

CCM 
MOTORCYCLES

OWNERS MANUAL

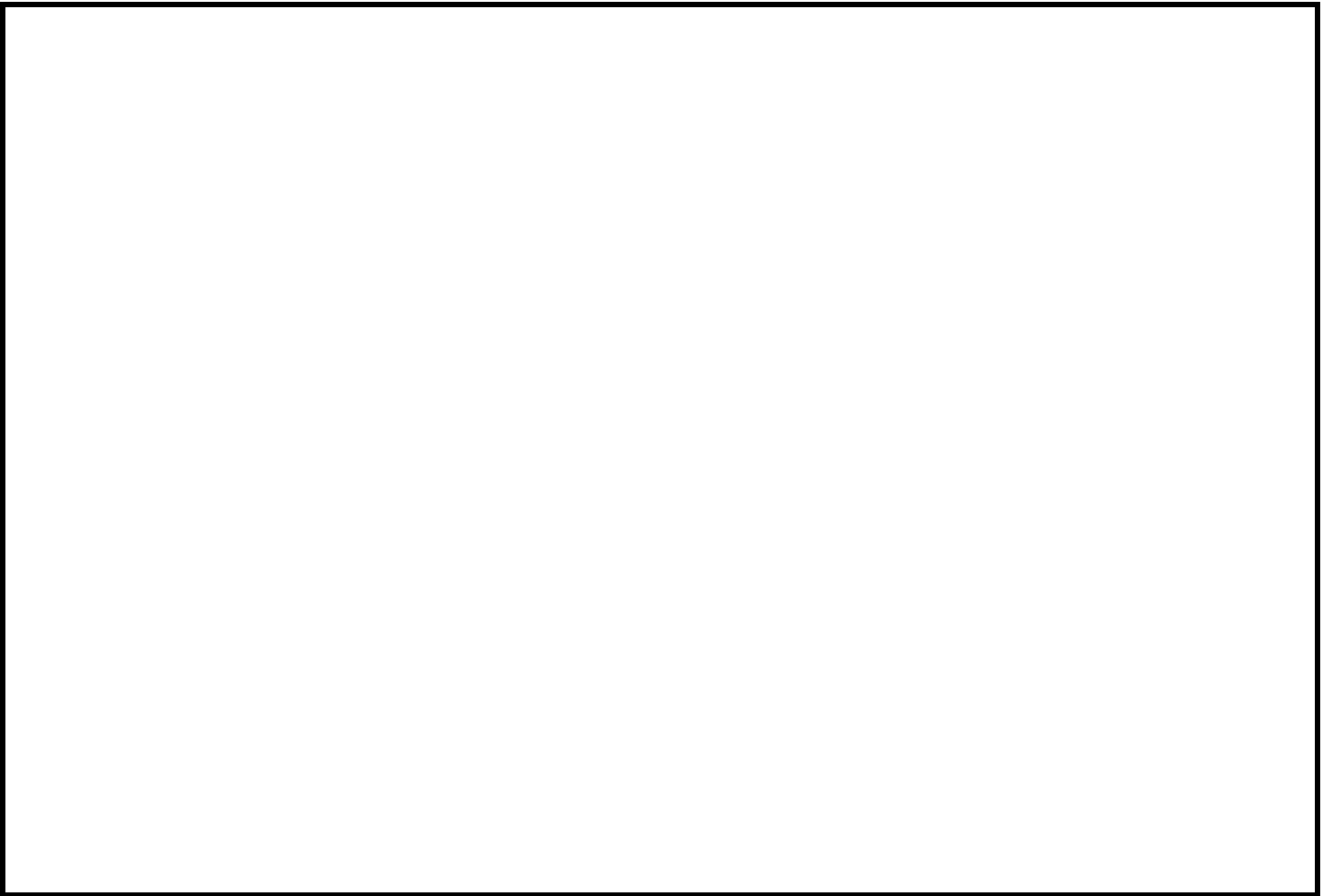


**CCM Spitfire Series Motorcycle
OWNER'S MANUAL**

Issue 9.2
10/01/2022

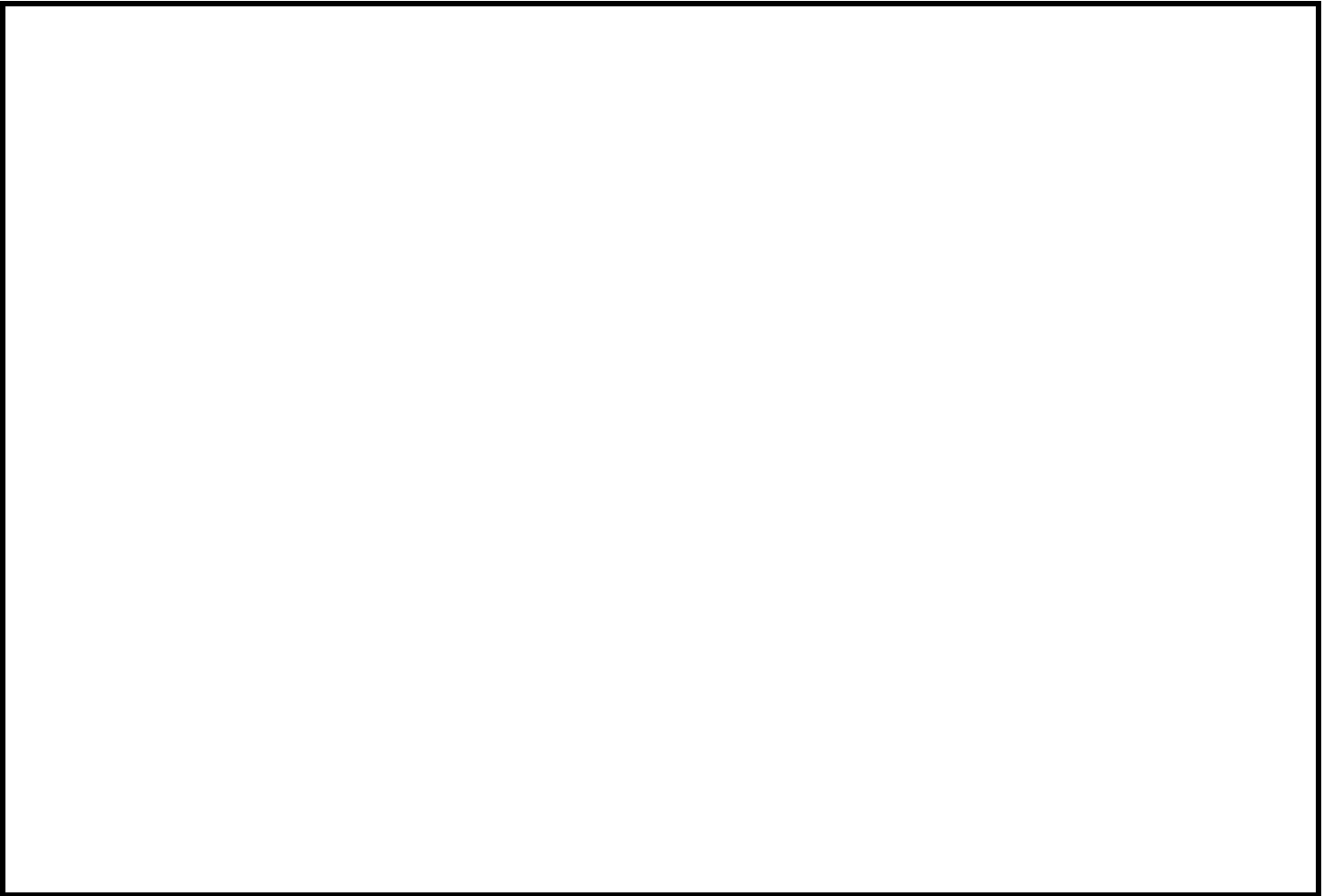
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Contents

Introduction	4	Scheduled Maintenance	26
Motorcycle Details	6	Service Record	29
Controls & Instruments	8	Confirmation of Maintenance Work.....	34
Instrument panel.....	8	Technical Information	36
Ignition Lock	9	Tightening Torque Figures.....	42
Foot Controls.....	11	Cleaning.....	45
Side stand.....	11	Warranty.....	46
Fuel Tank	12	How to Enrol in the Warranty Scheme	46
Side stand.....	12	How to keep your Warranty valid	48
Seat	12	What to do if you need a Warranty Repair... 48	
RAF BF 100 Pannier Boxes.....	13	What is covered?.....	49
Riding Information.....	14	What is NOT covered?.....	49
Before riding.....	14	Miscellaneous	50
Pre-ride checks	16	Transfer of Warranty	51
Motorcycle Storage	18	Registered Owner	58
Maintenance.....	19		
Running In	19		
Daily Checks.....	19		
Service Information.....	20		



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, the CCM service department will gladly provide advice and assistance.

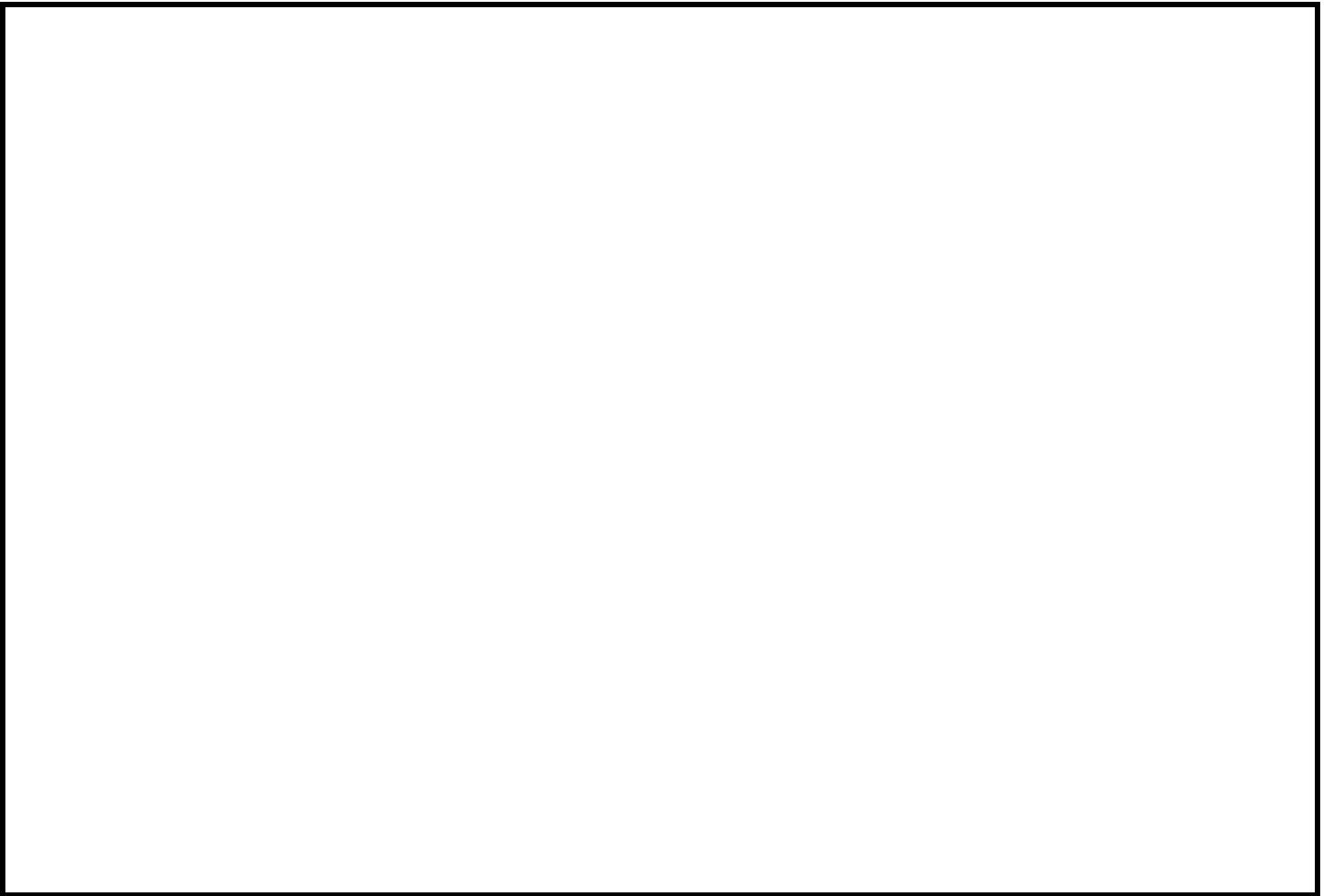
We hope that you enjoy your new CCM and that all your journeys are safe.

Note: _____

This Owner's Manual is a valuable document. Please keep it safe as it will be required in connection with servicing and any warranty claim that may arise.

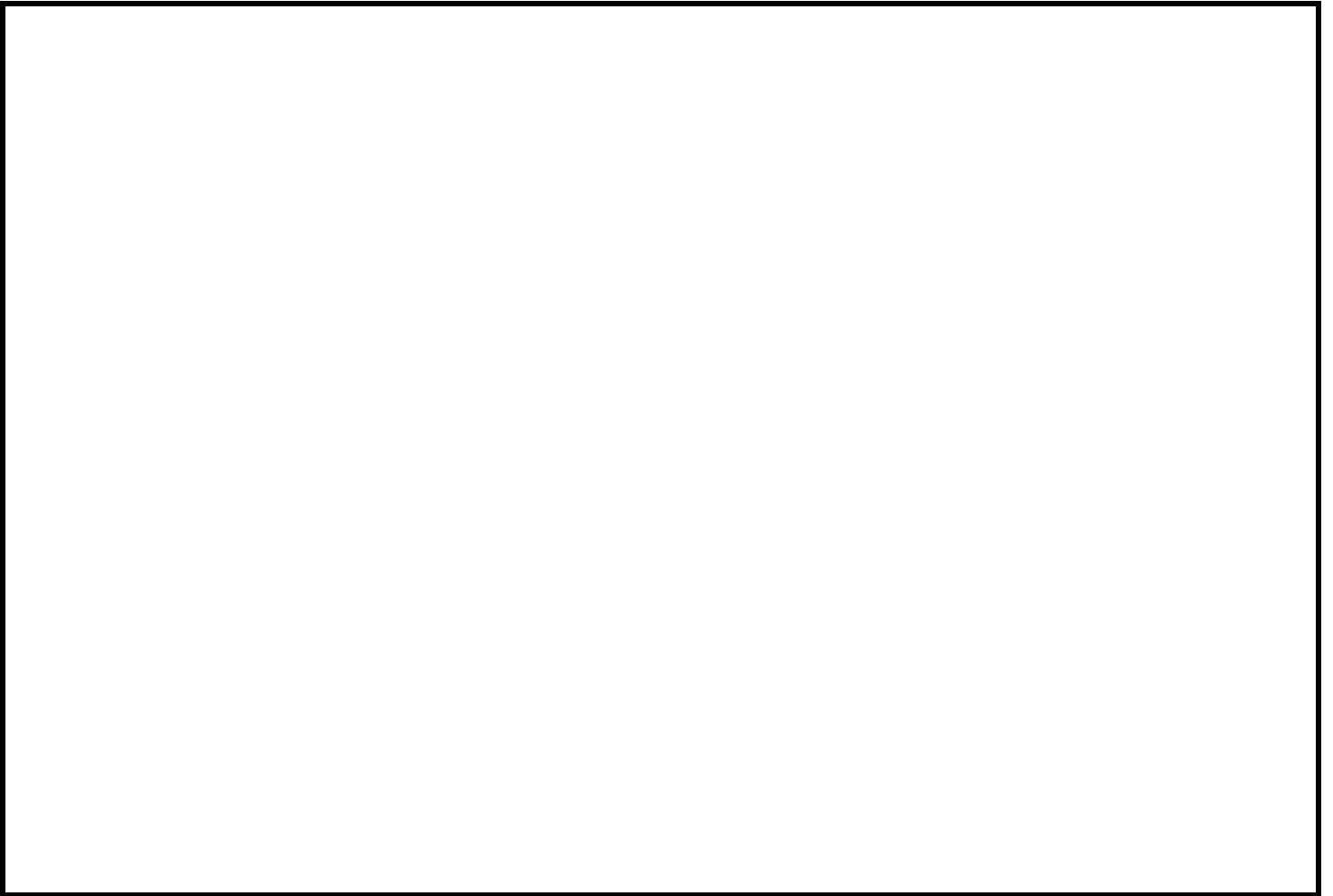
This manual should be transferred to the new owner if the motorcycle is sold.

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.



Motorcycle Details

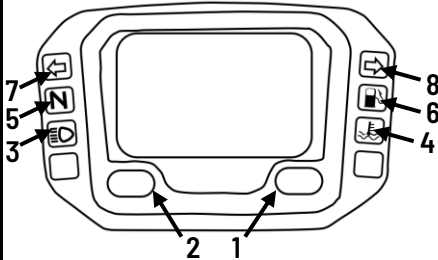
Motorcycle Details	CCM Customer Contact Details
Model:	CCM Contact Address: Unit 5 Jubilee Works, Vale Street, Bolton, BL2 6QF
Registration Number:	
Vehicle Identification Number:	
Engine Number:	Service Contact Name: Steven Bridgeman
Date of First Registration:	Service Contact Telephone: 01204 866268



Controls & Instruments

Instrument panel

Warning Lights & Controls



The motorcycle is fitted with a digital instrument display with the following warning lights and controls;

- 1) Mode button
- 2) Reset button
- 3) High beam warning light
- 4) coolant temperature warning light
- 5) Neutral gear warning light
- 6) Low fuel warning light
- 7) Left indicator warning light
- 8) Right indicator warning light

Note:

- The instrument clock display will remain visible in all ignition conditions.

Display

- Instrument display has the following 3 information areas;

- 1) Engine speed
- 2) Road speed
- 3) Selected function



- Pressing mode button will cycle the information displayed in area 3 through the following display fields, in the order shown below;

- Trip distance 1
- Trip Distance 2
- Odometer
- Coolant Temperature
- Clock
- RPM
- Average Speed
- Current Ride duration
- Total ride duration

- Battery voltage
- Maximum engine speed
- Maximum coolant temperature

Function Reset

- The following fields in display area 3 can be reset;

- Trip distance 1
- Trip Distance 2
- Average Speed
- Current Ride duration
- Maximum engine speed
- Maximum coolant temperature

To reset a field in display area 3, press either mode button until desired field is shown, then press and hold the left mode button for around 2 seconds until field value is reset to zero.

Note: When Trip 1, Average Speed or Current ride time are reset, the other two will also reset automatically.

Changing of settings

⚠ WARNING!

Changing of any settings other than time is strictly prohibited. Changes to these settings is logged in the instruments and will invalidate your CCM warranty. It is important that the factory settings are used. Contact CCM if you require factory settings to be re-installed.

To change the time, press and hold the MODE and RESET button at the same time for 2 seconds. Press the RESET button to increment the selected setting and press the MODE button to toggle between selected settings. Once complete, press and hold MODE and RESET button for 2 seconds to revert to normal display mode.

Ignition Lock

⚠ 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.

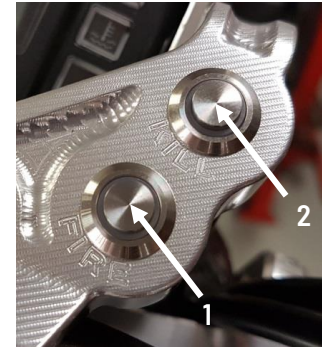
Ignition is toggled on and off by holding the wireless key fob against the receiver area below the left of the tank;



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

To start engine, ensure ignition is in the "on" condition with the dashboard illuminated and press "FIRE" button (1).

To turn engine off, press the "KILL" button (2).



Steering Lock

⚠ WARNING!

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

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 until the steering lock is accessible, turn handlebars fully left, insert key, turn key anti-clockwise to stop, press key into lock, turn key clockwise to stop and remove key, remembering to replace steering lock cover over the steering lock.



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

Left handlebar switch



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.

Foot Controls

Brake Pedal

Apply downwards pressure to engage rear brake only.



Gear Lever



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 fuel cap down and rotate anti-clockwise until stop then release. This will release the fuel cap from its recess.

Once cap is raised, rotate anti-clockwise to unscrew cap.



To close the fuel tank cap

Insert fuel cap and turn clockwise until stop.

Note: Ensure the rubber seal sits flush with mating surface.

Press the filler cap down and turn clockwise to stop.

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

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.

Seat

Remove the 2 bolts from underneath the tail piece and remove the nut from the Sub-frame. Lift the seat vertically upwards to release the seat from the motorcycle.



To re-fit seat, align the bosses of the bottom of the tail piece, the stud to the sub-frame and replace the fixings.

RAF BF 100 Pannier Boxes

Alongside each pannier box, you will receive;

2 x M6 x 40 Brass Screws

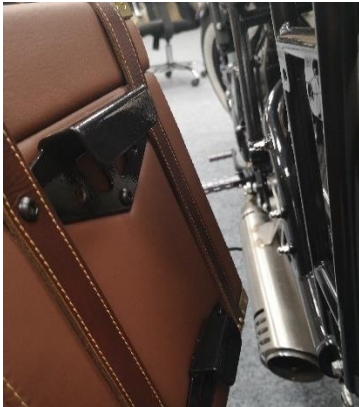
2x M6 Nyloc Nuts

1 x Key for the Pannier Box Lock

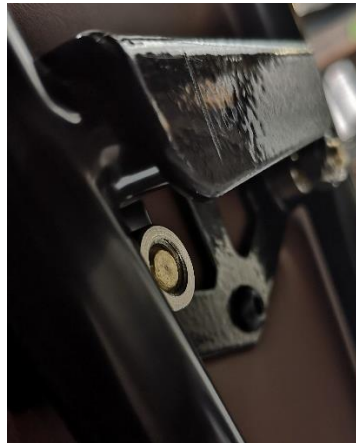
On delivery, these items will be inside the box.

To Install the Pannier Boxes

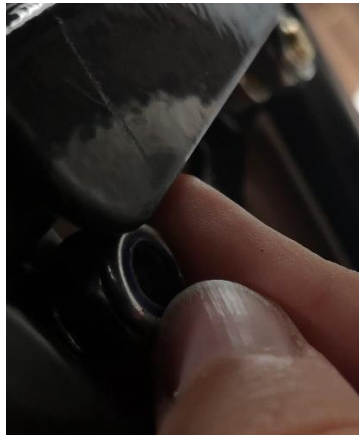
- With the lid closed, slide the brackets on the back of the box over the bars on the side of the rack. Ensure the box hinge is toward the front of the bike.



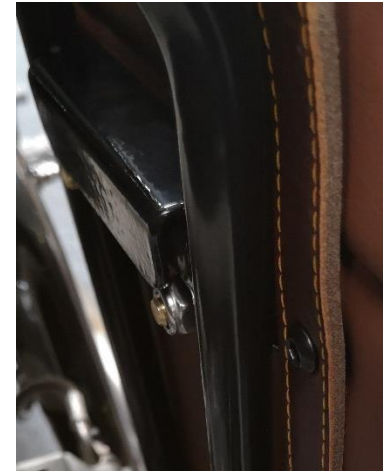
- Open the lid and install the brass Screws from inside the box through into the captive nut so the end of the screw is flush with the end.



- Position the Nyloc nut so it lines up with the captive nut.



- Screw the brass screw through into the Nyloc nut. You will require a 13mm spanner to complete this.



To Remove the Pannier Boxes

- Use a 13mm spanner and unscrew the brass screw from the Nyloc nut.
- Unscrew the brass screw from the captive nut and remove the brass screw.
- The pannier box can now be removed from the rack.

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 spring-strut and shock-absorber system; Imbalanced load; Loose clothing; Incorrect tyre pressures; Worn or damaged tyres; Strong winds.

- Maximum speeds for tyres

The motorcycle's top speed might be higher than the maximum speed permitted for the tyres. Excessive speeds can damage the tyres, and this could cause accidents.

Comply with the tyre-specific speed restrictions.

- 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,

Deactivate 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.

During a bump start it is necessary to hold the start button in order to keep the ECU live.

Engine revs

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:

See *Service Information* section for more in depth instruction.

Chain & Sprocket:

- 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 or fraying. 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:

- 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 Services Team.

Bodywork fixings:

- Check security of all bodywork fixings and fasteners.

Lights and 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. Vaseline or ACF50).
- Drain the motorcycle fuel tanks.
- Remove the battery or connect it to the lithium battery optimizer.
- Cover muffler outlet with a plastic bag to stop moisture entering.
- 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 (use a box type stand).

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.
- Remove any exhaust muffler covers.
- 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 high engine speeds
- Do not exceed 75mph.
- Avoid aggressive acceleration and deceleration manoeuvres, except in an emergency
- Maximum speeds during running-in Period ≤ 75 mph

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

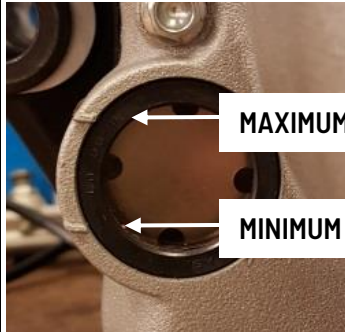
See “Pre-Ride Checks” section

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 the CCM Services Team.

- **Adding Engine Oil**
 - To top up engine oil, ensure ground is flat and level.
 - Remove oil filler cap (1).

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

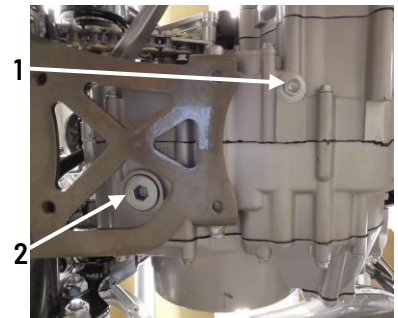
Re-fit filler cap and wipe any excess oil away using a cloth.

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 plug (1) 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 if necessary.

Then remove the oil strainer drain plug (2) and allow any oil to drain out.



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

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

Replace the oil strainer, oil strainer drain plug and oil sump plug.

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.

To change the front brake pads, the wheel must first be removed.

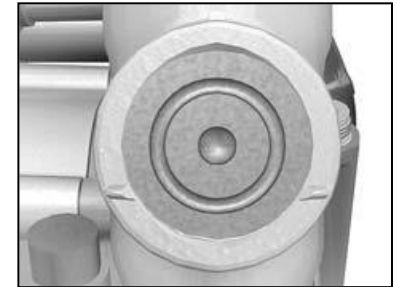
Checking brake-fluid level
A low fluid level in the brake reservoir can allow air to penetrate the brake system.

This significantly reduces braking efficiency.

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



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



Check the fluid level in the rear master cylinder is above the minimum marker.

- Coolant

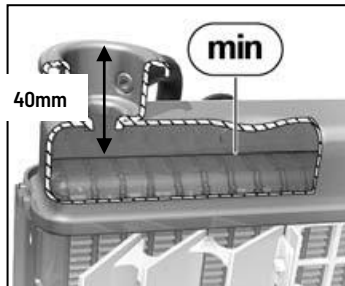


*Risk of burns from escaping coolant!
The hot cooling system is pressurised.
Allow the coolant to cool down before
opening the radiator cap.*

Make sure the ground is flat and level, hold the motorcycle vertical.



Once the radiator has cooled, remove the cap (1) by turning it counter-clockwise.



Ensure correct coolant level is maintained.

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

- Clutch

Checking operation of clutch

- Pull in the clutch lever.
- The pressure point must be clearly perceptible.
- If it is not, have the clutch checked by an approved CCM workshop.

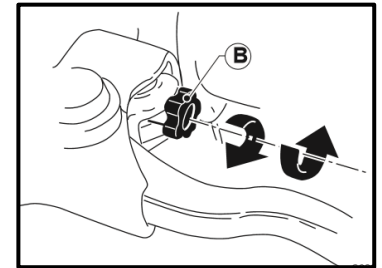
Checking clutch lever play



Pull in clutch lever until resistance is felt.

Recommended clutch lever play (a) is 3-5mm

The lever position can be adjusted to suit hand size. To adjust the lever distance, rotate the adjuster (B) COUNTER-CLOCKWISE. To increase the lever distance, rotate the adjuster (B) CLOCKWISE.



- 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.

Checking spokes

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

Draw the handle of a screwdriver or a similar instrument across the spokes and listen to the notes of the individual spokes.

If the notes vary:

Have the spokes checked 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.

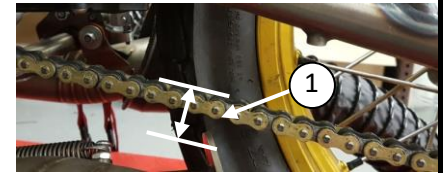
Clean the drive chain with a suitable cleaning product, dry it and apply chain lubricant.

Wipe off excess lubricant.

Checking chain slack

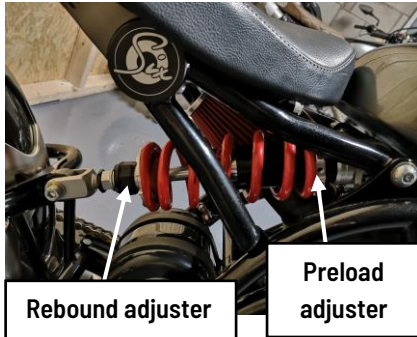
Excessive chain slack will cause increased chain noise and increased chain wear. Excessive chain slack may also result in damage to the swingarm and other components.

Recommended chain slack (1) is 20mm.

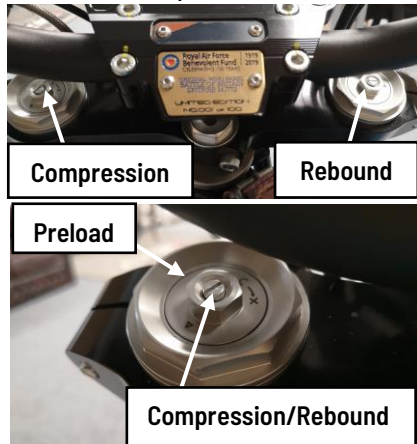


To adjust chain slack, loosen the rear wheel nut and use the chain adjuster bolts to achieve recommended chain slack. Re-tighten adjuster bolts, adjuster lock nuts and rear wheel nut.

• Rear Suspension
YSS Rear Suspension Unit



• Front Suspension
Marzocchi Front Suspension Forks



- 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.
 - Push new filter on.
 - 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 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, remove the 2 bolts (1) and slide the tank backwards. Making sure to disconnect the fuel line and the fuel pump connector.



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 4000 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		✓		✓		✓		✓		✓		✓
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		✓		✓		✓		✓		✓		✓
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		✓		✓		✓		✓		✓		✓
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				✓				✓				✓
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					✓				✓			
Side Stand - Operation		✓		✓		✓		✓		✓		✓
Outstanding Service Bulletin/ Warranty	✓		✓		✓		✓		✓		✓	
Service Record & Inspection Report		✓		✓		✓		✓		✓		✓
Carry Out Road Test - Customer Feedback		✓		✓		✓		✓		✓		✓
Customer Bike Setup - Suspension & Controls		✓		✓		✓		✓		✓		✓

*R - Replace

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

Service Record

CCM Pre-delivery Inspection

Date Completed:

Completed By:

Stamp, Signature:

CCM Running-in Check

Date Completed:

Completed By:

Odometer Reading:

Stamp, Signature:

CCM Service

Date Completed:

Completed By:

Odometer Reading:

Stamp, Signature:

CCM Service

Date Completed:

Completed By:

Odometer Reading:

Stamp, Signature:

CCM Service

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Completed By:

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CCM Service

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Completed By:

Odometer Reading:

Stamp, Signature:

CCM Service

Date Completed:

Completed By:

Odometer Reading:

Stamp, Signature:

CCM Service

Date Completed:

Completed By:

Odometer Reading:

Stamp, Signature:

Confirmation of Maintenance Work

This table is intended as a record of maintenance and repair work including fitting of optional extras and, where appropriate, any recall work.

Item	Odometer Reading	Date

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 5100 10W-50 Technosynthese 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 Customer Services 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

	Bobber / RAF BF 100 / Six
Type of final drive	Chain
Front Sprocket (teeth)	15
Rear Sprocket (teeth)	40

Front Suspension

	Six	Bobber / RAF BF 100
Available adjustment	Spring preload Rebound damping Compression damping	Spring preload Rebound Damping Compression Damping
Suspension travel (mm)	120	120
Factory Pre-load setting	1 turn in	1 turn in
Factory Rebound setting	1 turn from fully closed	4 turns from fully closed
Factory Compression setting	1.5 turns from fully closed	4 turns from fully closed

Rear Suspension

	Scrambler / Café Racer / Flat Tracker	Bobber
Available Adjustment	Spring preload Rebound damping	Spring preload Rebound damping
Suspension Travel	120mm wheel travel	120mm wheel travel
Factory Pre-load Setting	10mm	10mm
Factory Rebound Setting	16 clicks anti-clockwise from fully closed	16 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

Tyre Pressures

	Bobber	RAF BF 100	Six
Front	29	29	29
Rear	29	29	29

Tyres

Six	Front Tyre Front Inner Tube	Mitas H-18 130/80-19 71H Mitas 577001
	Rear Tyre Rear Inner Tube	Mitas H-18 140/80-19 71H Mitas 576985
Bobber RAF BF 100	Front Tyre Front Inner Tube	Avon Cobra Chrome AV91 MT 90 B16 74H Heidenau 16F 34G
	Rear Tyre Rear Inner Tube	Avon Cobra Chrome AV92 140/90 B16 77H Heidenau 16" 34G

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)	Bobber	RAF BF 100	Six
Overall Length	2080	2080	2200
Overall Height (excl. mirrors)	1160	1160	1200
Seat Height	790	790	840
Wheelbase	1430	1430	1450
Ground Clearance	150	150	195

Vehicle Mass

Mass (kg)	Bobber	RAF BF 100	Six
Dry	146	156	151
Unladen*	155	165	160
Maximum Permissible Gross	305	315	310
Maximum Payload	150	150	150

*Unladen mass = ready for road with 90% fuel

Tightening Torque Figures

Consult maintenance manuals for latest tightening instructions.

Fixing	Tightening Torque (Nm)			Notes
	Bobber	RAF BF 100	Six	
Front Wheel Spindle Nut	50	50	50	
Front Wheel Spindle Clamp Bolts	12	12	12	
Front Brake Caliper Fixing Bolts	50	50	50	Install using Loctite 243
Front Brake Disc	12	12	12	Install using Loctite 243
Rear Wheel Spindle Nut	80	80	80	Install using Nord Lock Washer
Rear Sprocket	40	40	40	Install using Loctite 243
Rear Brake Disc	12	12	12	Install using Loctite 243
Oil Drain Screw	24	24	24	
Strainer Oil Drain Screw	60	60	60	
Oil Filter Cover	11	11	11	
Spark Plug	12	12	12	
Fuel Tank Mounting Bolts	10	10	10	
Lower Shock Mount	50	50	50	
Upper Rear Shock Bolt	75	75	75	Install using Loctite 243
Rear Brake Lever Bolt	50	50	50	Install using Loctite 243
Rear Brake Rocker Bolt	35	35		Install using Loctite 277

Gear Rose Joint Screw	14	14		Install using Loctite 270
Lower Triple Clamp	10	10	10	Grease
Upper Triple Clamp	20	20	20	Grease
Handle Bar Riser Mount	50	50	50	Install using Loctite 277
Upper Handle Bar Clamp	25	25	25	Grease
Steering Stem Clamp Bolt	20	20	20	Grease
Clutch Lever to Handle Bar	8	8	8	
Front Brake Lever to Handle Bar	8	8	8	
Throttle Twist Grip to Handle Bar	8	8	8	
Gear Shaft Lever to Spline	11	11	11	
Foot Peg Mount Bolts	50	50	40	Install using Loctite 270/Nyloc Nut
Seat Mount Bolts	8	8	8	

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. Extra care and cleaning is needed after each ride to protect the unique chassis with weld isotherms on display.

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

Before cleaning;

- Cover the muffler outlet with a plastic bag or specific exhaust bung (after the motorcycle has cooled down) to stop any water or moisture entering the exhaust system.
- 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.
- Use a toothbrush or similar to get into any hard to reach areas.

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 motorcycle's 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:

This Owner's Manual 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 Warranty team on the details found in the *Registered Owner* section.

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 Warranty team on the details found in the *Registered Owner* section. The same conditions and restrictions will continue to apply for the new owner.

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 Technician, 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, the CCM Customer Services 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, nor expenses incurred whilst the machine is off the road for warranty repairs. If you wish to eliminate the possibility of having to pay for this, CCM will be able to advise you of the various breakdown recovery schemes that are available.

What is covered?

Your CCM motorcycle is guaranteed against all defects (of material, workmanship and design) for a period of 24 months from the original date of delivery and 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.

The warranty excludes labour.

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, bulbs, 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

Transfer of Warranty

The warranty is transferable at CCM Motorcycles discretion subject to the Terms and Conditions set out in this booklet.

The same terms and conditions apply to the new owner but note that the warranty expires in 24 consecutive calendar months from the date of sale to the original purchaser.

To transfer this warranty, the new owner should complete the Warranty transfer application, ensuring that all the motorcycle details are added and posted to CCM Motorcycles.

PLEASE ENSURE THAT THIS BOOKLET IS PASSED ON WHEN THE MOTORCYCLE IS SOLD. WITHOUT IT THE NEW OWNER WILL BE UNABLE TO APPLY FOR A TRANSFER OF WARRANTY.

Change of Ownership / Address

(Please complete in block capitals)

Vehicle data.

Model _____

Colour _____

Frame Number _____

Engine Number _____

Registration No. _____

Date of Change _____

New owner's data

Title _____ Initial _____

Surname _____

Address _____

County _____

Postcode _____

Telephone _____

I hereby declare that I accept the Warranty terms, conditions and restrictions contained in this booklet.

Signature _____

I am the new owner

I have changed address

Send to: CCM Motorcycles
Jubilee Works
Vale Street
Bolton
BL2 60F
UK

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Change of Ownership / Address

(Please complete in block capitals)

Vehicle data.

Model _____

Colour _____

Frame Number _____

Engine Number _____

Registration No. _____

Date of Change _____

New owner's data

Title _____ Initial _____

Surname _____

Address _____

County _____

Postcode _____

Telephone _____

I hereby declare that I accept the Warranty terms, conditions and restrictions contained in this booklet.

Signature _____

I am the new owner

I have changed address

Send to: CCM Motorcycles
Jubilee Works
Vale Street
Bolton
BL2 60F
UK

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Change of Ownership / Address

(Please complete in block capitals)

Vehicle data.

Model _____

Colour _____

Frame Number _____

Engine Number _____

Registration No. _____

Date of Change _____

New owner's data

Title _____ **Initial** _____

Surname _____

Address _____

County _____

Postcode _____

Telephone _____

I hereby declare that I accept the Warranty terms, conditions and restrictions contained in this booklet.

Signature

I am the new owner

I have changed address

Send to: **CCM Motorcycles**
 Jubilee Works
 Vale Street
 Bolton
 BL2 60F
 UK

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Registered Owner

It is important that the registered owner's details are recorded correctly with CCM Motorcycles to ensure important service and warranty information can be communicated efficiently to you, and your ownership experience is the best it can be.

To update us on any change of ownership details, please contact our warranty team;



customerservices@ccm-motorcycles.net



+44 (0) 1204 544930

PLEASE ENSURE THAT THIS BOOKLET IS PASSED ON WHEN THE MOTORCYCLE IS SOLD. WITHOUT IT THE NEW OWNER WILL BE UNABLE TO APPLY FOR A TRANSFER OF WARRANTY

Any statement, description, condition, warranty, representation or otherwise contained in any catalogue, advertisement, leaflet or other publication shall not be construed as enlarging, varying, or overriding anything contained herein.

Nothing in the Warranty shall be construed as an admission of the existence of any duty or care owed by the Company in respect of CCM Products.

This Warranty shall be construed in accordance with English law and any questions arising from the Warranty shall be subject to the jurisdiction of the English Courts.

CCM 
MOTORCYCLES