

The GY6 Workshop Pack

Identification, transmission measurement, service records and the two diagnostic chains that cover most no-start faults. Seven sheets.

Seven sheets covering the four questions this engine keeps asking: what is it, what size are the parts in it, what has been done to it, and why will it not run.

WHAT THIS PACK IS NOT

It is not a workshop manual and it does not contain torque figures, valve clearances, jetting or timing specifications. Published values for those disagree between sources for nominally identical engines, and a wrong figure in a printed document does more harm than no figure at all. What this pack does instead is establish what you actually have, measure it, record it, and narrow a fault down to something you have observed.

WHAT IS IN THIS PACK

01	GY6 Engine Identification Chart	TSP-ID-03
	The measurements and observations that tell you which engine you have when the label is gone — recorded in the order a parts supplier will ask for them.	
02	Short Case Or Long Case? Measurement Sheet	TSP-ID-04
	One measurement and one count decide which drive belt, which wheel and which brake your engine takes. Take them before you shop, not after.	
03	CVT Belt Size Chart And Measuring Sheet	TSP-ME-02
	How to read the three numbers printed on a scooter drive belt, how to measure a belt that has no readable markings left, and a record sheet for the one you have.	
04	Variator Roller Measurement Sheet	TSP-ME-03
	Diameter, width and weight are three separate things, and a roller set is only interchangeable on all three. A record sheet with true-size circles and a weighing block.	
05	CVT Service Record	TSP-MA-05
	The transmission is the highest-wear system on a scooter and the least documented. One sheet for everything that goes in it, with the measurements taken each time.	
06	It Will Not Start — Diagnostic Chart	TSP-TS-01
	A structured way through the four things an engine needs, ending at an observation you can make rather than a part you should buy.	
07	No Spark — Diagnostic Chart	TSP-TS-02
	Working back along the ignition circuit from the plug, one component at a time, without replacing anything on spec.	

PRINT THIS AT ACTUAL SIZE

Several sheets in this pack carry scales, rings and bars printed at true size that you lay a part against. Those are only correct if the pack is printed at 100%. In the print dialog choose “Actual size” or “100%”, not “Fit to page”. Each sheet that needs it carries its own millimetre rule — check one with a steel rule before you trust any dimension in the pack.

FREE TO PRINT, COPY AND PASS ON

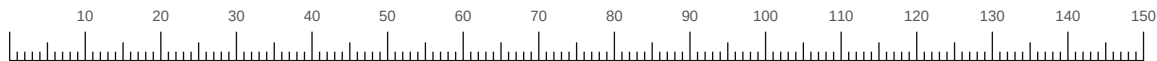
This pack costs nothing and always will. Print it, photocopy it, hand it to somebody in a club or a forum, leave a copy in a workshop. If you find a mistake in it, tell us and it gets corrected — every sheet carries a document number and a version so you can say exactly which one you mean.

GY6 ENGINE IDENTIFICATION CHART

WHAT THIS SHEET IS AND IS NOT

This is a record sheet, not a specification table. It does not tell you what your engine should measure, because the honest answer is that the same nominal engine was built to several different specifications by several different factories over fifteen years. What it does is capture what YOUR engine measures, so you can compare that against a part before you buy it rather than after.

PRINT CALIBRATION — CHECK BEFORE MEASURING



Lay a steel rule along this scale. The 150mm mark must fall at exactly 150mm. If it does not, reprint at 100% / "Actual size" with page scaling off — every measurement you take from a scaled sheet will be wrong.

1 • THE FOUR OBSERVATIONS THAT MATTER MOST

TWO STROKE OR FOUR STROKE

Is there a separate oil tank and does it smoke on start-up?

AIR COOLED OR LIQUID COOLED

Is there a radiator and coolant hoses?

CARBURETTOR OR FUEL INJECTED

Is there a throttle cable to a slide, or an injector and a fuel rail?

HORIZONTAL OR INCLINED CYLINDER

Does the barrel point forward or upward?

2 • CASE LENGTH

Scooter engines of the same displacement were built with different distances between the crankshaft centre and the rear axle. This is the single measurement most likely to make a CVT belt, a rear shock or a complete engine swap fit or not fit. Measure it rather than trusting a description.

CRANK CENTRE TO AXLE CENTRE

 mm

The defining case dimension

OVERALL CASE LENGTH

 mm

REAR SHOCK UPPER MOUNT TO AXLE

 mm

ENGINE MOUNT PIVOT TO AXLE CENTRE

 mm

3 • CYLINDER AND TOP END

CYLINDER BORE

 mm

Across the bore, if the head is off

CYLINDER BASE BOLT SPACING

 mm

NUMBER OF HEAD BOLTS / STUDS

SPARK PLUG THREAD SIZE	SPARK PLUG REACH	EXHAUST FLANGE STUD SPACING
mm	mm	mm
Measure across the thread	Threaded length	

4 · CVT SIDE

CVT COVER BOLT COUNT	VARIATOR OUTER DIAMETER	CLUTCH BELL INSIDE DIAMETER
	mm	mm
BELT WIDTH AS MEASURED	BELT LENGTH MARKING ON BELT	ROLLER DIAMETER × WIDTH
mm		mm

TRACE THE CVT COVER BOLT PATTERN HERE

5mm grid. Lay the cover on the page and mark each bolt hole centre.

5 · MARKINGS CAST OR STAMPED INTO THE CASES

Chinese crankcases usually carry cast marks, mould numbers and sometimes a factory logo that never appears in any catalogue. Copy them exactly, including anything that looks like a serial or a date. They are frequently the only surviving link to who made the engine.

MARKINGS, EXACTLY AS THEY APPEAR

SKETCH OR RUB ANY LOGO OR SYMBOL

A cast logo is worth more than a badge on the bodywork

6 · WHAT YOU CONCLUDED

ENGINE FAMILY NUMBER IF KNOWN	FACTORY IF KNOWN
DISPLACEMENT YOU BELIEVE IT IS	CONFIDENCE
CC	

High / medium / low — and be honest

WHY YOU CONCLUDED THAT — THE EVIDENCE, NOT THE GUESS

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.

SHORT CASE OR LONG CASE? MEASUREMENT SHEET

Two checks, five minutes, and the single most expensive guess on these machines stops being a guess.

CHECK ONE — COUNT THE CVT COVER BOLTS

The bolts around the outside of the transmission cover, on the left-hand side of the engine. Count every one, including any hidden behind the kickstart or the frame.

BOLTS COUNTED

ANY YOU COULD NOT REACH?

DATE CHECKED

CHECK TWO — MEASURE CRANK CENTRE TO AXLE CENTRE

This is the measurement that actually matters. Put a tape from the centre of the crankshaft — the middle of the variator nut behind the cover — to the centre of the rear axle. Centre to centre. Measuring to the edge of the case instead gives a number that no supplier and no other owner will recognise.

CRANK CENTRE TO AXLE CENTRE

SAME, IN MILLIMETRES

MEASURED OVER OR UNDER THE CASE?

 in

 mm

The short-case and long-case split, as reported by the owner community. Measure yours rather than assuming from the badge.

WHAT TO CHECK

SHORT CASE

LONG CASE

Bolts around the CVT cover

8

10

Axle centre to case

about 9.5 in

about 11 in

Wheel usually fitted

10 in

12 in

Drive belt

Shorter

Longer

TREAT THIS AS A STRONG HINT, NOT A RULE

This split comes from the owner community rather than from a manufacturer document, and there are exceptions — nine-bolt cases have been reported. Output shaft length and final gearing also differ between the two, so a case measurement narrows the search but does not settle whether a specific part fits. Measure the machine, then check the part against the measurement.

WHAT YOUR ANSWER DECIDES

Each of these is sized by the distance between the crank and the axle, which is why the measurement is worth taking before you buy any of them.

PART	WHY CASE LENGTH DECIDES IT
Drive belt	The belt runs between the two pulleys. A longer case needs a longer belt, and a belt that is close but wrong will slip, squeal or throw itself off.
Rear wheel	The two case lengths are commonly paired with different wheel diameters, so a wheel from one will foul or sit wrong on the other.
Rear brake	Drum sizes differ between the two, so a shoe set from one case type will not seat in the other's drum.
Rear shock	The upper mount to axle distance changes with the case, so a shock of the wrong eye-to-eye length will alter the ride height or not fit at all.
Complete engine	Swapping an engine across case types puts the rear axle in a different place relative to the frame. That is a fabrication job, not a bolt-in.

WHERE THIS STOPS BEING RELIABLE

This is a community convention, not a manufacturer specification. Cases with nine bolts have been reported, sitting between the two descriptions. Output shaft length and final gearing also vary independently of case length. So treat your measurement as narrowing the search, never as proof that a specific part fits — check the part against the measurement before you buy it.

YOUR RECORD

MAKE AND MODEL

ENGINE FAMILY NUMBER

ENGINE CODE ON THE CRANKCASE

DISPLACEMENT

 CC

WHICH DOES IT LOOK LIKE?

DO THE TWO CHECKS AGREE?

Short, long, or something in between

IF THEY DISAGREE, WRITE DOWN EXACTLY WHAT YOU FOUND

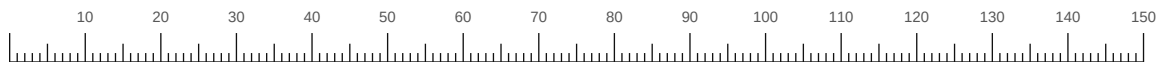
THIS SHEET RECORDS, IT DOES NOT RECOMMEND

Nothing here tells you which part to buy. It tells you what you currently have, in the units a seller works in. Machines built to the same nominal specification were fitted with different components by different suppliers, sometimes inside one model year, so the only reliable reference is the item in your hand.

CVT BELT SIZE CHART AND MEASURING SHEET

A drive belt is described by three numbers, and almost every wrong order comes from reading them in the wrong order or from measuring a belt that is already worn.

PRINT CALIBRATION — CHECK BEFORE MEASURING



Lay a steel rule along this scale. The 150mm mark must fall at exactly 150mm. If it does not, reprint at 100% / "Actual size" with page scaling off — every measurement you take from a scaled sheet will be wrong.

READING THE MARKING ON THE BELT

How a three-number belt marking is conventionally read

FIELD	EXAMPLE	WHAT IT DESCRIBES	HOW TO CHECK IT YOURSELF
First number	743	Outside length in millimetres	Run a string round the outer face of the belt and measure the string
Second number	20	Top width in millimetres	Measure across the wide flat face at its widest point
Third number	30	Angle of the sides in degrees	Compare the taper end-on against a known belt

THIS IS A TRADE CONVENTION, NOT A PUBLISHED STANDARD

Length-width-angle is how sellers, manufacturers and owners consistently use these three numbers, and it is consistent with what is printed on the belts themselves. We have not found a standards document that defines it. Treat it as a reliable reading convention and confirm it against the belt in your hand — which the width bars on this sheet let you do in about ten seconds.

THE MARKING WEARS OFF BEFORE THE BELT DOES

The printed marking sits on the flat outer face, which is the surface that runs against the clutch bell and the pulley faces. On a belt that has done real mileage it is usually the first thing to disappear. If yours is unreadable, measure instead — the next section is for exactly that.

MEASURING A BELT WITH NO READABLE MARKING

1. Lay the belt flat on a bench so it forms an oval, not a figure of eight.
2. Measure the top width — the wide flat face — with calipers, or against the true-size bars below. Take the reading at the widest point you can find, away from any glazed or frayed edge.
3. For length, lay a tape or a length of string round the OUTSIDE face of the belt, pull it snug without stretching the belt, and mark where it meets. Measure the string. That is the outside length.
4. For the angle, look at the belt end-on. Compare the taper against the profiles printed on the CVT belt gauge on the site — this sheet cannot show an angle at true size and a fraction of a degree matters.
5. Record all three below, and record how confident you are in each.

TRUE-SIZE WIDTH BARS — LAY THE BELT ACROSS THESE



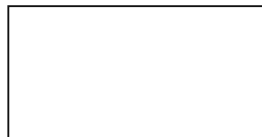
15 mm



16 mm



17 mm



18 mm



18.5 mm



19 mm



20 mm



21 mm



22 mm

Lay the belt flat across the bars and find the one whose height matches the belt's top width. If the belt falls between two bars, record the measurement to the nearest half millimetre rather than rounding to the nearer bar.

YOUR BELT

MARKING PRINTED ON BELT

Copy every character and space exactly

ANGLE IF KNOWN

 °

BRAND OR MAKER ON BELT

ANY OTHER NUMBERS ON BELT

DATE MEASURED

WEAR CHECK

A belt that has worn narrow will still fit, and will still slip. Comparing the measured width against the width printed on the belt tells you how much life it has had — and if you have no printed width, comparing against a new belt of the same marking does the same job.

WIDTH PRINTED ON BELT

 mm

WIDTH MEASURED NOW

 mm

DIFFERENCE

 mm

- ☐ Cracks across the ribs on the inside face
- ☐ Glazed, shiny sides
Suggests slipping
- ☐ Frayed or missing cogs
- ☐ Edges worn to a sharp taper
- ☐ Belt sits below the outer edge of the clutch pulley faces at rest

THE MACHINE IT CAME OFF

MAKE AND MODEL

ENGINE SIZE

cc

ENGINE FAMILY NUMBER

CASE LENGTH IF KNOWN

Crank centre to axle centre

VARIATOR OUTSIDE DIAMETER

mm

CLUTCH BELL INSIDE DIAMETER

mm

NOTES — WHAT THE OLD BELT WAS DOING BEFORE IT WAS REPLACED

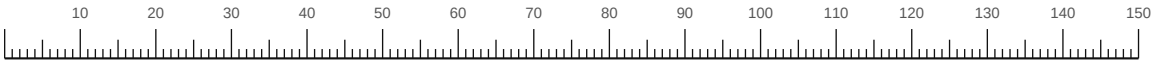
THIS SHEET RECORDS, IT DOES NOT RECOMMEND

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VARIATOR ROLLER MEASUREMENT SHEET

Rollers are described by two dimensions and a weight. Ordering on weight alone is the commonest mistake, because the same weight is sold in more than one size.

PRINT CALIBRATION — CHECK BEFORE MEASURING



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WHAT THE NUMBERS MEAN

How a roller size is conventionally written		
WRITTEN AS	MEANS	MEASURED HOW
16 × 13	16mm diameter, 13mm width	Diameter across the round face; width along the axis
A weight in grams	Mass of ONE roller, not the set	On a scale reading to 0.1g if you have one
A set of six	Six rollers of equal weight	Weigh each — uneven sets are common and are a fault

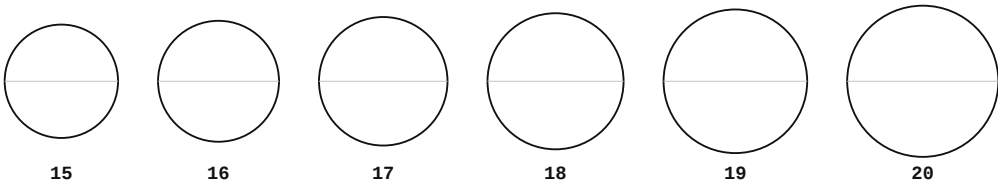
A WORN ROLLER MEASURES SMALLER THAN IT WAS SOLD AS

Rollers wear a flat where they run against the ramp. Measured across that flat, a roller sold as 16mm can read 15.2mm. Always measure across the widest part you can find, and treat the result as a minimum — if it measures 15.6mm it was almost certainly a 16.

MEASURING DIAMETER

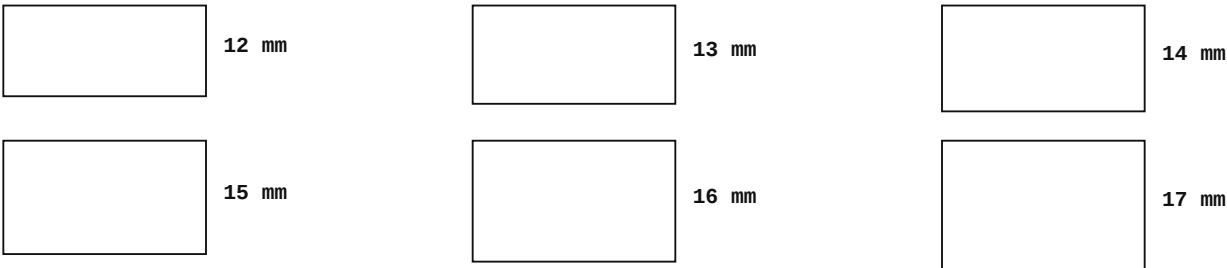
Rollers wear flat on the face that runs against the variator ramp. A worn roller measures smaller across the flat than across the round, so take the measurement across the widest point you can find and treat it as the minimum — the roller was originally at least that size, and probably the next standard size up.

TRUE-SIZE CIRCLES — STAND A ROLLER ON THESE



MEASURING WIDTH

TRUE-SIZE WIDTH BARS — LAY A ROLLER ON ITS SIDE ACROSS THESE



YOUR ROLLERS

Weigh and measure each one separately. Uneven wear across a set is itself a diagnosis: it usually means the rollers have been sticking rather than rolling.

ROLLER	DIAMETER MM	WIDTH MM	WEIGHT G	FLAT SPOT?	MARKINGS ON ROLLER

NUMBER OF ROLLERS FITTED

TOTAL SET WEIGHT

 g

WEIGHT PER ROLLER AS SOLD

 g

WEAR INSPECTION

- ☐ Flat spots on any roller
The roller has been sliding, not rolling
- ☐ Rollers of visibly different diameters in one set
- ☐ Cracked or crumbling outer material
- ☐ Scoring or grooves worn into the variator ramp plate
- ☐ Grease or oil inside the variator
Something is leaking where it should not
- ☐ Ramp plate sliders worn or missing

THE MACHINE

MAKE AND MODEL

ENGINE SIZE

 cc

ENGINE FAMILY NUMBER

VARIATOR OUTSIDE DIAMETER

 mm

BELT MARKING

DATE MEASURED

WHAT YOU WERE TRYING TO CHANGE, AND WHAT HAPPENED

THIS SHEET RECORDS, IT DOES NOT RECOMMEND

Nothing here tells you which part to buy. It tells you what you currently have, in the units a seller works in. Machines built to the same nominal specification were fitted with different components by different suppliers, sometimes inside one model year, so the only reliable reference is the item in your hand.

CVT SERVICE RECORD

Fill the machine block in once. Then one row per service, with the measurements taken before the old parts go in the bin.

THE MACHINE

MAKE AND MODEL	ENGINE FAMILY NUMBER	DISPLACEMENT
		cc
CASE: SHORT OR LONG	CVT COVER BOLT COUNT	VARIATOR OUTSIDE DIA
		mm

SERVICE LOG

DATE	MILES	WHAT WAS REPLACED	PART FITTED — EXACT MARKING	OLD PART MEASURED

BELT RECORD

DATE	MILES AT FITTING	MARKING ON BELT	WIDTH NEW MM	WIDTH AT REMOVAL MM	MILES IT LASTED

THE LAST COLUMN IS WHY THIS SHEET EXISTS

Published belt intervals for these machines vary wildly and none of them is about your machine. Two entries in that column and you have your own figure, which is the only one that accounts for how you ride and what the rest of your transmission is doing.

ROLLER RECORD

DATE	MILES	SIZE FITTED	WEIGHT EACH G	OLD ONES FLAT?	WHY CHANGED

CLUTCH, SPRINGS AND SLIDERS

DATE	MILES	WHAT WAS CHANGED	DESCRIPTION OF THE PART FITTED	EFFECT NOTICED

INSPECT WHILE IT IS OPEN

- ☐ Belt: cracks across the cogs, glazed sides, frayed edges, sharp tapered edges
- ☐ Rollers: flat spots, uneven diameters within one set, crumbling material
- ☐ Ramp plate and sliders: worn, notched or missing
- ☐ Variator faces: scored, stepped or grooved where the belt runs
- ☐ Clutch shoes: material remaining, even wear, no cracking
- ☐ Clutch bell: scored, blued from heat, or worn oval
- ☐ Any oil or grease inside the case
Something is leaking that should not be
- ☐ Case vent and air duct clear of dust and debris
- ☐ Crankshaft nut and clutch nut torqued and secure

OIL INSIDE THE CVT IS A FINDING, NOT A MESS

The transmission runs dry. Oil or grease inside it means a crankshaft seal, a gearbox seal or an over-greased bearing is leaking into it, and a belt that has been contaminated will keep slipping however new it is. Find the leak before fitting a new belt, or you will be fitting another one shortly.

NOTES

IT WILL NOT START — DIAGNOSTIC CHART

BEFORE YOU START

Petrol vapour ignites, batteries produce hydrogen, and a machine on a stand can fall. Work outdoors or with the door open, keep ignition sources away from the fuel system, disconnect the battery before touching wiring, and never run an engine in a closed space. This sheet helps you observe and record. It is not a repair manual and it does not know your machine.

An engine needs four things: a way of turning over, fuel, a spark at the right time, and enough compression to make use of them. Every no-start is one of those four. Work down in order and write down what you find.

1 Does anything happen at all when you press the starter — lights, a click, the starter turning?

YES Something is reaching the machine electrically. Go on.

NO Check the kill switch, the side stand switch if fitted, the main fuse, and that the battery is charged and its terminals are clean and tight. A machine that has stood for months is nearly always a flat battery before it is anything else.

↓ still not solved — go on

2 Does the starter turn the engine over at a healthy speed?

YES Cranking is fine. Go on.

NO A slow or clicking crank is a power delivery problem, not an engine problem: battery charge, terminal corrosion, earth strap, starter relay. Try the kickstart if it has one — if it starts on the kick, you have confirmed the fault is in the starting circuit and nowhere else.

↓ still not solved — go on

3 Is there fuel in the tank, and is it reaching the carburettor or injector?

YES Fuel is present. Go on.

NO Check the tank actually has fuel — gauges on these machines are unreliable. Check a manual tap is on. A vacuum-operated tap only opens while the engine is turning, so it will look shut when you test it cold. Look for a blocked filter and a kinked or perished hose.

↓ still not solved — go on

4 Take the plug out. Is it wet with petrol after several attempts to start?

YES Fuel is getting into the cylinder. The problem is spark or compression, not fuel delivery. Go on.

NO Dry plug means the fuel is not arriving. On a machine that has stood, a carburettor whose jets have varnished over is the usual cause and no amount of cranking will clear it.

↓ still not solved — go on

5 With the plug earthed against the engine and the engine cranking, is there a strong blue spark?

YES You have fuel and spark. Go on to compression.

NO No spark or a weak orange one is an ignition fault. The no-spark chart on this site takes it further. Hold the plug lead with insulated pliers and keep clear of the plug body.

↓ still not solved — go on

6 With your thumb over the plug hole and the engine cranking, does it push your thumb off firmly?

- YES** You have all four. The fault is most likely timing, or a fuel mixture that is present but wrong. Record everything and take the findings to someone who can see the machine.
- NO** Low compression points at the top end — valve clearances closed up, a burnt valve, or bore and ring wear. This is where a compression gauge stops being optional.

RECORD WHAT YOU FOUND

STEP	WHAT YOU OBSERVED	YES / NO	DATE

THINGS THAT ARE SPECIFIC TO A MACHINE THAT HAS BEEN STANDING

- ☐ Fuel in the float bowl has evaporated and left varnish in the jets
- ☐ Battery has self-discharged below the point where it will crank
- ☐ Vacuum tap diaphragm has perished and no longer opens
- ☐ Rubber fuel hose has hardened and is drawing air at the joint
- ☐ Rodent damage to wiring or a nest in the airbox
- ☐ Rust in a steel tank blocking the outlet
- ☐ Seized brake or a stuck clutch making it feel like it will not turn over

NOTES — WHAT YOU TRIED, AND WHAT CHANGED

WHEN TO STOP

Stop and get help if you smell burning insulation, if fuel is leaking anywhere, if the battery is hot or swollen, or if the engine turns over and then locks solid. None of those get better by trying again.

NO SPARK — DIAGNOSTIC CHART

IGNITION SYSTEMS BITE

An ignition coil produces many thousands of volts. Hold a plug lead with insulated pliers, never with bare hands, and keep clear of the plug body while cranking. Disconnect the battery before unplugging or probing connectors. If you are not comfortable doing this, this is the right point to hand it to somebody who is.

The chain runs: plug, plug cap, high tension lead, ignition coil, CDI, pickup, stator charge coil, and the kill and stand switches that can interrupt the whole thing. Check it in the order below — cheapest and most likely first.

1 Have you tried a different, known-good spark plug?

YES The plug is eliminated. Go on.

NO Do this first. A plug that is oil-fouled or cracked internally will show no spark and costs a fraction of anything else in the circuit.

↓ still not solved — go on

2 With the plug cap removed and the bare lead held about 5mm from the engine, is there a spark?

YES The cap is suspect — many unscrew from the lead and can be replaced on their own.

NO The fault is upstream of the cap. Go on.

↓ still not solved — go on

3 Are the earth connections clean, tight and actually earthing?

YES Go on.

NO A corroded earth or an engine-to-frame strap that has rusted through produces exactly the same symptom as a dead CDI, for nothing. Clean every earth back to bright metal before buying a single part.

↓ still not solved — go on

4 Have you eliminated the kill switch, the ignition switch and the side stand switch?

YES Go on.

NO All three interrupt the ignition circuit by design. A wet or corroded switch will kill the spark permanently. Unplug or bypass each in turn to test, then reconnect it.

↓ still not solved — go on

5 Are the connectors into the CDI and the coil clean, dry and fully seated?

YES Go on.

NO Push every connector apart and back together. Green corrosion inside a multi-pin block is common on a machine that has been outdoors, and it is invisible while the block is together.

↓ still not solved — go on

6

Does the ignition coil measure within a sensible range on a meter, primary and secondary?

YES

Coil is probably fine. Go on.

NO

An open circuit on either winding is a failed coil. Note that the correct resistance values vary between coils, so what you are looking for here is an open or a dead short rather than a specific number.

↓ still not solved — go on

7

Does the pickup and the stator charge coil show continuity rather than an open circuit?

YES

The generating side is intact, and the CDI is now genuinely a candidate. Record your readings before you buy one.

NO

An open winding under the flywheel cover is the fault. Check the wiring back from the connector first, because a chafed wire where the loom leaves the engine is far more common than a failed winding.

METER READINGS

WHAT YOU MEASURED	BETWEEN WHICH POINTS	READING	OPEN / SHORT / PLAUSIBLE

WHY NO RESISTANCE VALUES ARE PRINTED HERE

Published figures for these components differ between sources and between suppliers of nominally identical parts, and a wrong number leads people to condemn a good component. What a meter reliably tells you without any reference figure is whether a winding is open circuit, shorted, or somewhere plausible in between — and that distinguishes most failures on its own.

WHAT YOU FOUND, AND WHAT YOU CHANGED

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