



OPERATOR'S MANUAL

CONTAINS IMPORTANT AND VITAL USER INFORMATION

**READ ENTIRE OPERATORS MANUAL BEFORE OPERATION
OF YOUR PROPANE POWERED PROGO SCOOTER**

**MUST ADD CRANKCASE OIL BEFORE INITIAL OPERATION
(SECTION 5.2)**

SECTION 1: BEFORE YOU START

1.1 PACKAGING CONTENTS

Your PROGO® comes packaged with the following items:

- Scooter base + handlebar
- Allen key for installing the handlebar (see instructions in section 4.1)
- T-shaped key for replacing the spark plug
- 1.7oz (50ml) engine oil bottle
- Tire-inflating adapter
- This manual

1.2 TABLE OF CONTENTS

Section	Content	Page
1	Before You Start	2
2	Important Information	3
3	Safety	4
4	Assembly	8
5	Engine	9
6	Understanding Propane	10
7	Installing/Removing Propane Cylinder	11
8	Starting & Stopping The Engine	12
9	Engine Maintenance	13
10	General Maintenance	16
11	Adjustments	18
12	Long-Term Engine Maintenance	21

SECTION 2: IMPORTANT INFORMATION

2.1 ABOUT THIS MANUAL

Why you should read this manual:

This manual was written to help you understand the operation and maintenance of your vehicle. It's important for you to understand your new scooter, its features and operations so that from your first ride you will get the most from your new scooter and form proper habits to keep it maintained for optimum performance and safety for many years to come.

Keep this manual. Refer to it often and use it to instruct other users. If you loan out your PROGO® scooter to others, also loan them this manual.

It is also important that your first ride on a new scooter is taken in a controlled environment, away from vehicles, obstacles and other hazards.

Even if you have previous experience with motorized scooters, vehicles, bikes and the like, you probably need an update of your scooting habits, knowledge and assumptions. There are many changes in technologies and construction which can affect the function, handling, performance and safety of your scooter.



GENERAL WARNING: Scooting can be a hazardous activity even under the best of circumstances. Proper maintenance of your scooter is your responsibility as it helps reduce the risk of injury. This manual contains many "Warnings" and "Cautions" concerning the possible consequences of failure to follow instructions, perform maintenance, or inspect your scooter. Falls can result in serious injury or even death, and operating within the guidelines outlined in this manual will help reduce those risks.

Attention:

- The status of the PROGO® as a "motor vehicle" varies from state to state and is subject to drivers licensing, insurance requirements and registration.
- You should check with a reliable authority in your state to see if the PROGO® must be registered as a motor vehicle. Your police department or local department of motor vehicles may be able to answer your questions or direct you to a reliable authority.
- Your insurance policies may not provide coverage for accidents involving the use of this vehicle. To determine if coverage is provided you should contact your insurance company or agent.
- The **recommended age** and **minimum weight** for the PROGO® is **16 years of age or older and 100 pounds**, but this is subject to the physical coordination of the rider, the ability of the rider to wear protective gear, use good decision making ability, and take responsibility for their actions.

2.2 A SPECIAL NOTE FOR PARENTS

It's a tragic fact that most children are more likely to have an accident than adults. As a parent or guardian, you bear the responsibility for the activities and safety of your minor child. Among these responsibilities are to make sure that the scooter which your child is riding is properly fitted to the child; that it is in good repair and in safe operating condition; that you and your child have learned, understand and obey not only the applicable local motor vehicle and traffic laws, but also the common sense rules of safe and responsible scooting. As a parent, you should read this manual and go over all key points with your child before letting your child ride the scooter.

SECTION 3: SAFETY

3.1 EQUIPMENT SAFETY



WARNING: Many States or regions require specific safety devices or equipment. It is your responsibility to familiarize yourself with laws of the state or region in which you ride and to comply with all applicable laws, including properly equipping yourself and your scooter.

A. Helmets: While not all States or regions require riders to wear approved protective head gear, common sense dictates that you should wear a DOT, Snell, BSI or CPSC approved helmet. Most serious incidences involve head injuries which might have been avoided if the rider had worn a helmet.



Your authorized PROGO® dealer may have a variety of approved helmets, and can recommend one to suit your needs. Make sure that it fits correctly, is worn correctly and is properly secured. Ask your dealer to help with the fit and adjustment of your helmet, or refer to the owner's manual provided with the helmet. Buckle Up!

B. Protective pads: Elbow pads, knee pads, and wrist guards are not required by most states or regions. Again, common sense dictates that you should wear protective pads to help protect against injury. Your authorized PROGO® dealer may have a variety of protective pads, and can recommend one to suit your needs. A good set of pads should fit comfortably, stay in position at all times and not have any excess strapping, Velcro®, or other protrusions to catch on anything that can cause you to lose control of your scooter.



C. Shoes: Your shoes should have good grip, protection, and support. Your shoes should have adequate strapping or laces so that they stay on your feet. Make sure that laces or other strapping can not catch or hang up on any part of the scooter or other objects. Never ride barefoot or wear sandals when operating the scooter.

D. Clothing: Being seen is very important. Brightly colored, reflective helmets and clothing will make you more noticeable. Clothing should not be loose so that it does not catch on moving parts or snags on other objects.

E. Eye protection: Any kind of riding can involve airborne debris, dust, and bugs, so common sense dictates that you should wear protective eyewear with protective lenses.

F. Reflectors: Reflectors are important safety devices designed to reflect light in a way that makes you more visible. The reflectors are intended to enhance the visibility of the scooter but may not meet reflector requirements for your area.



WARNING: Do not remove the reflectors from your scooter. Removing reflectors may reduce visibility to others. Reflectors are not suitable for use as lights. Riding at dawn, dusk, or night is not recommended and presents a serious risk to the rider, regardless of any measures taken.

3.2 MECHANICAL SAFETY CHECK

Here is a simple procedure you should get in the habit of before you get on your scooter:

A. Nuts, bolts and structural: Pick your scooter off the ground a few inches and bounce it. Do a quick, visual, and tactile inspection of the whole scooter. Make sure you look at all visible fasteners and structural welds to see if they are in place and secure. If anything sounds, feels or looks loose or shows signs of stress then replace or secure the part as necessary. Replace parts that are cracked, chipped, or damaged in any way. Check for fuel leaks. Propane has a harmless odorant added so that its presence is detectable by smell. If at any time the smell of propane is identified, check all fuel line connections and make necessary repairs before operating the unit. Do not operate the unit with loose or damaged parts. If you're not sure, ask someone with experience or an authorized dealer to show you what to look for in a mechanical safety check.

B. Tires and Wheels: Check that pneumatic tires are properly inflated. Refer to the side wall of the tire for recommended PSI. Checking PSI using a tire pressure gauge is recommended but you can also bounce your weight on the scooter and compare tire deflation to how it looks when you know the tires are properly inflated. Spin the wheels, check that the tires have not yet reached the wear marks on the tires, ripped, torn, or show any signs of distress, and replace as necessary. Make sure the wheels spin freely and true. If wheels wobble or rub the brakes then take it to a qualified authorized PROGO® dealer for adjustments.

C. Brakes: Squeeze the brake levers and check that they are getting proper contact with the disc. Full braking force is applied when you squeeze the lever and the lever cannot touch the handlebar or grip. The brakes should not interfere with the rotation of the wheel when not applied. Make sure that the brake caliper gets full contact with the disc. Make sure that all brake surfaces are clean and free of debris. Do not ride the scooter until the brakes are properly adjusted.



WARNING: Never attempt to ride your vehicle without properly adjusted brakes.

D. Control levers and cables: Familiarize yourself with the levers and controls. Squeeze and/or twist all levers/controls and make sure they are functioning properly. If they stick, move at the base, or do not get full range of motion, make adjustments as necessary or take to an authorized PROGO® dealer for service. Do not ride the scooter until the control levers and cables are properly adjusted. Control levers are originally positioned where they work best for most people. The angle of the controls can be changed to better suit you. Ask your dealer to show you how, or learn how to make the adjustments yourself.



WARNING: Never attempt to ride your vehicle without properly adjusted controls and cables.

E. Engine: Check the idle speed. Make sure that the air filter is clean and clean if necessary.

Due to engine vibration, nuts and bolts can become loose. Make sure that carburetor, muffler, motor mounts and other fasteners are securely fastened and tighten if necessary.

3.3 SCOOTING SAFETY



CAUTION: Like most sports, scooting involves risk of injury and damage. By choosing to ride a scooter you assume the responsibility for that risk. This makes it extremely important that you know, understand, and practice the rules of safe and responsible riding.

Scooting can be an environmentally useful, safe and fun way of reducing traffic congestion.



WARNING: Scooters are designed for recreational use only! They should never be used on main streets or in traffic.



CAUTION: Modifications to the exhaust or intake will change the noise level of your scooter which will disturb others. Making changes or modifications to your scooter can make your scooter act or perform in a manner that is unsafe.

A. Know Your Scooter: Familiarize yourself with the scooter before you ride. Check the controls. Ride very cautiously until you become familiar with the way the scooter handles. Take turns slowly and give yourself extra stopping distance.

B. Ride Within Your Abilities: To control your scooter, you need to keep it upright and make it go where you want it to go. This section cannot teach you how to control direction, speed or balance. Only a lot of practice will do that. Below are a few things to help you.

C. Turning: New riders tend to have more trouble turning than experienced riders. The only way to make good, safe turns is to practice. Always approach turns very carefully.

D. Braking: Front brakes provide most of your stopping power, but you will need to learn to adjust your center of gravity to maintain stability. Practice this at a safe speed until you are comfortable with this action.

E. Areas to Ride: Ride in a safe place free of cars, in an area which will not disturb other people or animals and has a clean dry surface.

3.4 RULES TO SCOOT BY

- Always wear your safety gear.
- Never ride under the influence of alcohol or drugs.
- Learn the local laws and regulations.
- Ride defensively.
- Wear bright colored and/or reflective clothing.
- Never ride your scooter at night or in conditions of poor visibility.
- Observe and yield the right of way.
- Do not dart out of driveways or from between parked cars.
- Stop at all stop signs/lights.
- Be careful when checking traffic and don't swerve when looking over your shoulder.
- Always go with traffic flow and keep to the far side of the road.
- Never ride on sidewalks.
- Avoid riding in bad weather or when visibility is obscured.
- Do not do stunts, wheelies or jumps. Those will increase your chances of injury and damage to your scooter.
- You are sharing roads, trails and riding areas with others. Respect their rights, and be tolerant if they inconvenience you.
- Always yield right of way to pedestrians and animals. Ride in a way that does not frighten or endanger them, and avoid riding near them whenever possible.

- Keep your speed consistent with the conditions, and keep in mind that speed has a direct relation to control as well as component stress.
- Never carry passengers.
- Never carry anything that can obstruct vision, or control of your scooter

3.5 WET WEATHER RIDING

Riding in wet conditions is not recommended.



WARNING: Wet weather impairs traction, braking and visibility, for riders and others. The risk of accident dramatically increases in wet conditions and should be avoided.

3.6 NIGHT RIDING



WARNING: Riding at dawn, dusk, or at times of poor visibility is illegal and dangerous.



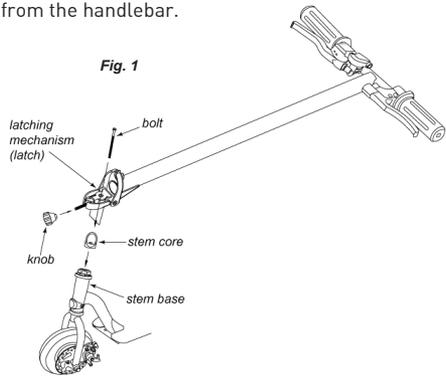
CAUTION: STUNTS, WHEELIES or JUMPS are dangerous should not be performed at any time. Although such stunts can be fun, they put incredible stress on all parts of the scooter. Riders who insist on jumping risk serious damage to their scooter and to themselves.

SECTION 4: ASSEMBLY

4.1 INSTALLING THE HANDLEBAR

Your PROGO® scooter is packaged separately from the handlebar. Before using your PROGO® scooter, you must properly install the handlebar:

1. Unless it is already screwed into the stem core, pass the bolt through the latch and screw a few threads clockwise into the stem core (fig. 1).
2. Position the handlebar with the latch above the front wheel and insert the stem core into the stem base (fig. 1).
3. Screw the bolt clockwise all the way in to secure the handlebar in its place.



4.2 FOLDING FEATURE

Your PROGO® is equipped with a folding feature for easy carrying and stowage.

Before operating the scooter:

1. Pull the handlebar up to an upright position.
2. Screw the latch knob clockwise all the way in to secure the handlebar in its position.
3. To fold your PROGO® scooter, reverse the process.



WARNING: The “Lower Hinge” of the latching mechanism is also a “Mechanical Fuse” designed to break if there is high shock loads, stress, and/or fatigue exerted on the handlebar assembly. If the handlebar feels abnormally loose or sloppy, you must immediately stop riding and have the scooter serviced. Failure to ignore this safety feature could result in a catastrophic failure causing a sudden loss of control.

SECTION 5: ENGINE



CAUTION: This unit is shipped without oil in the engine. Add oil (Section 5.2) before attempting to start or severe damage to the engine can result.

5.1 RECOMMENDED OIL TYPES

Using the proper type and weight of oil in the crankcase is extremely important. Oil is major factor affecting engine overall performance and longevity. Check the oil before each use and change the oil regularly. Failure to use the correct oil, or using dirty oil, can cause premature engine wear and failure.

Use a high-quality 4-stroke motor oil that meets or exceeds the requirements of **API (American Petroleum Institute) service class SF, SG, or SH**. **SAE 10W-30 is recommended for general use**. Other viscosities shown in the chart may be used when the average temperature in your area is within the indicated range (fig. 2).

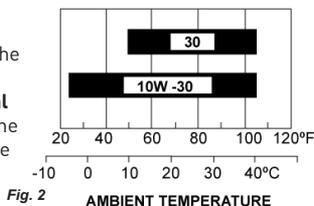


Fig. 2

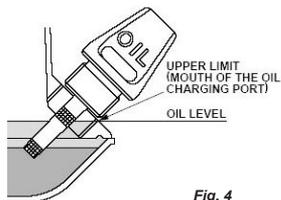
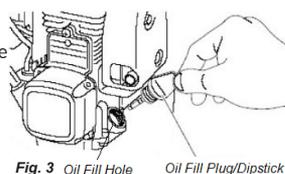
The oil capacity of the engine is 80cc (2.7 US fl. oz)

5.2 ADDING OIL TO CRANKCASE BEFORE INITIAL USE

NOTE: This unit is shipped without oil. In order to avoid damage to the unit, put oil in the crankcase before you attempt to start the unit. Your unit is supplied with one 1.7 fluid oz. (50 mL) bottle of SAE 10W-30 SF, SG or SH oil.

NOTE: Save the bottle of oil. It can be used to measure the correct amount during future oil changes. (See Section 9.2)

1. Place unit on a level surface.
2. Remove the oil plug/dipstick from the crankshaft. (fig. 3)
3. Pour the oil into the oil fill hole so that it fills the tank as illustrated in fig. 4.
4. Wipe up any oil that may have spilled and reinstall the oil plug/dipstick.



WARNING: Overfilling crankcase may cause hot oil to drip from the air filter, and smoke to come out from the exhaust. Check and maintain the proper oil level in the crank case. It is important and cannot be overemphasized. Check the oil before each use and change as needed. See Section 9.2

SECTION 6: UNDERSTANDING PROPANE

SAFETY WARNINGS FOR PROPANE UNITS

NOTE: Use propane only in containers specifically designed and approved for this unit. Propane is a combustible gas. It is colorless and thus invisible to the naked eye. Propane has a harmless odorant added so that it is possible to smell it. The user should be familiar with the smell of propane (smells like sulfur or rotten eggs). If at any time you identify the smell of propane, turn off the engine. If the leak persists, remove the propane cylinder. Never attempt to operate a unit that has a suspected leak. Always remove the propane cylinder if your unit has a suspected leak.

CARBON MONOXIDE HAZARD

Burning propane produces Carbon Monoxide (CO). CO is invisible, has no smell and can be lethal. Operating your unit in an enclosed area can be dangerous.

1. Use only outdoors or in well ventilated areas. If you experience headache, drowsiness, or nausea, turn unit off and get fresh air quickly.
2. Never use where people are sleeping.
3. Follow unit instructions for proper use.

6.1 UNDERSTANDING PROPANE

1. Keep out of reach of children.
2. Never expose cylinder to heat, sparks, or open fire. Never leave in direct sunlight. Never store at temperatures above 120 degrees F° (49° C).
3. Never store in living spaces.
4. Always use cylinder until it is completely empty.
5. Never refill a disposable cylinder. Refilling may cause an explosion. Federal law forbids transportation if refilled, a penalty up to \$500,000, and 5 years imprisonment (49 U.S.C. 5124).
6. Never put in luggage or take on trains or aircraft.
7. To discard, contact your local refuse hauler or recycle center. Never put in fire or incinerator. Do not puncture.



**CAUTION: IN CASE OF FIRE - 1. Leave area quickly and call for help.
2. Let cylinder burn out.**

6.2 BEFORE USE

1. Check cylinder and appliance seals. Never use with damaged or missing seals. Discard cylinder if you find dirt or rust particles in valve area.
2. Make sure engine is turned off.
3. Attach cylinder outdoors away from pilot lights, flames, sparks or other ignition sources.
4. Hand tighten only. Never use tools to tighten propane cylinder. Over-tightening can damage seals.
5. Check for leaks: put soapy water on connections and look for bubbles. Listen for hiss of escaping gas. Feel for extreme cold and smell for rotten egg odor. Do not use if leaking.
6. Read and follow all instructions that came with your propane gas cylinder.

6.3 DURING USE

Never use near pilot lights, flames, sparks, or other heat sources, these can ignite leaking gas.

6.4 AFTER USE

1. Turn engine off and let it cool.
2. Always detach cylinder when not in use.
3. Keep the cylinder away from pilot lights, flames, sparks, or other heat sources.
4. Replace cylinder cap to keep valve clean.

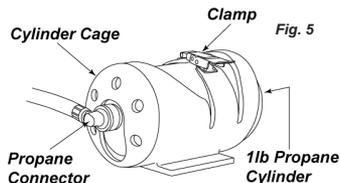
SECTION 7: INSTALLING/REMOVING PROPANE CYLINDER

7.1 USING THE CORRECT PROPANE CYLINDER

Always use propane cylinders or “bottles” that are the correct size. 16.4 oz/465 g cylinders that are approximately 3 $\frac{7}{8}$ inches (9.5 cm) in diameter are the correct cylinders. Do not use cylinders with a smaller diameter, as they will not latch securely to the unit, become loose, may cause damage and potentially result in a dangerous leak.

7.2 ATTACHING THE PROPANE CYLINDER

1. Make sure the engine is off.
2. Make sure the cylinder cage clamp is in the unlatched position.
3. Insert the threaded end of the propane cylinder into the cage as far as it can go (fig. 5). Insert the propane connector onto the threaded end of the cylinder and screw it onto threads clockwise (C) until snug. Do not over tighten. It may be normal to hear or smell a momentary leak of propane as the connector is being screwed in. Make sure that the connector is installed tightly enough so that any leaks stop.
4. Manual tightening is sufficient. Latch the cylinder clamp to secure the cylinder in its place.



7.3 REMOVING THE PROPANE CYLINDER

1. Make sure the engine is off.
2. Unlatch the clamp and remove the propane connector by turning it counterclockwise (fig 5).
3. Pull out the empty cylinder.
4. Dispose of empty propane cylinders in accordance to Federal, State and local Regulations.



WARNING: Never attempt to force a connector onto a propane cylinder that has improper or damaged threads.



WARNING: Propane is highly flammable and its vapors can explode if ignited.

SECTION 8: STARTING & STOPPING THE ENGINE

8.1 ENGINE STARTING INSTRUCTIONS

1. Check the oil level in the crankcase (see section 9.1)
2. Place unit firmly on the ground. Do not attempt to start near pilot lights or any open flame. Do not smoke. Grasp the starter rope handle with one hand and the throttle with the other.
3. With the unit in the starting position, pull the rope smoothly and briskly. The engine should start within 3-5 pulls. Once warm, the engine should start on the first pull.
NOTE: On the first use, it may take extra pulls to fill the fuel system with propane.
4. Squeeze the throttle control slightly to warm up the engine for 15 to 30 seconds. In cold weather, move the throttle slowly until the engine warms up for 30 to 60 seconds.
NOTE: When starting the engine in very hot or cold conditions it may be necessary to squeeze the throttle open while pulling the starter rope.



WARNING: The exhaust contains chemicals known to the state of California to cause cancer, birth defects or other reproductive harm.

8.2 ENGINE STOPPING INSTRUCTIONS

1. Release your hand from the throttle control lever. Allow the engine to cool down by idling 30 to 60 seconds.
2. Press and hold the engine kill button until engine stops.
3. When done using the unit for the day, disconnect the propane cylinder and properly store it away from pilot lights, flames, sparks, or other heat sources. Keep out of reach of children.

SECTION 9: ENGINE MAINTENANCE

FREQUENCY	MAINTENANCE REQUIRED	REFER TO
Before Starting	Check Engine Oil	Section 9.1
Every 10 Hours	Clean and Oil Air Filter	Section 9.3
First Change at 10 Hours	Change Oil	Section 9.2
Every 25 Hours Thereafter	Change Oil	Section 9.2
Every 25 Hours	Check Spark Plug and Gap	Section 9.5
Every 25 Hours	Rocker Arm Clearance Adjustment	Section 9.6

Perform these required maintenance procedures at the frequency stated in the table. These procedures should also be a part of any seasonal tuneup.

NOTE: Failure to maintain your unit at the recommended schedule may result in poor performance and/or cause permanent damage to your engine.

NOTE: Some maintenance procedures may require special tools or skills. If you are unsure about these procedures call 1-877-840-8410 for the location of your nearest authorized PROGO® service dealer.

NOTE: Maintenance, replacement, or repair of the emission control devices and system may be performed by any nonroad engine repair establishment, individual or authorized service dealer.

9.1 CHECKING OIL LEVEL

The importance of checking and maintaining the proper oil level in the crankcase cannot be overemphasized.

Check oil level before each use:

1. Make sure the engine is turned off and cooled down.
2. Place the unit on a flat, level surface to get a proper oil level reading.
3. Keep dirt and other debris out of the engine. Clean the area around the oil fill plug/dipstick before removing it.
4. Remove the oil fill plug/dipstick and wipe off oil. Reinsert it all the way back in.
5. Remove the oil fill plug/dipstick again and check the oil level. Oil should be between the add and fill marks. (fig. 4)
6. If the level is low, add a small amount of oil to the oil fill hole and check again. Repeat this procedure until the oil level reaches the full mark of the dipstick.

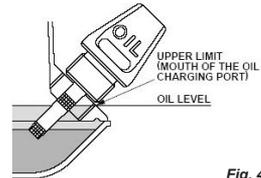


Fig. 4

NOTE: Do not overfill the unit.

NOTE: Make sure the O-ring is in place on the oil fill plug/dipstick when checking and changing the oil. Throttle slowly until the engine warms up for 30 to 60 seconds.

9.2 CHANGING THE OIL

For a new engine, change the oil after the first 10 hours of operation. Change the oil while the engine is still warm but not hot. The oil will flow freely and carry away more impurities when warm.

1. Unplug spark plug boot to prevent accidental starting.
2. Remove the oil fill plug/dipstick.
3. Pour the oil out of the oil fill hole and into a container by tipping the unit to its side. Allow ample time for complete drainage.
4. Wipe up any oil residue on the unit and clean up any oil that may have spilled. Dispose of the oil according to Federal, State and local regulations.
5. Fill the crankcase with 1.7 fluid oz. (50 ml) of SAE 10W30 SF, SG, or SH oil.

Note: You can use the supplied oil bottle to measure 1.7 fluid oz/50 ml. Carefully check the level with the dipstick. If the level is low, add a small amount of oil and check. Do not overfill.

6. Replace the oil fill plug/dipstick.
7. Reconnect the spark plug boot.

9.3 CLEANING THE AIR FILTER

Clean and re-oil the air filter every 10 hours of operation. It is an important item to maintain. Failure to maintain your air filter properly can result in poor performance or cause permanent damage to your engine.

1. Remove the knob in the air filter cover.
2. Remove the air filter by pulling the air filter cover out (fig. 6).
3. Wash the filter in detergent and water. Rinse the filter thoroughly.
4. Allow the filter to dry, or blow dry.
5. Replace the filter.
6. Reinstall the air filter cover and replace the knob.

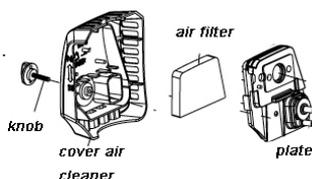


Fig. 6



WARNING: Do not operate the unit without the air filter. Operating without the air filter will VOID the warranty.

9.4 CARBURETOR AND IDLE SPEED ADJUSTMENT

The idle speed of the engine is adjustable. The idle adjustment screw is located on the side of the carburetor, next to the carburetor's connection to the propane regulator (fig. 7).

Note: Careless adjustments can **seriously damage your unit**. An authorized service dealer should make carburetor adjustments.

Note: The condition of the air filter is important to the operation of the unit. A dirty or oil-saturated air filter will restrict air flow. Issues caused by an clogged air filter are often mistaken for carburetor problems. **Check the condition of the air filter before adjusting the idle speed screw.** Refer to Cleaning the Air Filter [Section 9.3].

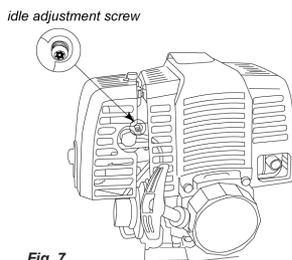


Fig. 7

Note: Weather conditions and altitude may affect the engine performance.

Adjusting the Idle Speed

If, after checking the fuel and cleaning the air filter, the engine still will not idle, **use a T-15 screwdriver** to adjust the idle speed screw as follows:

1. Start the engine and let it run at a high idle for a minute to warm up. Refer to Starting/Stopping instructions [Section 7].
2. Release the throttle trigger and let the engine idle. If the engine stops, use the T-15 screwdriver to turn the idle speed screw in, clockwise (C) 1/8 of a turn at a time until the engine idles smoothly.

Note: The rear wheel should not rotate when the engine idles.

3. If the rear wheel rotates when the engine idles, turn the idle speed screw counterclockwise 1/8 of a turn at a time to reduce idle speed.

Checking the fuel, cleaning the air filter, and adjusting the idle speed should solve most engine problems. If after checking all above components, you still experience these issues:

- The engine will not idle
- The engine hesitates or stalls on acceleration
- There is a loss of engine power

Check the spark plug for proper gap and condition. If problem still occurs, have the carburetor adjusted by an authorized service dealer.

9.5 MAINTAINING THE SPARK PLUG

To ensure proper engine operation, the spark plug must be properly gapped and free of deposits. The gap should be 0.6~0.7mm (0.023~0.027inch). Regular inspection and adjustment is needed to ensure the correct gap (fig. 8).

Remove the plug after **every 25 hours of operation** and check its condition.

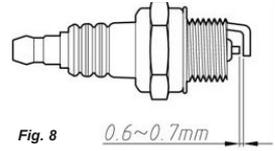


Fig. 8

0.6~0.7mm

SECTION 10: GENERAL MAINTENANCE



CAUTION: In order to help keep your unit functioning normally, have any repair or maintenance which is not specifically described in this manual performed by an authorized PROGO® dealer.

Note: Failure to maintain your unit at the recommended schedule may result in poor performance and/or cause permanent damage to your engine. Proper maintenance and care of your equipment are key factors in reliability and safety. Only you can ensure the proper care for and maintenance of your equipment. Make sure all users understand the importance of properly maintained equipment, all safety warnings/cautions, and recommended user practices contained in this manual for the safety of your equipment and all those that use it.



WARNING: Do not begin any adjustments, service, or repair on your PROGO® if you have the slightest doubt about your ability to properly complete them. Improper adjustments, service, or repair may result in permanent damage to the PROGO®, and/or injury.



WARNING: Any modification to this unit **VOIDS** the warranty, including but not limited to: disconnecting the muffler exhaust tube, using either wheels or tires not recommended by PROGO®, changes to the emissions control systems, attempting to enhance the speed or performance of the engine, and/or equipping the unit with any non PROGO® OEM components. Such modifications can create **HAZARDOUS AND/OR DANGEROUS** conditions for the rider, and can result in serious damage and personal injury.

10.1 SERVICE AND MAINTENANCE SCHEDULE

Some service and maintenance can and should be performed by the owner, and require no special tools or knowledge beyond what is in this manual. It is always a good idea to go over key points with an authorized PROGO® dealer who can further assist you with questions you might have and is an excellent source for your OEM replacement parts. In addition, you will also find helpful information on service and maintenance at www.PROGOSCOOTERS.com.

1. Break In Period: Propane engines require proper care and maintenance. Proper engine break-in is critical to improving engine life and reliability in a brand new engine. During the break-in period engine components settle to match one another and allow engine oil into the system to properly coat interior components. Once you have started the engine, run it at varying speeds for 3 to 10 minutes at a time but avoid using full throttle. Allow the engine to run at idle for 30 seconds to a minute so it can slowly cool before shutting off. Allow engine to cool off completely for at least 10 minutes before repeating the process. Your engine should go through 3 to 4 heat cycles, allowing the engine to cool each time before you start using full throttle and operating the unit normally.

Note: Remember to perform a “Mechanical Safety Check” (Section 3.2) before each use during the break-in period, as this is when chains and cables will stretch the most, and when fasteners slightly loosen as components settle.

2. Before Each Ride: Perform a “Mechanical Safety Check” (Section 3.2). Lube/adjust chain or drive wheel. Lift the front wheel off the ground and turn from side to side and wiggle back and forth.

Note: If steering feels loose or sloppy, do not ride and inspect the lower handlebar hinge or have an authorized PROGO® dealer check it for you.

Inspect the brakes: Make sure you have sufficient brake pads (thicker than a dime). Models with solid rubber tires should have side wall groves on the tire deeper than the thickness of a dime. Ensure that brake caliper braking surfaces are in complete contact with the braking services of the wheel or disc.



CAUTION: PROGO® scooters are equipped with a mechanical “fuse” incorporated into the lower hinge of the handlebar latch assembly which is designed to fail before a catastrophic failure. If your handlebar feels abnormally loose or sloppy you must immediately stop riding and have the scooter serviced. Failure to ignore this safety feature could result in a catastrophic failure causing a sudden loss of control.

- 3. During and After Any Long Ride:** Clean the air filter, adjust and oil the chain and make any adjustments as needed. Perform a Mechanical Safety Check and wipe away any dirt or debris.
- 4. Every 25 to 50 Hours of Operation:** Your PROGO® should undergo a complete checkup by an authorized PROGO® dealer so that all components can be tightened, adjusted, replaced, or repaired as necessary.

SECTION 11: ADJUSTMENTS

11.1 BRAKE ADJUSTMENTS

Disc brake caliper: The brake caliper must be replaced when the brake pads are worn down to less than the thickness of a dime.

Adjustment:

1. Adjust the gap between rotor and outside pad with 3mm Allen driver via the center hole of caliper, turn clockwise to move pad forward and counterclockwise to move pad back.
2. Adjust gap between rotor and inside pad with 5mm Allen driver via center bolt on back cover. Turn clockwise to move pad forward and counterclockwise to move pad back.

Replacing worn pads:

1. Remove the caliper from fork using 5mm Allen driver (both brake lever adjustment barrels need to be screwed all the way in).
2. Use pointed nose pliers or screwdriver to remove safety clip from pad guide.
3. Loosen pad guide screw with 3mm Allen driver.
4. Remove complete pad assembly with inner plate spring (careful not to bend or twist spring).
5. Fit replacement pad onto spring plate.
6. Insert pad/spring combination into pad slot and relocate guide screw.
7. Fasten guide screw and push safety clip back into clip gap on guide screw.
8. Adjust brakes as described in the mechanical safety check section.

Maintenance of disk brake caliper: Keep all surfaces clean and free of oil and debris. More detailed information available at www.progoscooters.com

Brake lever and cable: Make sure the cable is not frayed or kinked in any way and check that the cable housing ends are securely seated. An adjustment is available at the brakes; you can increase or take up slack by screwing or unscrewing the adjustment barrel.

11.2 WHEELS

Front wheel removal:

1. Make a note of the location for the washers used on the front axle. Use pointed nose pliers or screwdriver to remove safety clip from pad guide.
2. Remove the axle nut.
3. Slide the axle bolt out and remove wheel.

Rear Wheel Removal:

1. Make a note of the location for the washers used on the front axle.
2. Remove the axle nut.
3. Slide the axle bolt out and remove wheel.



CAUTION: In order to help keep your unit functioning normally, have any repair or maintenance which is not specifically described in this manual performed by an authorized PROGO® dealer.

11.3 TIRES

Never use tires or tubes that are not recommended by PROGO® or that exceed the maximum P.S.I. limits of the tire assembly in use.

In case you cannot reach the tire valve with your pump, use the inflation extension adapter (included in the packaging) to inflate the tires.





WARNING: Never exceed the P.S.I. rating specified on the side wall of your tire or serious injury can result. Never use nonstandard equipment as it may not be suitable for use in this application and can result in immediate loss of control, unstable conditions, and failure.



WARNING: Tire wear, punctures, or ruptures can cause immediate loss of control, which may affect operator and precipitate serious bodily injury. Helmets, goggles, gloves, elbow and knee pads and appropriate shoes with ankle support must be worn at all times.



WARNING: Patching a tube is an emergency repair. Patches can severely weaken the integrity of a tube, resulting in possible tube failure and cause a loss of control. Replace a patched tube as soon as possible. Never replace the tube with anything other than the stock OEM tube. Using an aftermarket tube or tire not intended for PROGO® specification could result in a sudden loss of pressure that could cause damage to your scooter and sudden loss of control. Never use a tube or tire that is not recommended by PROGO®.



CAUTION: Replace front or rear tires when tread is worn within 1/16" tread depth, or if obvious tire damage has occurred.

Replacing pneumatic tires and tubes: Tires and tubes are critical components that require precise reassembly to insure proper alignment. This operation should be done by an authorized PROGO® dealer using OEM parts.



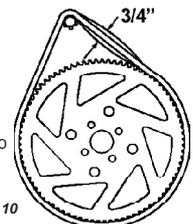
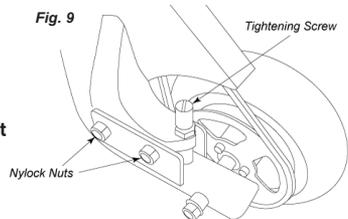
WARNING: Completely deflate wheel before disassembly or any work on the wheel. Failing to do so can result in serious injury.

11.4 ADJUSTING CHAIN TENSION

Proper chain care and maintenance is essential to longevity and wear of the drive components on your chain drive scooter.

- Make sure that the sprockets are perfectly aligned to each other. Use a long straight edge or check visually by lining up the rear sprocket with the front to see that the chain is straight.
- **Your PROGO® is equipped with a pivoting motor mount for chain tension adjustment:**

The motor mount on units with a pivoting motor mount allows chain tension adjustment to accommodate for chain stretch and/or sprocket wear. To adjust the motor mount, loosen the tightening screw and two nylock nuts located on the motor mount and pivot the motor mount forward until the specified chain tension is achieved (fig. 9). Once the desired tension is achieved, retighten the tightening screw to lock the engine in place and tighten the nylock nuts. Failure to keep the chain properly adjusted will result in premature sprocket and chain wear. The sprockets may be aligned by adding or removing washers between the rear wheel and the frame. Tighten chain so that there is approximately 3/4" of chain play between the two sprockets (fig. 10).





CAUTION: Tightening the chain more than necessary will cause your drive components to wear prematurely and add performance reducing drive system friction.

- The chain should be lubricated before each ride.
- Your chain should be clean. A safe cleaning solvent can be used but the chain must be oiled once dry.
- To reduce dirt and grime buildup and overspray on rear brake components, never over-lubricate the chain.
- Sprockets should be periodically checked for damage and wear. If you notice any damage to the sprockets or a tooth missing, replace sprocket immediately.



CAUTION: Never lubricate chain while motor is running. Always Keep fingers, clothing, and other objects clear of any rotating chain or wheel.

SECTION 12: LONG-TERM ENGINE MAINTENANCE

12.1 STORAGE

- Remove propane cylinder.
- Never store the unit with attached propane cylinder where fumes may reach an open flame or spark.
- Allow engine to cool before storing the unit.
- Store in a dry and well-ventilated area.
- Store out of reach of children.

12.2 LONG-TERM STORAGE

- Remove propane cylinder.
- Drain all the oil from the engine oil tank.
- Use a soft cloth to clean the surface of the engine.
- With engine cool, remove spark plug and add 5 drops of motor oil into the cylinder. Pull starter rope to help distribute oil evenly inside the cylinder and reinstall spark plug.
- Store in a dry and well-ventilated area.
- Lock up the unit to prevent unauthorized use or damage.

After long-term storage: Change the oil (Section 9.2), perform a thorough "Mechanical Safety Check" (Section 3.2), remove spark plug and drain the oil you put in the cylinder before storing the engine.

12.3 TRANSPORTING

- Allow the engine to cool before transporting.
- Secure unit while transporting.
- Remove propane cylinder.

12.4 ENGINE INFORMATION

ENGINE TYPE	SINGLE CYLINDER, AIR COOLED, FOUR-STROKE
CYLINDER DIAMETER	34MM
DISPLACEMENT	25CC
OPERATIONAL SPEED	7000-8000 RPM
IDLE SPEED	3000±200 RPM
POWER	0.5/7000 kW/RPM
IGNITION TYPE	ELECTRONIC
INTAKE VALVE CLEARANCE	0.1MM (0.0039 IN.)
EXHAUST VALVE CLEARANCE	0.15MM (0.0059 IN.)
SPARK PLUG	CMR6A
SPARK PLUG GAP	0.6-0.7MM (0.023-0.027 IN.)
LUBRICATION	SAE 10W-30 OIL
CRANKCASE OIL CAPACITY	2.7 FL OZ. (80 ML)
FUEL	99% PURE PROPANE
CARBURETOR	CHOKE-LESS, ALL POSITION
STARTER	RECOIL

12.5 ENGINE WARRANTY

The propane powered PROGO® 25cc four-stroke engine has a 90-day warranty towards any manufacturing defect. As a small engine owner, you are responsible for performing the required maintenance listed in your owners manual. You should be aware that PROGO® may deny you warranty coverage if your engine or a part has failed due to abuse, neglect, improper maintenance, or unapproved modifications. You are responsible for presenting your PROGO® engine to a PROGO® service center as soon as a problem appears. If you have any questions

regarding your PROGO® engine warranty coverage, need engine service, or need to obtain a list of authorized PROGO® engine service dealers, please contact PROGO® at 1-877-840-8410 or visit www.PROGOSCOOTERS.com.