



# JANUS 250 SERIES

## OWNER'S HANDBOOK





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# FOREWORD

Thank you for choosing a Janus motorcycle. This motorcycle was built in our Goshen, Indiana facility and is the product of Janus Motorcycle's use of traditional engineering and design, highly skilled craftsmen, and our continued pursuit of exceptional reliability, safety, and panache.

Janus is the Roman god of beginnings and ends, of war and peace, and in a sense, also the god of the road. He represents the idea of looking simultaneously to the past and the future. We hope your journey will be all the pleasanter for your Janus motorcycle and wish you many miles of enjoyment.

**BEFORE OPERATING THE MOTORCYCLE, IT IS IMPORTANT THAT YOU CAREFULLY READ AND FAMILIARIZE YOURSELF WITH THIS HANDBOOK.** Your owner's handbook contains instructions for operation, maintenance and minor repairs. Major repairs and scheduled service work require the attention of a skilled mechanic and the use of specialty tools and equipment. This handbook includes safe riding tips, but does not contain the techniques and skills necessary to ride a motorcycle safely. Janus strongly recommends that all riders, regardless of experience level, undertake a safety course, such as those approved by the Motorcycle Safety Foundation, to ensure safe operation of this motorcycle.

Janus Motorcycles' relationship with you does not end with the delivery of your motorcycle. Janus is a small outfit and we like to maintain a direct relationship with all our customers. If you have any questions, issues, or feedback, please send us an email or give us a call!

Thank you again for your purchase and welcome to the Janus family!



# TABLE OF CONTENTS

FOREWORD.....5

KNOWING YOUR MOTORCYCLE.....9

Safety First.....11

Warning Labels.....14

Models.....16

Specifications.....17

Serial Numbers.....18

Instruments.....19

Warning Lights.....20

Ignition Switch.....21

Left Handlebar Controls.....22

Right Handlebar Controls.....23

Gear Shift Pedal.....24

Rear Brake Pedal.....25

Kickstarter.....26

Fuel.....27

Refueling.....28

Petcock.....29

Carburetor Choke.....29

Engine Oil Filter.....30

Engine Oil Level Viewport.....30

Side Stand.....31

Battery .....31

Optional Rear Rack.....32

Optional Saddle Bags.....32

Optional Passenger Seat.....33

RIDING YOUR MOTORCYCLE.....35

Break-in.....36

Safe Operation.....37

How to Ride the Motorcycle .....39

MAINTAINING YOUR MOTORCYCLE.....45

Maintenance Schedule.....46

Warranty Maint. Schedule.....48

Engine Oil.....49

Engine Valve Clearances.....52

Spark Plug.....52

Throttle.....54

Clutch.....56

Idle Speed.....57

Drive Chain.....58

Brakes.....64

Air Filter.....68

Steering & Wheel Bearings.....69

Front & Rear Suspension.....70

Suspension Pre-load Adj. ....71

Tires .....72

Battery .....76

Fuse .....78

Lighting: Headlight.....79

Lighting: Taillight.....80

Lighting: Turn Indicators.....81

General Lubrication.....82

Torque Specifications.....83

Cleaning.....84

Storage.....87

Troubleshooting.....88

Parts.....89

WARRANTY.....90





# **KNOWING YOUR MOTORCYCLE**



# SAFETY FIRST

## MOTORCYCLE

WARNING: This motorcycle is designed for on-road use only. It is not designed or suitable for off road use. Off-road use may lead to loss of control and an accident.

WARNING: This motorcycle is designed for use as a two-wheeled vehicle capable of carrying a rider on his/her own, or a rider and one passenger (only if fitted with optional double or pillion seat). The total weight of the rider and any passenger, accessories and luggage must not exceed the maximum load limit of 325 lb (136 kg).

## FUEL AND EXHAUST

WARNING: Fuel is highly flammable and can be explosive under certain conditions. Always make sure to turn off the engine while refueling. Do not refuel or open the fuel fill cap while smoking or in the vicinity of any open flame. Be careful not to spill any fuel on the engine or exhaust when refueling.

WARNING: Always operate your motorcycle in a well ventilated area. Never start or run your engine in a closed area such as a garage. The exhaust fumes are poisonous and may lead to loss of consciousness and death within a very short time.

# SAFETY FIRST, CON'T.

## HELMET AND CLOTHING *A.T.G.A.T. (ALL THE GEAR ALL THE TIME)*

**Always ride defensively and wear protective equipment such as a motorcycle helmet, eye protection, abrasion resistant or armored jacket and pants, boots with ankle support or armor, and riding gloves.** There are a multitude of additional items for increased safety in the event of a crash, and Janus Motorcycles recommends you take your riding apparel seriously. Janus recommends that all riders wear All The Gear All The Time, or “ATGAT”. In the event of an accident, proper riding gear can mean the difference between life and death. A motorcycle does not give the same impact protection as a car. Although full protection is not possible, wearing correct protective clothing can reduce the risk of injury when riding. Brightly colored clothing will increase the rider and passenger’s visibility to other motorists.

**A helmet is the single most important piece of protective riding gear because it offers protection against head injuries.** You and any passenger’s helmets should be carefully selected for fit and comfort. Open face helmets offer some protection, however, a full face helmet offers valuable protection of the face and jaw in the event of an accident. A brightly colored helmet will increase the rider and passenger’s visibility to other motorists. There are a multitude of styles and types of helmets and Janus recommends that you take special care with the selection of your helmet.

# SAFETY FIRST, CON'T

## RIDING

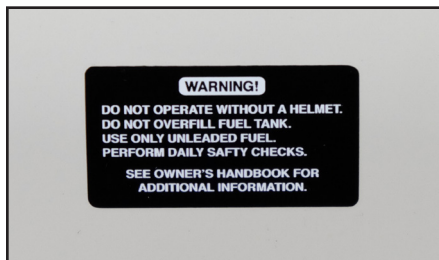
This motorcycle requires proper registration and licensing for road use. Operation of the motorcycle without appropriate registration and license or endorsement is illegal and could lead to prosecution. Check with your local department of motor vehicle for license and registration information before operating.

Operation of the motorcycle without formal training in the correct riding techniques that are necessary to become licensed is dangerous and may lead to loss of motorcycle control and an accident. Always operate the motorcycle at moderate speed and away from heavy traffic until you have become thoroughly familiar with its handling and operating characteristics. Never exceed the legal speed limit. Continually observe and react to changes in road surface, traffic and weather conditions. All two-wheeled vehicles are subject to external forces which may cause an accident.

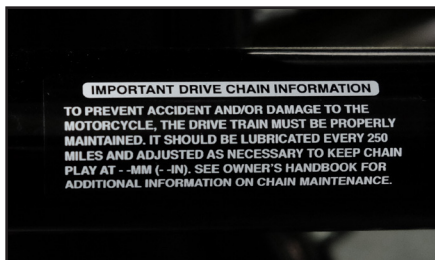
## PARKING

1. Shift the transmission into neutral and turn the ignition key to OFF.
  2. Support the motorcycle on a firm, level surface to prevent the motorcycle from falling.
- For further information on parking, refer to the “How to Ride a Motorcycle” section of this handbook.

# WARNING LABELS



1. Daily Safety Checks



2. Daily Chain Information



3. Tire and Load Data



4. Passenger Caution

## WARNING LABELS, CON'T.



7. Brake Fluid



8. Gear Position

# MODELS



PHOENIX 250



HALCYON 250



# SPECIFICATIONS

## ENGINE & TRANSMISSION

Type: Air-cooled, 4-stroke overhead valve single cylinder engine  
Displacement: 229 cubic centimeters  
Bore/Stroke: 67 x 65 millimeters  
Compression ratio: 9.2:1  
Carburetion: 30mm round slide with accelerator pump  
Lubrication: Splashing  
Starting System: Kick and electric  
Ignition: CDI  
Final Drive: Chain  
Clutch: Wet, multi-plate  
Gearbox: 5-speed

## PERFORMANCE, DIMENSIONS, & CAPACITIES

Maximum Power: 14 hp @ 7000 rpm • 11.65 foot-pounds @ 5500 rpm  
Maximum Speed: 70mph  
Fuel Efficiency: Estimated 75+mpg  
Dimensions: 80" long & 31" wide  
Height without mirrors: 41 inches  
Seat Height: Halcyon 31 inches, Phoenix 33 inches  
Wheelbase: 53 inches  
Fuel Capacity: Phoenix model — 2.4 gal / 9.2 L, Halcyon model — 2.1 gal / 7.9 L  
Dry weight: 245 pounds

## FRAME, RUNNING GEAR, & DISPLAYS

Frame: DOM tubular steel cradle  
Wheels: CNC machined aluminum hubs with alloy rims and 32 stainless steel straight-pull spokes  
Tires: Front 3.00 x 18, Back 3.50 x 18  
Front Suspension: Proprietary dual progressive shock leading-link forks  
Rear Suspension: Phoenix model — dual progressive shock swing-arm, Halcyon model — hard tail.  
Brakes: Front dual piston hydraulic disc and rear single piston hydraulic disc.  
Instrumentation: Analog speedometer, odometer, trip meter, turn indicator, and neutral light

# SERIAL NUMBERS



## MOTORCYCLE VIN PLATE

The location of your motorcycle's VIN number is located behind the front forks, on the main section of the triple tree. The plate is placed vertically. **DO NOT REMOVE VIN PLATE.**



## ENGINE SERIAL NUMBER

Your motorcycle's engine is assigned an additional serial number. It is located on the gear-shift side of the engine, along the bottom of the engine's side. **DO NOT TAMPER WITH THIS PLATE.**

# INSTRUMENTS



## SPEEDOMETER

The speedometer indicates the road speed of the motorcycle.

## ODOMETER

The odometer is in the speedometer face. The odometer indicates the total distance the motorcycle has traveled.

## TRIP METER

The trip meter is located below the odometer in the speedometer face. The trip meter indicates the distance traveled since the last time the meter was set to zero and can be used to log trip distances.

## TRIP METER RESET

To reset the trip meter, rotate the dial located on the left of the speedometer counter-clockwise until all the odometer numbers reach zero.

# WARNING LIGHTS



## TURN INDICATOR

When the turn indicator is switched on, the indicator warning light will flash in sequence with the lights.

## HIGH BEAM

When the high beam is switched on, the blue high beam light will illuminate on the speedometer face. A separate blue light will also illuminate on the left hand control.

## GEARBOX NEUTRAL

When neutral is engaged (no gear selected), the green neutral light will illuminate on the speedometer face. Occasionally, if the clutch is not completely engaged, the light may register a false neutral. For this reason, it is important to be sure the transmission clicks all the way into neutral and that the bike is not in gear before fully releasing the clutch lever. Often, difficulty with false neutrals will disappear as the transmission breaks-in.

## HEADLIGHT OUT

If either the high beam or running light bulbs are out, this blue light, located at the top of the headlight will go out.

# IGNITION SWITCH



## IGNITION LOCATION

The ignition switch is located next to the Speedometer on the fork top plate.

## OFF POSITION

The key can only be removed in the OFF position.

## PARK POSITION

It is required by law that your headlight be on at all times, however, with the key in the first position, the motorcycle may be parked with just the taillight on for roadside emergencies. Do not leave the bike in the park position any longer than necessary as this can quickly drain the battery.

## ON POSITION

To start the bike, turn the key through the PARK position to ON and follow the normal starting procedure. To turn off, rotate the key back two positions to OFF and remove the key.

***NOTE: Never leave the motorcycle with the key in the ignition or in the PARK or ON position for longer than necessary as this will drain the battery.***

# LEFT HANDLEBAR CONTROLS



## 1. ENGINE STOP SWITCH

In addition to the ignition key switch, the engine can be stopped by pulling the engine OFF trigger located at the the front of the left handlebar switch.

## 2. HORN BUTTON

Press the button to sound the horn.

## 3. CLUTCH LEVER

Pulling the clutch lever disengages the clutch, and vice versa.

## 4. TURN INDICATOR SWITCH

When the turn indicator switch is pushed to left or right, the respective turn signal light flashes on and off. The turn indicator is canceled by pressing in on the switch.

**WARNING:** *Failing to cancel the turn indictor after a turn is dangerous and may lead to an accident as other motorists may turn or pull out in front of you. Always check that your turn indicator is cancelled (pressing in on the switch) after executing a turn.*

## 5. HIGH/LOW BEAM

Pressing this positive stop button switches between high beam and low beam. A blue light will illuminate on the switch when the high beam is on.

## 6. LIGHTING CONTROL SWITCH

This switch can be used to turn off all lighting (except instruments):

*H: HEADLIGHT • P: PARKING • O: OFF*

This will also function as an engine off switch. The bike will only start and run in the H (Headlight position).

**NOTE:** *Do not leave the bike with the light control switch in the “O” (OFF) or “P” (PARK) position while the ignition key is ON for any period longer than necessary, as it will drain the battery. Always remove the key when parking the motorcycle.*

# RIGHT HANDLEBAR CONTROLS



## 7. ELECTRIC STARTER BUTTON

Press the button to engage the starter motor.

**NOTE:** *the transmission must be in neutral for the starter motor to engage.*

## 8. FRONT BRAKE LEVER

Pulling the front brake lever will actuate the front brake.

**WARNING:** *If the brake lever feels spongy, do not operate the motorcycle. Contact Janus Motorcycles or a repair shop immediately.*

**WARNING:** *When stopping, always apply both brakes at the same time. Under normal conditions, the front brake should be applied slightly more than the rear. Never lock the brakes, as this reduces braking capacity and may cause loss of control and an accident.*

**NOTE:** *Janus Strongly recommends that all riders take an approved rider safety course which includes advice and training in safe and emergency braking such as those offered by the Motorcycle Safety Foundation.*



# GEAR SHIFT PEDAL



## LOCATION

The gear shift pedal is located on the left side of the bike close to the footrest and is operated with the foot.

## PATTERN

The 5-speed shift pattern, from neutral, is 1-down, 4-up. The transmission is a positive-stop mechanism, meaning that only one sequential gear change can occur with each movement of the pedal. If you wish to move to third gear, you must first select second gear and then move to third, etc., whether ascending or descending.



# REAR BRAKE PEDAL



## LOCATION

The rear brake pedal is located on the right side of the bike close to the footrest and is operated with the foot.

***WARNING: If the brake pedal feels spongy, do not operate the motorcycle. Contact Janus Motorcycles or a repair shop immediately.***

***WARNING: When stopping, always apply both brakes at the same time. Under normal conditions, the front brake should be applied slightly more than the rear. Never lock the brakes, as this reduces braking capacity and may cause loss of control and an accident.***

***WARNING: Janus Strongly recommends that all riders take an approved rider safety course which includes advice and training in safe and emergency braking such as those offered by the Motorcycle Safety Foundation.***

# KICKSTARTER



To operate the kick starter, fold out to start position and press down on the lever quickly and forcefully with foot. Fold the kick start lever back into riding position (up) before operating the motorcycle.

***NOTE: the transmission must be in neutral to operate the kick starter.***

***NOTE: The kick starter must be correctly synchronized with the engine and for this reason may take one or more kicks.***

# FUEL



***WARNING: Fuel is highly flammable and can be explosive. Any fuel leak, overfilling or spill, or any failure to observe safety advise given in this handbook may lead to a fire hazard which could cause damage to property and personal injury or death.***

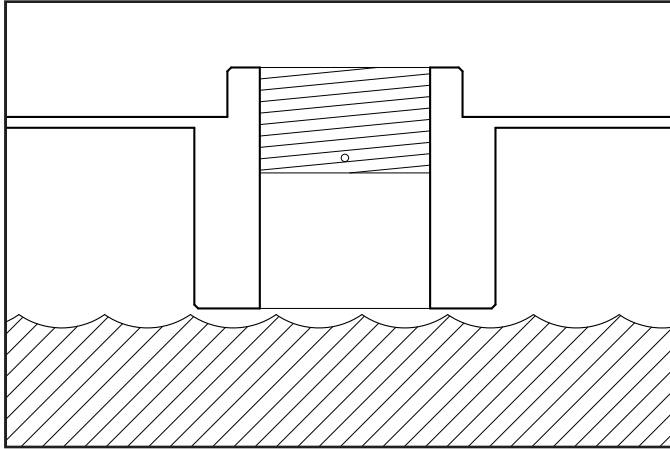
## FUEL GRADE

Your Janus engine is intended for use with unleaded fuel and operates best with a minimum octane rating of 91 RON.

## FUEL FILLER CAP

To open the fuel filler cap, rotate the cap counter-clockwise until the machined threads are clear of the filler tube. Lift the cap clear of the tank and place in a clean, secure location. To close the cap, carefully align the cap with the filler tube, making sure the threads are properly engaged. Rotate the cap clockwise until snug. Do not over-tighten the fuel cap as this may damage the machined aluminum threading.

# REFUELING



## FILLING THE FUEL TANK

***WARNING: Contaminated fuel may cause damage to the engine.***

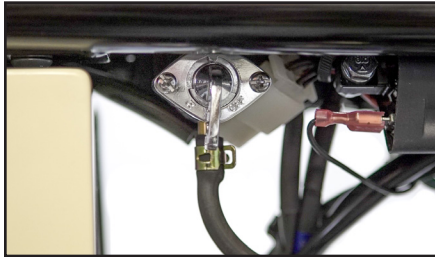
It is best to avoid refueling in dusty or rainy conditions as foreign material can contaminate the fuel. When refilling, have a clean rag handy in case of drips or spills. Fill the fuel tank slowly observing the change in fuel level to prevent spills. Do not fill the tank above the bottom of the filler neck as this can prevent the vacuum vent from functioning properly and may cause the motorcycle to not operate properly. Filling above the bottom of the filler neck also does not allow space for the fuel to expand from sun or engine heat.

***NOTE: If fuel is spilled on the tank or frame, wipe off the fuel with a clean cloth immediately. Fuel is a solvent and will damage paint and powder coat if left in contact. Take care not to spill fuel on any hot parts of the motorcycle such as the exhaust or engine as this may cause a fire resulting in injury or death.***

***WARNING: Overfilling the fuel tank will interfere with the fuel vacuum vent and cause the motorcycle to not operate properly. Overfilling the fuel tank may lead to spills.***

***WARNING: If fuel is spilled on or near tires it will reduce the tire's ability to grip the road. This will result in a dangerous riding condition and may lead to loss of control and an accident.***

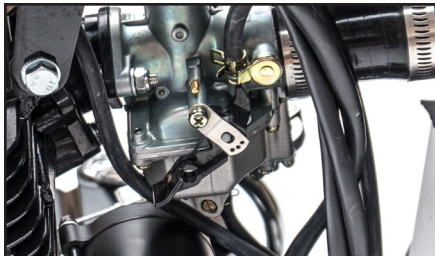
# PETCOCK



The fuel petcock has three positions: ON, RES (reserve), and OFF. For regular use, turn petcock to the ON position. If you run out of fuel in the ON position, a small amount of reserve fuel can be accessed by turning the petcock to the RES position.

***WARNING: Before riding, always check to make sure that your fuel petcock is turned to the ON position. With the fuel valve closed, your motorcycle may start with just the fuel that is still in the carburetor, but will stall once the lines are empty, leading to loss of control or an accident.***

# CARBURETOR CHOKE



The choke is located on the left side of the carburetor. It has three positions OFF, Half-Choke, and ON. If the engine is cold, pull the choke lever up to the ON position. Once the motorcycle has warmed up, make sure to return the choke to the OFF (down) position as the motorcycle will not run properly with the choke on.

# ENGINE OIL FILLER



The engine oil filler cap is located on the right side of the bike above the kick start lever. The oil filler cap is made of plastic and should only be hand-tightened.

# ENGINE OIL LEVEL VIEWPORT



The engine oil level viewport is located on the right side of the engine above the rear brake pedal. For information on checking the engine oil level, please see the “Maintenance” section of this handbook.

# SIDE STAND



Your Janus is equipped with a side stand. When using the side stand, ensure that the motorcycle is on level ground and that the stand foot will not sink into a loose or moist surface. Once down, turn the handlebars to all the way to the left and put the motorcycle in first gear. For further information on parking, refer to the “How to Ride a Motorcycle” section in this handbook.

***WARNING: Do not sit on the motorcycle while it is resting on the side stand.***

***WARNING: Always check to make sure the side stand is fully up before sitting on the motorcycle. Never operate the motorcycle with the side stand down as the stand will catch the ground and may cause loss of control and an accident.***

# BATTERY



Your Janus is equipped with an ultra-lightweight and high power lithium ferrous (LiFePO<sub>4</sub>) motorsport battery. Lithium ferrous batteries operate at peak efficiency and hold a charge with minimal drain. For more information see the “Maintenance” section of this handbook.

# OPTIONAL REAR RACK

An optional rear rack is available for the Halcyon model. The rear rack has a 20lb capacity when used for carrying cargo.

***WARNING: Overloading the motorcycle and failure to adjust speed for additional cargo can result in loss of control and an accident resulting in injury or death. Changes in weight distribution and aerodynamic forces can affect handling. Never exceed the rear rack load limit of 20lbs.***

# OPTIONAL SADDLE BAGS

Optional saddlebags are available for both the Halcyon and Phoenix models.

**The Halcyon saddlebags** have a 5lb capacity. Any items carried in the saddlebags must fit within the bag such that the bag can be closed and fastened shut using the bag's buckle closure.

**The Phoenix saddlebags** have a 2lb load limit. Any items carried in the saddlebags must fit within the bag such that the bag can be closed and fastened shut using the bag's buckle closure.

***WARNING: Overloading the motorcycle and failure to adjust speed for additional cargo can result in loss of control and an accident resulting in injury or death. Changes in weight distribution and aerodynamic forces can affect handling. Never exceed the saddlebag load limit.***



# OPTIONAL PASSENGER SEAT

An optional passenger double or pillion seat is available for both Halcyon and Phoenix models. Both options come with passenger foot peg kits.

***WARNING: Do not carry a passenger unless your motorcycle is equipped with the optional double or pillion seat and footrests. Do not carry a passenger unless they are tall enough to reach the footrests provided and are capable of following the passenger instructions. Passengers who cannot reach the pedals will not be able to sit securely on the motorcycle and may be unable to stay on the bike or cause instability leading to loss of control and an accident.***

***WARNING: The handling and braking capabilities of a motorcycle will be affected by the presence of a passenger. Operating a motorcycle with a passenger takes close familiarity with the motorcycle and the effect of a passenger on handling.***

***WARNING: Your passenger must be instructed that they may cause loss of control by making sudden movements or using an incorrect seating position. It is important that the passenger be informed of the following:***

- That they must sit still and not interfere with the operation of the motorcycle.
- To keep feet on the passenger foot rests and to firmly hold the rider's waist or hips.
- To lean with the rider when traveling around corners and to not lean unless the rider does so.



# **RIDING YOUR MOTORCYCLE**

# BREAK-IN

The first 500 miles that is ridden is designated as the break-in period. During this period it is important not to overload or over rev the engine. To ensure proper break-in you should ride the motorcycle conservatively at varying speeds and loads. Use the following guidelines during the first 500 miles prior to the initial break-in service:

1. Carefully follow the pre-ride inspection
2. Make sure that the engine is warmed up for 2-3 minutes prior to riding to give the oil a chance to work up into all the engine parts
3. Do not race the engine while the transmission is in neutral
4. Do not overload or “lug” the engine
5. Shift smoothly between gears and do not shift down at high rpms
6. Try to vary speed and load when riding
7. Do not exceed a top speed beyond 60 miles per hour

In addition to the listed guidelines, it is extremely important to have the initial break-in service performed by a competent mechanic.

***NOTE: During the break-in period the transmission and clutch plates may take some time to wear in. Be careful to make sure the transmission is in neutral by gently letting out on the clutch, as the neutral indicator light may occasionally signal a false neutral during break-in. After the break-in period, the transmission will break in and these issues will disappear.***

***WARNING: New tires are slippery and may cause loss of control and an accident. A break-in period of 100 miles is necessary to establish normal traction. During this break-in period, avoid sudden or hard braking, acceleration, cornering, and down-shifting at high rpms.***

# SAFE OPERATION

Daily Safety Checks - check the following items each day before you ride. The time required is minimal and regular checks will help ensure that you enjoy a safe, reliable, and well-maintained motorcycle.

**NOTE: For further information and if any irregularities or issues are found during these checks, please refer to the “Maintenance” section of this handbook.**

1. Tires - Check tire pressure. Incorrect tire pressure can result in poor handling and tire failure. Check tread wear and general condition.
2. Drive Chain - Check drive chain for correct adjustment and lubrication.
3. Lights - Check the proper operation of all lights, including headlight, high and low beam, tail light, brake light, all turn indicators, and license plate marker lights before riding. Try both brakes independently and make sure each one turns on the brake light.
4. Mirror - Clean and adjust your mirror while sitting on the bike before starting so you will be able to see the lane behind and as much as possible of the lane next to you. When properly adjusted, the mirror may show the edge of your arm or shoulder, however, it is the road behind you and to the side that are most important.
5. Brakes - Check for proper brake function and fluid level. Make sure that the brakes feel firm and do not have excessive travel. If the brakes feel spongy, do not operate the motorcycle as it may be unsafe. Brake pads will wear down over time and require periodic replacement. Check that brake pads have not reached their minimum thickness.
6. Engine Oil - Check fluid level through view-port on transmission cover. Oil must be visible with the bike sitting vertically. This is best checked with the aid of someone holding the bike. Add proper oil as required. Look underneath the motorcycle for signs of an oil or fuel leak.
7. Fuel - Check that you have enough fuel for your planned journey. Make sure that your fuel petcock is turned to the ON position. With the fuel valve closed, your motorcycle may start with only the fuel that is still in the carburetor, but will stall once the lines are empty.
8. Front Forks and Chassis - Inspect that all front fork pivot bolts, swing-arm pivot bolts, engine bolts, exhaust bolts, and suspension units are properly tightened. Inspect the frame for damage or cracks at gussets and accessory mounts.

**(Continued on Page 46)**

## SAFE OPERATION CON'T.

9. Nuts, Bolts, Fasteners - Check the axles, steering head, suspension, and all controls are properly tightened or fastened. Please refer to “Torque Specifications” section of this handbook for more information.
10. Steering - Check that the steering action is smooth and free of play from full left to full right. Make sure that all lines, wires, and cables are free and that nothing could cause the steering to bind during operation.
11. Throttle/Clutch - There should be a small amount of free play in your throttle and the throttle should always snap back to the closed position. If the throttle does not snap back to the closed position, do not operate the motorcycle as it may be unsafe. The clutch should feel tight and should operate smoothly.

Additionally, scheduled maintenance such as tune-ups and oil changes are as important for a motorcycle as routine checkups by your doctor are for you. Wear and tear is normal with use; routine maintenance and cleaning will help prevent costly breakdowns. Please refer to the “Maintenance” section of this handbook for information on periodic scheduled maintenance.

# HOW TO RIDE THE MOTORCYCLE

Before operating the motorcycle, it is important that you carefully read and familiarize yourself with this handbook.

**NOTE:** *This section offers many safe riding tips, but its purpose is not to provide instruction in all the skills and techniques required to operate a motorcycle safely. Janus strongly recommends that all riders, regardless of experience level, undertake a safety course, such as those approved by the Motorcycle Safety Foundation, to ensure safe operation of this motorcycle.*

## TO STOP THE ENGINE

1. To stop the engine, close the throttle completely.
2. Shift the transmission to neutral.
3. Turn the ignition key to OFF.
4. Support the motorcycle on a firm level surface on the side stand.

**NOTE:** In an emergency the engine can be stopped with the engine stop trigger, located on the left handlebar switch, or with the light control switch in any position other than “H”.

## TO START THE ENGINE

1. Turn the fuel petcock to the ON position.
2. Check that the light control switch is at the “H” position.
3. Turn the ignition key to the ON position.

4. Make sure the transmission is in neutral (see note below).
5. Pull up the carburetor choke lever to the ON position.
6. Opening the throttle approximately 1/8th turn, press the starter button, located on the right handlebar until the engine starts.
7. Once the bike is started, the choke lever can gradually be turned to the Half-Choke position until it has reached operating temperature when it can be returned all the way down to OFF.

**NOTE:** *When the engine is already warm, open the throttle part way instead of using the choke, then start the engine.*

**NOTE:** *Do not operate the starter motor continuously for more than 5 seconds as this will cause the starter to overheat and battery power will drop temporarily. Wait 15 seconds between each operation of the starter to let it cool and the battery to recover power. Do not hold the electric starter button once the engine is started as this can damage the starter motor gears.*

**NOTE:** *For safety, the motorcycle is equipped with an interlock that prevents the engine from being started unless the transmission is in neutral.*

# HOW TO RIDE THE MOTORCYCLE, CON'T.

## CLUTCH/CHANGING GEARS

1. Check that the side stand is up.
2. Pull in the clutch lever.
3. Shift down into 1st gear.
4. Open the the throttle a little and start to let out the clutch lever slowly.
5. As the clutch starts to engage you will feel the motor begin to pull.
6. Gradually open the throttle a bit more, giving the engine just enough fuel to keep it from stalling.
7. The operation is the same in all gears:
  - Close the throttle while pulling in the clutch lever.
  - Shift into the next higher or lower gear.
  - Open the throttle part way while releasing the clutch lever.
8. When going up steep slopes, shift to a lower gear so that more of the engine's power is available, rather than overloading or "lugging" the engine.
9. If quick acceleration for passing is necessary, shift to a lower gear to gain the additional power.

***WARNING: Downshifting to a lower gear at high speed causes engine rpm to increase excessively and may damage the engine. It may also cause the rear wheel to lock potentially causing loss of control and an accident. Downshifting should only be performed at moderate engine speeds for each gear.***

***NOTE: During the break-in period the transmission and clutch plates may take some time to wear in. Be careful to make sure the transmission is in neutral by gently letting out on the clutch, as the neutral indicator light may occasionally signal a false neutral during break-in. After the break-in period, the transmission will break in and these issues will disappear.***

## BRAKING

1. Close the throttle completely, leaving the clutch engaged (except when shifting gears) to allow the engine to help slow the motorcycle.
2. Shift down 1 gear at a time so that the motorcycle is in 1st gear when you come to a complete stop. This will allow you to more easily select 1st gear, and will enable you to move off without fumbling for 1st gear.
3. Braking during cornering is to be avoided. Apply brakes and reduce speed before entering a turn.
4. When descending long, steep slopes control the motorcycle's speed by downshifting and using the engine as a brake. Continuous brake application can overheat the brakes and reduce their effectiveness. By using the front and rear brakes for auxiliary braking, they can be kept from overheating on long descents.



***WARNING: If the brakes feel spongy, do not operate the motorcycle. Contact Janus Motorcycles or a repair shop immediately.***

***WARNING: When stopping, always apply both brakes at the same time. Under normal conditions, the front brake should be applied slightly more than the rear. Never lock the brakes, as this reduces braking capacity and may cause loss of control and an accident.***

***WARNING: Janus Strongly recommends that all riders take an approved rider safety course which includes advice and training in safe and emergency braking such as those offered by the Motorcycle Safety Foundation.***

## SAFE OPERATION

A motorcycle does not give the same impact protection as a car. Continually observe and react to changes in road surface, traffic and weather conditions. All two-wheeled vehicles are subject to external forces which may cause an accident.

Motorcycle accidents can be the result of events outside of the control of the rider. Although full protection is not possible, wearing correct protective clothing and regularly taking approved motorcycle safety classes can minimize the risk of an accident and injury when riding.

For your safety, always use extreme caution when braking, accelerating, or cornering as any incautious action may result in loss of control and an accident leading to injury or death. Independent use of either front or rear brake reduces braking performance and can lead to loss of control and an accident. Extreme braking may cause either wheel to lock, reducing control and increasing the risk of an accident.

Whenever possible, reduce speed before entering a turn, as letting off the throttle or braking while in a turn can cause loss of traction and an accident. This is especially true of blind corners where objects or road conditions cannot be seen until you are in the corner.

When riding in wet or rainy conditions, or on loose or gravelly surfaces, the ability to turn, stop and accelerate will be reduced. When riding in these conditions, it is important to adjust your speed to your comfort and skill level and that all actions be smooth and gradual. Under these conditions, sudden acceleration, braking, or turning have more extreme effects and can more easily lead to loss of control and an accident.

***Janus Strongly recommends that all riders take an approved rider safety course such as those offered by the Motorcycle Safety Foundation.***

# HOW TO RIDE THE MOTORCYCLE, CON'T.

## PARKING

1. Select neutral and turn the ignition key to OFF.
2. Support the motorcycle on a firm, level surface with the side stand.
3. Always ensure that the motorcycle is on level ground and that the side stand foot will not sink into a loose or moist surface.
4. Once resting on its side stand, turn the handlebars all the way to the left and put the motorcycle in first gear.
5. When parking on a hill, always position the motorcycle facing uphill so that it will not roll off the side stand. Never park with the motorcycle facing downhill.
6. When parking on a lateral incline, always position the motorcycle so that the incline places the weight of the bike toward the side stand. If the incline is too steep the bike may topple over, so make sure that the weight of the bike is fully supported by the side stand before leaving the bike. Never park the motorcycle on a lateral incline of greater than 5 degrees.
7. The engine and exhaust system will be hot after riding. Do not park where pedestrians, animals, or children are likely to touch the motorcycle.
8. Always turn off the engine and remove the ignition key before leaving the motorcycle unattended. By removing the key, the risk of use of the motorcycle by unauthorized or untrained twerps is reduced.
9. Your Janus is lighter than most motorcycles and is therefore easier to pick up and steal, even with a disc brake or wheel lock. If you will

be parking your motorcycle for longer periods it is recommended that you park your the bike in a well-lit or protected place with an approved motorcycle chain lock running through the frame to an immovable object.

***WARNING: Do not sit on the motorcycle while it is resting on the side stand. Always check to make sure the side stand is fully up before sitting on the motorcycle. Never operate the motorcycle with the side stand down as the stand will catch the ground and may cause loss of control and an accident.***

***NOTE: If you must park near traffic, or in a location where parking lights are required, you may select the "P" (park) position on the lighting control switch to leave the tail, and license plate position lights on. Do not leave the bike with the light control switch in the "O" (off) or "P" (park) position while the ignition key is ON for any period longer than necessary, as it will drain the battery. The motorcycle cannot start or run unless the lighting control switch is in the "H" (headlight) position.***

## INTENDED USE

Your Janus motorcycle is intended for urban commuting and short excursions. It is not intended for longer trips on the highway or sustained high speeds. Use of the motorcycle under these conditions can subject it to undue stress and wear and may not be covered under

the warranty.

This motorcycle is designed for on-road use only. It is not designed or suitable for off road use. Off-road use may lead to loss of control and an accident and may void warranty.

**NOTE: This Janus motorcycle is not fitted with spark arresters. Operation in forests, brush, or grass areas may violate state and local laws and regulations.**

## ACCESSORIES AND LOADING

Some models are equipped with optional saddle bags or cargo racks. Do not carry any additional payload unless it is carefully and securely fastened either within a saddlebag or on the rear rack. Do not exceed the rear rack cargo weight capacity of 20lb. The saddlebags are not designed to carry more than 5lbs each on the Halcyon and 2lbs on the Phoenix.

**WARNING: Overloading the motorcycle and failure to adjust speed for additional cargo can result in loss of control and an accident resulting in injury or death. Changes in weight distribution and aerodynamic forces can affect handling. Never exceed the rear rack load limit of 20lbs. WARNING: Do not carry a passenger unless your motorcycle is equipped with the optional double or pillion seat upgrades and**

**foot rests. Do not carry a passenger unless they are tall enough to reach the footrests provided and are capable of following the passenger instructions. Passengers who cannot reach the pedals will not be able to sit securely on the motorcycle and may be unable to stay on the bike or cause instability leading to loss of control and an accident.**

**WARNING: The handling and braking capabilities of a motorcycle will be affected by the presence of a passenger. Operating a motorcycle with a passenger takes close familiarity with the motorcycle and the effect of a passenger on handling. Your passenger must be instructed that they may cause loss of control by making sudden movements or using an incorrect seating position. It is important that the passenger be informed of the following:**

1. That they must sit still and not interfere with the operation of the motorcycle.
2. To keep feet on the passenger foot rests and to firmly hold the rider's waist or hips.
3. To lean with the rider when traveling around corners and to not lean unless the rider does so.



# **MAINTAINING YOUR MOTORCYCLE**

# MAINTENANCE SCHEDULE

The maintenance, inspection, and adjustment described in this section must be carried out in accordance with the Periodic Maintenance Schedule to keep your Janus in proper running condition. The initial maintenance is crucially important to the safe operation of the motorcycle and must not be neglected.

Weather, terrain, and geographical location affect required maintenance. The Periodic Maintenance Schedule should be adjusted to match the particular environment in which the motorcycle is used and the individual demands of the owner. For example, sandy, salty, or snowy conditions will accelerate wear on a motorcycle and individual riding styles may wear the motorcycle more quickly than others.

With basic mechanical ability and the proper use of the correct tools, you should be able to perform many of the maintenance operations described in this section. Since incorrect or neglected maintenance can lead to dangerous riding conditions, if you lack proper experience or doubt your ability, all adjustments, maintenance, and repairs should be completed by a qualified technician.

***NOTE: Janus Motorcycles cannot assume any responsibility for damage resulting from incorrect adjustment performed by the owner.***

***NOTE: The first scheduled maintenance is critical for the longevity of the motor and should be performed at the 500 mile mark***

## PERIODIC MAINTENANCE SCHEDULE

OPERATION	FREQUENCY						
	WHICHEVER COMES 1ST ▶ ▼		ODOMETER (MILES)				
	EVERY	@ DELIVERY	500	1000	2000	4000	6000
ENGINE OIL - CHECK	MONTH	●	●	●	●	●	
ENGINE OIL - CHANGE	2000 MILES		●		●	●	●
CLEAN ENGINE OIL FILTER	2000 MILES		●		●	●	●
VALVE CLEARANCE - CHECK/ADJUST	2000 MILES		●		●	●	●
AIR FILTER - CLEAN	2000 MILES				●	●	●
AIR FILTER - CHANGE	2 YEARS				●	●	●
SPARK PLUG - CHECK	YEAR		●	●	●	●	●
SPARK PLUG - CHANGE	2 YEARS				●	●	●
FUEL SYSTEM - CHECK FOR LEAKS, WEAR	YEAR	●	●	●	●	●	●
THROTTLE (PLAY, RETURN, DRAG) - CHECK/ADJUST	YEAR	●	●	●	●	●	●
CLUTCH (PLAY, ENGAGEMENT) - CHECK/ADJUST	YEAR	●	●	●	●	●	●
LIGHTS, INSTRUMENTS, & ELECTRICAL - CHECK	MONTH	●	●	●	●	●	●
STEERING - CHECK FOR FREE MOVEMENT	MONTH	●	●	●	●	●	●
HEADSET BEARINGS - CHECK/ADJUST	YEAR		●	●	●	●	●
FORKS LINKAGE (FASTENER TENSION) - CHECK	MONTH	●	●	●	●	●	●
FORK LINKAGE - LUBRICATE	YEAR		●	●	●	●	●
BRAKE FLUID - CHECK LEVEL	MONTH	●	●	●	●	●	●
BRAKE FLUID - CHANGE	YEAR				●	●	●
BRAKE PADS - CHECK WEAR	YEAR		●	●	●	●	●
BRAKE MASTER CYLINDERS - CHECK FOR LEAKS	YEAR	●	●	●	●	●	●
BRAKE CALIPERS - CHECK FOR LEAKS, SEIZED PISTONS	YEAR	●	●	●	●	●	●

OPERATION	FREQUENCY						
	WHICHEVER COMES 1ST ▶ ▼		ODOMETER (MILES)				
	EVERY	@ DELIVERY	500	1000	2000	4000	6000
DRIVE CHAIN - CHECK/LUBRICATE	250 MILES	●	●	●	●	●	●
DRIVE CHAIN TENSION - CHECK/ADJUST	500 MILES	●	●	●	●	●	●
DRIVE CHAIN WEAR - CHECK	MONTH		●	●	●	●	●
DRIVE CHAIN FRICTION PLATE - CHECK	YEAR				●	●	●
FASTENERS - CHECK FOR SECURITY	MONTH	●	●	●	●	●	●
WHEELS - CHECK FOR DAMAGE	MONTH	●	●	●	●	●	●
SPOKES - CHECK FOR BROKEN/LOOSE SPOKES	MONTH	●	●	●	●	●	●
WHEEL BEARINGS - CHECK FOR WEAR/PLAY	YEAR		●	●	●	●	●
TIRE WEAR - CHECK TREAD DEPTH & DAMAGE	MONTH		●	●	●	●	●
TIRE PRESSURE - CHECK/ADJUST	MONTH	●					
SIDE STAND - CHECK OPERATION	MONTH	●	●	●	●	●	●
IDLE SPEED - CHECK	YEAR	●	●	●	●	●	●
SHOCK ABSORBERS - CHECK DAMPING, STROKE	MONTH	●	●	●	●	●	●
REAR SWING ARM PIVOT- CHECK FASTENER TENSION	MONTH	●	●	●	●	●	●
ENGINE STOP SWITCH OPERATION - CHECK	MONTH	●	●	●	●	●	●
BATTERY - CHARGE	MONTH	●	●	●	●	●	●

# WARRANTY MAINTENANCE SCHEDULE

## RECORDING SCHEDULED MAINTENANCE

Each time you have scheduled maintenance performed on your Janus, always present your handbook for the work to be recorded. The handbook is your record that the scheduled maintenance has been performed under the terms of the motorcycle warranty. When the work is complete always ensure that the work is recorded with the date it was performed. This information will be required in the event of a warranty claim and will enhance the value of you Janus for future owners.

All warranty maintenance work should be recorded below. Documentation of the work and any receipts and details will help in the warranty claims process.

SCHEDULED SERVICE RECORD						
1ST SERVICE 500 MI (800 KM)	2ND SERVICE 1000 MI (1600 KM)	3RD SERVICE 2000 MI (3200 KM)	4TH SERVICE 3000 MI (4800 KM)	5TH SERVICE 4000 MI (6400 KM)	6TH SERVICE 5000 (8000 KM)	7TH SERVICE 6000 MI (9600 KM)
REPAIR SHOP SIGNATURE:  _____	REPAIR SHOP SIGNATURE:  _____	REPAIR SHOP SIGNATURE:  _____	REPAIR SHOP SIGNATURE:  _____	REPAIR SHOP SIGNATURE:  _____	REPAIR SHOP SIGNATURE:  _____	REPAIR SHOP SIGNATURE:  _____
Service performed in accordance with the periodic maintenance schedule contained in this handbook.	Service performed in accordance with the periodic maintenance schedule contained in this handbook.	Service performed in accordance with the periodic maintenance schedule contained in this handbook.	Service performed in accordance with the periodic maintenance schedule contained in this handbook.	Service performed in accordance with the periodic maintenance schedule contained in this handbook.	Service performed in accordance with the periodic maintenance schedule contained in this handbook.	Service performed in accordance with the periodic maintenance schedule contained in this handbook.



# ENGINE OIL



In order for the engine, transmission, and clutch to function properly, maintain the engine oil at the correct level and change the oil and clean the filter in accordance with the scheduled maintenance requirements.

## OIL LEVEL INSPECTION

1. Start the engine and run at idle for five minutes.
2. Stop the engine and wait for an additional five minutes for the engine oil to settle.
3. Examine the oil level through the oil level viewport. At the correct

level, oil should be visible in the oil level viewport at the midpoint between the “H” (High) and “L” (Low) marks. If it is necessary to top up the oil level, remove the oil filler cap, add the required oil as appropriate until the level visible in the oil level viewport is correct.

**NOTE:** Do not overfill as this can result in damage to the engine. If necessary, remove excess oil through the oil filler cap with a syringe or other appropriate device.

**NOTE:** An accurate reading of the oil level is only possible when the engine is at normal operating temperature and with the motorcycle sitting perfectly level and not leaning on the side stand. For this reason it is best to enlist the aid of a second person to hold the bike level when checking the oil level.

**WARNING:** Motorcycle operation with insufficient, deteriorated, or contaminated engine oil will cause accelerated engine wear and may result in engine or transmission seizure. Seizure of the engine or transmission may lead to loss of control and an accident. Check the engine oil level before each ride and change the oil in accordance with the the Periodic Maintenance Schedule.

## ENGINE OIL (CON'T)



### OIL AND OIL FILTER CHANGE

1. Warm up the engine thoroughly and then stop the engine.
2. Place an oil pan directly beneath the engine oil drain plug located at the bottom of the cases.
3. Remove the engine oil drain plug, taking care not to drop it into the oil pan.
4. Unscrew and remove the oil filter cover taking care to remove the retaining spring.
5. Remove the oil filter, noting its position.
6. Clean the oil filter screen with an appropriate solvent.
7. Apply a smear of clean engine oil to the sealing ring of the clean oil filter screen and replace the filter in proper orientation with dome facing out.
8. Replace the retaining spring and oil filter cap.
9. After the oil has completely drained out, replace the oil drain plug and tighten to the appropriate torque setting found in the “Torque Specifications” section of this handbook.
10. Remove the oil filler cap and fill the engine with the recommended oil until it begins to show in the oil level viewport.
11. Fill with approximately 950ml Note: If replacing oil filter, 1000ml of oil is required.)
12. Start the engine and allow it to idle for five minutes.
13. Check the oil level in the oil level viewport.
14. If necessary, add the required oil as appropriate until the level visible in the oil level viewport is correct.
15. Replace the oil filler cap.

**NOTE:** Do not overfill as this can result in damage to the engine. If necessary, remove excess oil through the oil filler cap with a syringe or other appropriate device.

**NOTE:** An accurate reading of the oil level is only possible when the engine is at normal operating temperature and with the motorcycle sitting perfectly level and not leaning on the side stand. For this reason it is best to enlist the aid of a second person to hold the bike level when checking the oil level.

**CAUTION:** Ensure that no foreign matter enters the crankcase during an oil change or top-up.

**WARNING:** If the engine has been running recently, the exhaust and engine will be hot. Before working on or near the exhaust system, allow sufficient time for the exhaust to cool as touching any part of a hot exhaust system will result in potentially severe burn injuries.

**WARNING:** The engine oil may be hot to the touch. Avoid contact with the hot oil with appropriate clothing, gloves, and eye protection. Contact with hot oil may result in potentially severe burn injuries.

**WARNING:** Always operate your motorcycle in a well ventilated area. Never start or run your engine in a closed area such as a garage. The exhaust fumes are poisonous and may lead to loss of consciousness and death within a very short time.

## DISPOSAL OF USED ENGINE OIL

Engine oil is a toxic substance. Contact your local authorities for approved disposal methods or possible recycling.

### OIL SPECIFICATIONS AND GRADE

Janus engines are designed to be used with:

**SPECTRO GOLDEN 4 SAE 10W30  
SEMI-SYNTHETIC MOTORCYCLE ENGINE OIL.**

Although 10W30 is the recommended oil for most conditions, the oil viscosity may need to be changed to accommodate atmospheric conditions in your riding area.

Proper lubricants for your motorcycle are available from Janus Motorcycles.

**NOTE: DO not add any chemical additives to the oil.  
The oil lubricates both the transmission and clutch and any additives could cause the clutch to slip or otherwise malfunction.**

# ENGINE

## VALVE CLEARANCES

Valve clearance should be checked to make sure it is within correct specifications. Valve clearance should be between 0.04 - 0.06mm at the intake and 0.05-0.06mm at the exhaust. Valve checking and adjustment takes some mechanical knowledge and ability. If you are not confident in your ability, valve adjustment should be completed by a qualified technician.

***Note: Janus Motorcycles cannot assume any responsibility for damage resulting from incorrect adjustment performed by the owner.***

# SPARK PLUG

## CHECKING SPARK PLUG

***NOTE: Always clean the cylinder and spark plug area prior to removing the plug and take care to prevent debris from entering cylinder when spark plug is removed.***

Carefully remove the spark plug. Observe the color of the ceramic tip on the spark plug when removing accumulated carbon. If the standard plug appears **wet or black** in color, it can be replaced with a high-voltage thermal spark plug. Proper spark plug color is a **pale grey to yellow**. If the spark plug is very **white or shiny**, the engine is running hot and should be replaced with a cooler plug. The standard spark plug supplied with this motorcycle has been selected to accommodate common conditions. If the spark plug color differs from what is specified it may be necessary to select an alternate plug according to the table. ***This engine is designed to be used with NGK brand spark plugs.***

# SPARK PLUG



## CLEANING THE SPARK PLUG

Remove the carbon accumulated on the spark plug with a metallic wire brush or spark plug cleaner.

Measure and, if necessary, re-adjust the spark plug electrode clearance with spark plug clearance shim. ***Spark plug clearance should be 0.6 - 0.8mm.***

Replace spark plug, being careful not to over-tighten. See the “Torque Specifications” section of this guide for appropriate torque settings.



## REPLACING THE SPARK PLUG

***NOTE: Always clean the cylinder and spark plug area prior to removing the plug and take care to prevent debris from entering cylinder when spark plug is removed.***

1. Carefully remove the spark plug.
2. Replace with a new spark plug, of the appropriate type, being careful not to over-tighten. See the “Torque Specifications” section of this guide for appropriate torque settings.

# THROTTLE



## THROTTLE INSPECTION

Check the throttle grip play in accordance with the periodic maintenance schedule and adjust if necessary.

The throttle grip controls the throttle valve in the carburetor. If the throttle grip has excessive play due to cable stretch or improper adjustment, it may cause throttle delay or prevent the throttle from opening completely. The result will have an adverse effect on handling. Conversely, if the throttle does not have enough play, the throttle will be hard to control and the idle speed may be erratic. ***There should be between 2mm and 3mm of throttle play when the grip is lightly turned back and forth.***

***WARNING: An incorrectly or improperly adjusted throttle may lead to loss of motorcycle control and an accident.***

## THROTTLE ADJUSTMENT

1. Loosen the throttle cable locknut at the handlebar and turn the adjusting nut until there is the required amount of play in the throttle grip with the throttle fully closed.
2. Make sure that the cable end is properly seated in its adjusting nut. Tighten the the throttle cable locknut.
3. Open and close the throttle a few times to make sure that the throttle snaps back closed.
4. With the engine idling, turn the handlebars to each side. If the handlebar movement causes the engine speed to change, the throttle cables may be improperly adjusted or incorrectly routed. Correct any of these issues before attempting to ride the motorcycle.
5. If the throttle cannot be adjusted at the throttle grip end of the cable, Janus recommends that you have the adjustment performed by a qualified motorcycle mechanic as the throttle is a split cable that controls both the throttle and accelerator pump and proper adjustment can be difficult.

***WARNING: Ensure that the adjuster locknut is securely tightened as a loose locknut could result in a sticking throttle. A sticking throttle may lead to loss of motorcycle control and an accident.***

***WARNING: Operation with improperly adjusted, incorrectly routed, or damaged cables could result in an unsafe riding condition, loss of control and an accident.***

# CLUTCH

Your Janus is equipped with a cable actuated clutch. Due to friction plate wear and cable stretch, the clutch operation should be checked each day prior to riding the motorcycle and in accordance with the periodic maintenance schedule.

## CLUTCH INSPECTION

1. Check that the clutch lever operates properly and that the inner cable slides smoothly. If there is any irregularity, have the clutch checked by a qualified motorcycle mechanic.
2. Check the clutch lever play as shown in the image. There should be 2mm of play between the front of the lever and the clutch perch.
3. If the clutch play is not correct, adjust the lever.

## CLUTCH ADJUSTMENT

1. Loosen the clutch cable locknut and turn the adjuster until the clutch lever has the proper play.
2. Make sure that the cable end is properly seated in its adjusting nut.
3. Tighten the clutch lever locknut.
4. After any adjustment is made, start the engine and check that the clutch does not slip and that it disengages properly.

***WARNING: Operation with improperly adjusted, incorrectly routed, or damaged cables could result in an unsafe riding condition, loss of control and an accident.***

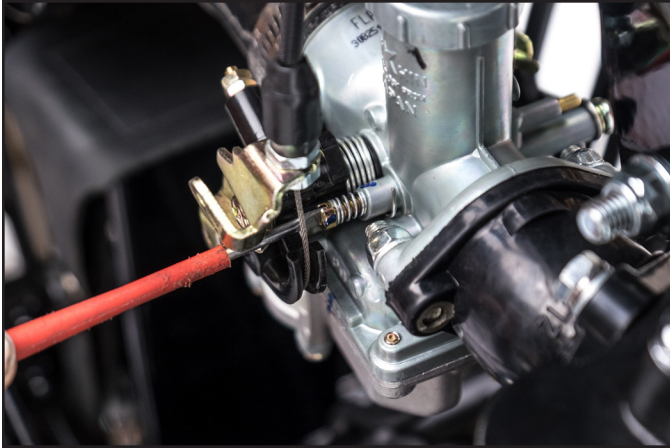


***NOTE: If the clutch cannot be adjusted at the throttle grip end of the cable, additional play can be adjusted at the transmission end of the cable. Janus recommends that you have this adjustment performed by a qualified motorcycle mechanic.***

***WARNING: Too much clutch play can prevent clutch disengagement and cause an accident resulting in serious injury or death.***



# IDLE SPEED



The idle speed should be checked in accordance with the periodic maintenance schedule, or whenever the idle speed is disturbed. The idle speed is changed by turning the idle speed screw located on the side of the carburetor.

Idle speed should not race the engine, but run just above any chance of stalling.

A smooth, low idle is a sign of a properly running motor and helps to signal any issues with the engine.

You will notice that the idle speed will seem to increase during the engine break-in period. This is completely normal. Check and adjust the idle speed at the first break-in, and in accordance with the periodic maintenance schedule.

# DRIVE CHAIN

For safety and to prevent excessive wear, the drive chain should be checked, adjusted and lubricated in accordance with the Periodic Maintenance Schedule. Checking, adjustment, and lubrication must be performed more frequently in extremed conditions such as dusty or salty roads. The drive chain slack and lubrication must be checked every day before riding the motorcycle and in accordance with the periodic maintenance schedule.

***WARNING: If the chain becomes worn or stretched — either too loose or too tight — the chain could jump off the sprockets or break. A chain that breaks or comes off the sprockets could catch on the engine or lock the rear wheel. Either event may injure the rider and lead to loss of control and cause an accident.***

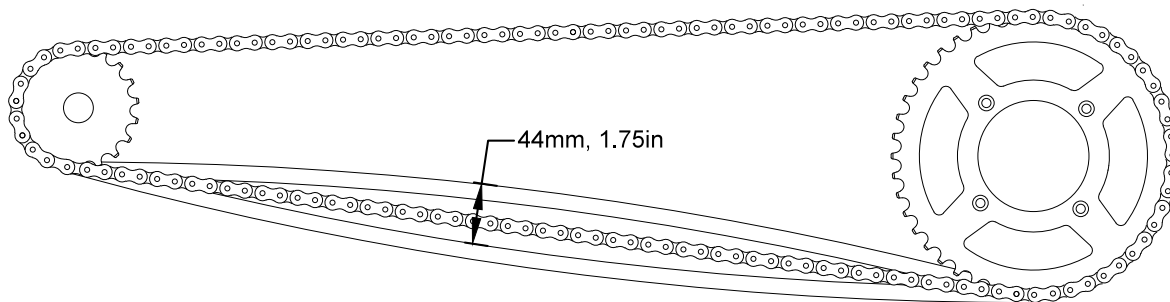
## INSPECTION

1. Park the motorcycle resting on its side stand.
2. Inspect the chain for signs of wear or damage, paying special attention to the rollers, connecting pins, and links.
3. Rotate the rear wheel to find where the chain is tightest.
4. Measure the maximum play by pushing up and down on the chain at the midpoint of its length between front and rear sprockets.
5. If the maximum play is to great or too little (if the chain is too tight or too loose), adjust it so that the chain play is within the recommended value (see image).



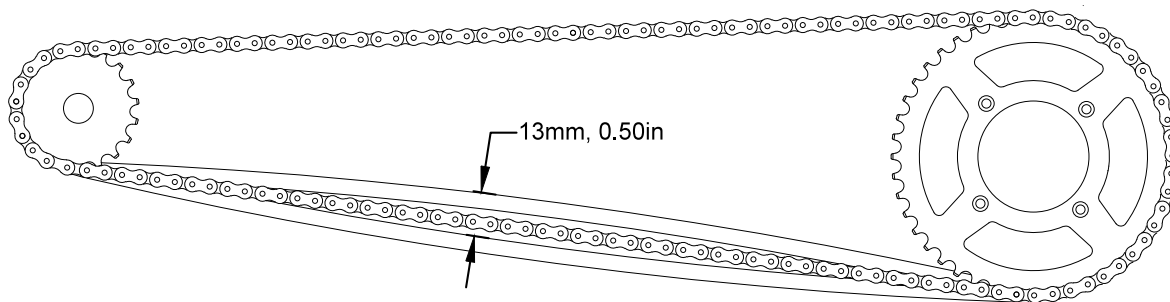
## PHOENIX 250 CHAIN PLAY

Chain play measured from the top of the chain should be 44mm (1.125 in.)



## HALCYON 250 CHAIN PLAY

Chain play measured from the top of the chain should be 13mm (0.50 in.)



## DRIVE CHAIN, CON'T.



### CHAIN PLAY ADJUSTMENT

1. Loosen the rear axle.
2. Loosen the left and right chain adjuster locknuts located off the rear axle.
3. If the chain is too loose, tighten the right and left chain adjuster nuts evenly.
4. If the chain is too tight, loosen the right and left chain adjuster nuts evenly.
5. Tighten both chain adjuster locknuts.
6. Tighten the rear axle nut to the specified torque. (98 N-m, 10kgf-m, 72 ft-lb)

***WARNING: A loose axle nut is a serious safety threat and can lead to an accident resulting in serious injury or death. Tighten the axle nut to proper torque.***

***WARNING: Misalignment of the rear wheel will result in abnormal wear, improper brake engagement, and may result in an unsafe riding condition. Be sure to evenly adjust the left and right nut and note the side-to-side alignment of the wheel.***

## DRIVE CHAIN WEAR

Remove the chain guard.

Stretch the chain taut by suspending a 20 lb weight on the lower run of the chain.

Measure the length of 20 links on the straight run of the chain from the center of the 1st pin to the center of the 21st pin. Since the chain may wear unevenly, take measurements at several points.

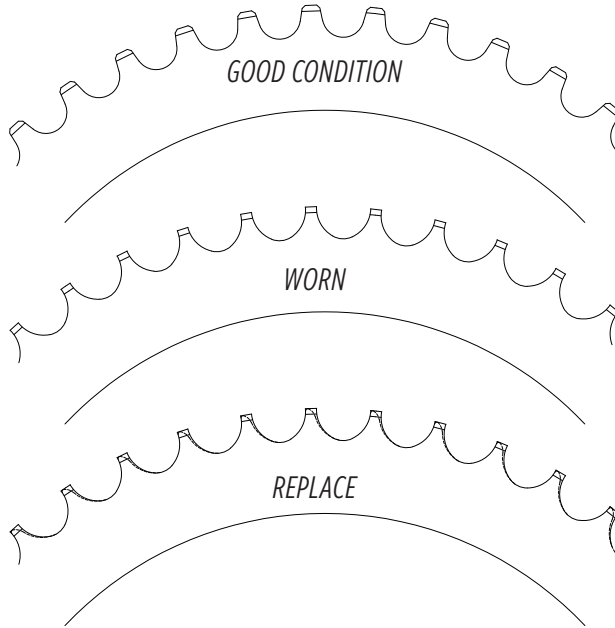
If the length of the chain exceeds the service limit, replace the chain.

***The service limit is 257mm or 10.1in.***

***WARNING: A loose axle nut is a serious safety threat and can lead to an accident resulting in serious injury or death. Tighten the axle nut to proper torque.***

***WARNING: Misalignment of the rear wheel will result in abnormal wear, improper brake engagement, and may result in an unsafe riding condition. Be sure to evenly adjust the left and right nut and not the side-to-side alignment of the wheel.***

## DRIVE CHAIN, CON'T.



*SPROCKET WEAR IN THE IMAGE IS EXAGGERATED FOR ILLUSTRATION.*

### CHECKING SPROCKET WEAR

1. Remove the engine sprocket cover.
2. Rotate the rear wheel checking the sprockets for damaged or broken teeth.
3. If there are any irregularities or if the sprocket is worn, replace the sprocket.

***Note: If the sprockets are found to be worn, always replace the sprockets and drive chain together as replacing worn sprockets without replacing the drive chain will lead to premature wear on the new sprockets.***

## DRIVE CHAIN LUBRICATION

The drive chain should be lubricated every 250 miles and after riding through rain, on wet roads, or any time the chain appears dry.

***Janus recommends the use of Spectro® Super Clean Chain Lube.***

Apply chain lubricant to the sides of the rollers. This allows the lubricant to penetrate the chain rollers and bushings. Wipe off any excess lubricant.

***WARNING: Care should be taken that excess lubricant does not come in contact with the tires or brake pads and rotors. Any oil or lubricant on the tires will reduce their ability to maintain traction and may reduce their ability to corner or stop leading to loss of control and an accident. Lubricant or oil on the brake rotors will greatly reduce their ability to function properly and may increase stopping distances potentially leading to loss of control and an accident. If you notice any oil on the brake rotors or pads, clean them with a proprietary oil-free brake disc cleaner.***

# BRAKES



## BRAKE PAD WEAR INSPECTION

Inspect the brakes for wear. For each brake caliper, if the thickness of brake pads is less than 2 mm (0.08 in), replace both brake pads in the caliper as a set. Pad replacement should be performed by a qualified motorcycle mechanic.

## BREAK IN: NEW BRAKE PADS & ROTORS

After replacing brake pads or rotors, the brakes must be allowed to “seat” properly. The recommended distance for breaking in new pads or rotors is 200 mi (300 km). During this time, avoid situations that require extreme braking and ride with caution, allowing for greater braking distances.

***WARNING: Brake pads must always be replaced as a wheel set. Replacing individual brake pads will reduce braking performance and may result in loss of control and an accident.***



## BRAKE PAD WEAR COMPENSATION

Disc and brake pad wear is automatically compensated for by the caliper and no mechanical adjustment is necessary. However, the brake fluid level may lower slightly over time. Check and top up brake fluid in accordance with the periodic maintenance schedule.

## BRAKE LIGHT SWITCHES

The brake light is activated independently by operation of either the front or rear brake. If the brake light fails to operate with either front or rear brake activated independently, do not ride the motorcycle and have it serviced by qualified motorcycle mechanic.

***WARNING: Operating the motorcycle with defective lights is both illegal and highly dangerous and may lead to accident or injury to the rider or other motorists.***



## CHECKING BRAKE FLUID

Check the level and replace the brake fluid on both front and rear reservoirs in accordance with the periodic maintenance schedule. Use only DOT 3 or DOT 4 brake fluid from an unopened container.

The brake fluid level in the front and rear reservoirs must be kept between the “LOWER” and “UPPER” line on the side of the reservoir.

If the brake fluid level is below the “LOWER” level line, check for leaks in the brake lines and at the calipers and fill the reservoir to the “UPPER” level line.

## BRAKES, CON'T.



### ADJUSTING FRONT BRAKE FLUID LEVEL

1. Carefully clean the reservoir cap and sides.
2. Remove the cap retaining screws, carefully noting the position of the sealing diaphragm.
3. Fill the reservoir to the “UPPER” level line, using only DOT3 or DOT4 brake fluid from an unopened container.
4. Refit the cover, ensuring that the diaphragm seal is correctly positioned.
5. Tighten the cap retaining screws.

***WARNING: Brake fluid is hygroscopic, meaning that it absorbs water. Any absorbed water will greatly reduce the braking function and efficiency. Because of this, always use DOT 3 or DOT 4 brake fluid from a sealed container in accordance with the periodic maintenance schedule. Never use brake fluid from an open or unsealed container or from a container which has been previously used even a short time before. Do not mix different grades or brands of brake fluid. Always refit the brake reservoir caps as quickly as possible and take special care not to allow contaminants to enter the reservoir. Always rectify any faults in the brake system immediately and before riding. Failure to observe and act on any of these items may cause a dangerous riding condition and may lead to loss of control and an accident.***

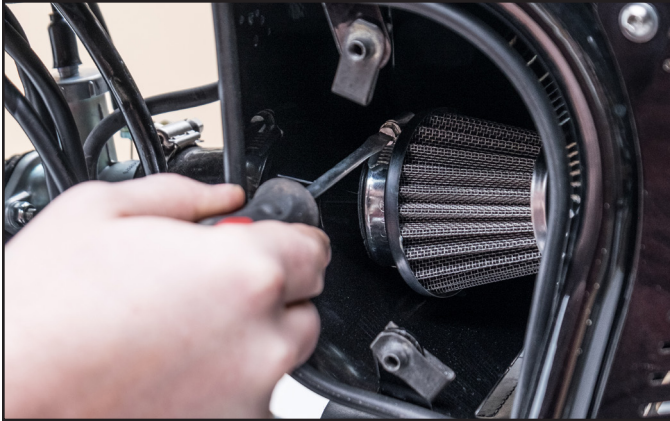


## ADJUSTING REAR BRAKE FLUID LEVEL

1. Carefully clean the reservoir cap and sides.
2. Unscrew the twist cap.
3. Fill the reservoir to the “UPPER” level line, using only DOT3 or DOT4 brake fluid from an unopened container.
4. Refit the cover, ensuring that the diaphragm seal is correctly positioned.
5. Tighten the twist cap.

***WARNING: Brake fluid is hygroscopic, meaning that it absorbs water. Any absorbed water will greatly reduce the braking function and efficiency. Because of this, always use DOT 3 or DOT 4 brake fluid from a sealed container in accordance with the periodic maintenance schedule. Never use brake fluid from an open or unsealed container or from a container which has been previously used even a short time before. Do not mix different grades or brands of brake fluid. Always refit the brake reservoir caps as quickly as possible and take special care not to allow contaminants to enter the reservoir. Always rectify any faults in the brake system immediately and before riding. Failure to observe and act on any of these items may cause a dangerous riding condition and may lead to loss of control and accident.***

# AIR FILTER



A clogged air filter restricts the engine's air intake, increasing fuel consumption, reducing engine performance, and leading to spark plug fouling. The air filter must be inspected, cleaned, and replaced in accordance with the periodic maintenance schedule. In dusty environments and riding conditions, the air filter should be cleaned more frequently than the recommended interval. The air filter should be replaced if it is damaged.

## AIR FILTER INSPECTION

1. Unscrew the air box door screws and remove the air box door.
2. Locate the air filter hose clamp and loosen until the filter can be slid off the intake tube.
3. Place a clean, lint-free towel in the intake to prevent dirt or other foreign material from entering the intake.
4. Inspect the air filter for damage or dirt. If any part of the filter is damaged, the filter must be replaced.
5. The filter may be cleaned lightly with air and washed with a mild solvent. Do not use compressed air.
6. Carefully reconnect the air filter and refasten the air box door panel.

# STEERING & WHEEL BEARINGS

***WARNING: When checking bearings, make sure to stabilize and secure the motorcycle to prevent injury or damage from the motorcycle falling. Take care not to support the motorcycle on the exhaust or other non-load-bearing parts.***

Lubricate and inspect the condition of the steering head bearings in accordance with the periodic maintenance schedule.

## STEERING HEAD BEARING INSPECTION

1. Position the motorcycle on level ground.
2. Support the motorcycle with the front wheel raised off the ground, being careful to stabilize the motorcycle appropriately.
3. Gently rotate the bars from left to right, checking for any tightness or detents in the steering.
4. Hold the lower end of the forks or front shocks and try to move them forward and back.
5. If any free play can be detected, have a qualified motorcycle mechanic inspect and adjust before riding.
6. Remove the support and place the motorcycle on the side stand.

***WARNING: Riding a motorcycle with incorrectly adjusted, worn, or damaged steering bearings may cause loss of control and an accident.***

## WHEEL BEARING INSPECTION

Inspect the condition of the wheel bearings in accordance with the periodic maintenance schedule.

1. Position the motorcycle on level ground.
2. Support the motorcycle with the wheel to be inspected raised off the ground, being careful to stabilize the motorcycle appropriately.
3. Gently rock the top of the wheel from side to side attempting to bend the wheel on its axle.
4. If any free play can be detected, there is a problem with the wheel bearing or axle. Have a qualified motorcycle mechanic inspect and repair the issue before riding.
5. Remove the support and place the motorcycle on the side stand.

***NOTE: Always check wheel bearings at the same time as checking the steering head bearings.***

***WARNING: Riding a motorcycle with worn or damaged may cause impaired handling leading to loss of control or an accident.***

# FRONT & REAR SUSPENSION

## FRONT FORK INSPECTION

Inspect the front forks for play or loose fasteners in accordance with the periodic maintenance schedule.

- Check the shock absorbers for any fluid leaks or visual irregularities.
- Check all fasteners for proper torque.

## REAR SWING-ARM INSPECTION (PHOENIX MODEL ONLY)

Inspect the swing arm for play or loose fasteners in accordance with the periodic maintenance schedule.

- Check the shock absorbers for any fluid leaks or visual irregularities.
- Check all fasteners for proper torque.

# SUSPENSION PRE-LOAD ADJUSTMENTS



Your Janus features adjustable pre-load settings for both front and rear suspension. There are three available settings. The motorcycle will arrive with the standard setting in the lowest (1st) pre-load setting.

The standard shock absorber suspension pre-load settings provide good handling characteristics for general, riding with a solo rider of average weight. They can be adjusted for heavier riders or riding with a passenger.

**See the table for for suggested preload settings.**

To change the suspension pre-load settings, insert the included shock absorber tool into the lower spring collar. Turn clock-wise to increase spring pre-load and counterclock-wise to reduce spring pre-load. As you turn, the adjuster will click into the three available settings.

**WARNING:** Make sure that the adjusters are set to the same setting on both left and right shock absorbers. Settings which vary from left to right may affect handling and stability potentially resulting in loss of control and an accident.

**WARNING:** Make sure that the proper balance between front and rear suspension pre-load settings is maintained. Suspension imbalance can drastically change the handling characteristics of the motorcycle leading to loss of control and an accident. Consult the suspension pre-load chart for suggested settings.

SUGGESTED PRELOAD SETTINGS		
	FRONT POSITION	REAR POSITION
SOLO RIDING	1	1
SOLO, RIDING FIRMER OR HEAVIER	1	2
RIDER & PASSENGER	2	3

# TIRES



## TUBE TYPE

All Janus motorcycles are equipped with traditional spoked wheels which require a tube type tire and inner tube.

***WARNING: Failure to use an inner tube in a spoked wheel will result in tire deflation and loss of control and an accident.***

***WARNING: Only use tube type tires on your Janus. Tubeless tires are not designed for use with an inner tube or with spoked wheels and may cause sudden tire deflation resulting in loss control and an accident.***



## TIRE INFLATION PRESSURES

Correct tire inflation pressure will provide maximum stability, comfort, and tire life. Always check tire pressure before operating the motorcycle when the tires are cold. Always check the tire pressures before each ride and adjust as necessary.

Failure to maintain correct tire pressures or observe payload limits for your tires may adversely affect handling and performance of the motorcycle and may result in loss of control and an accident. The maximum recommended load in addition to the weight of the vehicle is 300 lbs (136 kg).

TIRE INFLATION PRESSURES	
FRONT TIRE	36 psi / 248 kpa
REAR TIRE	32psi / 221 kpa

**WARNING:** *Incorrect tire inflation will lead to abnormal tread wear and instability problems may lead to loss of control and an accident. Under inflation may result in either rim damage or the tire slipping or coming off the rim. Over inflation will cause instability, limited traction, and accelerated tread wear. Both conditions are dangerous and may lead to loss of control and an accident.*

## TIRE TREAD WEAR

As the tire accumulates miles, the tread wears down and becomes more susceptible to punctures. It is estimated that 90% of all tire problems occur during the last 10% of tread life. For this reason it is highly recommended that you not use your tires until they have been worn to their minimum.

## TREAD WEAR INSPECTION

In accordance with the periodic maintenance schedule, measure the depth of the tread with a depth gauge and replace any tire that has worn to or beyond the minimum allowable tread depth.

MINIMUM TIRE TREAD DEPTH
1.5mm (0.059 in)

**WARNING:** *Riding on tires worn to their minimum or beyond is dangerous and dramatically increases you chances of a puncture or malfunction leading to rapid tire deflation. This can lead to loss of control and an accident.*

# TIRES, CON'T.

## TIRE REPLACEMENT

Janus motorcycles are designed for use with a specific make and model of tire. It is essential that the approved tires are fitted in the correct combinations. Use of incorrect tires or correct tires in the wrong combinations or improperly installed may lead to motorcycle instability, loss of control and an accident. Janus Motorcycles cannot assume any responsibility for damage or accidents resulting from incorrect tire selection or installation.

**NOTE:** *If a tire or inner tube sustains damage or a puncture, the tire and inner tube must be replaced together. Never use a new tire with an old tube.*

**NOTE:** *Tires have a correct direction of rotation marked on the sidewall. Installing tires with the incorrect direction of rotation is dangerous and can lead to instability, loss of control and an accident. Always have your tires mounted by a qualified motorcycle mechanic.*

## TIRE & INNER TUBE DATA

TIRE DATA	
FRONT TIRE	Duro HF317 3.00 X 18
REAR TIRE	Duro HF314 3.50 X 18

INNER TUBES DATA	
FRONT TUBE	Heavy Duty 18in X 2.75in / 3.00in
REAR TUBE	Heavy Duty 18in X 3.25in / 3.50in

**WARNING:** *Tires that have been damaged or punctured and repaired do not have the same capabilities as undamaged tires and can suddenly fail resulting in loss of control and an accident.*

**WARNING:** *Tire failure on a motorcycle is much more dangerous than on a car. For this reason, replace motorcycle tires well before they have been worn to their minimum.*

**WARNING:** *When tires are damaged or punctured, tire pressure loss can often be very slow. Always check tire pressure and inspect tires very closely for punctures prior to riding. Check the tires for cuts or imbedded objects. Operation with damaged or punctured tires will adversely affect handling and may lead to loss of control and an accident.*

***WARNING: If tire damage is suspected, such as after striking an object or curb, have the tire and wheel inspected by a qualified motorcycle mechanic as the damage may not be visible. Operation of the motorcycle with damaged tires could lead to loss of control and an accident.***

***WARNING: If tire damage is severe or if damage is suspected, inspect the rim for dents or deformation and the spokes for looseness or damage. Operation with damaged or defective rims, spokes, or tires is dangerous and could lead to loss of control and an accident.***

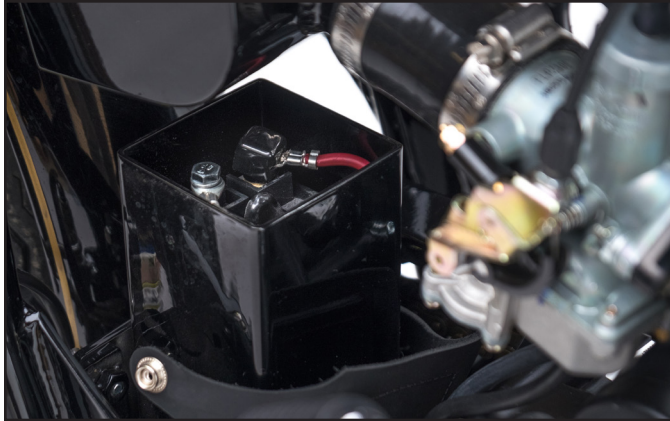
## **TIRE BREAK-IN**

When tires or inner tubes are replaced allow time for the tires and inner tubes to “seat” properly. During this time, ride cautiously as an incorrectly seated tire could cause instability, loss of control and an accident.

Initially new tires will not produce the same handling characteristics as the worn tires and the rider must allow adequate riding distance (100 miles) to become accustomed to the changed handling characteristics of the new tires.

***WARNING: New tires are slippery and may cause loss of control and an accident. A break-in period of 100 miles is necessary to establish normal traction. During this break-in period, avoid sudden or hard braking, acceleration, cornering, and down-shifting at high rpms.***

# BATTERY



Your Janus motorcycle is equipped with a Lithium Ferrous ( $\text{LiFePO}_4$ ) battery. Lithium ferrous batteries are smaller and lighter than conventional lead acid batteries and are much more environmentally friendly and safe.

## SPECIFICATIONS

- Maximum Voltage: 14.4 volts
- Minimum Charged Voltage: 13.2 volts
- Charged Resting Voltage: 13.2 volts – 13.7 volts
- Minimum Voltage: 9 volts

- Standard Charge Specifications: 2amps @ 13.2 volts until the battery reaches a maximum voltage of 14.4 volts
- Maximum Charge Specification: 10amps @ 13.2-14.4V or until the battery registers 14.4 volts.

***WARNING: Do not attempt to start the motorcycle with a discharged battery using the electric starter. If your vehicle has trouble starting, check voltage of the battery and recharge the battery. Do not jump start your lithium ferrous with a running vehicle. This may cause the battery to become overcharged. Recharge immediately with a lithium ferrous balancing charger. Do not short out the battery. A hard short will cause cell damage and in extreme cases melt down, rupture, or combustion. Do not puncture, rupture, submerge in liquid, or expose to direct heat. Puncture, rupture, exposure to direct heat or submerging in liquid will damage the battery and in extreme cases cause melt down, rupture, or combustion. Failure to follow the warnings below may result in damage to the battery, damage to the vehicle, injury or death.***

## CHARGING

Lithium batteries should only be charged with a lithium ferrous balancing charger available through Janus Motorcycles. Your Janus is designed to output DC voltage in a range from 13.4-14.4V, which makes for a healthy battery.

**NOTE: A trickle charger is not necessary and should never be used with your lithium ferrous battery.**

**NOTE: Lead acid chargers may charge at a higher or lower voltage than recommended for Janus batteries. In some cases, your battery may be damaged, and it will not reach 100% capacity as it will with a lithium ferrous balancing charger.**

**WARNING: Do not charge the battery over 14.4 volts. Overcharging the battery may cause cell damage and in extreme cases melt down, rupture, or combustion. Lithium ferrous batteries will recharge very quickly compared to a lead-acid batteries.**

## STORAGE

The lithium ferrous battery in your Janus will not discharge like a traditional lead-acid battery, so unless you have a parasitic draw like an alarm that draws energy from the battery when the switch is off, there is no need to use a maintenance charger. It is important to note that although your lithium ferrous battery may have more cranking amps than the conventional lead acid battery, it may also have less amp/hours and will be affected more dramatically by a parasitic draw.

If left static (nothing drawing from the battery) a lithium ferrous battery will discharge at a rate of around approximately 10% per year.

## COLD WEATHER

The lithium ferrous battery in your Janus will behave differently in cold weather (below 32°F or 0°C) than traditional lead acid batteries. A traditional lead-acid battery delivers maximum current at the first initial draw and then degrades from there. Lithium ferrous batteries actually get stronger with each successive draw. In cold weather your lithium ferrous battery has the ability to generate its own internal heat energy by putting a draw on the battery. In cold weather, the lithium ferrous battery may need to have a draw put on the battery several times before it is up to temperature and ready to deliver maximum amperage. This lithium ferrous battery has been rated with an operating environment of 0°F (-18°C) to 140°F (60°C).

## DISCHARGE

Do not allow the battery to become discharged below 9.0 volts. Excessive discharge from a parasitic draw or accidental discharge may cause cell damage. If the battery is discharged below 9.0 volts, recharge immediately.

Continued start-and-go riding or short trips can deplete the battery and make electric start difficult. For this reason it is recommended to regularly bring the motorcycle to full rpm's for sustained periods to allow the electrical system to maintain the battery.

# FUSE

## FUSE LOCATION

Your Janus is equipped with a fuse located beneath the tank, on the starter relay.

If a fuse fails during operation, inspect the electrical system to determine the cause and then replace it with a new fuse of the correct rating.

### FUSE SPECIFICATIONS

***The Janus Phoenix & Halcyon 250 use a 30amp spade fuse.***

An extra fuse is located in a slot at the back of the starter relay.

## FUSE REPLACEMENT

1. To replace the fuse, loosen the electrical pan screws and remove the electrical pan.
2. Locate the starter relay and remove the bad fuse and replace.
3. Replace electrical pan taking care to arrange the wiring such that it is not pinched.
4. Replace and tighten the electrical pan screws.

***WARNING: Always replace blown fuses with new fuses of the correct current rating and never use a fuse with a higher rating. Use of an incorrectly rated fuse could lead to an electrical problem resulting in motorcycle damage, loss of control and an accident.***

# LIGHTING: HEADLIGHT



## HEADLIGHT (see left)

Your Janus is equipped with a headlight that uses a 12 volt 60/55w H4 bulb.

***WARNING: The bulb and lens become hot during operation. Always allow sufficient time for the headlight to cool before servicing.***

## HEADLIGHT BULB REPLACEMENT (see lower left):

1. Disconnect the battery negative (black) lead first.
2. Loosen the headlight bezel screw, located below the lens.
3. Carefully remove the headlight bezel by slipping it over the headlight bucket lip and lens.
4. Pull out the lens and unplug it from the headlight electrical harness.
5. Remove the wire clips at the back of the lens.
6. Gently pull out the light bulb and replace with a new bulb.

***NOTE: Never touch the lightbulb with bare skin as the oil in your skin can damage the bulb.***

***WARNING: Do not reconnect battery until the headlight has been completely reassembled.***

***WARNING: Always replace with the correct bulb specified above. Operation with an incorrect bulb can under or over-load the electrical system, leading to electrical failure, loss of control, and an accident.***



**LED OPTION:** LED bulb replacement is the same as halogen bulb replacement except that care must be taken that the bulb cooling fan does not pinch the wiring in the headlight. Only use LED replacements available from Janus Motorcycles.

# LIGHTING: TAILLIGHT



## TAILLIGHT (see left)

Your Janus is equipped with a taillight that uses a 12 volt p21/5w incandescent bulb.

***WARNING: The bulb and lens become hot during operation. Always allow sufficient time for the light to cool before servicing.***

## TAILLIGHT BULB REPLACEMENT

1. Unscrew the two tail light retaining screws.
2. Carefully remove the tail light lens taking care not to lose the clear license plate light lens which is located at the bottom of the light.
3. Unscrew the bulb and replace with a new bulb.
4. Take care when reassembling the light to reposition the tail light lens correctly and note the orientation of the taillight lens.
5. Replace and tighten the taillight lens retaining screws.

***WARNING: Always replace with the correct bulb specified above. Operation with an incorrect bulb can under or over-load the electrical system, leading to electrical failure, loss of control, and an accident.***

**LED OPTION:** LED bulb replacement is the same as with the incandescent bulb. Only use LED replacements available from Janus Motorcycles.



# LIGHTING: TURN INDICATORS



## TURN INDICATORS (see left)

Your Janus is equipped with turn indicators that use a 12 volt RY10w incandescent bulb.

***WARNING: The bulb and lens become hot during operation. Always allow sufficient time for the light to cool before servicing.***

## TURN INDICATOR BULB REPLACEMENT

1. Unscrew the two turn indicator light retaining screws, taking care not to lose the rubber gaskets.
2. Carefully remove the turn indicator lens.
3. Unscrew the bulb and replace with a new bulb.
4. Replace the lens and lens retaining screws.

***WARNING: Always replace with the correct bulb specified above. Operation with an incorrect bulb can under or over-load the electrical system, leading to electrical failure, loss of control, and an accident.***

**LED OPTION:** LED bulb replacement is the same as with the incandescent bulb. Only use LED replacements available from Janus Motorcycles.

# GENERAL LUBRICATION

Lubricate the points shown below in accordance with the Periodic Maintenance Schedule or whenever the vehicle has been operated in wet or rainy conditions. Before lubricating, clean the area of any grease, oil, or grime. After applying the lubricant, thoroughly wipe any excess lubricant from the surrounding area and any painted surfaces with a clean rag.

***Apply oil to the following pivots (Janus recommends the use of Spectro aerosol “101” Lubricant and Penetrant):***

1. Rear brake pedal pivot
2. Front brake lever
3. Clutch lever
4. Side stand
5. Front fork swing-arm pivots.
6. The clutch inner cable upper end should be lubricated and serviced by a qualified motorcycle mechanic.
7. The throttle inner cable upper end should be lubricated and serviced by a qualified motorcycle mechanic.

***Apply grease to the following points:***

8. Speedometer cable lower connection should be lubricated and serviced by a qualified motorcycle mechanic.

***WARNING: Care should be taken to keep lubricants off the tires and brake rotors or pads. If lubricants come in contact with these parts it will greatly reduce their ability to function properly and may increase traction and stopping distances, potentially leading to loss of control and an accident.***

# TORQUE SPECIFICATIONS

Torque Specifications Chart	
Front Axle	40-47 lb. ft.
Rear Axle	58-71 lb. ft.
Handlebar Clamps	7 lb. ft.
Front Fork Pivot Bolts	17 lb. ft.
Rear Swing-arm Pivot Bolt	
Exhaust Header Nuts	7 lb. ft.
Exhaust Rear Mount Bolt	7 lb. ft.
Shock Absorber Bolts	32 lb. ft.
Engine Mount Bolts	25-32 lb. ft.
Engine Oil Plug	18 lb. ft.
Spark Plug	15 lb. ft.

# CLEANING

Frequent and proper care and cleaning is an essential part of the maintenance of your Janus motorcycle and will enhance its appearance, optimize overall performance, and extend its useful life. Storing your Janus out of the elements in a garage is the best way to maintain the bike and ensure that it will last for many years. If you must leave your Janus outside, it is very important to cover it with a high quality, breathable motorcycle cover to help protect it from harmful UV rays, pollutants, and minimize the amount of dust reaching its surfaces.

***WARNING: Always ride the motorcycle with great caution after washing. Detergents, water, and protectants can be slippery. After washing the motorcycle, the tires must be allowed to dry and wear off any cleaning or protective agents. During this time, avoid situations that require extreme braking and ride with caution, allowing for greater braking distances.***

***WARNING: Never apply wax or lubricant to the brake rotors or pads. This will greatly reduce their ability to function properly and may increase stopping distances, potentially leading to loss of control and an accident. Clean the rotors with a proprietary brand of oil-free brake disc cleaner.***

## PREPARATION

Be sure that the engine and exhaust are cool before washing. Before washing, precautions should be taken to keep water off the certain areas of the motorcycle. Cover the following areas (a small plastic bag & rubber band works well):

- All leatherwork (or remove)
- The rear opening of the exhaust
- Clutch and brake levers and perches
- Electronic switches on the handlebars
- Key switch
- Battery cover

### ***Important Precautions:***

- Do not use any type of abrasive wax or cleaner/polisher
- Avoid all harsh chemicals, solvents, detergents, and household cleaning products such as ammonia-based window cleaners.
- Gasoline, engine oil, brake fluid, or chain lubricant will damage the finish of painted or powder coated surfaces: wash them off immediately.
- Avoid the use of any abrasive or dirty rags on the motorcycle. Steel wool, wire brushes, or abrasive pads should never be used.
- Do not use pressure washers as water can penetrate electrical components and seals and damage the motorcycle.
- Avoid spraying water in areas with delicate or exposed components such as the air intake, the electrical pan under the tank, brake calipers, etc.

## WASHING

1. Rinse the motorcycle with cold, clean water to remove any loose dirt.
2. Mix a mild proprietary automotive detergent with water in a bucket.
3. Use a soft cloth or sponge to thoroughly wash the motorcycle, working from the top down. You may need to use a separate cloth or sponge to focus on greasy areas of the bike such as under the engine, the chain guard, and wheel rims and hubs.
4. Immediately after washing, rinse the motorcycle with clean water. If detergent or residue is left to dry it can ruin the finish and damage the motorcycle.

## DRYING

1. Do not let the motorcycle air dry as this can damage the finish.
2. Remove the plastic bags and rubber bands.
3. Use a soft cloth (Janus recommends a brand new microfiber cloth) to dry your motorcycle, working from the top to the bottom.
4. As you dry the motorcycle, inspect the finish for chips and scratches.
5. After the motorcycle is dried, start the engine and let it idle for several minutes

## WAX

You may use a high-quality fully synthetic automotive wax to protect and polish powder coated and painted parts on your Janus. Janus recommends the use of the highest quality wax and a brand new, clean microfiber to avoid damage to the finish. Be careful not to apply wax to vinyl, rubber, or plastic parts.

***WARNING: Wax or other automotive protectants can be slippery, and if used on or near the tires and brake rotors or pads, can cause loss of traction and braking power which may result in loss of control and an accident.***

# CLEANING, CON'T.

## LEATHER, VINYL AND RUBBER CARE

If your motorcycle has leather accessories, special care must be taken. Use a leather cleaner/treatment such as saddle soap to clean and care for leather accessories. ***Washing leather parts with water and detergent will damage them and can stain their finish, shortening their usable life.***

Vinyl parts should be washed with the rest of the motorcycle, then treated with a vinyl treatment. The sidewalls of tires and other rubber components may be treated with a speciality rubber protectant to help protect and extend their life.

***WARNING: Rubber protectants and automotive detergents can be slippery and if used on or near the tread of the tires, can cause loss of traction with may result in loss of control and an accident. Do not apply rubber protectant to the tread area of tires.***

## UNPAINTED ALUMINUM CARE

Items such as the fuel filler cap and polished tank reveals (on the deluxe tanks) are unpainted aluminum and must be cleaned and maintained to preserve their appearance and proper function. Use a proprietary brand of aluminum polish. ***Janus recommends using Mother's® Billet Polish with a new, clean microfiber when necessary.*** Care should be

taken with any hand-painting such as the Janus logo on the deluxe tank as metal cleaners or polish can damage the paint.

## EXHAUST

Your Janus motorcycle is equipped with a stainless steel exhaust system. All parts of the exhaust should be cleaned on a regular basis to avoid deterioration of the finish. These instruction are the same for polished, brushed, or raw finishes.

***NOTE: The exhaust system must be cool before washing to prevent water spotting and stains.***

### WASHING EXHAUST

- The exhaust may be washed with the rest of the motorcycle.
- Do not use an abrasive scouring pad or steel wool as this will damage the finish.
- Rinse the exhaust thoroughly

### DRYING EXHAUST

- Dry with a clean, soft cloth.
- Do not run the engine to dry the exhaust as this will cause spotting.
- Do not use protectants or wax on the exhaust as these will stain and cause discoloration as the exhaust heats up in operation.

# STORAGE

## PREPARATION

1. Clean the entire motorcycle thoroughly.
2. Change the engine oil and clean the engine oil filter.
3. Remove the spark plug and put several drops of engine oil into the cylinder.
4. Cover the spark plug hole with a rag and run the electric starter for several seconds to coat the cylinder walls with oil.
5. Reinstall the spark plug.
6. Check tire pressure and adjust if necessary.
7. Park the motorcycle on a level surface with the tires on boards to keep dampness away from the rubber.
8. Lubricate, and if necessary, adjust the drive chain.
9. Cover the motorcycle with a high quality, breathable motorcycle cover to help protect it from dust and debris.

## AFTER STORAGE

- If the motorcycle has been stored for more than 4 months, change the engine oil.
- Check tire pressure and adjust if necessary.
- Perform a full inspection of the motorcycle per the **Daily Safety Check** as noted in the **Safe Operation** section of this handbook.

***WARNING: Always ride the motorcycle with great caution after storage. If a motorcycle is not ridden for prolonged periods, components or functions may degrade or require additional lubrication. Your first ride after storage should avoid situations that require extreme braking or cornering and ride with caution to determine if all components and functions are operating properly.***

# TROUBLESHOOTING

## ENGINE DOES NOT START (WITH KEY IN ON POSITION)

### ***If the starter motor won't turn over:***

- Transmission not in neutral
- Fuse blown

### ***If the engine cranks, but will not start:***

- Lighting control switch not in "H" position
- Out of fuel
- Choke not engaged when cold
- Engine flooded
- Spark plug fouled
- Incorrect spark plug gap
- Incorrect valve clearance

## ENGINE STALLS

### ***Only when shifting into first gear:***

- Clutch is not properly disengaging

### ***While riding:***

- Choke is used too long after engine has warmed up
- Petcock is not in "ON" position
- Out of fuel
- Fuel tank air vent is obstructed
- Overheating



# PARTS

TO ORDER PARTS FOR YOUR JANUS MOTORCYCLE, PLEASE CONTACT:

*Janus Motorcycles*

*211 S. 5th Street*

*Goshen, IN 46528*

*574-538-1350*

*[contact@janusmotorcycles.com](mailto:contact@janusmotorcycles.com)*

# WARRANTY

## CALIFORNIA EMISSION CONTROL SYSTEM WARRANTY STATEMENT

### YOUR WARRANTY RIGHTS AND OBLIGATIONS

The California Air Resources Board and Paragon Motorcycles, LLC (hereinafter Janus) is pleased to explain the Emission Control System Warranty on your 2018 and later motorcycle. In California, new motor vehicles must be designed, built and equipped to meet the State's stringent anti-smog standards. Janus must warrant the emission control system on your motorcycle for the periods of time listed below, provided there has been no abuse, neglect, or improper maintenance of your motorcycle. Your emission control system may include parts such as the carburetor, the ignition system, catalytic converter, and engine computer. Also included may be hoses, belts, connectors and other emission-related assemblies. Where a warrantable condition exists, Janus will repair your motorcycle at no cost to you including diagnosis, parts, and labor.

### MANUFACTURER'S WARRANTY COVERAGE

Class II motorcycles (170cc to < 280cc) are required to be covered for a period of use of five (5) years or 18,000 kilometers (11185 miles), whichever first occurs, beginning on the date the motorcycle is delivered to the ultimate purchaser. If an emission-related part on your motorcycle is defective, the part will be repaired or replaced by Janus. This is your emission control system DEFECTS WARRANTY.

### OWNER'S WARRANTY RESPONSIBILITIES

- As the owner of a Janus motorcycle, you are responsible for the performance of the required maintenance listed in your Owner's Handbook. Janus recommends that you retain all receipts covering maintenance on your motorcycle, but Janus cannot deny warranty solely for the lack of receipts or for your failure to ensure the performance of all scheduled maintenance.

- You are responsible for presenting your motorcycle to a Janus approved repair shop as soon as a problem exists. The warranty repairs should be completed in a reasonable amount of time not to exceed 30 (thirty) days.

- As the motorcycle owner, you should also be aware that Janus may deny you warranty coverage if your motorcycle or a part has failed due to abuse, neglect, improper maintenance, or unapproved modifications.

If you have any questions regarding your warranty rights and responsibilities, you should contact Janus at 1 (574) 538-1350, the U.S. Environmental Protection Agency at 401 "M" Street, SW, Washington, DC 20460, or the California Air Resource Board at 9528 Telstar Avenue, El Monte, CA 91731.

### LIMITED WARRANTY ON EMISSION CONTROL SYSTEM

Paragon Motorcycles, LLC (hereinafter Janus), with principal offices located at 211 South 5th St., Goshen, IN 46528, USA warrants that each new 2018 and later Janus motorcycle that includes as standard equipment a headlight, taillight and stoplight, and is street legal:

(a) is designed, built and equipped so as to conform at the time of initial retail purchase with all applicable regulations of the United States

Environmental Protection Agency, and the California Air Resources Board (for California motorcycles only); and

(b) is free from defects in material and workmanship which cause such motorcycle to fail to conform with applicable regulations of the United States Environmental Protection Agency, or the California Air Resources Board (for California motorcycles only) for a period of use, depending on the engine displacement: of 18,000 kilometers (11,185 miles), if the motorcycle's engine displacement is 170 to < 280 cubic centimeters or 5 (five) years from the date of initial retail delivery, whichever first occurs.

#### 1. COVERAGE

Warranty defects shall be remedied during customary business hours at any Janus approved motorcycle repair shop located within the United States of America in compliance with the Clean Air Act and applicable regulations of the United States Environmental Protection Agency and the California Air Resources Board. Any part or parts replaced under this warranty shall become the property of Janus. In the State of California only, emission related warranted parts are specifically defined by the state's Emission Warranty Parts List. These warranted parts are: air filter, air box, carburetor, spark plug, ignition coil, catalyst, carbon canister, crankcase breather, purge control valve (and if used on the above, any hoses clamps, fittings, tubing, sealing gaskets, and mounting hardware). In the State of California only, Emission Control System emergency repairs, as provided for in the California Administrative Code, may be performed by other than a Janus approved motorcycle repair shop. An emergency situation occurs when a Janus approved motorcycle repair shop is not reasonably available, a part is not

available within 30 (thirty) days, or a repair is not complete within 30 days. Any replacement part can be used in an emergency repair. Janus will reimburse the owner for the expenses, including diagnosis, not to exceed Janus' suggested retail price for all warranted parts replaced and labor charges based on Janus' recommended time allowance for the warranty repair and the geographically appropriate hourly labor rate. The owner may be required to keep receipts and failed parts in order to receive compensation.

#### 2. LIMITATIONS

This Emission Control System Warranty shall not cover any of the following:

Repair or replacement required as a result of:

- (a) Accident
- (b) Abuse, misuse, unapproved modification or alteration, tampering, disconnection.
- (c) Replacement of listed parts in the event that the vehicle has been rendered emissions non-compliant in the state of California through actions noted above.
- (d) Improper or inadequate maintenance
- (e) Repair or replacement of "warranted parts" which are scheduled for replacement prior to 18,000 km (11185 miles), once these parts have been replaced at the first replacement interval as part of required maintenance services.
- (f) Use of replacement parts or accessories not conforming to Paragon Motorcycles, LLC specifications which adversely affect performance and/or
- (g) Use in competitive racing or related events.

# WARRANTY, CON'T.

(h) Inspections, replacement of parts and other services and adjustments required for required maintenance

(i) Any motorcycle on which the odometer mileage has been changed so that actual mileage cannot be readily determined.

## 3. LIMITED LIABILITY

(a) The liability of Janus under this Emission Control System Warranty is limited solely to the remedying of defects in material or workmanship by Janus approved motorcycle repair shops at their place of business during customary business hours. This warranty does not cover inconvenience or loss of use of the motorcycle or transportation of the motorcycle to or from the repair shop. Janus shall not be liable for any other expenses, loss or damage, whether direct, incidental, consequential, or exemplary arising in connection with the sale of use of or inability to use the Janus motorcycle for any purpose. Some states do not allow the exclusion or limitation of any incidental or consequential damages, so the above limitations may not apply to you.

(b) No express emission control system warranty is given by Janus except as specifically set forth herein. Any emission control system warranty implied by law, including any warranty of merchantability or fitness for a particular purpose, is limited to the express emission Control System Warranty Terms stated in this warranty. The foregoing statements of warranty are exclusive and in lieu of all other remedies. Some states do not allow limitations on how long an implied warranty lasts so the above limitations may not apply to you.

(c) No motorcycle repair shop or dealer is authorized to modify this Janus Limited Emission Control System Warranty.

## 4. LEGAL RIGHTS

This warranty gives you specific legal rights, and you may also have other rights, which vary from state to state.

5. THIS WARRANTY IS IN ADDITION TO THE PARAGON MOTORCYCLES, LLC LIMITED MOTORCYCLE WARRANTY.

## 6. ADDITIONAL INFORMATION

Any replacement part that is equivalent in performance and durability may be used in the performance of any maintenance or repairs. However, Janus is not liable for these parts. The owner is responsible for the performance of all required maintenance. Such maintenance may be performed at a service establishment or by any individual. The warranty period begins on the date the motorcycle is delivered to an ultimate purchaser.

Paragon Motorcycles, LLC

211 South Fifth Street

Goshen, Indiana 46528

## REPORTING SAFETY DEFECTS

If you believe that your vehicle has a defect which could cause a crash or could cause injury or death, you should immediately inform the National Highway Traffic Safety Administration (NHTSA) in addition to notifying Paragon Motorcycles, LLC. If NHTSA receives similar

complaints, it may open an investigation, and if it finds that a safety defect exists in a group of vehicles, it may order a recall and remedy campaign. However, NHTSA cannot become involved in any individual problems between you or Paragon Motorcycles, LLC. To contact NHTSA you may either call the Auto Safety Hotline toll-free at: 1-800-424-9393 (366-0123 in Washington, DC area).

Or write to:

NHTSA

U.S. DEPARTMENT of TRANSPORTATION

400 7th Street SW, (NSA-11)

Washington, DC 20590

You can also obtain other information about motor vehicle safety from the Hotline.

## VEHICLE WARRANTY AGREEMENT

This motorcycle is the product of Paragon Motorcycles, LLC (hereinafter Janus) use of traditional engineering and design, highly skilled craftsmen, and our continued pursuit of exceptional reliability, safety, and panache. Maintain maximum protection under this warranty by ensuring that your Janus is serviced in accordance with the “Periodic Maintenance Schedule” located in the Owner’s Handbook. The appropriate service record must be signed by a qualified\* motorcycle or scooter shop or dealership. Janus warrants to the first retail purchaser of the Janus motorcycle and each subsequent owner that the motorcycle is free from defects in materials and workmanship for the period stated below.

The details of the Janus Warranty are as follows:

### WARRANTY TIME PERIOD

- Duration: 2 years parts and labor.
- There is no mileage limitation.
- Coverage begins on the date the motorcycle is delivered to the first retail purchaser.

### WARRANTY COVERAGE

- Any part of the motorcycle found to be defective during the specified period will be repaired or replaced at the discretion of Janus or by an authorized repair shop, subject to the below warranty conditions.
- Any part replaced under the warranty will be covered for the remaining period of the warranty.
- Any parts replaced under warranty must be returned to Janus by the repair shop and will become the property of Janus.
- Janus may, at its discretion, make any repairs or replacement of defective parts falling outside the warranty, but such work shall not be deemed to be any admission of liability.
- Janus will bear labor charges for work carried out under the warranty. The warranty may be transferred to subsequent owners for the balance of the remaining period.
- In cases when warranty repair takes longer than 14 days, the warranty time period is extended for the time period of repair, during which the motorcycle could not be ridden due to failures.
- Janus will reimburse repair shops performing warranty repair for labor only if all the warranty processing and approval procedures are completely fulfilled and/or carried out according to the terms of the

# WARRANTY, CON'T.

warranty.

- Whenever service, repair, or warranty work is undertaken the Owner's Handbook must be made available to the repair shop.

## WARRANTY DISCLAIMERS

Conditions and Exclusions:

1. This warranty does not cover failures or required services that are not due to a defect in material or factory workmanship.
2. The machine must not have been used for competition, \*misused, inadequately maintained, or incorrectly serviced or maintained.
3. The machine must not have been subject to any modification, repair or replacement other than as recommended or authorized by Janus.
4. Any performance upgrade or modification, including carburetors, exhaust systems, or cylinders, voids all warranty on the motorcycle unless otherwise stated by Janus.
5. Defects caused by faulty adjustment, or repairs and alterations performed by an incompetent mechanic are not covered by this warranty.
6. Defects caused by the use of parts and accessories not authorized by Janus are not covered by this warranty.
7. Periodic service and inspection are considered regular maintenance and are not reimbursable under the warranty.
8. The warranty does not cover normal wear a tear caused by normal use as defined in the "How to Ride the Motorcycle" section of the Owners Handbook.
9. The motorcycle must have been serviced by a qualified\* motorcycle or scooter repair shop, at the intervals specified in the Janus Owner's Handbook and the service log completed accordingly.
10. Damage caused as a result of neglect or lack of required maintenance is not covered under this warranty.
11. The warranty does not cover the cost of removal and replacement of parts and accessories, unless supplied as original equipment, or recommended by Janus.
12. The warranty does not cover the cost of transportation of the machine to or from the authorized shop performing the warrantee work, or expenses incurred while the machine is off the road for warranty repairs.
13. Normal servicing and normal service items, such as spark plugs, fluid, and oil are not covered by this warranty. Similarly, items which are expected to wear as part of their normal function such as tires and tubes, bulbs, fuses, chains, brake shoes, and clutch plates are also excluded, unless there is a manufacturing defect.
14. Other items excluded from warranty are seats, luggage, paint, chrome, polished aluminum items, or trim deterioration caused by normal wear and tear, exposure or lack of correct maintenance.
15. The motorcycle battery is warranted for 6 months from the original date of purchase of the motorcycle. After this 6 month period, the battery is excluded from the terms of this warranty. The battery supplied with the motorcycle must be provided with sufficient charge to replenish that lost by the operation of the starting mechanism and/or the use of electrical equipment whilst the engine is not running.
16. The warranty does not cover machines used on a commercial basis.

17. Alteration of the odometer so that the actual mileage cannot be determined; alteration will VOID coverage.

18. The warranty does not cover machines which have been inadequately lubricated, seized, or for which the wrong fuel or lubricant has been used.

19. The warranty does not cover defects which have not been reported to an authorized dealer within ten days of discovery of the defect.

20. Should a warranty claim become necessary, Janus shall not be liable for loss of use, inconvenience, lost time, commercial losses or other incidental or consequential damages.

21. Any implied warranties, including the implied warranty of merchantability and fitness for a particular purpose are limited to the duration of this written warranty. Note: The first service must be carried out at 500 miles/800 kilometers or 1 month, whichever comes first. The previous listed limitations or exclusions may not apply to a motorcycle because of state laws. Some states may not allow limitations on how long an implied warranty lasts. Some states may not allow exclusion or limitation of incidental or consequential damages. This warranty shall be interpreted in accordance with United States law and any question arising from this warranty shall be subject to the jurisdiction of United States courts. Any statement, condition, representation, description or warranty otherwise contained in any catalogue, advertisement or other publication shall not be construed as enlarging, varying or overriding anything contained herein. Janus reserves the right to make alterations or improvements without notification to

any model or machine without obligation to do so to machines already sold. This warranty does not affect your statutory rights. Your motorcycle may require more frequent servicing if operated in severe climates or conditions, or if used for short, stop—start journeys. Further information can be obtained from Janus.

\*Misuse includes any use not in accordance with the recommendations made in the “proper riding technique” section of the Owner’s Handbook and any use contrary to the warnings given in that same handbook. In addition, misuse will include, but not be limited to any use of the motorcycle which does not constitute normal road use.

\*Reputable motorcycle or scooter shop refers to a shop or dealership with reasonable experience working with similar engines and a reputation for high-quality work.

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574-538-1350 • [www.janusmotorcycles.com](http://www.janusmotorcycles.com)