check the proper adjustment of the manual drive: depress the foot gearshift pedal to fully engage any of the speed gears. The hand clutch release lever is withdrawn in the direction of the handlebar grip. The perception of the cable tightening (resistance) should appear only at the end of travel at close proximity of the lever to the grip (about 1—5 mm).

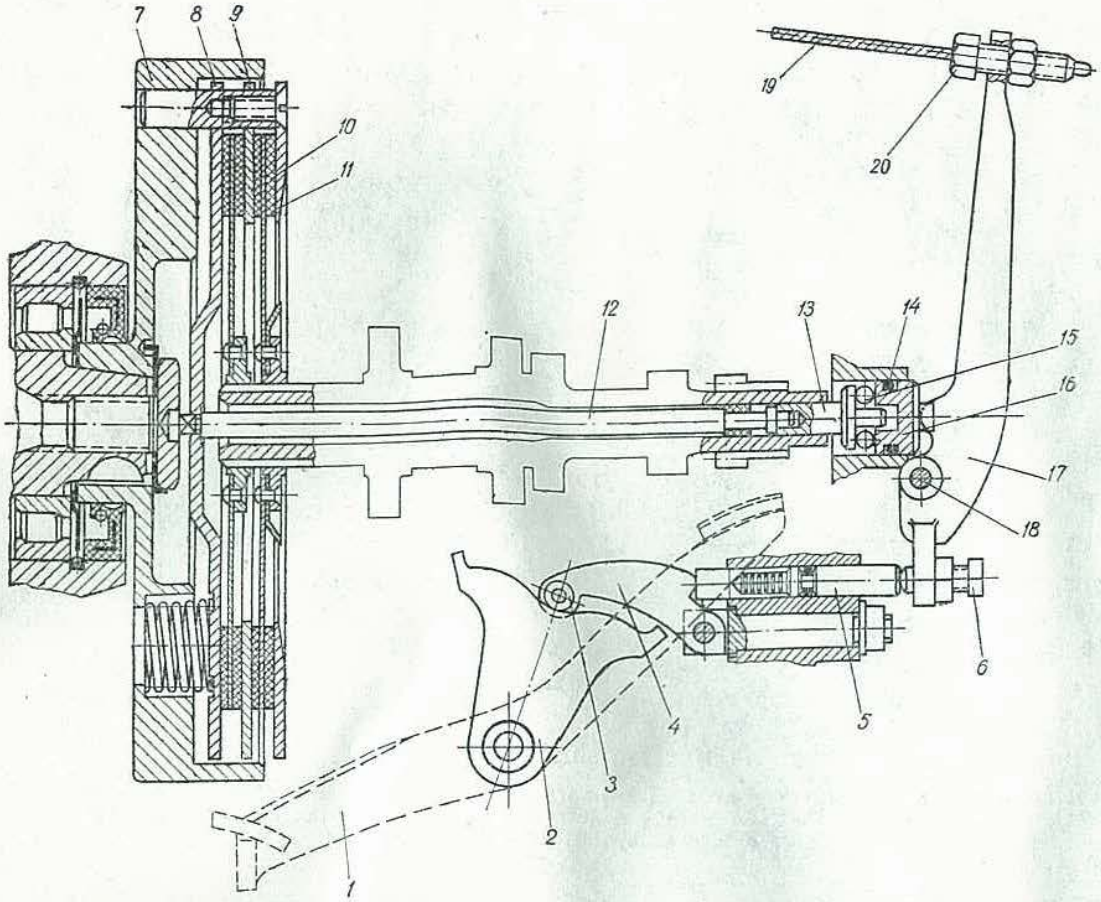

Fig. 20. Clutch and release mechanism actuated at gearshifts:

1 — foot gearshift pedal; *2* — crank-cam; *3* — roller; *4* — inner lever; *5* — intermediate rod; *6*— adjusting bolt; *7*—engine flywheel; *8*— pressure disk; *9* — intermediate disk; *10* — driven disk; *11* — bearing disk; *12* — clutch release rod; *13* — rod end piece; *14* — sealing rubber ring; *15*— thrust ball bearing; *16* — slide block; *17* — outer clutch release lever; *18* — pin; *19* — clutch hand drive cable; *20* — clutch cable adjusting screw

The motorcycle must not be operated until the clutch release mechanism is properly adjusted.

5. The sequence of gear engagement is described in the Section "Controls and Instruments".

6. The motorcycle is put in reverse only when the gearshift mechanism is in the main neutral position, that is, when it is between the first and second gears. This position is indicated by the lighting of the neutral position indicator lamp.

Applying too great an effort when, shifting to reverse at other positions of the gearshift disk, may result in breakage. A failure may also occur when too much effort is applied to engage any of the speeds with the reverse gear engaged.

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