, dust and inadequate lubrication will result in accelerated wear and significantly shorten the drive chain's useful life.

Clean and lubricate the drive chain at regular intervals.

Lubricate the drive chain AT LEAST every 500 miles.

Lubricate the chain more frequently if the motorcycle is ridden in wet, dusty or dirty conditions.

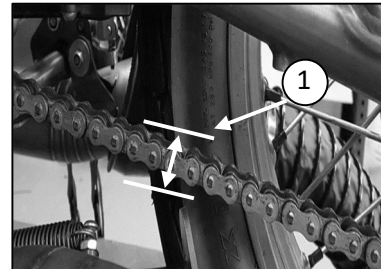
Clean the drive chain with a suitable cleaning product, dry it and apply chain lubricant.

Wipe off excess lubricant.

Checking chain slack

Excessive chain slack will cause increased chain noise and increased chain wear. Excessive chain slack may also result in damage to the swingarm and other components.

Recommended chain slack (1) is 20mm.



To adjust chain slack, loosen the rear wheel nut and use the chain adjuster bolts to achieve recommended chain slack. Check the wheel alignment, re-tighten adjuster bolts, adjuster lock nuts and rear wheel nut.

- **Air filter**

The cone style air filter should be replaced at the intervals specified in the periodic maintenance chart. Replace the air filter element more frequently if you are riding in unusually wet or dusty areas.

To replace the cone air filter;

- Loosen the jubilee clip (1).
- Pull the air filter off.
- Remove the carbon air filter guard (If installed)
- Push new filter on.
- Replace the carbon air filter guard (positioned with the top edge at 11 o'clock)
- Tighten the jubilee clip.



- **Battery**

This motorcycle uses a high-performance lithium-ion battery as standard.



Do not use a conventional battery charger with this battery as it could cause damage to the battery. Use only a lithium specific battery charger.

The batteries charge state can be tested by holding the TEST button on top of the battery.



To access the battery, removal of the battery cover is required. To remove the cover, remove the straps (1) then slide the cover rearwards and away from the battery.

Note: Due to the nature of lithium batteries, when you first attempt to start the motorcycle, it may occasionally seem like the battery is flat. In this case, continue pressing the starter button and the battery will supply increasing power levels with each attempt until the motorcycle starts.

- Fuses

The fuses are located under the fuel tank. 5 are in a bank and 1 is on its own as an overall main fuse attached to the starter solenoid unit (with a spare also attached).



To remove the tank, first remove the seat, remove the 2 bolts (1) and slide the tank backwards. Making sure to disconnect the fuel line and the fuel pump connector.



Suspension

The Heritage 71 comes with Ohlins front and rear suspension fitted as standard.

Standard Factory setting can be found on the following table.

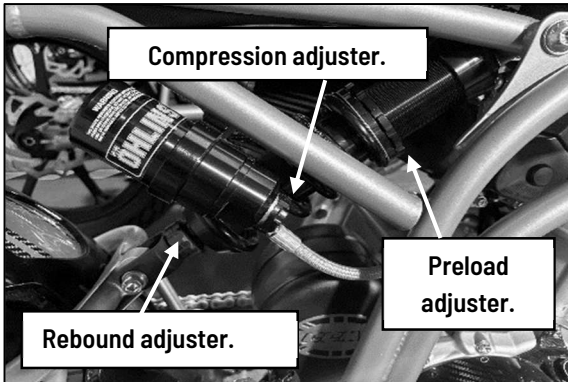
FORKS			
	PRELOAD	COMPRESSION	REBOUND
OHLINS	9mm (9 TURNS IN)	11 CLICKS OUT	11 CLICKS OUT

SHOCK			
	PRELOAD	COMPRESSION	REBOUND
OHLINS	10mm	11 CLICKS OUT	24 CLICKS OUT

Rear Suspension

Ohlins Rear Suspension Unit

The Rebound adjuster is a knurled knob at the bottom of the shock.
The rebound adjuster is the knurled knob on the external reservoir.
The preload adjuster is found at the top of the spring.

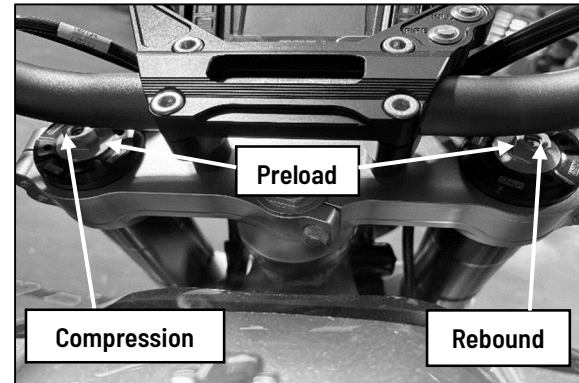


Front Suspension

Ohlins front forks

The compression and rebound can be adjusted by turning the middle adjuster with a 2.5mm Allen key.

The front fork preload can be adjusted by turning the outer 14mm flange on the top of the fork with a 14mm spanner.



Scheduled Maintenance

The annual checks below must be performed every year unless a mileage-based service is performed instead.

Note that recommended service intervals are for normal use, excessive or heavy use will require additional servicing. (Evidence of this servicing must be produced, if requested, at the time of any warranty claim.)

From 14500 miles, carry out all maintenance items every 3500 miles or annually, whichever occurs first.

All items should be performed by the CCM Services Team as special technical skills are required.

It is important that the scheduled maintenance is carried out by an approved provider to ensure your motorcycles warranty is valid.

Item	Odometer Reading (Miles)										Annual Check	
	500		4000		7500		11000		14500			
Lubrication	R	I/A/L	R	I/A/L	R	I/A/L	R	I/A/L	R	I/A/L	R	I/A/L
Engine Oil	✓		✓		✓		✓		✓		✓	
Engine Oil Filter	✓		✓		✓		✓		✓		✓	
Engine Leaks		✓		✓		✓		✓		✓		✓
Fuel System	R	I/A/L	R	I/A/L	R	I/A/L	R	I/A/L	R	I/A/L	R	I/A/L
Throttle Cables		✓		✓		✓		✓		✓		✓
Fuel System - Leaks and Chafing		✓		✓		✓		✓		✓		✓
Air Filter		✓	✓		✓		✓		✓			✓
CCM Software - Scan/Update		✓		✓		✓		✓		✓		✓
Exhaust System		✓		✓		✓		✓		✓		✓
Engine Throttle Body - Check and Idle Adjust		✓		✓		✓		✓		✓		✓

*R - Replace

*I/A/L - Inspect/ Adjust/Lubricate

Item	Odometer Reading (Miles)										Annual Check	
	500		4000		7500		11000		14500			
Ignition System	R	I/A/L	R	I/A/L	R	I/A/L	R	I/A/L	R	I/A/L	R	I/A/L
Spark Plugs		✓	✓		✓		✓		✓			✓
Cooling System	R	I/A/L	R	I/A/L	R	I/A/L	R	I/A/L	R	I/A/L	R	I/A/L
Cooling System		✓		✓		✓		✓		✓		✓
Coolant Level		✓	✓		✓		✓		✓			✓
Engine	R	I/A/L	R	I/A/L	R	I/A/L	R	I/A/L	R	I/A/L	R	I/A/L
Valve Clearances				✓		✓		✓		✓		
Oil Breather	✓		✓		✓		✓		✓		✓	
Wheels & Tyres	R	I/A/L	R	I/A/L	R	I/A/L	R	I/A/L	R	I/A/L	R	I/A/L
Wheels - Damage		✓		✓		✓		✓		✓		✓
Wheel Bearings		✓		✓		✓		✓		✓		✓
Wheels - Spokes		✓		✓		✓		✓		✓		✓
Tyres - Wear/Damage		✓		✓		✓		✓		✓		✓
Tyre Pressure		✓		✓		✓		✓		✓		✓
Electrical System	R	I/A/L	R	I/A/L	R	I/A/L	R	I/A/L	R	I/A/L	R	I/A/L
Lights		✓		✓		✓		✓		✓		✓
Instruments		✓		✓		✓		✓		✓		✓
Full System		✓		✓		✓		✓		✓		✓

*R - Replace

*I/A/L - Inspect/ Adjust/Lubricate

Item	Odometer Reading (Miles)										Annual Check	
	500		4000		7500		11000		14500			
Steering & Suspension	R	I/A/L	R	I/A/L	R	I/A/L	R	I/A/L	R	I/A/L	R	I/A/L
Steering - Free Movement		✓		✓		✓		✓		✓		✓
Forks - Leaks/Smooth Operation		✓		✓		✓		✓		✓		✓
Headstock Bearings				✓		✓		✓		✓		
Headstock Bearings - Adjust/Grease						✓				✓		
Rear Suspension/ Swing Arm		✓		✓		✓		✓		✓		✓
Grease swing Arm Bushes						✓				✓		
Brakes	R	I/A/L	R	I/A/L	R	I/A/L	R	I/A/L	R	I/A/L	R	I/A/L
Brake Pads		✓		✓		✓		✓		✓		✓
Brake Master Cylinders		✓		✓		✓		✓		✓		✓
Brake Calipers		✓		✓		✓		✓		✓		✓
Brake Fluid		✓	✓		✓		✓		✓		✓	
Drive Chain/Clutch	R	I/A/L	R	I/A/L	R	I/A/L	R	I/A/L	R	I/A/L	R	I/A/L
Drive Chain - Slack		✓		✓		✓		✓		✓		✓
Drive Chain - Wear		✓		✓		✓		✓		✓		✓
Drive Chain Slipper		✓		✓		✓		✓		✓		✓
Clutch Operation and Free Play		✓		✓		✓		✓		✓		✓
Clutch Fluid			✓		✓		✓		✓		✓	

*R - Replace

*I/A/L - Inspect/ Adjust/Lubricate

Item	Odometer Reading (Miles)										Annual Check	
	500		4000		7500		11000		14500			
General	R	I/A/L	R	I/A/L	R	I/A/L	R	I/A/L	R	I/A/L	R	I/A/L
Full Bike Fastener Inspection		✓		✓		✓		✓		✓		✓
Replace Chain/Sprockets/ Tyres/ Cables (If required)		✓		✓		✓		✓		✓		✓
Side Stand - Operation		✓		✓		✓		✓		✓		✓
Outstanding Service Bulletin/ Warranty		✓		✓		✓		✓		✓		✓
Service Record & Inspection Report		✓		✓		✓		✓		✓		✓
Reset dash service indicator		✓		✓		✓		✓		✓		✓
Carry Out Road Test - Customer Feedback		✓		✓		✓		✓		✓		✓
Customer Bike Setup - Suspension & Controls		✓		✓		✓		✓		✓		✓

*R - Replace
 *I/A/L - Inspect/ Adjust/Lubricate

Technical Information

Engine

Engine design	Single-cylinder four-stroke, double overhead camshafts, 4 valves, liquid-cooled cylinder and cylinder head, integral coolant pump, 6-speed gearbox.
Displacement	600cc
Cylinder bore	100 mm
Piston stroke	76.5 mm
Compression ratio	12:1
Idle speed	1650 RPM

Fuel

Recommended fuel grade	Premium unleaded gasoline only
Fuel Tank Volume	14 Litres
Fuel Volume at Reserve Warning Light	3 Litres
Fuel Maximum fill volume	10mm from bottom of filler neck when on side stand

Engine Oil

Maximum Engine Oil Capacity (litre)	1.8
Factory Oil Specification	Motul 5000 10W-40 (during running-in period only) Motul 300V 5W-40 Factory Line Road Racing Motul 7100 5W-30/40 100% Synthetic

CCM recommends not using oil additives as they can have a detrimental effect on clutch operation. Please do not hesitate to contact CCM Aftersales Team if you have any questions relating to the choice of a suitable engine oil for your motorcycle.

Engine Coolant

Maximum Engine Coolant Capacity (litre)	1.25
Factory Oil Specification	MOTUL MOTOCOOL EXPERT

Transmission

Gearbox Type	constant mesh gear type, 6-speed gearbox, integrated into engine block
1 st Gear Transmission Ratio	2.615 (13:34 teeth)
2 nd Gear Transmission Ratio	1.812 (16:29 teeth)
3 rd Gear Transmission Ratio	1.350 (20:27 teeth)
4 th Gear Transmission Ratio	1.091 (22:24 teeth)
5 th Gear Transmission Ratio	0.957 (23:22 teeth)
6 th Gear Transmission Ratio	0.880 (25:22 teeth)

Final Drive

Model	Heritage 71
Type of final drive	Chain
Front Sprocket (teeth)	15
Rear Sprocket (teeth)	41

Front Suspension

Rear Suspension

	Heritage 71 Ohlins	Heritage 71 Ohlins
Available adjustment	Spring Preload Rebound Damping Compression Damping	Spring Preload Rebound Damping Compression Damping
Suspension travel (mm)	120mm	135mm
Factory Pre-load setting	9 turns in	10mm
Factory Rebound setting	11 clicks out from fully closed	24 clicks anti-clockwise from fully closed
Factory Compression setting	11 clicks out from fully closed	11 clicks anti-clockwise from fully closed

Brake System

Recommended fluid (normal use)	DOT 4
Recommended fluid (hot climate / intense use)	DOT 5.1

Clutch System

Recommended fluid	SAE10 Mineral Hydraulic clutch fluid
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Tyre Pressures

	Heritage 71
Front	29
Rear	29

Tyres

Heritage 71	Front Tyre	Mitas H-18 130/80-19 71H
	Rear Tyre	Mitas H-18 140/80-19 71H

Battery

Designation	HJTZ7S-FPZ
Type	High-performance lithium-ion
Rated voltage	12 V
Rated capacity	4.5 Ah

Ignition System

Spark Plugs	NGK CR8EB
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Lighting

Headlight low beam	LED 12V
Rear side light	LED 12V
Brake light	LED 12V
Indicator lights	LED 12V

Dimensions

Dimension (mm)	Heritage 71
Overall Length	2200
Overall Height (excl. mirrors)	1200
Seat Height	860
Wheelbase	1430
Ground Clearance	205

Vehicle Mass

Mass (kg)	Heritage 71
Dry	146
Unladen*	155
Maximum Permissible Gross	305
Maximum Payload	150

*Unladen mass = ready for road with 90% fuel

WARNING!

The maximum payload of the motorcycle should not be exceeded, please do not exceed this with luggage or pillion rider.

Tightening Torque Figures

Handlebar & Controls			
Fixing	Thread size	Nm	Notes
Handlebar Riser Mount	M10 x1.25	50	Install using Loctite 270
Upper Handlebar Clamp	M8 x1.25	25	Grease
Steering Stem Clamp Bolt	M8 x1.25	20	Grease
Clutch Lever to Handlebar	M6 x1	8	
Front Brake Lever to Handlebar	M6 x1	8	
Throttle Twist Grip to Handlebar	M6 x1	8	
Gear Shaft Lever to Spline	M6 x1	11	
Foot Peg Mount Bolts	M10 x 1.5	50	Install using Loctite 270/Nyloc Nut

Front Suspension			
Fixing	Thread size	Nm	Notes
	Ohlins Top Yoke to forks	M8 x1.25	15
Ohlins Bottom Yoke	M8 x1.25	10	Grease
Rear Suspension			
Fixing	Thread size	Nm	Notes
	Swinging arm pivot	M16 x1.5	80
Lower Shock Mount	M10 x1.25	50	
Upper Shock Bolt	M12 x1.75	75	Install using Loctite 243
Fuel System			
Fixing	Thread size	Nm	Notes
	Fuel Tank Mounting Bolts	M6 x1	10
Fuel Pump Mounting Bolts	M6 x1	10	

Bodywork			
Fixing			
	Thread size	Nm	Notes
Seat Mount Bolts	M6 x1	5	
Seat mount Nut	M8 x1.25	10	
Headlight cowl	M5 x0.8	3	Install using Loctite 243
Carbon mudguard / Hugger to Billet	M5 x0.8	3	Install using Loctite 243

Lubrication system			
Fixing			
	Thread size	Nm	Notes
Oil Drain Screw	M14 x1.5	24	New sealing washer
Oil Drain Screw	M22 x1.5	60	New sealing washer
Oil Filter Cover	M6 x1	11	New O ring
Oil strainer cover	M5 x0.8	8	Install using Loctite 243 + New O rings

Wheels & Brakes			
Fixing	Thread size	Nm	Notes
Front Wheel Spindle Nut	M24 x2	50	
Front Wheel Spindle Clamp Bolts	M6 x1	10	
Front Brake Caliper Fixing Bolts	M10 x1.25	50	Install using Loctite 243
Front Brake Disc	M6 x1	12	Install using Loctite 243
Rear Wheel Spindle Nut	M20 x 1.5	80	Install using Nord Lock Washer
Rear Sprocket	M8 x1.25	32	Install using Loctite 243. Any bike with DYMAG wheel upgrade 34Nm
Rear Brake Disc	M6 x1	12	Install using Loctite 243
Rear Brake Lever Bolt	M10 x1.25	28	Install using Loctite 243

Standard

If not otherwise specified, standard
tightening torques for bolt sizes

Dimension

Nm

M5

7

M6

10

M8

25

M10

49

Cleaning

Proper and frequent cleaning is a vital part of correctly maintaining your motorcycle. The nature and design of motorcycles leads to many parts being exposed to the elements, making them much more vulnerable to corrosion.

Proper cleaning is important, not only to comply with the motorcycles warranty but also to keep your motorcycle looking good and extending its life. Before cleaning.

- Cover the muffler outlet with an exhaust bung (after the motorcycle has cooled down) to stop any water or moisture entering the exhaust system.
- Cover the air filter and engine oil breather with a plastic bag to stop any water or moisture soaking the filter.
- Ensure that all caps, covers and electrical connectors are tightly and properly installed.
- Remove very stubborn dirt such as oils or chain lubricants using a degreasing agent and brush. Never apply these agents to any seals, bearings, gaskets, sprockets, drive chain or the wheel axles. Always ensure the degreasing agent and dirt is fully rinsed off with water.
- Ensure all bungs holes are protected in chassis with associated bungs.

After normal use

- Remove dirt with warm water, a mild detergent and a soft, clean sponge then rinse thoroughly with clean water.

After riding in the rain or on salt-sprayed roads

- Road salt is extremely corrosive in combination with water. After each ride in the rain or on salt-sprayed road the following steps should be carried out.

- Clean the motorcycle with COLD water and a mild detergent after the motorcycle has cooled down.
- Apply a corrosion protection spray to all metal parts to prevent corrosion.

Note: Never use warm water as it increases the corrosive action of the road salt.

After cleaning

- Thoroughly dry the motorcycle using a chamois or absorbent cloth.
- Immediately dry and lubricate the drive chain to prevent it from rusting.
- Always ensure the motorcycle is fully dry before covering.



WARNING

- Avoid using strong acidic wheel cleaners as they can greatly increase corrosion. If such products are used, thoroughly rinse off with water. Dry the area immediately and apply a corrosion protection spray.
- Improper cleaning can damage plastic parts such as fuel tanks, cowlings and windscreens. Use only a soft cloth or sponge on these areas and clean water.
- Do not use any harsh chemical products on plastic areas. Be sure not to use cloths or sponges that have been in contact with any abrasive or solvent based cleaners.
- Do not use strong cleaners or hard sponges on the motorcycles windscreen as this area can easily discolour or scratch leading to an impaired view of the road.
- Avoid the use of high-powered pressure washers as delicate parts and electrics can be damaged.

Warranty



To maintain this motorcycle's peak condition, it is essential that it is serviced at regular intervals in accordance with the service schedule.

Please ensure that you have read this Owner's Manual thoroughly to ensure that you understand completely all the features of your motorcycle, including the regular safety checks and other safety procedures which should be carried out by the owner - these checks are vital.

Note:

The Owner's Service record is a valuable document. Please keep it safe, as it will be required in connection with servicing and any warranty claim that may arise. The signing of the warranty enrolment form and change of ownership document indicates agreement to the terms, conditions and restrictions herein.

How to Enrol in the Warranty Scheme

Your CCM motorcycle is automatically covered under a comprehensive warranty for a period of two years, commencing from the date of first delivery.

The two-year cover is provided free of charge but requires your motorcycle and personal details to be held by CCM Motorcycles. To check or change any of these details, please contact the CCM Aftersales team.

To be eligible for these warranty terms, the motorcycle must be serviced as per the factory specified service schedule.

If you sell your motorcycle, the outstanding balance of the warranty period can be transferred to the new owner by contacting the CCM Aftersales team on the details found below the same conditions and restrictions will continue to apply for the new owner.

CCM Customer Contact Details

CCM CONTACT ADDRESS

Unit 5 Jubilee Works,
Vale Street,
Bolton,
BL2 6QF

Aftersales Contact Email

aftersales@ccm-motorcycles.net

Aftersales Contact Telephone:

+44 (0) 1204 544 930

Warranty Restrictions

1. The warranty may be invalidated if your motorcycle has been neglected, mistreated or modified in its construction, function and/or aesthetics.
2. If your motorcycle is used in competitive racing or track days, the warranty will be invalidated.
3. The warranty will be invalidated if the motorcycle is repaired, modified or dismantled, even if only partially, without authorisation from CCM Motorcycles, or other than by CCM Motorcycles.
4. If the motorcycle's frame or engine number (stamped into the metal) has been altered or defaced, the warranty will be invalidated.
5. In order to maintain the manufacturer's warranty, the direction outlined in this manual must be followed at the intervals as recommended in the *Scheduled Maintenance* section.

This warranty shall be void if, in CCM's opinion, the motorcycle has been subject to:

1. Improper use (this includes racing and motor sport).
2. Improper repair (this includes fitment of non-genuine or "pattern" parts).
3. Alteration from standard specification in a manner which affects the performance, durability or safety of the motorcycle or any of its component parts.

The warranty may not apply if:

1. The periodic maintenance and servicing are not carried out at correct intervals.
2. Evidence of this servicing must be produced, if requested, at the time of any warranty claim.
It is the owner's responsibility to ensure the service record book is kept up to date by the servicing technician. It is advisable to also keep copies of any service or repair invoices in case the record is lost.
3. Any problem experienced is not notified to the CCM Services Team within a reasonable time. The owner should take all possible steps to prevent further damage as soon as any problem is apparent. Such consequential damage may not be covered by this warranty.
4. In CCM's opinion, components damaged by the effects of corrosion due to inadequate maintenance, aggressive solvent use or the failure to clean on a regular basis.
5. Reasonable care has not been taken to keep the machine clean and free from chemical attack by ice clearing agents, cleaning fluids and other corrosive elements.

How to keep your Warranty valid

For the warranty to be valid you must:

1. Ensure that CCM Motorcycles holds the correct details for the registered owner.
2. Have your motorcycle serviced by an Authorised CCM Service Centre, according to the schedule shown in this booklet.

Having your motorcycle serviced regularly will also keep it at the peak of its performance, as well as enabling CCM to detect any early signs of faults and rectify them, before they cause you a problem.
3. Present this booklet to the Technician whenever they service your motorcycle so that they can stamp the relevant Service History page.
4. Present this booklet to your Authorised CCM Technician when requesting a warranty repair.
5. Observe the restrictions listed in this booklet.

What to do if you need a Warranty Repair

Should you experience or suspect a problem with your motorcycle during the warranty period, a CCM authorised service centre or the CCM Aftersales Team must be contacted immediately. It is important that you describe your problem thoroughly and in detail with photos where possible.

Remember, all repairs under warranty must only be undertaken once authorised by CCM.

The warranty does not cover the cost of regular interval servicing of the motorcycle; therefore, all such services must be paid for.

Note:

The warranty does not cover the cost of transportation of the motorcycle to or from the CCM factory, or Authorised Service Centre nor expenses incurred whilst the machine is off the road for warranty repairs.

What is covered?

Your CCM motorcycle is guaranteed against all defects (of material, workmanship and design) for a period of 24 consecutive calendar months from the date of delivery or first registration (whichever comes first) to the original purchaser without any mileage restriction (unless it is sold as second hand or as an ex-demonstration model).

Any such defects will be rectified free of charge in terms of component replacement, provided that the warranty is valid, particularly in respect of the servicing requirements (see Warranty Restrictions).

The warranty does not cover machines sold or used for track days, racing or any other motor sport, on or off road and excludes motorcycles used for hire or reward.

Only causes of noise or vibration that are beyond reasonable limits and which affect the normal riding of the vehicle are included in this warranty.

What is NOT covered?

The warranty does not include the cost of normal servicing, nor such items as oil, oil filters, topping up of lubricants, special fluids and various consumable materials, unless they are specifically linked to the warranty repair.

Defects caused by the use of spare parts or accessories not produced and/or supplied by CCM Motorcycles are not covered by this warranty.

The warranty does not cover any components subject to wear and tear, such as friction linings (clutch and brake), cables, hoses, fuses, spark plugs, tyres, handlebar grips, chain and sprockets, impact damage from on / off road riding, and abrasion to any painted or decorative surfaces.

The warranty does not cover the cost of recovery or transportation of the motorcycle to or from the authorised CCM Technician, nor expenses incurred while the motorcycle is off the road for warranty repairs, or any other consequential loss.

Any parts replaced under this warranty become the property of CCM Motorcycles.

Miscellaneous

Statutory rights

This Warranty is in addition to and neither detracts from, nor affects the statutory rights of the consumer.

This Warranty is given on behalf of CCM Motorcycles in respect of the CCM product specified on the Warranty Registration Sticker, which was manufactured by CCM and/or its subsidiary companies, imported and sold by CCM Motorcycles.

General Data Protection Regulations (GDPR)

CCM will use warranty registration information to contact you directly should the need arise, for example in the event of a safety recall. CCM may also use warranty registration information to contact you directly to advise you about new CCM products or promotions. However, if you prefer not to receive any communication, please write to CCM Motorcycles.

Complaints

We sincerely hope you will never have reason to complain, but we do acknowledge that an occasion may arise where for one reason or another, you are not fully satisfied.

Complaints should be addressed to:

CCM Motorcycles
Unit 5
Jubilee Works
Vale Street
Bolton
BL2 6QF
UK

CCMT