



TENACI - WONG

Tenaci-Wong Motorcycle Trials



Tenaci-Wong TW200 Manual

Thanks for selecting Tenaci-Wong products, please read through this manual carefully before using the bike. If you have any doubts or questions, please contact the official distributors and national or regional partners of Tenaci-Wong to seek for assistance. Also, please visit our website as www.tenaciwong.com for checking out more contact information.

I Greetings

About Tenaci-Wong

The brand name Tenaci-Wong originates from the word “tenacity” and the surname of its founder, Mr. Zemin Wong.

The name represents the spirit of perseverance and determination to conquer all obstacles, as Mr. Wong himself accomplished developing the TW200 trials motorcycle. His passion for the sport began 17 years ago after watching video of international trials competition. Unfortunately, at that time specialized motorcycles for the sport were virtually unknown in his homeland of China.

Following years of testing, research and development of his designs incorporating the newest technologies, the Tenaci-Wong trials motorcycle was born.

The commitment of time, energy, finances and dedication to creating his dream are truly illustrated in the Tenaci-Wong name.

The Tenaci-Wong is built to be the instrument for its rider to overcome obstacles. It is the “warrior’s horse;” responsive, skilled, strong and reliable. Enjoy conquering your obstacles on Tenaci-Wong!

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- Spoke.
- Rear brake pedal.
- Gear lever.
- Rear sprocket

II Safety Tips



Please put up safety riding kit before starting up the riding journey.

Before enjoy your riding, please spend some minutes on getting known of this bike, realizing every basice components and spare parts of your tenaci-wong bike, reading each details through this manual carefully. This bike is only designed and produced for trials riding. Picking up persons and riding on the street are forbidden.

Please follow the instructions which are written in this manual to give a good service to this bike in order to remain it as the best riding status as it

could provide.

Please ride it gradually until it perform better and better. Do not switch on the button when the bike is lying or leaning.

III Packing

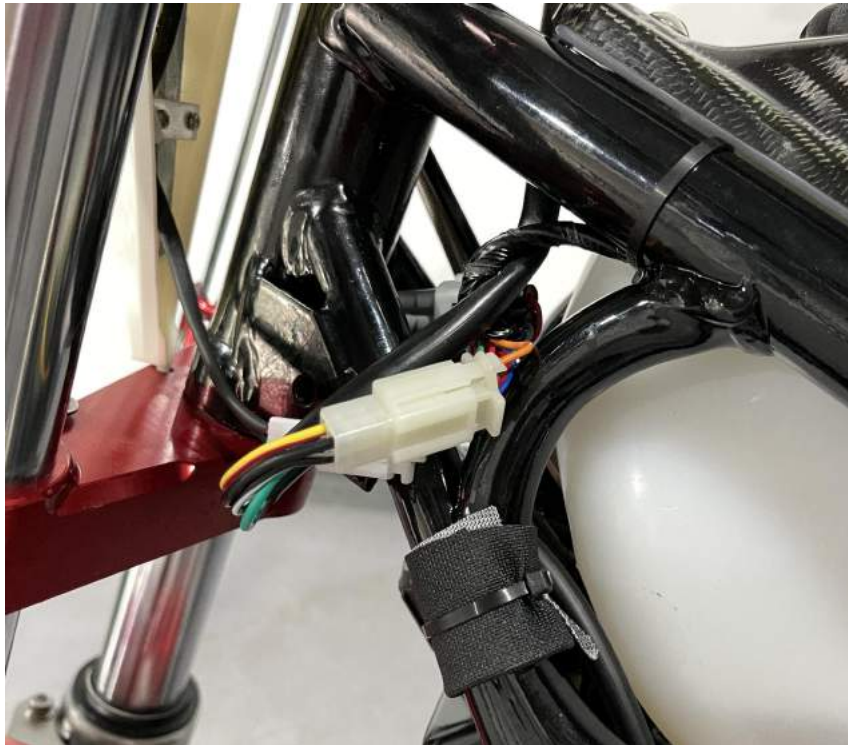


Before packing into the crates, all the Tenaci-Wong bikes were tested and examined by our engineers. The external is the paper carton, and inside is the iron frame with the bike fitted. The handlebar is binded individually on the iron frame. Please fix it up on the motorbike when opening the crate.

Tools: one pair of scissors, one spanner, hexagon spanners

1. Use the scissors to cut off the ribbon firstly.
2. Disassemble the iron frame with spanners or electrical tools.
3. Use the hexagon spanners to fix the handlebar, and adjust the riding height according to the personal riding habit.

IV Operation on New bike



--Oil and coolant liquid were filled before packing, no need to add them again. Please take the reference of the maintenance details to refill the oil and coolant liquid.

--The wiring harness was disconnected, please reconnect it as per the picture before switch on the power.

--The gasoline was drained off before packing and delivering.
PLEASE REFUEL YOUR BIKE BEFORE RIDING!

--The coolant liquid was fully filled when the bike was built, it may caused the overflow during the very first a couple of ridings, it will be ok sooner.

--New brake disks are applied on the new bikes, it is better to spray some water a few times onto the brake disks when riding

at the very beginning. Then the brake performance will be more than better.

--Front brake disk is designed with flexibility, please do not fix it tightly.

V Long time no using bikes



If you need to park the bike for a long time, please follow the steps to stock it correctly as below:

- totally wash the bike and dry it before parking in the garage
- empty the air compressure of the tires
- shut donw the power
- drain off the gas and oil
- cover the bike with a dust cover

VI Motorcycle identification

Frame number identification



The Frame number will be filled in the rectangle which will be as the same as the one engraved on the steering. If any spare parts or services needed , this frame number will be necessary.

Frame number



The engine number will be filled in the rectangle which is as the same as the one engraved at the bottom behind the gear lever. If any spare parts or services needed, this engine number will be provided.

Engine number

VII Certain Parts introduction

Left side vision



1.handlebar. 2.fuel tank. 3.radiator. 4.skid plate. 5.gear lever. 6.front fork. 7.muffler.

8.rear fender. 9.front fender. 10.front wheel assembly. 11.rear wheel assembly.

Right side vision



1. headlight. 2.triangle plate. 3.throttle twist grip & power switch

assembly . 4.ignition coil. 5.rear brake lever. 6.air filter.
7.side stand. 8.foot peg. 9.swing arm.

VIII prepare to start the engine

-----fuel tank-----



The fuel tank is inserted into the frame and behind the steering of which the full capacity is 2100ml. The fuel tank is translucent covered with a black carbon fiber upper cover, easy to observe the fuel capacity.

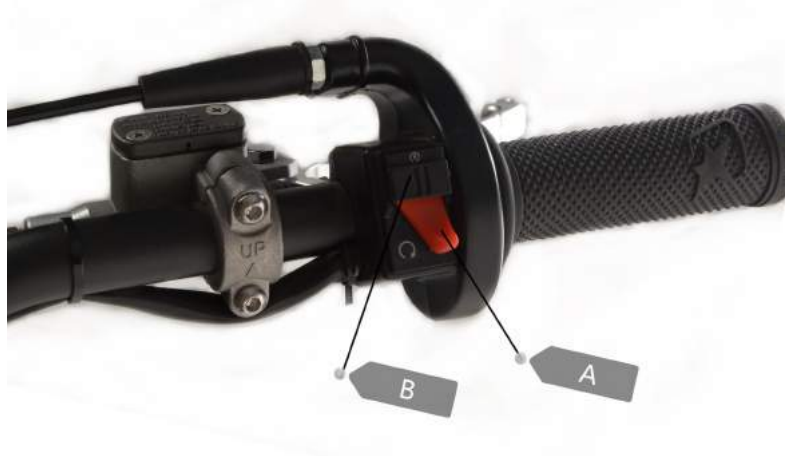
Open the fuel cap by anti clock direction to fill in the gasolin. When finish the fuel filling, close the fuel cap by clock direction.

tips: --please fill the gasoliine about 92# into the fuel tank.

--if the gasoline is over filled, please wipe it off before using bikes

--when the gasoline level is beneth one fifth, please refill it in order to make the fuel pump working normally.

-----power switch-----



1. switch the power on. (shown as A)

2. shift it to empty gear.

3. press the power button (shown as B)

TIPS: --as the EFI system, no need to continually grip the throttle when ignition. Avoid pressing the power button for a long time.

--switch it off when not using the bikes, in order to save the power of the battery.

-----battery-----



Lithium-ion batteries are applied on all Tenaci-Wong motorbikes. This battery is put in the airbox. There are spare fuse wires (shown as A) attached to the wiring harness, if the power is cut off, please check the wiring harness, and refix the spare fuses.

Before starting the bike, please check out the correct installation of the battery and the correct connection of the power cables.

tips: --please switch off the power, and pulled out the battery if the bike needs to be parked in the garage for a long time.

--after pulling out the batter, please keep the two points separately,and had better packed each point with insulating tape.

IX installation and adjustment

-----handlebar-----



Fixing progress

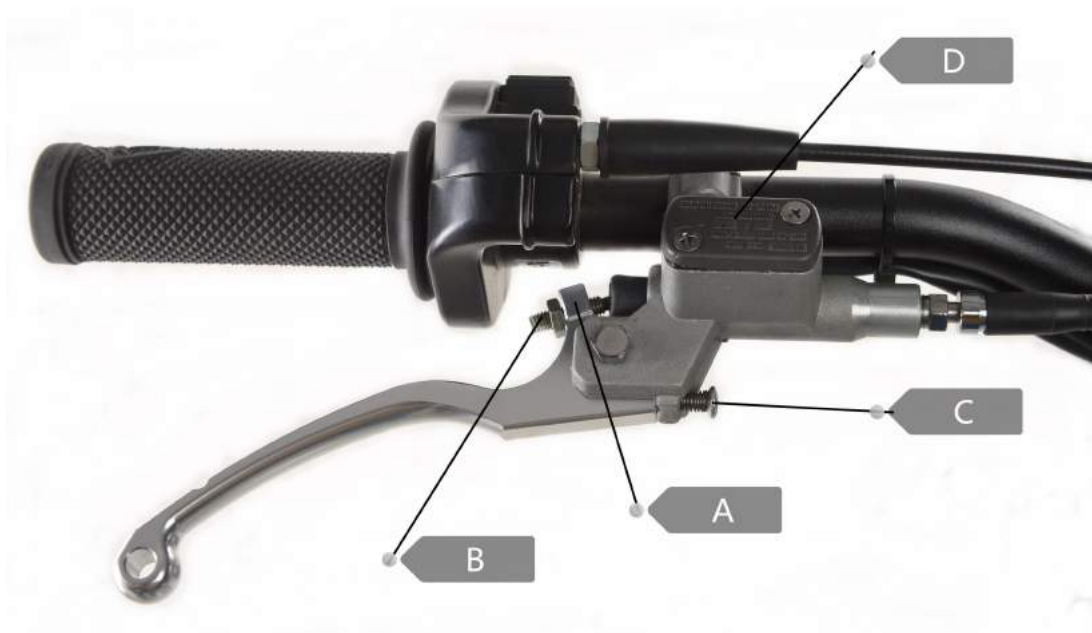
Professional tools are required to assist the owners to adjust the handlebar at a suitable & comfortable angle according to the riders' height, arm length.

1. Firstly install one -side briquetting block to fix the handlebar. (do not screw it tightly)

2. Secondly install another side of the briquetting block to hold the handlebar loosely, then the handlebar could be rolled forth and back. Adjust the T mark to the middle of both the briquetting blocks. The reference : 175cm equals 0 degree .

3. Gradually fasten the screws diagonally to fix the handlebar tightly
tips: --check and fasten the screws frequently in order to assure safty

-----front brake upper master assembly-----



Intensity adjustment.

Choose the suitable tools to fix the front brake upper master assembly according to the users' riding habit, hand strength. Please refer to the following steps.

1. Loosen the fasten nut pointed as A.

2. Roll the screw clockwise or anticlockwise marked as B.

3. Fasten the nut A tightly.

tips: --when adjusting the screw, please leave the piston a few space , for example, at least 1-2mm

Front brake lever fixing angle adjustment.

1. roll the screw C clockwise or anticlockwise to meet the correct riding angle .

changing the brake oil.

Unfix the upper cover of the front brake upper pump to check the oil level, please follow the steps to change the new brake oil.

1. Disconnect the hose to the front brake lower pump, drain off the brake oil from the hose and the upper pump, refix the hose to the lower pump.

2. Unfix the cover of the upper pump, shown as D, put in new brake oil, refix the cover tightly.

tips: --please apply DOT4 brake oil. Fill two thirds of the oil tank

--if the brake oil was dropped onto other parts of the bike, please wipe it off to make sure the certain part is ok as usual.

--if the brake doesnt work after changine the brake oil, please pulll the level several times to empty the air in the hose.

-----clutch upper master assembly-----



intensity adjustment.

according to the users' riding habit, hand strength. Please refer to the following steps.

1. Loosen the fasten nut pointed as A.
2. Roll the screw clockwise or anticlockwise marked as B.
3. Fasten the nut A tightly.

tips: --when adjusting the screw, please leave the piston a few space , for example, at least 1-2mm

Clutch lever fixing angle adjustment.

1. roll the screw C clockwise or anticlockwise to meet the correct riding angle .

Change the clutch oil.

Unfix the upper cover of the clutch upper pump to check the oil level,

please follow the steps to change the new clutch oil.

1.disconnect the clutch hose to the lower clutch nut on the top of the right side of engine, drain off the clutch oil from the hose and the upper pump, refix the hose to the lower clutch nut.

2.unfix the upper pump cover shown as D, put in the clutch oil, refix the cover.

tips: --please apply mineral oil or DOT4 brake oil.

--if the clutch oil was dropped onto other parts of the bike, please wipe it off to make sure the certain part is ok as usual.

--if the clutch doesn't work after changing the oil, please pull the level several times to empty the air in the hose.

-----upper triangle plate-----



Position adjustment.

There are two sets of fixing holes in the upper triangle plate for adjusting the handlebar according to the rider's height and riding habit.

-----spark-----



Cavity cap



spark

Replacing and fixing.

1. Pull out the cavity cap.
2. Turn the spark with a wrench by clockwise, pull out the old one.
3. Insert a new spark, turn it with a wrench by anticlockwise.

tips: --make sure the engine cools down when replacing the new spark
--examine the spark oftenly in case that the engine starts correctly

-----front fork-----



Both of the two suspensions could be adjusted. Riders could set the damping stroke of each absorber by turning the switch screw on the top.

Damping adjustment.

At the top center of the shock absorption column, there is a straight adjusting bolt. Turn the adjusting bolt clockwise to increase the oil pressure damping of the shock absorption. On the contrary, turn it anticlockwise to reduce the oil pressure damping of the shock absorption.

Empty the air.

At the top edge of the shock strut, there is a one-line adjusting bolt to discharge the excess air in the shock absorption column.

Turn the bleed bolt anticlockwise, after exhausting the excess air, turn clockwise to return to the original position.

tips: -- When using the bikes outdoors in the sun, please exhaust the air in the front shock absorber in advance.

--Please keep the front shock absorption clean and tidy, avoid bumping.

Change the shock oil.

It is better to change the Front shock oil annually when using the bike frequently .

--open the cover/cap at the top of the front fork by anticlockwise.

-drain off the original oil.

--Refill the new shock oil at 350ml for each shock, then close the cover/cap by clockwise.

tips: --Do not apply grease, lubricant and other liquids on the shock absorption outer wall to avoid any damage to the shock absorption.

--if the front fork oil seals need to be changed, please visit the motorcycle service center nearby you, and appeal to the professional mechanic.

tip: --please keep the front fork clean and dried. Avoid any damages.

-----rear shock-----



Adjusting the rear absorber.

There is a rotation compression nut on the top end of the spring(shown as A) . Adjusting the rotation nut can compress and release the spring to

adjust the preload of the shock absorber spring.

- tips: --The preload adjustment range of the rear shock absorption spring is in the range of 70-80kg. Please adjust according to your weight and needs.
- The rear shock absorption is equipped with nitrogen air bag. It is forbidden to deflate the nitrogen air from the air inlet at the top of the absorber.

-----Auxiliary fuel tank / saddle and seat-----



The auxiliary fuel tank is milky translucent, which is convenient to observe the capacity of the fuel tank from the side. The volume is 4000 ml. The top of the auxiliary fuel tank is equipped with a fuel filling port and a rotary fuel tank cap. There are two hoses on the top of the cap. The long hose is connected to the front main fuel tank. The fuel in the auxiliary fuel tank will be automatically replenished to the front main

fuel tank under the effect of air pressure difference in use. There are water storage holders on both sides , which can hold two bottles of drinking water.

tips : --When connecting the hose on the tank cap, it is necessary to pay attention to the sealing of the tank cap, and make sure there is no air leakage.

--If the tank cap is opened, and caused the air leakage, please use an air cylinder / air pump to connect with the short hose to pump air into the auxiliary fuel tank in order to have the gasoline replenished to the main fuel tank again.

Fixing :

1. Use two 30x6mm bolts to fix the front end of the auxiliary fuel tank at the two screw holes at the front end of the tailboard.

2. The ring buckle at the front end of the cushion is sheathed at the neck of the front end of the auxiliary oil tank.

3. Use a 50x6mm butterfly bolt to penetrate into the nut hole at the rear of the cushion from the bottom of the tail plate, and then tighten it.

-----chains and tensioner-----



Chains adjustment.

Drive chains need to be continually intensive under working condition.

Chain tensioner could adjust the chains status automatically, when the chains up & down range is over 3cm, please refix the intensity by hands.

1.After rotating the snail type adjusting plate at the wheel axle, the gap is gradually rotated to the appropriate position from small to large, so that the upper part of the chain is kept in a straight line, and the lower part of the chain is slightly loose, with a sag of 20-30mm.

2.Align the left and right positions of the rear axle adjusting plate symmetrically, and then tighten the lock nut of the rear axle.

tips: --please apply the cleansing oil to keep the chains tidy.

--Please check the status of the chain in time, and adjust & maintain it.

-----wheel spokes-----



Front wheel: spoke & nipple



rear wheel:long spoke+nipple+short spoke

There are 32 symmetrical spokes on the front wheel, with a nut on one end to adjust the length and strength of the spokes.

Rear wheel has 32 sets of two-stage spokes, long spoke+nipple+short spoke.

Long spoke on rear wheel: The spokes on the side of the rear sprocket are slightly longer, and the spokes on the side of the brake disk are slightly shorter.

nipple: two-way screw connects the two sections of the spoke.

Short spoke: Reverse thread, same length on both sides.

Spoke adjustment.

Check the intensity of the spokes frequently before using the bike, adjust the spoke condition immediately.

Use a wrench to turn the nipple to adjust the wheel rim, tighten it clockwise and loosen it anticlockwise

tips: --DO NOT use the bike under the condition of loose spokes.

--DO NOT overexert when adjusting the spokes .

-----**Rear brake foot peg**-----



Position adjustment.

Fixing holes are in the foot peg lever, riders could adjust the foot peg to the proper position and length.

1. Remove the foot peg.
2. Fix the peg to the proper fixing hole.
3. Fasten the nut which fixes the peg and the lever.

-----**Gear lever**-----



Position adjustment.

There is a bolt hole at the tail of the shift lever, and the user can adjust the high and low position of the shift lever according to the needs

1. Remove the folding peg.
2. Fix the folding peg to the proper fixing hole.
3. Fasten the nut which fixes the peg and the lever.

-----Rear sprocket-----



The fixing screw of rear sprocket is coated with screw glue when being built. If it needs to be unfixed, the screw can be removed after being treated by hot air blower.

tips: --please do not turn the screw directly without heating it.

X Maintenance

-----Radiator-----



Maintain the radiator.

When the radiator is covered by mud or dirt, please clean it firstly and check the wiring system whether it is blocked by the mud. This will avoid the failure of radiator cooling.

Change the coolant.

Open the coolant adding nut to check the capacity of the liquid, total volume is 600ml(normal temperature is at 20°).

1. Remove the water pump cover nut on the right side of the engine (shown as A), drain off the coolant, refix the nut.

2. Remove the coolant adding nut on the top of the radiator(shown as B), add in new coolant, refix the nut.

tips: --make sure the old liquid cools down before changing it.

-----Changing oil-----



Changing oil.

There is a peep hole on the right side crankcase cover of the engine(shown as B), riders could observe the oil capacity at any time.

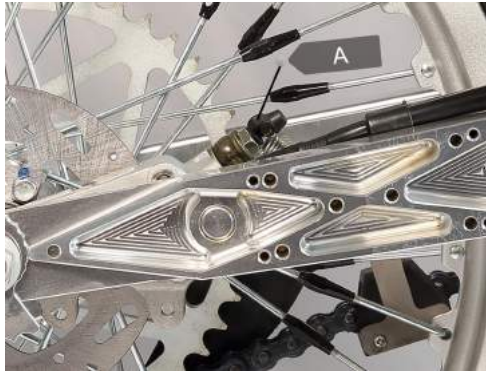
1. Take off the oil drain nut below the left side crankcase cover(shown as A) drain off the oil, refix the oil drain nut.

2. Open the oil adding nut which is on the top of the right crankcase cover(shown as C), add new oil, and refix the nut.

Oil capacity: 1000ml. Oil type: 15W-40 fully synthetic oil

tips: --it is better to change the oil afer 10-hours riding the first time. Oil changing frequence depends on the riding condition and riding times.

-----Rear Brake Oil-----



Change the rear brake oil.

1.remove the nut of rear brake lower pump(shown as A) , drain off the brake oil, and refix the nut.

2.open the rear brake upper oil tank(shown as B), put in new brake oil and refix the gap.

There is a transparent brake oil tank included in the rear brake upper pump , riders could observe the oil capacity at anytime in order to make sure the rear brake oil is in full condition.

tips: --please apply DOT4 oil.

--if the brak oil is dropped on some parts of the bike, please wipe it off , and make sure the certain part is good as usual.

--if the brake doesnt work after changing the oil, please tread the rear brake lightly several times, and let go the extra air.

-----**Air Filter**-----



Air-filter box



air-filter sponge

Cleaning the air-filter.

Remove the rear fender, air-filter boxed could be found, take off the four nuts which are used for mounting the sponge bracket, then, wash and clean the sponge with the help of soap or cleansing oil.

tips: --please clean the sponge frequently when the bike is used in a super dirty environment or bad conditions.

--Please keep the air-filter sponge dried, otherwise the engine is not easily started with a wet sponge.

-----Front light-----



tips: --please switch off the power button after riding, DO NOT keep the

light and power on if you plan to park the bike for a long period.

-----Tyre-----



Front tyre: tyre + inner tube

Size: 2.75*21' '

Tyre pressure: 0.8bar



Rear tyre: tubeless tyre

Size: 4.0*18' '

Tyre pressure: 0.8 bar

Tips: TW originally apply CST trials tyres . please keep the tyres in good serviced, make sure the tyre-pressure keep in a standard index.

KIND REMINDING

IF the problems are still not solved, please immediately contact the closest dealers or distributors of Tenaci-Wong for technical support.

Thanks

1. If a spare part needs to be repaired or replaced, it is recommended to go to a professional repair shop authorized by Tenaci-Wong.
2. Tenaci-Wong products will be constantly updated and

upgraded, and the products with better performance will be launched. If there are any parts inconsistent with the description in this manual, please refer to the actual products.

3. The contents of this manual are for reference only, and the right of final interpretation belongs to Tenaci-Wong.

XI Torque

Item	torque		Item	torque
Semi shaft of swingarm	50NM		footpeg	25NM
Rear shock triangle plate	50NM		Exhaust pipe	12NM
Rear wheel axle	40NM		Front subframe	25NM
Rear brake disc	25NM		chassis	22NM
Front wheel axle	15NM		Footpeg bracket	25NM
Rear sprocket	35NM		Handlebar grip	5NM
Handlebar clamp	25NM		Radiator cap	4NM
Front fork clamp	22NM		Front brake upper pump	
handlebar clamp nut	25NM		Clutch upper pump	
Steering clamp to the front fork	10NM		spoke	
Handlebar clamp screw	27NM		frame	40NM
Front brake lower pump	17NM		Front fender bracket	12NM

XII Service instruction

item	clean	check	adjustment	Oil it	replace	observation
tyre	Certain	Certain	If needed	-	Used	Check the

	frequency	frequency			degree	damage and flatulence
Front and rear wheel	Certain frequency	Certain frequency	If needed	-	Damaged degree	Check the intensity of the spokes
Braking system	Certain frequency	Certain frequency	If needed	-	Damaged degree	
Brake disc	Certain frequency	Certain frequency	-	-	Used degree	
Brake oil	-	Certain frequency	-	-	1 year	
Front fork	-	Certain frequency	If needed	-	Damaged degree	
Front fork oil	-	Certain frequency	-	-	6 months	
Rear shock	-	Certain frequency	-	Every washing	Damaged degree	
Front and rear sprockets	Certain frequency	Certain frequency	-	Every washing	Damaged degree	
chain	Certain frequency	Certain frequency	If needed	Every washing	Used degree	
Chain tensioner	-	Certain frequency	-	-	Used degree	
Frame and chassis	-	Certain frequency	-	-	Damaged degree	
Steering rack	-	-	-	-	Used degree	Check the steering space
Screws and nuts	-	Certain frequency	-	-	Damaged degree	Referred to torque
Clutch system	-	Certain frequency	If needed	-	Used degree	
Clutch oil	-	Certain frequency	-	-	1 year	
Driving oil	-	Certain frequency	-	-	6 months	
Cooling system	Certain frequency	Certain frequency	-	-	Damaged degree	Keep it clean
coolant	-	Certain frequency	-	-	1 year	
Cylinder block-cylinder end	-	Certain frequency	-	-	Used degree	

piston	-	Certain frequency	-	-	100 hours	60 hours if competes
connectors	-	Certain frequency	-	Every washing	Damaged degree	Clean and oil them
battery	-	Certain frequency	-	-	Used degree	Recharging after use
Throttle grip and throttle hose	Certain frequency	Certain frequency	If needed	Every washing	Damaged degree	Remain the tolerance of the hose and cables
Air filter	Certain frequency	Certain frequency	-	Every washing	Damaged degree	increase the service times under the extreme bad weather
spark	15 hours	Certain frequency	-	-	Used degree	
Fuel system	-	Certain frequency	-	-	Damaged degree	Check the fuel leak

XIII Technical details

Dimensions

Seat height	680mm
Auxiliary fuel tank height	830mm
length	2030mm
width	800mm
height	1150mm
Wheel base	1330mm
Ground clearance	320mm
Weight	83kg

Tyres

Front wheel	tyre	2.75*21" (CST TRIALS)
	Air pressure	0.8bar
Rear wheel	tyre	4.0*18" (CST TRIALS)
	Air pressure	0.8bar

Frame

type	Cromo steel frame
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Rear swingarm	CNC mortise and tenon aluminium alloyed swingarm	
Front fork	ZHENGLIN	
	Damping stroke	170mm
Rear shock	Double adjustable damping absorber	
	adjustable	Pre-loading of the spring and the length
	Damping stroke	170mm

Brakes

Front brake	type	BrakTek 185mm brake disc hydraulic system
	Brake caliper	4 piston
Rear brake	type	BrakTek 150mm brake disc hydraulic system
	Brake caliper	2 piston

Capacity

fuel	type	gasoline
	capacity	2 L
coolant	type	
	capacity	600 ml
Clutch oil	type	DOT 4
Engine oil	type	Full synthetic 4 stroke oil
	capacity	1000 ml
Braking oil	type	DOT 4

engine

size	200cc EFI	150cc EFI
type	Single cylinder 4 stroke	Single cylinder 4 stroke
Cooling system	Liquid cooled	Air cooled

Driving motion

clutch	Multi disc wet clutch	Multi disc wet clutch
Gear box	6 gear	5 gear
Secondary drive	chain (104/520)	

Contact us



Marshall@tenaciwong.com

www.tenaciwong.com

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