gine, as a result of which the motorcycle is slow in gaining speed; shrill metallic knocks in the crank gear.

When listening to the engine, try to distinguish the knocks caused by overheating from those caused by the advance ignition setting. In case the advanced ignition is set, knocks are produced simultaneously in the both cylinders. The knocks caused by the engine overheating are first heard in the left-hand cylinder. This is attributed to the fact that the temperature of the left-hand cylinder (when operating the motorcycle with a sidecar) is always 20 to 30 °C above the temperature of the right-hand cylinder. The normal temperature of the crankcase oil must not be higher than 90 °C. A lengthy ride with the oil temperature exceeding 90 °C is inadmissible.

It must be remembered that a long-time travel with the engine overheated may lead to a breakdown or accident.

To avoid the overheating, the driver should run the motorcycle over those parts of the road that are most favourable for riding and, therefore, excluding the possibility of engine overloading. In order to cool an overheated engine, stop the motorcycle, switch out the engine and allow it to cool down.

Avoid using water for cooling purposes, as this may cause damage to the cylinders or their heads.

To stop an overheated engine, reduce the engine speed to a minimum and, without switching off the ignition, fully close the choke of the air corrector. The engine must stop without knocks and back impacts. Following that, switch off the ignition.

It is not advisable to stop an overheated engine by switching off the ignition, since the engine usually continues running with the ignition switched off, owing to the fuel mixture being ignited from the high temperature surfaces of the spark plugs, valves and cylinder heads. Besides, stopping the engine in this way may cause back impacts and damage to the components of the crank gear.

Operation of the engine at a slow speed under overload conditions, (erratic operation of the engine) is harmful to the engine itself and to the motorcycle transmission.

The overheating is equally detrimental to both the engine and the transmission units. The temperature of oil in the gear box and the main drive casing must not oxceed 85 °C.

In service, take care to keep water out of the petrol tank, crankcase, gear box, and main drive casing. Always keep the motorcycle units clean, especially this requirement applies to the electrical equipment devices and cooling fins of the heads and cylinders of the engine.

When parking the motorcycle, close the petrol cock. Particular attention should be given to the tyre condition. The tyre pressure must be strictly maintained within the limits specified in the relevant instructions. If the tyre pressure has increased due to their hea-

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