

INSTRUCTION MANUAL



SUPERFLOW

S-601



<https://www.motorcycle-manual.com/>

www.ClassicCycles.org

FOREWORD

The new model S601 motor-scooter you have bought is the newest addition to the ever-growing Rabbit family of better vehicles for personal transportation. It is backed by years of production experience and thousands of satisfied users. As you take this scooter out for your first ride, you will be pleasantly surprised by the power and speed at your control, the ease of operation and the smooth comfort of your ride. As its manufacturer, we feel confident that it will provide you satisfaction for many years to come.

This scooter has been fabricated in a modern plant with the latest production techniques and incorporates a well-designed, economical engine. However, for this scooter to give you maximum performance over the many miles to come, it must receive proper care from you, its user.

This handbook has been prepared as your guide to show you how proper care can be taken. It describes its various components, the proper fuel to use, what cares must be taken during operation and hundreds of other information which we feel would be most useful to you.

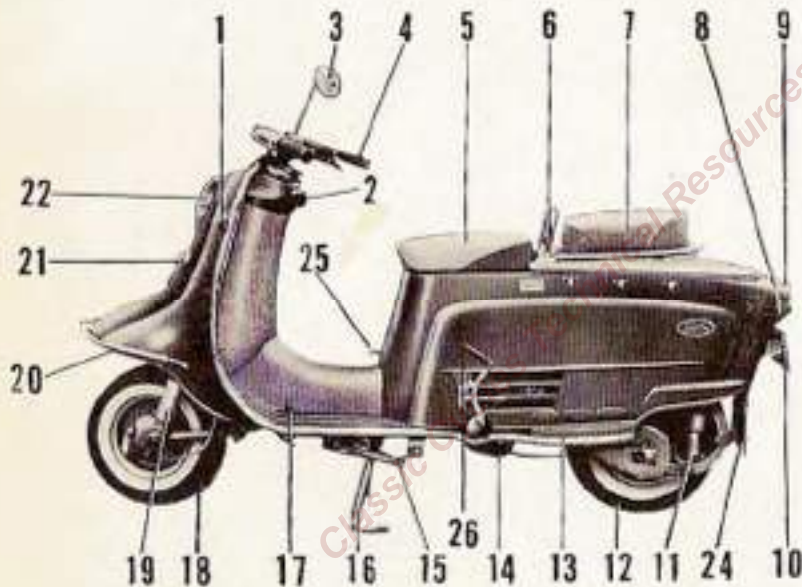
Your satisfaction is extremely important to us for satisfied customers are our best and most valuable investments.

Fuji Heavy Industries Limited

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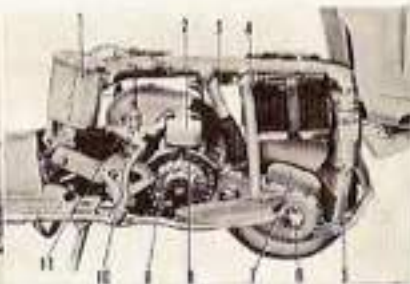
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1. Front Turn Signal
2. Main Switch
3. Rear-view Mirror
4. Front Brake
5. Seat
6. Hand Grip
7. Rear Seat
8. Trunk Lock
9. Tail Light & Rear Turn Signal
10. License Plate
11. Air Spring
12. Tubeless Tire
13. Foot-rest
14. Muffler
15. Side Stand
16. Main Stand
17. Dimmer Switch
18. Tubeless Tire
19. Front Oil Damper
20. Front Bumper
21. Horn
22. Headlight
24. Flap
25. Body Cover Opening Handle
26. Kick Starter



1. Air Cleaner
2. Torque Converter Oil Tank
3. Rear Oil Damper
4. Frame
5. Air Spring
6. Speedometer Drive
7. Case Cover
8. Screw Plug
9. Torque Converter Casing
10. Carburetor
11. Kick Starter



1. Regulator
2. Spark Coil
3. Spark Plug
4. Air Intake
5. Starter Dynamo
6. Rear Fender



1. Turn Signal Switch
2. Horn Switch
3. Starter Switch
4. Speedometer (With warning system)
5. Choke & Tickler Knob
6. Handle Bar Lock
7. Main Switch
8. Fuel Gauge
9. Fuel Tank Cap

SPECIFICATIONS

1. Nomenclature: RABBIT SUPERFLOW S60I

2. Dimensions :

Overall length.....	1900mm (76 in)
Overall width.....	750mm (30 in)
Overall height.....	1000mm (39 in)
Wheelbase.....	1320mm (53 in)
Road clearance.....	145mm (5.8 in)
Operational weight.....	150kg (330 lb)

3. Engine :

Model.....	ES 56B
Type.....	Forced air-cooled, 2-stroke, single cylinder, gasoline engine
Bore x Stroke.....	65mm x 60mm (2.6 in x 2.4 in)
Piston displacement.....	199cc (12 cu. in.)
Compression ratio.....	6.5:1

Maximum horsepower...11HP/5500 rpm

Maximum torque.....
.....1.6kg/4000rpm (3.5 lb/4000rpm)

Ignition system.....Battery

4. Suspension System :

Front: Leading link type with oil dampers (both sides)

Rear: Unit-swing type with air spring and oil damper

5. Tires :

Front and Rear wheel.....
.....4.00-8 4-ply tubeless tire

6. Electrical System :

Battery.....Dry charge

Battery capacity.....6V x 18AH x 2

Headlight

Scaled-beam, A12V-40W/25W with foot-operated dimmer switch

Tail light	A12V- 5W)
Stop light	A12V-15W)
	(double filament)
Turn signal	A12V-10W
	(front & rear)
Turn signal pilot lamp...	A12V- 3W
Speedometer light	A12V- 3W
Charge light	A12V-1.5W
Parking light.....	A12V- 5W

7. Brake System :

Front wheel brake :

Hand-operated, enclosed 2-shoe internal expansion type with automatic lock for parking

Rear wheel brake :

Foot-operated, enclosed 2-shoe internal expansion type

8. Fuel and Oil

Fuel tank capacity

.....10 litres (2.6 u.s. gal. 2.2 imp. gal.)

Torque converter capacity 0.73 litre (0.8 qt)

Chain-case oil capacity

9. Power Transmission System

Clutch.....Fluid transmission

Transmission.....Automatic hydraulic torque converter MS31

Reduction ratio...1 : 4.757

10. Performance

Maximum speed.....96kph (60mph)

Maximum climbing gradient...18°

Acceleration

7.6 sec / 75m,	14 sec /
200m	(7.6sec / 80yd ;
	14 sec/220yd)

Climbing speed.....20kph/14° (12mph/14°)

Braking distance.....Under 13m at 50kph,
under 7m at 35kph
(Under 43ft at 31-
mph, under 23ft at
22mph)

Fuel consumption...40km/litre (95mi / US

HOW TO BREAK IN A NEW SCOOTER

Your first 1,000 kilometers (600 miles) is the breaking-in period for your scooter, and as a thoroughbred must be trained correctly to realize its inherent greatness, so must your scooter be correctly broken in to enjoy its maximum performance.

1. Do not rev up your engine immediately after starting.
2. Do not go faster than 40 kilometers (25 miles) per hour.
3. Avoid steep hills and heavy loads.
4. The use of fuel and the changing procedure for mixing ratios are given on page 22.

A vehicle is like a human being. It needs a gentle touch until it gets used to its environment.

"Treat me with kindness at the start. I will repay you with better performance over a much longer period."



OPERATIONAL PROCEDURES

A. Operation of the Various Controls

1. Operation of Choke and Tickler

Starter valve is operated by the S.V. knob in the instrument panel. When the knob is pulled out, a passageway opens between the float chamber and the mixing chamber and a richer fuel-air mixture is sent to the engine.

Use the starter valve only for starting. When using the throttle valve always start with the throttle fully closed.

2. Throttle Grip

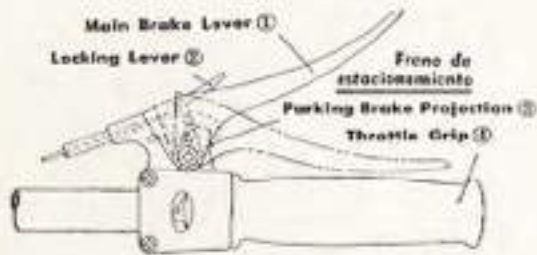
Turning the grip inward toward you will send more fuel to the engine.

3. Parking Brake

Close the main brake lever, press down on the locking lever and release the main brake lever.

This will lock the brake in position. To release the parking brake, simply close the main brake lever which will automatically disengage the locking lever.



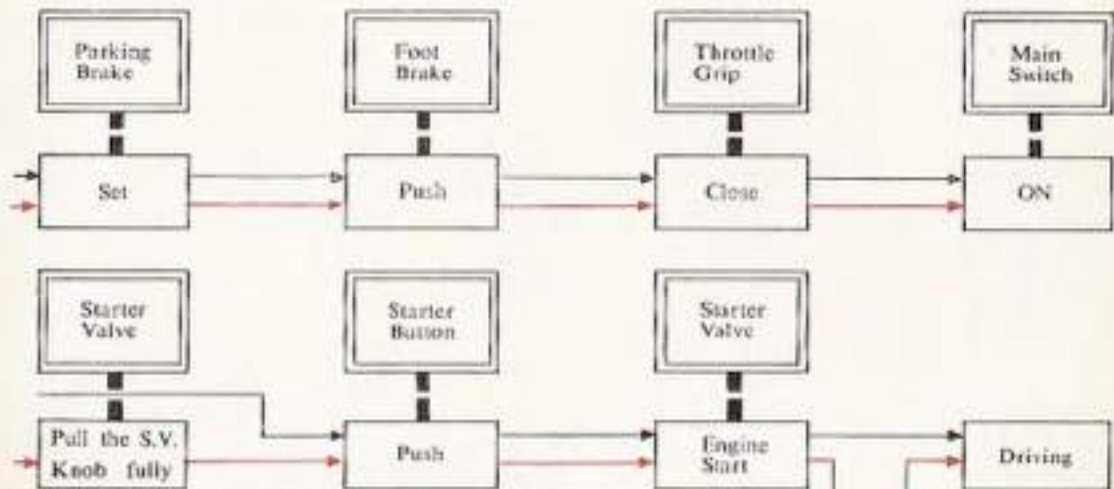


Superb performance for
that wonderful feeling

SCOOTER	PARKED		RUNNING	
	Day	Night	Day	Night
Engine Switch	OFF or LOCK	OFF or LOCK	ON	ON
Light Switch	OFF or ON		OFF	ON
Parking Switch		ON		
Spark Plug	×	×	○	○
Battery Charge	×	×	○	○
Horn	×	×	○	○
Turn Indicator	×	×	○	○
Headlight	×	×	×	○
Tail light	×	×	×	○
Stop light	×	×	○	○
Speedometer Light	×	×	×	○
Charge light	×	×	○	○
Parking Light	×	○	×	×
Pilot light	×	×	○	○

Remark: When speed is under 20 kph, battery is not charged.

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- Remarks:
1. Starter button must not be pushed for more than 5 seconds.
 2. Under normal temperatures, if the engine does not start after pushing the starter knob several times, operate the tickler.
 3. When starting, do not look off the handlebars.

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When you park,
take your keys
with you.



4. **Main Light Switch and Engine Switch**
The following table illustrates graphically what happens when the light switch and engine switch are turned on and off.

B. Operation

1. Release your parking brake.
2. All speeds are controlled through the manipulation of your throttle grip.
3. Keep a gentle touch on your throttle. Rough handling will result in excessive fuel consumption and cable wear.
4. Use your turn signal at all turns.
5. Do not push the starter button when the engine is revving.

C. Stopping

1. Close your throttle and gently press on the brake pedal. In an emergency, add

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tional use of front wheel brake will bring your scooter to a quicker stop.

2. To shut off engine, turn the engine switch to OFF or LOCK.
3. Close the fuel strainer valve if you intend to remain parked for some time.
4. When leaving your scooter parked, lock the handle by turning the engine key to LOCK position and take the key with you.

DRIVING HINTS

Most traffic accidents are caused by carelessness on the part of the driver.

For everyone's sake, let us strive to prevent accidents. Let us obey all traffic regulations.

For pleasant, safe and economical rides in your S601 scooter, let us see that it is kept in the best of condition.

1. Observe all traffic laws.
2. Slow down on curves.
3. Cross railroad tracks at right angles as much as possible to save wear on tires.
4. On gravel roads, keep a loose grip on your handle, avoid sudden acceleration and sharp turns. Keep a speed level necessary for safe and stable driving.

5. Drive through muddy roads at low speed.
6. On snow and ice, avoid sudden acceleration, sudden brakes and curving. When there is snow on the road, try and drive at low speed in the ruts left by automobiles. Use tire chains.



7. Drive at low speeds on bumpy roads sitting lightly on the saddle.
8. For climbing steep hills, utilize quick acceleration and added momentum with a loose grip on the handles.
9. When descending a steep slope, use only your rear wheel brake to check your speed. Use of engine brake is a good point.
10. When carrying a heavy load, use extra care on curves. Drive with your body weight bearing forward.
11. When driving at night, do not speed excessively, use caution on curves and use your turn signal and dimmer.
12. When driving in rain, avoid sudden brakes and keep your eyes on the road. Be sure you have adequate lubrication.
13. When driving in foggy weather, use your headlights.



ing and use headlight and horn when necessary.

14. When driving in a high wind, lean your body forward, avoid very low speeds and watch out for spills.
15. When stopping, avoid sudden brakes. Do not run up your engine too long with the brakes on.
16. For fuel economy, utilize momentum for parking and close your fuel valve when remaining parked. Keep acceleration and deceleration at a minimum, and avoid rough accelerator handling.
17. For battery economy, keep horn usage at a minimum, switch off your turn signal as soon as practical and turn off all switches when parked.
18. Wear clothing!

movement. Gloves and goggles are preferable.

Keep your eyes on the road when driving. Show-off driving with one hand is for fools, not you.



DAILY CARES

The daily cares you take with your scooter will give you a better performing scooter and can mean the difference between safety and disaster.

★ How is your tire pressure?

Your scooter is equipped with 16-in 4.00-8 4-ply tubeless tires. Keep them at proper pressures for long service.

Proper Tire Pressures :

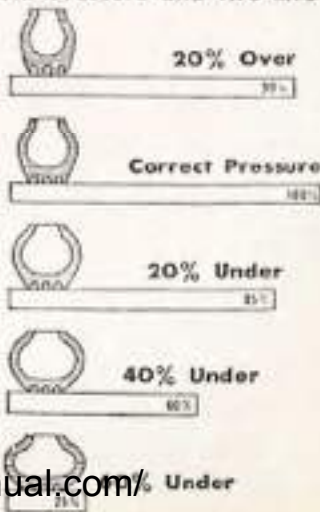
Front Tire : 16-18 pounds per square inch

Rear Tire : 28-30 pounds per square inch

Nails and other sharp objects picked up during driving will not cause punctures. However when you check your tires after driving and find anything like this, pull them out and make the necessary repairs.

Read the repair procedures written on the instruction sheet contained in the Tubeless Tire Repair Kit.

Air Pressure and Tire Life





★ **How are your brakes?**

Test your brakes before going out on drive. Faulty brakes are very dangerous. Adjusting procedures for your brakes are given on page 27.

★ **How is your "Air-spring" pressure?**

Keep it at proper pressure for long service.

1. Proper pressure: 25 pounds per square inch with your scooter standing level on its rear stand; 28-30 pounds with extra passenger.
2. If there is no automobile air-pump, a bicycle air-pump can be used.

★ **Is your Air Cleaner Clean ?**

1. The air cleaner is the breathing mask for your engine.
2. A clean air cleaner means a better running engine.
3. Give it a special cleaning after traveling over dusty roads.
4. To clean your air cleaner
 - a. Remove the two screws holding the cleaner.
 - b. Tap the cleaner lightly or blow air through the cleaner from the inner side.
 - c. If it still remains dirty, wash it in gasoline, blow the dirt off from the inner side and dry in a shade.
 - d. Be sure it is completely dry before re-installing.

**If you don't keep your air cleaner clean,
you will have**



Caution: Adding holes to the cleaner or driving without a cleaner will give you a temporary increase in power, but in a short while, your engine will become loose

<https://www.motorcycle-manual.com/> jointed.

★ **Have you enough Fuel?**

Use good grade Fuel—

Oil is very important for the engine. Use good quality two cycle engine oil.

Mixing ratio for fuel is as follows—:

Initial 1000 kilometers (600 miles)

20 parts, automobile gasoline

1 part, 2-stroke engine oil

Thereafter

25 parts, automobile gasoline

1 part, 2-cycle engine oil.

* A full tank holds about 10 litres (3.8 u.s. gal, 2.6 imp. gal.) of fuel which is normally good for 350 to 400 kilometers (220 to 250 miles).

* You can rely on your fuel gage. It will always show the correct fuel level.

Use good quality mixed fuel.



★ **How is your Battery ?**

Supply distilled water to keep the surface of the electrolytic fluid between the highest (blue) and lowest (red) level lines.

★ **Are your lights working? Your horn?**

When your light bulbs go out, replace with the following items:

Headlight (sealed-beam):

A12V-40W/25W Double filament

Tail light: A12-5W Double filament

Stop light: A12V-15W Double filament

Turn signal: A12V-10W Both front & rear

Turn signal pilot light: A12V- 3W

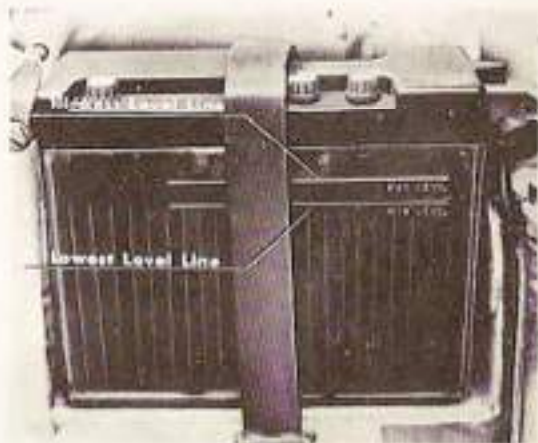
Speedometer light: A12V- 3W

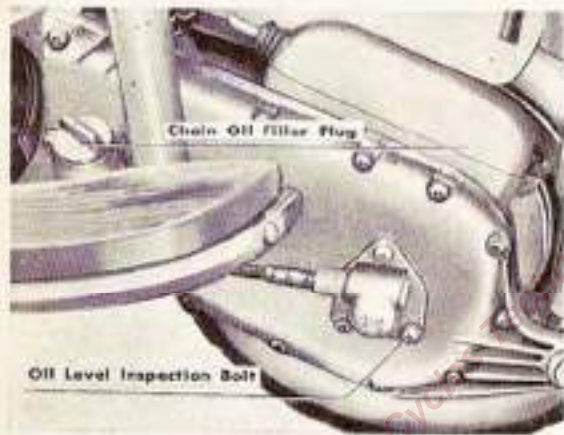
Charge light: A12V-1.5W

Parking light: A12V-5W

Use of non-standard bulbs will cause short

circuits, dimmer lights and shorter battery life.





★ How is your Chain-Case Oil?

Keep the chain-case oil always at standard level. Check the oil level from time to time by opening the oil level inspection bolt with the scooter standing on its main stand. If the level is low, turn the chain oil filler plug until the oil flows from the inspection bolt in the standard amount. This condition is not 400 cc. engine oil SAE #30 for chain case oil.

PREPARATIONS FOR AN EXTENDED TRIP

Make your planned trip an enjoyable and safe one by making a few simple checks before starting out.

Let us check up on your scooter.

1. Does your throttle grip move smoothly and firmly?
2. Are your brakes adjusted correctly?
3. How is your fuel?
4. Is your air cleaner clean?
5. Are there any cracks in your chain rollers?
Have you spares?
6. How is the chain lubrication oil?
7. Is the spark plug gap correctly adjusted and clean?

**A holiday drive over hills and doles
The joys of the open road**

**The Rabbit will take you there and back
In comfort, quickly and safely.**



8. Is there any play in your handle movement?
9. Are there any leaks in your fuel system?
In your engine?
10. Are your electric wirings and bulbs functioning properly?
11. Are there any strange noises when you drive your scooter?
12. Is your fuel strainer clean?
13. Are all nuts and bolts firmly fastened?

Caution: Be sure your tool kit contains the following—

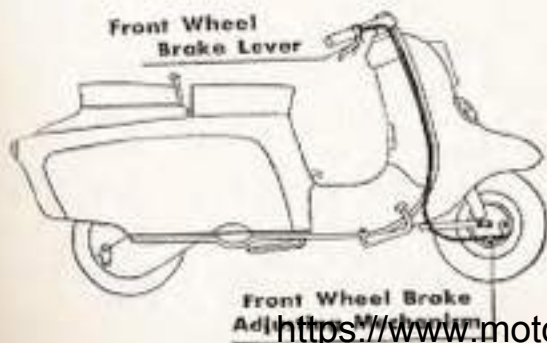
1. Disassembly Tools
2. Extra Chain Rollers and Links
3. Extra Spark Plug
4. Tubeless Tire Repair Kit
5. Hand Air Pump

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ADJUSTMENT OF THE VARIOUS PARTS

★ Front Wheel Brake

1. Check and see if the brake shoes and drum

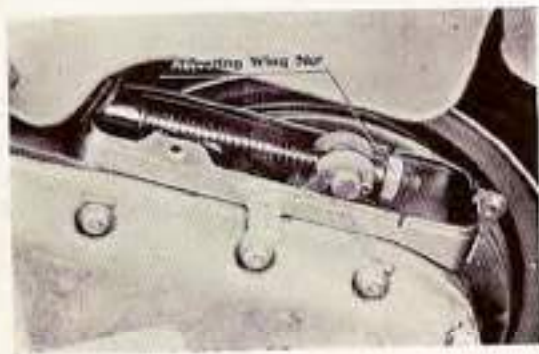


are touching each other without handling the brake lever. There should be a clearance of about 0.75 mm.

2. If the brake lever requires an extra-long movement to operate* the brake, your control cable is too long. Readjust your cable length through the adjusting nut.



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★ Rear Wheel Brake

1. Check and see if the brake shoes and drum are touching each other without stepping on the brake pedal. There should be a clearance of about 1.3mm.
2. Brake pedal should have a travel of about 30mm with the scooter carrying no load.
3. When the pedal play becomes excessive due to wear on brake shoes and drum, readjust the brake cable shorter. If your rear brake catches on bumpy roads without your stepping on the pedal, the cable is adjusted too short. Readjustment is accomplished with the adjusting wing nut.

★ Carburetor

The engine should not stop even with the throttle grip completely closed. An engine is said to be idling when it is turning over with the throttle closed. The idling adjusting screw is used for obtaining a good idling condition. When this screw is turned to the right, engine rpm will drop while turning it to the left will raise it.

If the rpm is raised too high, the scooter will start moving. The correct idling condition is reached when the engine turns over smoothly without any forward movement tendency. A carburetor has two other points which are adjustable, but these adjustments are complicated and difficult. As the carburetor is correctly adjusted at installation, it is advisable not to attempt these adjustments.

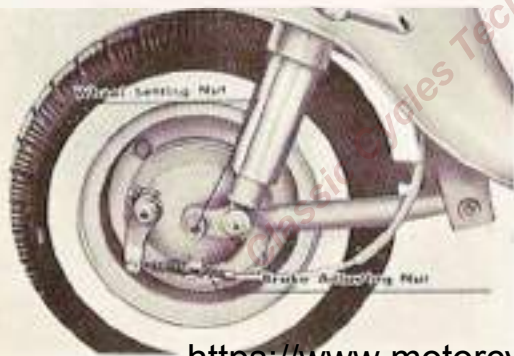


If you find your engine eating too much fuel and not acting as it should, consult your nearest Rabbit dealer.

PROPER TIRE CARE

★ How to Remove your Front Tire Assembly

1. Stand the scooter on its main stand which will raise the front wheel off the ground.
2. Loosen the brake cable adjusting nut and pull out the brake cable.
3. Remove the front wheel installation nuts on both side and the tire assembly will be ready for removal. Reassembly is accomplished by reversing these procedures.



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★ How to Remove your Rear Tire Assembly

1. Stand your scooter on its main stand and raise the rear wheel off the ground using the 19×21 Box Spanner as shown in the picture.
2. Remove the four inner wheel nuts and the wheel will be ready for removal.
3. To remove the brake drum, remove the dustproof cap and two 12mm lock nuts.



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★ **How to Remove your Tire from the Rim**

1. Remove the hub nuts and separate the rim from the hub.
2. Remove the rim bolts which will separate the rim into two sections. Carefully peel the rim from the tire taking care not to injure or deform the contact surfaces.

★ **How to Fix your Tire to the Rim**

1. Insert the tire into the rim half-section with the metal air valve. Be careful of the valve.
2. Dust off the remaining half-section and cover it with the packing making sure the holes in the packing and the rim match.
3. Lay the rim with the packing level on the floor and gently push the tire downward on the rim always keeping the bolt holes aligned.
4. Insert the rim bolts and tighten.

★ **How to Repair your Tubeless Tire**

Use of the BS plug which is included in your tool kit will permit tire repair without removing the tire.

This repair can be accomplished with air in the tire but a lower air pressure (about 10 lbs/in²) will facilitate your work. Consult the Instruction Sheet on tire repair for the proper procedures. This simple process can be easily accomplished by anyone.

★ **Emergency Tire Inflation Procedure**

In an emergency, if you can not use an air compressor, you can supply air to your tire by using a new type of adapter cap which is attached on the "Air-Spring."

ELECTRIC STARTER

The electric starter consists of a starter and dynamo integrally incorporated.

In motor cars, the starter and dynamo are separately installed. The starter is used for starting the engine and after the engine starts, the dynamo generates electricity and charges the battery. However, this separate type of electric starter, if installed on a motor scooter, results in a more complicated construction and higher cost.

The electric starter for the "Rabbit Superflow" has been made as small and compact as the conventional flywheel magneto.

AUTOMATIC VOLTAGE REGULATOR

The motor scooter with a starter dynamo requires a regulator for controlling the voltage. The voltage of electricity generated by the dynamo changes with the engine rpm and must be adjusted.

The regulator which is placed between the dynamo and battery automatically adjusts the voltage of the electric current generated by the dynamo which fluctuates considerably with the changes in dynamo revolutions. The regulator is installed at the right side of the chassis backbone for simple inspection and dismantling.

THE TORQUE CONVERTER AND ITS HANDLING PROCEDURES (I)

★ Foreword

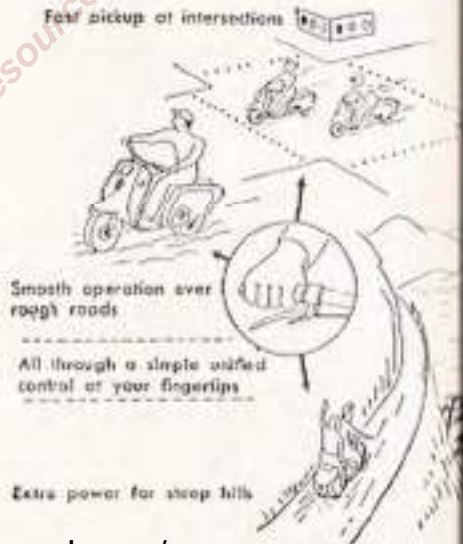
Superflow—An Engineering Dream Come True!

This transmission device is a revolutionary new concept of automatic transmission for the motor scooter. Once you grip the handle of the S-601, you will be amazed at the increase in acceleration and climbing power that is at your controls. Only on the Rabbit Superflow can you experience that grand feeling of an ultra-smooth acceleration and jet power pickup.

The "heart" of the Superflow is the appli-

tion of hydraulic torque conversion which is incorporated in the modern higher class mobiles.

Fear pickup at intersections



Smooth operation over rough roads

All through a simple unified control at your fingertips

Extra power for steep hills

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The Superflow is an automatic transmission system with all controls simplified into a single grip accelerator.

The Rabbit is the only two-wheeled vehicle in the world with a fluid transmission device.

★ **Special Characteristics**

1. **MS-31 Type Torque Converter and its Advantages.**

- a. The use of a fluid transmission absorbs vibrations in power transmission giving longer life to the engine and body frame.
- b. In contrast to a gear shift, the adjustment of engine speed to the scooter speed changes is performed automatically. Driving operations are smooth and quiet but with a superb accelerating power.

- c. The intricacies of ordinary gear shifting are all unnecessary, and through the operation of just the right hand grip control, a smooth and sure acceleration from start to full speed is possible.

2. **Advantages of the Automatic Shifting System.**

A shifting system is the means whereby the driving power of the rear wheel is increased.

When starting and when climbing, considerable torque must be applied to the rear wheel whereas during ordinary level ground operations, a comparatively great deal less torque is required. Therefore, some system is required to give the increased torque whenever necessary.

3. Compared to a Gear Transmission

The gear transmission in general use today employs from 2 to 4 combination of gears and changes the torque by changing these combinations. However, as the gear ratios are limited in the number of possible combinations, it cannot adequately cover the wide range of running conditions that must be expected nor can it hope to fully utilize the engine power efficiently. Furthermore, considerable operating



Top



Second



Low

technique is required to shift gear smoothly without clashing.

4. A Torque Converter gives Continuous Speed Changes.

As the engine power is transmitted to rear wheel in proportion to the difference in speed between the pump and the turbine, the torque converter provides infinite and continuous torque changes within a range. Moreover, it automatically selects the most proper ratio to meet every condition.

Gear clashing are impossible, and operations are easy, smooth and efficient.

★ Superflow Handling Procedures

1. Purpose of "Torque Converter Oil"

The oil filling the torque converter case not only transmits power but also lubricates the various bearings surfaces of the pump, turbine and stator, minimizing power loss and wear. For it to give maximum performance and protection, use "TORQUE CONVERTER OIL" for MS-31 Type Torque Converter.

As the "Torque Converter Oil" contains various ingredients, mix thoroughly before use. If an emergency arises and some oil must be supplied, use spindle oil or a 50-50 mixture of spindle oil and car oil.

Never use car oil if the tank is empty.

Furthermore, change such substitutes to the specified oil as quickly as possible.

2. Proper Quantity of Torque Converter Oil

As there must be sufficient and proper quantity of oil in the torque converter to gain adequate performance, always maintain an oil level between the points marked "A" and "B" on the tank. A is the highest level, and if it exceeds this, the oil expansion during operations will force oil out of the air bleed holes. B is the lowest level, and if it falls below this, the engine will show a tendency of over-revolution. It will not affect scooter performance, but to add to engine life, add enough oil to maintain the required level as quickly as possible.

3. Proper Procedure for Supplying Torque Converter Oil

ii. The Initial Filling of Torque Converter Oil:

It is not proper to merely add oil from the oil tank inlet, because the air in the oil tank will prevent complete filling. Always turn the torque converter casing around so that one of the two air plugs come to the top and remove this plug. Then pour in the oil until all the air and bubbles are forced out and only the oil emerges from this air plug. After doing this, close the air plug again and fill to the specified level.

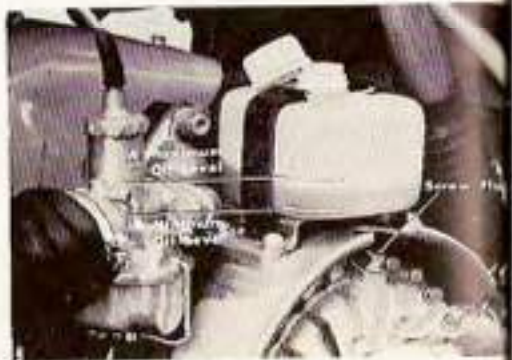
b. Subsequent Addition of Oil

1) If the oil level is above the minimum level, it is not necessary to

remove the air plug for adding.

2) If the oil level is below the minimum level, there may be air in the converter and it becomes necessary to remove the air plug to add oil as described in paragraph 1.

c. The maximum level indicates the presence of approximately 0.8 litre.



4. Exchange of Torque Converter Oil

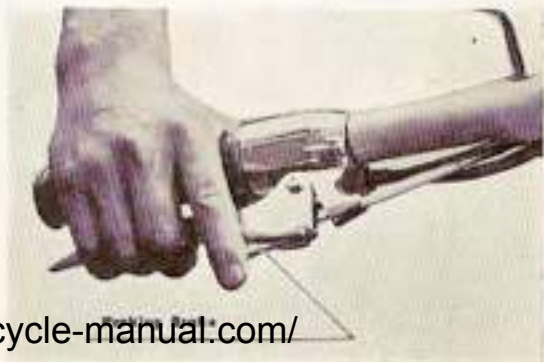
In a new scooter, the oil tends to become cloudy from the tuning up operations of the torque converter. Therefore after you have run about 3,000 kilometers (2,000 miles), drain the oil completely through the drain plug and refill with new oil.

After this, it will not be necessary to accomplish complete oil exchange but merely to add oil as needed. However, if water enters into the torque converter casing which will be accompanied by oil splurting out of the air bleed hole, it will become necessary to effect a complete oil exchange.

5. Caution on Starting

Differing from the conventional centrifugal clutch, the torque converter when turn-

ing is transmitting power to the rear wheel. When the starter button is pushed, one is very apt to grip the throttle slightly open. As its result, the scooter will jump forward when the engine catches. Therefore when starting a Superflow Rabbit, always sit on the seat, set the parking brake and step on foot brake before starting for safety.



ELECTRIC EQUIPMENTS AND THEIR CARE

★ Engine Switch (Ignition Switch)

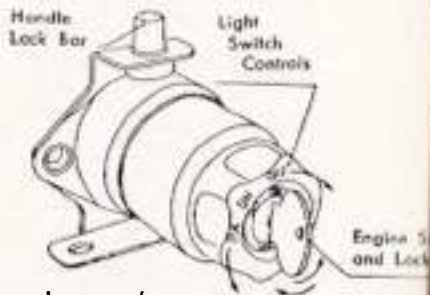
Turning the key to the ON position will turn the ignition on for starting, OFF for turning the ignition off and the LOCK position will lock the handle.

★ Integrated Master Switch

1. Light Switch—Turning the light switch right and left will turn your lights on and off.
2. Key Switch—The key is turned to the desired position inscribed on its perimeter. In the ON position, the ignition is on and all lights and electrical equipments are

operable. The OFF position will turn off the engine, lights and all electrical equipments except parking light. The LOCK position locks the scooter handle,

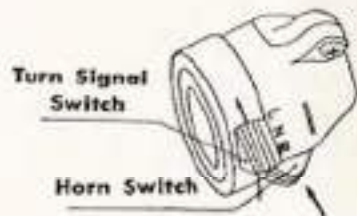
Main Switch Operation



★ Turn Signal and Horn Switch

These switches are located on the left handle grip and are easily reached and operated by your thumb. The headlight dimmer switch is located by your left foot.

1. Turn signal switch—This switch is flipped to the L mark for left turns and to the R mark for right turns. The N mark indicates the neutral position.
2. Horn switch—This is a simple push-button type switch.



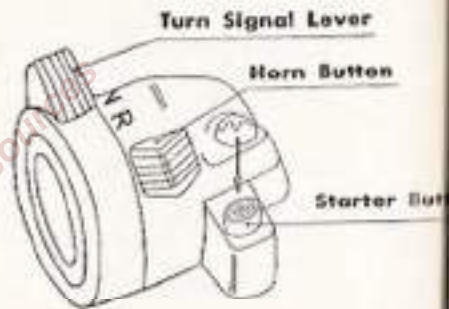
★ Starter Button

Turning the engine switch on and pushing the starter button will start your engine.

- Remarks :
1. Do not push the starter button when engine is revving.
 2. Do not push the starter button continuously for more than 5 seconds.

★ Battery

The life and performance of a battery depends a great deal on the handling it receives. Be sure and read the Handling Instructions Sheet which is provided before use. Always add enough distilled water to the battery fluid to maintain a level between the red and blue mark.



1022

★ Spark Plug

1. The spark plug tip will become burned or covered with carbon. Polish from time to time with a wire brush or sandpaper and wash in gasoline. Standard point gap is about 0.5~0.6 mm.
2. Replace with a new spark plug when the insulation is cracked, broken or severely burned.

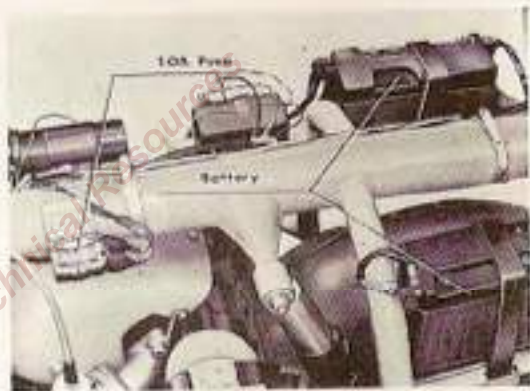
Always keep
this part clean

Gap 0.6 mm



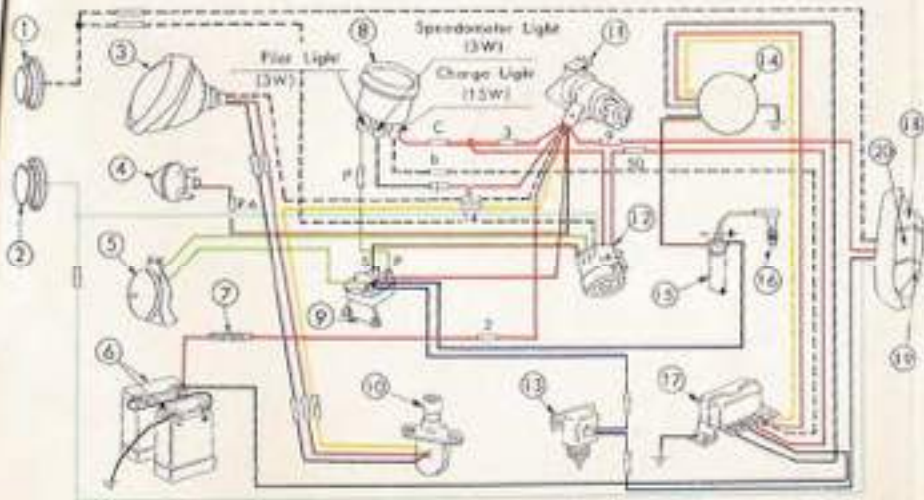
★ Fuse

1. If a short circuit should occur in your electric system, the fuse will burn out to prevent further damage.
2. If a fuse blows out, carefully check the wiring for the cause and repair the faulty wiring. A 20A fuse is inserted between terminals 51 and 30 in the fuse holder and a 10A fuse between terminals 51 and S.
3. A 2A fuse is installed in the blinker unit check when there is trouble with the turn signal system.



S601 SCHEMATIC LAYOUT OF ELECTRIC WIRING

Note: Dotted lines indicate white colored wiring.



No.	Item
1	Front Turn Signal (Right) 10W
2	Front Turn Signal (Left) 10W
3	Headlight (60W/35W)
4	Parking Light (5W)
5	Horn
6	Dry Charge Battery 6V 13AH
7	Connector with 10A Fuse
8	Speedometer
9	Turn Signal Unit
10	Dimmer Switch
11	Engine Switch
12	Turn Signal Switch
13	Stop Light Switch
14	Starter Dynamo
15	Ignition Coil
16	Spark Plug
17	Regulator
18	Rear Turn Signal (Right) 10W
19	Rear Turn Signal (Left) 10W
20	Stop Light 30W Tail Light 5W

TROUBLE SHOOTING

A vehicle is very much like the human body. Even a small scratch if not attended to can develop into a serious matter. Consult our dealers for a speedy diagnosis and remedy for your troubles or for your periodical checks.

In order to help you determine and fix various troubles which may occur, the following is a list of symptoms, possible causes and their remedies.

★ Starter does not work

1. Is there excessive discharge of battery?
2. Is there water or dust in the switches and regulator?

Note; The trouble may possibly be in the starter dynamo. If this is so, see your Rabbit

cy, start your engine with the starter pulley equipped on the outside of the Torque Converter.



★ **Your engine does not catch**

1. Have you fuel in your gasoline tank?
2. Is your fuel strainer valve open?
3. Is there water in your fuel strainer?
4. Is fuel reaching the float chamber of your carburetor?

Remedy: Push the push rod on the carburetor several times and see whether you get a flow of fuel. If you do not, you are either out of fuel or your fuel system is clogged. Clean your fuel system out.

5. Is your spark plug good?

Remedy: Remove the spark plug and touching the plug thread to any part of the engine body, push your electric starter button. If you fail to get a spark or only get a weak

one, your spark plug needs a cleaning or replacement. Further, take the lead wire to the spark plug and holding its end about 7mm from the engine, push your starter button again. If this fails to produce a spark, your magneto is out of order.

Have your dealer give your scooter inspection

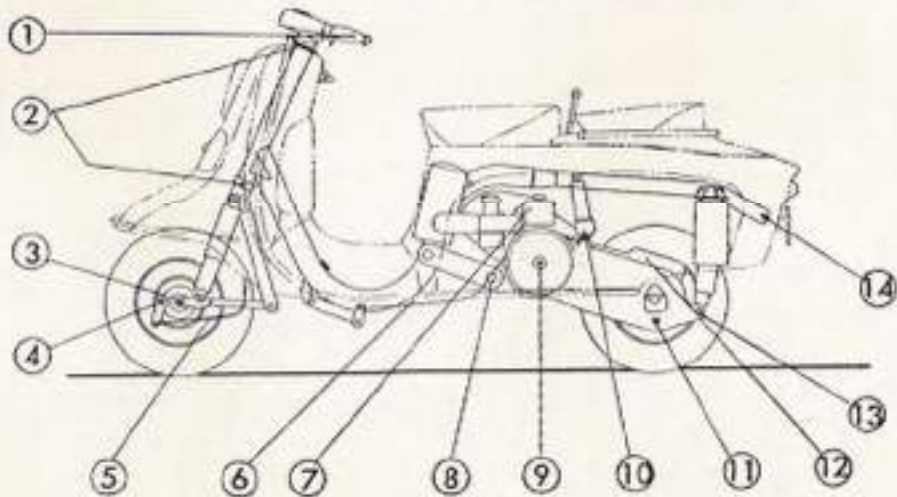
checks at 250, 500, 1000, 2000 and 3000 kilometers (150, 300, 600, 1200 and 1800 miles).

CHECK LIST

The following checks should be made	150km 250mil	500km 300mil	1000km 600mil	2000km 1200mil	3000km 1800mil
★ Engine check and adjustment	×	×	×	×	×
★ Electric charging, battery fluid and light test and adjustments	×	×	×	×	×
★ Strainer inspection	×	×	×	×	×
★ Brake inspection and adjustment	×	×	×	×	×
★ Chain adjustment	×	×	×	×	×
★ Tire pressure check	×	×	×	×	×
★ Inspection and tightening of all loose parts and greasing	×	×	×	×	×
★ Air cleaner cleaning and inspection			×	×	×
★ Spark plug test and adjustment			×	×	×
★ Air-Spring pressure check	×	×	×	×	×

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MODEL S601 OILING & GREASING CHART



- ① Handle Grip - Grease - every 1,500 km
- ② Fork Head Bearing - Grease - every 5,000 km
- ③ Front Wheel Ball Bearing - Grease - every 5,000 km
- ④ Brake Case Shaft - Grease - every 1,500 km
- ⑤ Control Cable - Oil - every 1,500 km
- ⑥ Brake Control Cable - Grease - every 1,500 km
- ⑦ Torque Converter - Torque Converter Oil - Change Once after initial 1,000 km
- ⑧ Engine Mounting - Grease - every 1,500 km
- ⑨ Starter Dynamo - Grease - every 5,000 km
- ⑩ Rear Damper Setting Shaft - Grease - every 1,500 km
- ⑪ Chain Case - SAE 40 - every 1,500 km
- ⑫ Brake Case Shaft - Grease - every 1,500 km
- ⑬ Air-Spring Setting Shaft - Grease - every 1,500 km
- ⑭ Cover Setting Shaft - Oil - every 1,500 km

TOOLS PROVISION FOR THE S601 (1)

14 x 17 Box Spanner



Plus Screw Driver



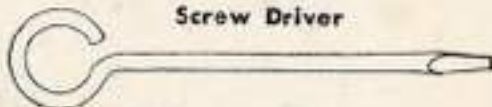
6" Plier



19 x 21 Box Spanner



Screw Driver



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