Operation

(1) Before Starting

A. Fuel

Make sure that you always have enough fuel in the gas tank to get you to your destination. When filling the tank, buy regular grade gasoline with an octane rating of 90 or more.

It is best to not use any gasoline with a high lead content since these cause unwanted deposits. (Many Ethyl gasolines have high quantities of tetra-ethyl lead to raise the octance rating).

B. Checking the engine oil

If the amount of the engine oil is insufficient or the oil is contaminated, moving parts and rotating parts will be quickly worn.

(Refer to "Basic Instructions" and "Servicing."

C. Checking Tire Pressure

Specified tire pressure: Front-23 Lbs/in² (1.6 kg/cm²)
Rear -28 Lbs/in² (2.0 kg/cm²)

Note : When you run the machine at a speed of 175 km/h (100+ mph) or more, the tire pressure should be 20 per cent more than the specified.

D. Check the operation of the controls and safety equipment:

Front and Rear Brakes
Front brake fluid (See page 16)
Lights (high and low beams and indicators)
Throttle
Stoplight and switches
Horn

(2) Starting

1. Insert the key and turn the main switch to the #1 position "Ignition."
2. Turn the fuel petcock to the "On" position.

COLD ENGINE:

3. Push down on the starter jet lever on the carburetor.
   Do not open the throttle.

WARM ENGINE:

3. Open the throttle slightly. Do NOT use the starter jet.
4. Unfold the kick pedal lever, engage the kick gear by depressing the pedal until pressure is felt, and kick through or pull up the decompression lever
5. After the engine fires, allow it to warm up for a minute or two. If the starter jet was engaged, raise it back to the off position prior to starting out.

(3) Shifting and Acceleration

Pull in the clutch lever to disengage the clutch. Press down on the toe section of the shift lever to engage first gear. Slowly twist the accelerator grip (engine speed begins to increase) and gently release the clutch lever.

Done properly, the machine will accelerate smoothly.

After starting off, accelerate to approximately 10 mph. Next, to shift into second gear, perform these steps simultaneously:

1. Disengage the clutch while twisting the accelerator grip to the closed position.
2. Shift into second gear by raising the toe section of the shift lever one full position (in this case, the neutral position is bypassed).
3. Increase engine speed slowly and release the clutch lever.

   Accelerate to approximately 20 mph. To shift into third gear, repeat the same procedure. Use this procedure each time you want to shift into a higher gear.

You can also use the drag of the engine to slow down. Decelerating is accomplished by reversing the above procedure. Twist the throttle to the closed position, disengage the clutch, and depress the shift lever. Then slowly release the clutch,

Note: When shifting gears always remember that the tachometer is your guide to keep from over-revving and possibly damaging the engine. Keep the rpm's in the 3,000-7,000 rpm range except during break-in, which will be explained later.

(4) Stopping

There are several ways to stop.

Pulling in the clutch lever and twisting the throttle grip in the closed direction will permit you to gradually glide to a stop.

Downshifting through the gears, using the drag of the engine to slow down is another. However, the best method, and the one most universally used, is to use both engine compression (downshifting through the gears as the machine slows) and the front and rear brakes.

When stopping, gradually apply the rear brake while twisting the throttle grip in the closed direction. After the rear brake starts to take hold, gradually apply the front brake.

As the machine continues to slow shift down through the gears using engine Compression to aid the slowing effect. When shifting down, watch the tach to see that the engine does not over-rev.

Note: During periods of INCLEMENT WEATHER, I.C., snow, rain, sleet, or ice, or on poor road surfaces where tracton is vinimal, or in a sharp corner, IT IS NOT ADVISABLE TO FIRMLY APPLY THE FRONT BRAKE. While it is true that the front brake supplies the greater portion of braking power, it is also true that stability can be upset very easily if it is used incautiously under the above conditions.

(5) Cruising

A frequently asked question is "What rpm should I cruise at?". The BREAK-IN section provides limitations when the motorcycle is new, but once the engine has been broken in, then we suggest that you follow these guide lines. For sustained load and throttle conditions, such as those encountered on open highways, cruise at 3/4 throttle or at 3/4 of the rpm "red line" whichever comes first. Always bear in mind though, the maximum allowable speed limit for the area through which you are riding. This is a recommendation, not a "hard and fast" rule. Any modification or personalization of the running gear could possibly change the operating range most comfortable and most efficient for the engine.