When moving uphill, rate your actions and the motorcycle speed so as to avoid a forced stoppage. If the grade is low, speed up the motorcycle before upgrading in order to pass the entire grade or the greater part of it with the high gear engaged. In case the speed starts to decrease noticeably during upgrading, change over to a low gear. Avoid partial disengagement of the clutch in an attempt to negotiate the upgrade by increasing the engine speed at the expense of the clutch slipping. This method will lead to a rapid wear of the clutch components.

If the motorcycle approaches a high upgrade at a speed that is not enough to overcome it, engage one of the low gears and do not change it until the upgrade is overcome. If the engine dies out during upgrading, actuate the front brake to hold back the motorcycle, start the engine, engage the first gear and at the same time release the brake lever and clutch operating lever.

The stretches of dry quicksand or mellow snow should be overcome with the second or first gear engaged, at a high speed, maintaining a constant speed of the engine and rectilinear motion. When passing over the sand, avoid sharply turning the handlebar, releasing the clutch, shifting the gears and abruptly increasing the engine speed. This may cause the rear wheel to slip and the engine to stop.

When overcoming the stretches of thick sticky dirt, follow the same procedure as when crossing the quicksand. If much dirt piles up under the fenders thus hindering the rotation of the wheels, stop the motorcycle and clean off dirt.

The motorcycle stability is not the same at the right- and left-hand cornering. When turning to the right, i. e. in the direction of the side-car, the motorcycle loses more of its stability and is more subject to overturning than when turning to the left.

It must be borne in mind that the maximum permissible angle of the handlebar turning is dependent on the motorcycle speed. As the travelling speed increases, the permissible angle of turning diminishes. The handlebar should be turned gradually, avoiding jerks, especially when turning to the right.

Particular caution should be exercised when travelling under poor visibility conditions (at night, in a fog, etc.).

When using the motorcycle, proper attention should be given to the thermal conditions under which the engine, power transmission units and the running gear mechanisms operate. If the thermal conditions of the engine are normal, the temperature of the cylinder head (under the spark plug) does not exceed 200 °C in summer time, operation due to self-ignition is not observed in this case.

The normal operation of the engine is evidenced by good pick-up of the motorcycle and the absence of knocks in the crank gear. The symptoms of the engine overheating are the following: the engine operates under self-ignition conditions; power loss by the en-

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