

Fill this in once, with the machine in front of you. Everything a parts supplier, a registry or a DMV clerk will ask for is on this sheet, in the order you will be asked for it.

In the US market the name on the bodywork usually belongs to the importer who certified the vehicle, not to the factory that built the engine. The same engine is routinely sold under a dozen different American badges. Everything below is stronger evidence than the badge, so if they disagree, believe the stamped numbers.

Hold paper over the stamping and rub with a pencil

☐ Cleaned the pad and looked at it with a torch at a low angle

☐ Checked both sides of the crankcase

☐ Checked the top of the case behind the cylinder

☐ Photographed the stamping close up

Number recorded matches the photograph character for
character

4 • EMISSION CONTROL INFORMATION LABEL

This is the most useful label on the whole machine and the one most owners have never read. Vehicles certified for sale in the United States carry an emission control information label — usually a white or silver sticker under the seat, inside the storage bin, on the frame under the bodywork, or on the airbox. It carries the engine family number, which is issued per certificate and ties the machine to a federal record.

ENGINE FAMILY NUMBER

12 characters, e.g. starts with a year letter

MANUFACTURER NAMED ON THE LABEL

DISPLACEMENT STATED ON THE LABEL

 CC

MODEL YEAR STATED ON THE LABEL

ANYTHING ELSE PRINTED ON THE LABEL — COPY IT OUT

IF THE LABEL IS GONE

Faded, painted over or peeled off is normal on a machine more than a few years old. Work from the engine number, the VIN and the physical measurements on the next page instead. Missing a label does not mean the machine was never certified — it means the sticker did not survive.

5 • PHYSICAL FACTS THAT PIN THE MACHINE DOWN

When the paperwork has run out, these are what a supplier can actually work with. Measure them rather than repeating what the advert said.

FRONT WHEEL RIM SIZE

 in

From the tyre sidewall

REAR WHEEL RIM SIZE

 in

TYRE SIZE FRONT

Copy the whole marking

TYRE SIZE REAR

TWO OR FOUR STROKE

Does it take premix?

AIR OR LIQUID COOLED

Is there a radiator?

WHEELBASE

 mm

NUMBER OF CVT COVER BOLTS

CARBURETTOR OR FUEL INJECTION

6 • PHOTOGRAPHS TO TAKE BEFORE THE PANELS GO BACK ON

- ☐ The VIN stamping
Close enough to read every character on a phone screen
- ☐ The engine number stamping
- ☐ The emission control information label, flat on and in focus
- ☐ The whole left side of the engine including the CVT cover

- ☐ The carburettor or throttle body from above, showing every hose
- ☐ The wiring connector block behind the headlight
- ☐ Both tyre sidewalls, showing the full size marking

Keep these in one album on your phone. Nine out of ten parts questions are answered by a photograph, and you will not want to strip the machine again to take one.

7 · WHAT THE REGISTRY SAID

ENGINE BUILT BY (FACTORY)

CERTIFIED IN THE US BY

MODEL YEARS ON RECORD

REGISTRY ID

RELATED MACHINES AND BADGE TWINS WORTH SEARCHING FOR PARTS UNDER

MEASURE, DO NOT ASSUME

Two machines that look identical, carry the same badge and were sold in the same year can still take different parts. These vehicles are assembled from several component suppliers, and suppliers change — sometimes inside a single model year. Nothing on this sheet is a statement that a part will fit. It is a record of what you actually have, so that you can compare it against what you are about to buy.

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