THE SCOOTER PARTS REGISTRY

Before You Order A Part — Checklist

Twelve checks that take ten minutes and prevent the single most common expensive mistake these machines produce.

Ten minutes with this sheet costs nothing. The alternative costs the part, the postage both ways, and the weekend you had set aside for the job.

THE ONE THING TO UNDERSTAND BEFORE THE LIST

The badge on your bodywork almost always belongs to the company that imported the machine, not the company that built it. The same engine is sold under many American names, and one American name may cover engines from more than one factory across different years. Searching by badge and model is searching by the weakest evidence you have.

THE TWELVE CHECKS

KNOW WHAT YOU HAVE

- [ ] Photograph the old part from three angles, including how it mounts
  The single most useful thing you can do
- [ ] Measure the old part and write the measurements down
  Use the mystery part measurement sheet
- [ ] Copy every marking off the old part, character for character
  Cast numbers are often the real part number
- [ ] Count the mounting holes and measure the spacing between them
- [ ] Note the connector type, pin count and wire colours if it is electrical

KNOW WHAT THE MACHINE IS

- [ ] Record the VIN
- [ ] Record the engine number off the crankcase
- [ ] Record the engine family number off the emission label
- [ ] Look the machine up and note the factory and related machines
  Other badges are worth searching under

BEFORE YOU CLICK BUY

- [ ] Check the listing gives dimensions, not just a model list
- [ ] Ask the seller for the dimension you care about if it is missing
  A seller who cannot answer is a seller to avoid
- [ ] Check the return policy before ordering, not after

HOW TO DESCRIBE YOUR MACHINE TO A SELLER

Sellers who know these machines are working from the engine, not the badge. Give them this, in this order, and you will get a useful answer:

1. The engine family number from the emission label, if you have it.
2. The engine code stamped on the crankcase, exactly as stamped.
3. The displacement and whether it is two or four stroke, air or liquid cooled.
4. The measurement of the part you need, with what you measured.
5. A photograph of the old part next to a ruler.
6. The badge and model — last, because it is the least useful thing you can tell them.

PRE-ORDER RECORD

PART WANTED

KEY MEASUREMENT mm

MARKING ON OLD PART

ENGINE FAMILY NUMBER

ENGINE CODE ON CASE

FACTORY IF KNOWN

SELLER

PRICE

RETURN WINDOW

WHAT YOU ASKED THE SELLER, AND WHAT THEY SAID

> **WHEN IT ARRIVES**
> Do not fit it straight away. Compare it against the old part on the bench first — the old-part-versus-new-part sheet on this site is built for exactly that, and the comparison is only useful while the new part is still returnable.

Need to work out what you actually own?

The Scooter Parts Registry is a free public record of the Chinese factories behind US-market scooters, ATVs and go-karts — brand, engine family, VIN prefix, factory and related machines. No account, no email.

thescooterparts.com/identify