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OWNERS MANUAL

PANTHER MOTORCYCLES



A MUST read for every owner

March 11, 2012
Erik Brinkman



Registration

- making it yours.

Owner Info

NAME:

ADDRESS:

CITY:

STATE / PROVINCE:

COUNTRY:

POSTAL CODE:

PHONE #:

EMAIL:

Motorcycle Info

MODEL#:

VIN #:

ENGINE SERIAL #:

TRANSMISSION SERIAL #



Purchase Info

NAME of DEALERSHIP:

ADDRESS:

CITY:

STATE / PROVINCE:

COUNTRY:

POSTAL CODE:

PHONE #:

EMAIL:

DATE of PURCHASE:



Panther Motorcycle

Owners Manual for the Panther R-Bike Model

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Thank You

- welcome to the family.

- We at the Panther Motorcycle Company would like to congratulate you on purchasing your Panther R-Bike Motorcycle and welcome you to our family.
- Our commitment to you does not end with your purchase. The Panther Motorcycle Company takes pride in our continued Customer Support through-out your ownership of your Panther Motorcycle. Any questions or concerns about your Panther Motorcycle can be directed to the Panther Motorcycle Company's Customer Service

Panther_customer-service@ErikBrinkman.com.

- It is very important that you read and understand the ENTIRE contents of this Owner's Manual. It is one of the most important tools provided with your purchase. This Owner's Manual will help you understand and enhance the enjoyment of owning your Panther R-Bike motorcycle for decades to come.

NOTE: • Please visit Our WebSite at "www.ErikBrinkman.com/Panther" for Owner's Manual Updates, Addendum, Corrections and Service Bulletins.

- IMPORTANT:** • Two aspects of this Owner's Manual are that adequate maintenance can be determined and that it is to be transferred as a result of the sale of your Panther R-Bike motorcycle to subsequent owners.
- The transferring of this Owner's Manual will enable the Panther R-Bike motorcycle to continue Customer Support for the life of your Panther R-Bike motorcycle.
 - This Owner's Manual is for all Panther R-Bike Motorcycles sold WorldWide.



FAQ'S

- important questions.

Total Communication

- If you have any questions or issues concerning your Panther you can speak to us directly at anytime via any WiFi connection directly from your bike. We can, with your permission, check all systems remotely and help answer any of your questions.

Turning Off Fail-Safe Features

- Your Panther has many fail-safe security and maintenance features. (in red)
Generally speaking, this bike is not for everyone.
The bike is for those who expect the highest quality and are willing to adhere to those standards.
- Some people will want to put cheap oil in their bikes and since we have a warranty twice the longest in the industry, we need to be sure that the bike cannot be abused beyond its capacity and so we have it self-aware of oil quality, heat buildups etc.
This assures that the bike will last a ridiculously long time.
- Changes in oil formulations are dealt with by the software updates.
It is just like your computer at home.
You get updates by plugging your bike into the internet.
- If you wish these features turned off, we can do this remotely, but the warranty will revert to a Cub 3yr-30k mile warranty as a result.
This may effect the overall value of your Panther.

When Traveling in Remote Regions

- If your bike is going to far fetched locations, you hook it in from that country and we send you the update and addendums applicable for that location.



General Info

- making it yours.

Pre-Ride Inspection Checklist

- Perform these inspections with the motorcycle engine turned OFF.
Contact your Panther customer-service if you have any questions on how to perform these guidelines or their meaning.

Tires:

- **The bike checks its tire inflation for you.**
The proper inflation levels are listed and the bike lets you know what the pressure is.
The recommended tire pressure should NEVER be exceeded or severe tire damage could occur.
Manually inspect the tires for cuts, cracks, embedded objects and uneven wear.

Mirrors:

- Manual inspection of the mirrors is important.
Clean and adjust the mirrors for proper vision.
The mirror faces are inexpensive and easy to replace.

Fuel Level:

DO NOT NEED TO CHECK

- The bike checks it for you.
If the fuel is dirty or the level is low, the bike will notify you.

Engine Oil Level:

DO NOT NEED TO CHECK

- The bike checks it for you and notifies you if the fluids are low.
If there is ever a problem with oil quality, pressure or level, the bike will notify you.

Transmission Oil Level:

DO NOT NEED TO CHECK

- The bike checks it for you.
If there is ever a problem with fluid quality or level, the bike will notify you.



Brakes:

DO NOT NEED TO CHECK.

- The brakes adjust automatically.
They are hydraulic and so there are also no cables to adjust (no binding, stretching, crimping, twisting, sticking, cracking, dragging, fraying, tearing, stretch or wear).
If there is ever a problem, the bike will notify you.

Clutch:

DO NOT NEED TO CHECK

- The clutch adjusts automatically.
There is no need to worry because it is hydraulic so there are no cables to adjust (no binding, stretching, crimping, twisting, sticking, cracking, dragging, fraying, tearing, stretch or wear).
If there is ever a problem, the bike will notify you.

Throttle:

DO NOT NEED TO CHECK

- The throttle is ball-bearing smooth and has no cable to adjust (no binding, stretching, crimping, twisting, sticking, cracking, dragging, fraying, tearing, stretch or wear).
If there is ever a problem, the bike will notify you and if safety requires, it will shut down.

Cables:

DO NOT NEED TO CHECK

- There is no need to check cables.
(no binding, stretching, crimping, twisting, sticking, cracking, dragging, fraying, tearing, stretch or wear).
because the Panther R-Bike HAS NO CABLES.

Tail and Brake Lights:

DO NOT NEED TO CHECK

- The bike will check these and notify you if there is a problem.



Turn Signals:

DO NOT NEED TO CHECK

- The bike will check these and **notify you if there is a problem.**
The turn signals are always on and blink off-on when in use so you always know your lights are working.

Headlight:

DO NOT NEED TO CHECK

- Be sure your headlight is properly aimed.
There is no need to check the headlight for looseness.
All fasteners are locked to keep moisture or dirt out of the headlight.
The lens need to be checked for cracks, even though it is made extremely strong.
The bike will check all three beam's operation and **notify you if there is a problem.**

Fasteners and Hardware:

DO NOT NEED TO CHECK

- There is no need to check any fasteners.
There is no need to pay special attention to
engine and transmission mounts, pivot shaft bolts, axles, brake caliper mounts, handlebar mounts, hand controls and foot controls.
- These and all other fasteners are already locked. They cannot come loose.
That means that not checking and adjusting fasteners cannot result in personal injury and/or loss of control of your motorcycle.
In addition there is no risk to the bike's warranty.

NOTE: • See Torque Values Table for proper fastener torque values.



Riding Equipment

- recommended how much is your butt worth to you ?.

Helmet

- Some jurisdiction require that a Helmet be worn while riding on a motorcycle on public streets. In some jurisdictions that rule even extends to off-road situations. We recommend that you check your local laws.

Clothing

- We recommend that you wear clothing that provides both protection and bright enough to make you easily visible to other traffic.

Eye and Face Protection

- The windshield on the Panther R-Bike is ballistic grade and yet are NOT to be considered eye or face protection. We recommend goggles or a face-shield when riding. Eye-Glasses are NOT usually made to protect a rider from wind or road debris. When choosing a Face Shield or Goggles, we recommend that they meet the following criteria:
 - They fasten securely and are free from scratches.
 - Do not obstruct side-views.
 - Are made of a fog resistant material (or have vents).
 - Made of a shatter-proof material.
 - Allow room for eye-glasses (if applicable)
 - If you choose tinted lenses, make sure that they do not reduce your vision, especially during nighttime and in tunnels.



Motorcycle Riding

- know your limitations and the limits of your bike ?.

- Your Panther R-Bike Motorcycle was built according to all applicable Motor Vehicle Safety Standards, required at the time of this publication and to stringent safety standards. In many cases we exceed these standards.
 - You must keep in mind that even with these safe-guards, your motorcycle is only as safe as its operator. Always remember to consider your experience, skill level and use of cautious judgement when riding your Panther R-Bike Motorcycle.
 - You are responsible for your own personal safety and the safety of your passenger (if applicable), this should be your priority all the time when you operate your motorcycle.
 - Additional responsibility for you the operator, is to understand and follow the operating instructions, as well as the traffic laws in the locations that you are riding in.
- IMPORTANT:**
- Although the owner's manual provides info for riders of motorcycles, it is not to be used as a substitute for qualified instruction on riding a motorcycle on public streets and hi-ways. In addition, individuals who ride motorcycles must be of proper age and must have the appropriate operator's license.
 - The Panther Motorcycle Company recommends a certified riding course(s). This will enhance your familiarization with the characteristics of a motorcycle and enforce proper riding techniques, safety practices and make you aware of local traffic laws and regulations.
 - Do not consume excessive amounts of alcohol or other drugs before or while operating motorcycle,.... as personal injury may result.



Accessories

- be careful, not all parts are created equal !.

- There are a lot of aftermarket accessories available for your new Panther R-Bike Motorcycle (many Harley-based accessories fit your bike).

Please be careful because many aftermarket parts are not of proper quality and can affect safety.

- The Panther Motorcycle Company cannot and does not make any recommendations for which accessories to select. The Panther Motorcycle Company does not perform any testing of aftermarket accessories on Panther Motorcycles and therefore cannot be responsible for any damage or injury that may occur from the use or installation of such items.
- It is crucial that the owner of a Panther R-Bike Motorcycle considers the factors of the added weight, including proper distribution in order to retain the proper weight balance of the motorcycle. In addition, the owner of a Panther R-Bike Motorcycle must pay special attention not to exceed the load rating of the motorcycle tires (located on the tire's sidewall).
- Any accessories added in place of the motorcycle's original equipment will not be covered under the motorcycle's warranty. Such determinations are at the discretion of the Panther Motorcycle Company.



Modification Prohibitions

- be careful !.

- Your Panther Motorcycle is an extremely well engineered product.
Any modifications are strictly prohibited.
Frame modifications may compromise the structural integrity and handling of your Panther R-Bike motorcycle and may lead to failure which could result in personnel injury or death.
 - Your Panther R-Bike motorcycle has been manufactured to meet or exceed all Government Motor Vehicle Safety Standards and must meet restrictions on engine exhaust emissions.
Any modifications of the Engine, Ignition System or Fuel System are prohibited.
 - Changes to these systems may result in poor performance, excessive exhaust emissions, or motorcycle failure.
Any changes will be immediately detected by the bike and it will no longer allow itself to be operated.
- IMPORTANT:** • Any alteration to the factory-installed, including removal or replacement with Aftermarket will void your Panther Motorcycle warranty in full.



Fuel Controls

- *no fuel, no ride.*

Fuel Supply Valve (PetCock)

- The Panther R-Bike Motorcycle is fuel injected.
As such it **needs no Fuel Supply Valve** (Petcock) to turn on/off.

Reserve

- There is a 1-quart reserve. In order to activate the reserve, you need to lean the bike over 45 degrees to its side.

Fuel Enrichment Lever (Choke)

- In an ordinary motorcycle, such a lever is used to help start the engine when it is at the same temperature as the surrounding air. With your Panther R-Bike motorcycle, such a lever is not needed.
The bike makes the needed adjustments automatically.



Throttle Control

- *handgrip.*

- The throttle control is located on the right hand-side of the handlebar and is operated with the handgrip.
- To **OPEN** and increase the throttle position, rotate your right hand toward you, your wrist will move downward.
- To **CLOSE** and decrease the throttle position, rotate your hand away from you. Your wrist will move upward.
- The throttle has a self-returning mechanism and should close enabling the engine to return to an idle condition when it is released.

WARNING: • Never remove your hand from the Throttle Control when riding your motorcycle. By doing so, loss of control of your motorcycle may occur so the Panther R-Bike detects when your hand is removed, so even when on cruise-control and the throttle resistance is eliminated, the hand must still be on the throttle.



Brake Controls

- be careful !.

Front

- The dual-piston hydraulic disk-brake is controlled by a hand-lever on the right side of the handlebar in front of the throttle Hand Grip with your fingers of your right hand.

Rear

- The dual-piston hydraulic disk-brake is controlled by a foot-lever on the right-side of the transmission. To activate the rear-brake system, gently press down with the ball of your right foot.

NOTE: • **Your Panther R-Bike Motorcycle is equipped with anti-lock brakes. they can be turned off with a switch on the right-side of the handlebars. Turning it off is recommended for off-road riding. When the motorcycle frame is stretched back out for road use, the ABS will automatically turn itself back on in case you forget.**

NOTE: • The rider can switch from independent brakes to proportional braking. Proportional Braking is often best for the beginner rider.

WARNING: • To maximize and safely operate your motorcycle's brake system:

- Always use a combination of Front and Rear Brakes, do not slow or stop your motorcycle using one brake.
- Maximum braking initiated by a rider should be done when your your motorcycles traveling in a straight line.
- Front and Rear brakes should be applied smoothly and evenly. For the best braking control do not apply the Front and Rear Brakes suddenly. If the ABS is turned off, it may cause your motorcycle's tire(s) to skid, which may result in loss of control of your motorcycle.
- Learn to use the proper amount of braking for different situations, such as terrain, road and weather conditions.



Clutch Control

- smooth hydraulic hand lever.

- The clutch is hydraulically activated by a Hand lever.
This Hand Lever controls the engagement of the Clutch.
The Clutch Hand lever is located on the left-hand side of the handlebar.
- To disengage the Clutch, pull the Clutch Lever,
pull the Clutch Lever toward the left-side handgrip with your left-hand fingers.
- To engage the Clutch, release the Clutch Lever gradually and slowly,
while operating opening the throttle control.

WARNING: • Before attempting to start your motorcycle, always disengage the Clutch and make sure that the transmission is in neutral position.
Failure to do so may result in your motorcycle lurching forward,
when the starter is engaged.
Personal injury or motorcycle damage may occur.



Turn Signal Switches

- know where they are..

- The Turn Signal Switch Buttons are located on the left and the right handed sides of the handlebar.
- To activate the respective Turn Signal Switch, depress and release the Turn Signal Switch Button. Since the front turn signals are easily viewable next to the gauge, there are no additional turn signal indicator lights needed.
- The Turn Signal will automatically deactivate at a preset time limit, or the Turn Signal may be deactivated manually by again depressing the Turn Signal Switch Button for the activated switch.

Mode #1: LANE CHANGE

- Press the respective Turn Signal Switch Button for 1-second, the Turn Signal Light will flash for 7-seconds, then self-cancel.

Mode #2: SLOW DOWN TO TURN A CORNER

- Press the respective Turn Signal Switch Button for 4-seconds, the Turn Signal Light will flash for 20 seconds, then self-cancel.

Mode #3: STOPPED AT A TRAFFIC LIGHT TO MAKE A TURN

- Press the perspective Turn Signal Signal Button for 4-seconds, the Turn Signal Light will flash for 75 seconds, then self-cancel.

NOTE: • All the above 3 Turn Signal MODS can be cancelled by pressing the respective Turn Signal Button an additional time.

Mode #4: HAZARD INDICATOR SIGNALS

- Depressing the left and right Turn Signal Switch Buttons together, will activate the Hazard Indicator Signals. By pressing both left and right Turn Signal Buttons at the same time for 1-second, the Hazard Indicator Signals will be activated. The Hazard Indicator Signals will remain activated until canceled. To cancel the Hazard Indicator Signals, press the left and right Turn Signal Buttons together for 1 second.



Engine Run/Stop Switch

- stop and go.

- The Engine Run/Stop Switch is located on the right-hand side of the handlebar. The Engine Run/Stop Switch must be in the "RUN" position before attempting to start your motorcycle.
- Depressing the Engine Run Switch to the "RUN" position allows the engine to start and run.
- Pushing the Engine Run Switch to the "OFF" position will stop the engine and not allow it to start.



Engine Electric Start Button

- *too easy*

The Engine Electric Starter Button Switch is located on the right-hand side of the handlebar.

- Make sure that the transmission is in the neutral position.
The neutral indicator light (green) should be illuminated.
- Engine Run Switch is in the "RUN" position.
- Make sure t your FOB (little panther Flash stick) is within 3 feet of the bike.
- Enter your password on the iPod.

(If someone tries to start you bike without these procedures, the iPod will take their picture and WiFi it to us.

The alarm will sound, the bike will shut down and the brakes will lock.)

- Push "START" on the Electric Starter Button Switch to engage the starter motor, releasing the start button disengages the starter motor.

WARNING: • Engaging the Starter Motor for more than 5-second intervals can result in overheating the Electrical and Starter Systems, which may cause damage, so the Panther Motorcycle will not allow the starter to be engaged more than 5-seconds at a time and then will not allow it to be activated again until the temperature of the Starter comes down.



Motorcycle Horn

- please be respectful.

- The Horn Button Switch is located on the left-hand side of the handlebar.
- Push "HORN" on the Horn Button Switch to activate the horn.
- Releasing the Horn Button Switch will deactivate the horn.



Headlight High / Low Switch

- three beam.

- When the bike is running, the Headlight is ALWAYS on.
The Headlight Beam Switch is located on the left-hand side of the Handlebar.
The Headlight Switch is a rocker type of switch
and does not have to be held in position to activate the beams.
- The Panther comes with a THREE beam headlight.
There are Low, High or "Extra-High" beams.
- There is no "**LOW**" beam switch because low beam is always on.
- Depressing the switch marked "**HIGH**" will activate the High Beam of the Headlight,
in addition the blue indicator light will become lit.
- For "**EXTRA HIGH**", hold down the switch in the high-beam position.
This will cause both the Low and High beams to shine together.
This is handy for signaling when passing
or for an extra good look when needed for safety.



Brake Light

-Letting them know, so they don't plow your butt..

- The Brake Light is integrated into the Rear Turn-Signals of your motorcycle. When either the Front or Rear Brakes are applied, All rear lights (tail lights and turn lights) are on all the time and become brighter when the brakes are applied. This way you can always see if a light is not working.
- If you apply the brakes very hard, the brake light will "quiver/pulse" to give extra attention to any drivers behind you.



RearView Mirrors

- inexpensive to replace, easy to rebuild.

- Rear View Mirrors are attached to the left and the right-hand sides of the handlebar. The Mirrors are adjustable to provide optimal rear-view vision.
- Make certain that both Mirrors are adjusted so you can see around your body, and about one half of the lane directly behind you, in addition to as much of the lane next to you as possible.
- Use both of your Mirrors to their fullest potential.
- Check both Mirrors frequently to view traffic changes occurring around you.

NOTE: • Objects in both mirrors are closer than they appear.

WARNING: • Do not attempt to adjust the Mirrors when your motorcycle is moving. Removing a hand from the handlebar may result in a loss of control of your motorcycle, which may result in damage to your motorcycle, personal injury or death.



Center Stand

- Firmly planted.

- The Center-Stand is the device that keeps your Panther Motorcycle upright when you are not riding it.
It is otherwise known as the Skid-Plate or Bash-Plate.
It is made deep enough to hold all 4 quarts of oil in case of a seal failure.
- When riding your motorcycle the Center-Stand must be placed in the "**UP**" position.
- When parked, ease the Center-Stand to the "**DOWN**" position.

WARNING: • Do not park your Panther R-Bike Motorcycle on non-level surfaces, or loose terrain such as sand, loose dirt or hot asphalt. Such surfaces may allow your Center-Stand to sink unevenly, thus creating the potential that may allow your Panther Motorcycle to fall over.

- The Center-Stand can support the weight of the bike, two passengers and lots of luggage when is in the "DOWN" position.
- Be sure the Center-Stand is completely in the "UP" position before riding your Panther R-Bike Motorcycle.
If the Center-Stand is not completely in the "UP" position when you are riding, then the potential of the Center-Stand to drag or catch on the road surface may occur which can result in an accident or create an unstable riding condition.



Instrumentation

- Everything you ever wanted to know

- Your Panther R-Bike Motorcycle is equipped with a unique single Gauge that is located in the Instrument Pod at the front-top of the fuel tank angled for optimum glare-free viewing.
- The Panther uses an iPod with up to 26 displays and 78 sensors. and the Cub used a Harley Style mechanical Gauge (the first 8 readings).
- The gauge displays the following instrumentation:

Standard Package

1. Speedometer
2. Tachometer (RPMs)
3. Odometer
4. Trip Odometer
5. Gear Indicator
6. Fuel Level
7. Oil Pressure
8. Voltage

9. Oil Level
10. Tranny Oil Level
11. Clock
12. Tire Pressure
13. Power Level
14. Frame Shape
15. Diagnostic Codes (for servicing)

Extreme Package

16. Fuel Temp
17. Oil Temperature
18. Cylinder Temperature
19. Tranny Oil Temperature
20. Brake PSI (front and rear)



21. Brake Temperature (front and rear)

Explorer Package

- 22. GPS
- 23. Compass
- 24. Ambient Temperature
- 25. Incline Angle
- 26. Altitude

THEN THERE IS

- Headlight Hi-Lo indicator (on the Headlight)
 - Turn Signals (the edge can be seen by the Rider)
-
- Your Panther is very self-aware.
It monitors the condition / acidity / solids of the fluids (engine, tranny oils)
It monitors the brake pressure, and many other systems in the background
and lets you know if there is a problem. (78 sensors).
This greatly reduces the need for many of the pre-ride checks
needed with other bikes.
If there is a problem, a warning will appear on the iPod screen.



Transmission Operation

- smooth as silk at any speed.

- Your Panther R-bike motorcycle's transmission is either a 6-speed, 7-speed or 7-speed with a reverse. A fully automatic version will be available in the future.
- The Shift-Lever is located on the left-side of the transmission and mounted on the frame's short-spar. 1st gear is all the way down. Neutral is one up from first. 2nd gear is one up from neutral. each additional gear is up from the one before it. When the motorcycle's transmission is in neutral and the ignition switch is turned on, a Green Neutral Indicator Light on the Speedometer will be turned on.

Gear Shifting

- Proper gear shifting results in smooth acceleration and deceleration. Shifting the transmission gears is much smoother than would be expected, because of the nano-diamond (DLC) coating on the gears (not available on the 6-speed). Improper or abusive shifting of gears may result in a loss of control of your motorcycle. The following procedures should be used as a guideline for proper gear shifting :
 - Start your motorcycle as described in this Owner's Manual.
 - Fully disengage the Clutch by pulling the Clutch Lever toward you.
 - Gently press down on the Shift Lever with your foot to engage 1st gear.
 - Slowly release the Clutch lever while carefully opening the throttle by turning the Throttle Handgrip towards you.
 - Sudden changes in Throttle opening may cause the rear tire to spin.
 - When your motorcycle reaches the desired speed, pull on the Clutch Lever to disengage the Clutch and use your left foot to pull upwards on the Gear Shift Lever to shift the transmission into 2nd gear.
 - Slowly release the Clutch Lever to engage the Clutch



while opening the Throttle to accelerate.

- Remember to fully disengage the Clutch every time you shift gears.
- It is important to shift to a higher gear (3-4-5-6-7) as your speed increases and to shift to a lower gear (7-6-5-4-3-2) as your speed decreases.

- WARNING:**
- Excessive throttle opening may induce loss of control of your motorcycle, not enough of a throttle opening may cause your motorcycle to lurch or stall.
 - Your Panther comes standard with "Anti-Spin" technology to prevent the tire from spinning and losing traction if you give it too much throttle.
 - We suggest you keep the feature turned on when on pavement. While riding off-road you will want it turned off. The switch for that feature is on the right-side of the handlebars next to the thumb-ring used to dial the bike's power level.

DownShifting

- Be careful that your motorcycle has slowed down enough to shift into a lower gear. Special attention should be given when downshifting into 1st Gear, especially when riding downhill on slippery roads. When downshifting please keep the following guidelines in mind:
 - When downshifting, reduce the engine RPM / Speed by reducing the Throttle opening and pull the Clutch Lever to disengage the Clutch.
 - Push the Gear Shift Lever DOWNWARD with your left foot, release the Clutch Lever smoothly and apply the correct amount of Throttle opening. Repeat the process every time you downshift to a lower gear.
 - When coming to a complete stop, make sure you downshift back to 1st Gear. Perform all downshifting before coming to a complete stop. Use your brakes to slow the bike. Do not use the transmission to slow your bike.
- WARNING:**
- Be careful not to downshift too soon or into too low a gear. Your motorcycle may lurch and the sudden change in power may cause the rear tire to skid resulting in the loss of control of your motorcycle.



Engine Starting / Stopping

- very straight forward

- The following procedures will help you obtain the best results when starting your Panther R-Bike Motorcycle.

Cold Start Procedure

- A "COLD" start is defined as starting your motorcycle when the engine's temperature is about the same as the ambient / surrounding air temperature.
- Follow the numerical sequence below when starting a "COLD" engine:
 1. Place the transmission in the Neutral Gear position by moving the Gear Shift Lever.
 2. Push "RUN" on the Engine Stop/Start Switch.
 3. Turn the Ignition Switch to the "ON" position.
This should illuminate the Neutral Gear Indicator (green light) located in the gauge. If the green light does not come on, recheck the Neutral Gear position.
 4. Pull the Clutch Lever toward you to disengage the Clutch.
 5. Press and hold the Starter Button to engage the Electric Starter.
Release the Starter Button when the Engine starts up.
(the starter will only operate for 7 seconds at a time).

WARNING: • The Electric Starter WILL NOT operate more than 7-seconds at a time. This is to prevent damage to the Starter System that overheating may create. The Starter Motor will not allow itself to be reused until it has cooled down (sometimes up to 30 seconds).

IMPORTANT: • Do NOT dismount your motorcycle while the Engine is warming up. It is possible that your motorcycle may jump into gear or fall over.



Hot Starting Procedure

- The motorcycle senses what it needs to do so a HOT start is the same as a COLD start.
Any additional fuel (choking / fuel enrichment) are determined by the motorcycle.

Shutting Off Your Motorcycle

- Stopping your motorcycle's engine is an easy task:
 - Shut down the Engine by engaging the Engine Run / Stop Switch to the "OFF" position.
 - Turn the Ignition Switch to the "OFF" position.



Refueling

- Remember, gas go boom.

- The following procedures should be followed when refueling your motorcycle:
 - Shut off your motorcycle's Engine.
 - Lower the Center Stand.
 - Open the Fuel-Filler Cap.
 - Fill the Fuel Tank until the fuel is 2-inches below the top.
(DO NOT OVER-FILL THE FUEL TANK !)
 - Close the Fuel-Tank Cap.

NOTE: • **Be very careful when refueling your motorcycle.**
DO NOT allow any open flame or sparks near your motorcycle.
Clean up any fuel spill right away.

Fuel Requirements for your Motorcycle

- Panther motorcycles come with either a Gasoline or Diesel Engine.
Gasoline engines are made to adjust automatically to the octane of the fuel you put in them.
so no fear of engine damage exists.
- Any gasoline from 87-92 octane is fine.
The lower the octane, the more energy per gallon.
All gasoline is run through a 2-stage particle filter plus a water separator filter (like in snowmobiles).
This allows a very wide variety of fuel qualities to be used so that the bike can operate anywhere in the world.
- Diesel engines come with an additional Wax Filter, allowing it to run #1, #2 or bio-Diesel.
(Check your local laws as to any fuel restrictions).

WARNING: • Be extremely cautious when re-fueling your motorcycle.
DO NOT allow any open flame or sparks near your motorcycle when re-fueling.
Make sure that Fuel does not spill on the motorcycle's HOT ENGINE.
Clean up any fuel spills right away.
All Panther Motorcycles come standard with a small Fire Extinguisher.



Break-in Procedure

- Be good to you new engine and she be good to you.

- Valvoline Mineral based oil is used during the Break-in Period.
Synthetic oil is far too slippery to allow proper break-in.
The Motorcycle will allow Valvoline 20W40 to be used
ONLY during this period of time.
- A gallon (4 quarts) of this oil is provided with the purchase of your bike.
4 Quarts are installed, 4 Quarts go in after 500 miles, 4 Quarts go in after 1000
The Panther Motorcycle has a Break-in Procedure programmed in.
The Panther's Engines are build for extreme use
but require a proper break-in process that it controls
to prevent any Engine damage during the break-in period.
It is, therefore, impossible to improperly break-in your motorcycle's Engine.

NOTE: • The figures below are for the Gasoline engines only.
The Diesel Engines require twice the Break-In miles.

50 Miles (80 Kilometers)

- The first 50 miles are most critical for new Pistons and Rings to properly break-in.
If this stage is improperly done and the engine speed is excessive
or the heat builds up too much or the speed is not varied often enough, damage can result.
As such your Panther motorcycle spends these first 50 miles of break-in with us

NOTE: This procedure is done at our factory prior to delivery.

500 Miles (800 Kilometers)

- The next 500 miles should be spent
running your engine no faster than 3,500 RPM or 50 MPH.
The Bike automatically restricts itself to those figures.
The engine speed needs to be varied often (never run too long at a steady speed):

1. Go up hills
2. Do not go at too low an RPM.
3. Ride at hi-way speed for 15 minutes at a time.



4. Avoid prolonged idling

- **The oil must be changed after this first 500 miles.**

The bike's computer will record whether these procedures are followed.

If you run it at a steady speed too long, or lug the engine,

or do not change the oil when required, **the bike will let you know.**

the bike will beep a warning. If the warning is ignored, the bike will shut down.

- NOTE:**
- Lugging the engine
or running the engine prematurely at sustained high-RPM
may result in damage to the pistons and other engine parts.
The bike will warn you if you do this
and shut itself down if you continue

1000 Miles (1600 Kilometers)

- For the remainder of the first 1000 miles,

The engine can be run in a normal but conservative manner.

You can be more liberal with the engine's RPM range.

The RPMs are automatically limited to 5,500 RPM

and your motorcycle can be run at normal hi-way speeds.

The engine speed needs to be varied often (never run too long at a steady speed):

1. Go up hills
 2. Do not go at too low an RPM.
 3. Ride at hi-way speed for 15 minutes at a time.
- Avoid overheating or putting a large strain on the engine,
or the motorcycle will automatically reduce its power to compensate
or shut itself off if needed.

- NOTE:** If the computer detects any Drag Racing, Dyno Runs,
Excessive Speed or overloading (as with a trailer or sidecar),
the bike will shut itself off.



After 1000 Miles

- After 1000 miles again change the Oil and clean the Oil Filter.

The oil is changed to Mobil-1 15-50 Synthetic

The motorcycle will then be able to operate normally.

The Rev Limiter goes up to 6,500 RPM.

- NOTE:** • If you forget to change the oil at the required intervals , the motorcycle will know and warn you. If you ignore the warning, your motorcycle will refuse to run until you change the oil and put in the proper oil (Every oil has its own unique signature that the computer can recognize)



Maintenance

- We help all we can.

- **The bike automatically performs a complete diagnostic** and list a complete report of any maintenance needed. Any adjustments to the fuel system or other complex or restricted systems can be performed over the Internet by Panther Motorcycle Company directly.
- The hi-performance character of your Panther R-Bike Motorcycle requires essential maintenance to keep it in top condition. Read your pre-ride check-list every time you ride your motorcycle. Problems that stay unresolved can result in breakdown or accident or cause your bike to turn itself off.

WARNING: Your motorcycle engine should be turned-off (stopped) before any servicing attempt is made. The motorcycle should be securely supported and the servicing should be done in a well-lit and ventilated area using the proper tools.

IMPORTANT: To ensure the safe operation of your motorcycle and to maintain the motorcycle's proper lifespan, it is important to follow the recommended guidelines and perform the scheduled maintenance in a timely manner.

If you forget to do the required maintenance, the bike will remind you.

If you ignore the reminder, the bike will shut itself off until the service is done.

That way, your bike is sure to last for many decades and retain an excellent and predictable resale value.



Checking Engine Oil

- The Panther motorcycle automatically checks the oil level, temperature, and quality of the engine's oil.
- **If there is an issue, the bike will let you know.**
If the problem is ignored, the bike will warn you.
If you ignore the warnings, the bike will refuse to run.
- You must use ONLY Mobil-1 15W50 Synthetic oil for Heavy Use or the Motorcycle will refuse to run.
If you add more than the required amount of oil, it will tell you and will refuse to run until the normal oil-level is restored.

Oil Filter

- If the Oil Filter get dirty, the bike will let you know.
If you do not clean it, the bike will let you know.
if you ignore the warnings,
the bike will refuse to run until the filter is cleaned.

Transmission Oil

- The Panther Motorcycle automatically checks the oil level, temperature, and quality of the transmission's oil.
- **If there is an issue, the bike will let you know.**
If the problem is ignored, the bike will warn you.
If you continue to ignore the warning, the bike will refuse to run.
- You must use ONLY Mobil-1 70W Synthetic oil or the Motorcycle will refuse to run.
If you add more than the required amount of oil, it will tell you and will refuse to run until the normal oil level is restored.

Spark Plugs

- Panther Gasoline Engines must use 2 Iridium-Platinum Quad-Tipped Spark Plugs. They should last 100,000 miles (160,000 Kilometers).
If any issue develops, the bike will let you know.
if you ignore the warnings, the bike will run on one plug until the plugs are replaced.
It will continue to remind you.



Throttle System

- The throttle is "fly-by-wire" and has no cables to inspect, adjust, fray, bind, tear or otherwise wear. There are, therefore, no checks or maintenance needed.
- **If there is a problem, the bike will let you know.**
The system is redundant. If a wire breaks, another wire takes over. If they both break, the throttle shuts off.

Brake System

- Your Panther Motorcycle comes with Dual-Piston Hydraulic Disk Brakes. The disks are Stainless Steel Brembo. The Brake system has special Anti-Lock Bosch system developed exclusively for Panther.
- The bike monitors the Brake-Pad wear, Brake Fluid Levels, Brake Pressure (Master Cylinder) and Brake Temperature.
- **If there is a problem, the bike will let you know.**
If the problem persists and you ignore it, the bike will warn you only so long and then stop itself and turn itself off.
- The brake system must ONLY use DOT-4 Mobil Synthetic brake fluid. If any other fluid is used, the bike will refuse to run. We recommend that the brakes be serviced by a professional. Therefore, working on your brakes requires the "Mechanics Key".

Tires

- Your Panther Motorcycle Tires provide stability and traction. Tires that are in poor condition can result in an unstable motorcycle, creating riding conditions that can be dangerous and result in injury or death.
- Your Panther Motorcycle comes equipped with Metzeler Tires.
- We recommend these over all others because they are a good balance of both "sticky" and long lasting and behave very well on wet roads. Please DO NOT skimp on your tire selection for the sake of price.



- The bike automatically and continuously checks the tires for proper inflation.
- When you ride off-road in rocky areas, it might be an advantage to let some of the air out of the tires.
- If your pressure is below the recommended level for street riding, the bike will not let you go fast on the street until you increase the tire pressure to safe levels.
- Over inflated tires can fail.
Do not over-inflate tires or the bike will warn you to let some of the air out. If you do not, the bike will refuse to run.
- If your tire pressure is a bit low, the bike will only run slow.
If your pressure is too low, the bike will let you know.
If you ignore the warning, the bike will refuse to run.
- Check the tires for worn and uneven tread. Excess wear or cracked side-walls can result in dangerous handling or tire failure resulting in injury or death.

Wheels

- Your Panther Motorcycle Wheels provide stability.
Wheels that are in poor condition can result in an unstable motorcycle, creating riding conditions that can be dangerous and result in injury or death.
 - Check the wheels often
to make sure the wheel balancing weights are still attached to the rim.
 - If your wheels are out of balance, the bike will let you know.
If the wheels are out of balance enough,
the bike will reduce its speed to keep the ride safe.
 - Check the Wheels for cracks, dents or other surface defects.
 - If the wheels bearings do not perform properly, the bike will let you know
and if you ignore the warning long enough, the bike will stop running.

Battery(s)

- Your battery(s) do not have any fluids to spill or any maintenance to perform.



They are 100% maintenance-free and are part of the 6-year 60,000 mil warranty coverage. The connectors are Gold-Plated so they will not corrode and do not need to be checked. Where the copper wire meets the connector it is coated in Silicone and then covered in a heat-shrink teflon sheathing.

- The connectors are locked onto the battery so they will not come loose. The Batteries come with special connectors. The connector for the negative post is different than the connector for the positive post. They are also different color coded.
- If you try to connect the wrong wire to the wrong post, the circuit breaker will keep the electrical system from damage.
- **If there is a problem with the battery, your bike will let you know.** Your Panther Motorcycle comes with a Lithium-Ion Battery.
- The Panther has 2 Battery compartments, so you can install an extra battery or use the second sealed compartment for storage.

Fasteners

- All fasteners are locked. www.stage8.com

Critical systems are key-locked. www.mcgard.com/security/intimidator.asp

- **Fasteners cannot come loose** when installed correctly and so do not need to be checked. All fasteners are coated at the factory. The coating comes off if a tool is used on a fastener. If a fastener coating is off, then the Panther Motorcycle Company takes no responsibility for the tightness or condition of that fastener.



Warranty

- be careful !.

- Your Panther R-Bike Motorcycle comes with a 6-year 60,000 mile (100,000 km) warranty.
- Electronics is warranted for 3 years as long as the impact load sensor on the bike does not exceed warranted levels. The warranty also does not cover water damage if the sealed electronics containers are opened.

NOTE: • Warranty service WILL NOT be covered unless pre-authorization is obtained. Contact the Panther Warranty Dept.

Panther_Warranty.Dept@ErikBrinkman.com

- This warranty does not cover inconvenience, loss of use of your motorcycle or transportation to and from a service facility.

NOTE: • The owner may choose to have the Panther's automatic security and maintenance features turned off. If so, the warranty reverts to a 3 yr 30k mile Cub level warranty.

Pollutant Emissions Warranty

- Your Panther Motorcycle is equipped with a catalytic convertor using a metal substrate rather than a ceramic substrate. This is to allow it to operate in extreme off-road conditions without cracking.
- The fuel-injections system in conjunction with the catalytic convertor and the motorcycle's computer assure that emissions standards exceed any required by law.
- The Catalytic material is made to last about 20,000 miles. The canister then needs to be easily replaced. *Your motorcycle will let you now when it is in need of replacement.*
 - This warranty does not cover inconvenience, loss of use of your motorcycle or transportation to and from a service facility.



- Panther shall not be liable for ANY other expenses, loss or damage, whether direct or indirect, incidental, consequential or otherwise arising in connection with the sale or use of or inability to use your Motorcycle.
- NO dealer is authorized to modify the Emissions Control System.
- Only Panther approved parts may be used for maintenance or repairs, but any parts used that are not made by Panther Motorcycle Company are not warranted and Panther Motorcycles accepts NO liability for these parts. The owner is responsible to initiate ALL maintenance on their motorcycle.
- The Warranty Period begins on the date that the motorcycle is delivered to the initial Retail Customer or begins service as a Demonstration Unit.
- You must initiate the warranty. the bike must first "check in" with Panther Motorcycle Service Dept by hooking up the bike to the internet and registering the warranty. (The iPod connected to the Internet). Panther Motorcycles will then do a complete initial diagnostic and time-stamp your warranty as officially beginning.
- If you take delivery and do not initiate your warranty as described above, there will be no warranty offered.

Noise Emissions Warranty

- Panther Motorcycles warrants that the Exhaust System meets or exceeds all Government noise regulations at the time of sale. The warranty extends to the FIRST person who buys the exhaust system for the purpose other than resale, and all subsequent buyers.

WARNING: • Tampering with the Noise Control System is STRICTLY Prohibited. Government regulations and law prohibits the following acts or causing thereof:

- The removal or rendering inoperative by any person other than for purposes of Maintenance, Repair, or Replacement of any device or element of design incorporated for the purpose of Noise Control prior to its sale or delivery to the ultimate purchaser or while it is in use.



- The use of the vehicle after such device or element of design has been removed, altered or rendered inoperative by any person.

Tampering

AMONG THOSE ACTS PRESUMED TO CONSTITUTE TAMPERING ARE LISTED BELOW:

- Removal of or puncturing the Muffler, Baffles, Header Pipe or any other component which emits exhaust gas.
- Removal or puncturing of any part of the Intake System.
- Lack of proper Maintenance.
- Replacing ANY moving part of the motorcycle or parts of the Exhaust or Intake System with parts other than those specified by the Panther Motorcycle Company.

WARNING: • The Exhaust and Intake Systems are automatically monitored by your motorcycle. Any alterations or removal of parts will result in a warning by the bike.

If the warning is ignored, the bike will shut off and refuse to run until the matter is addressed.

- This way the bike can never be illegal and the owner can never be under Government Laws, Regulations and Ordinances.



Reporting Safety Defects

- Please help make and keep this the safest in the world.

- If you believe that your Panther Motorcycle has a defect that could cause a crash or could cause injury or death, you should **IMMEDIATELY** notify the Panther Motorcycle Company.

Panther_Service.Dept@ErikBrinkman.com