DRIVING PROCEDURE

Before starting off, engage the first gear. For this purpose depress the clutch operating lever, then engage the first gear by pressing down the front arm of the foot gearshift pedal with the toe. Turning the gas grip backward ("to the driver"), increase the engine speed, at the same time gradually releasing the clutch operating lever. The motorcycle will slowly start off.

Do not allow the engine to develop a high speed with the clutch disengaged. The speed must be such as not to allow the engine to die out at gradual engagement of the clutch.

Under no circumstances should the clutch operating lever be suddenly released, since it can lead to the motorcycle breakdown. Also, when engaging the first gear, avoid depressing with too great a force or tapping the front arm of the gearshift pedal with your foot.

After the motorcycle has reached a speed of 10 to 15 km/h, engage the second gear. To do so, depress the clutch lever and at the same time decrease the engine speed by turning the gas grip; press down the rear arm of the foot gearshift pedal and gradually release the clutch lever, simultaneously increasing the engine speed.

When the speed reaches 20 to 30 km/h, engage the third gear in the same manner, then, at a speed of 35 to 40 km/h, the fourth gear.

Following that, the speed should be regulated by operating the throttles of the carburettors.

Since the gear box has provision for clutch operating device, some other methods of gearshifting may be used in addition to those described in this Section (refer to the Section "Gear Box").

Riding at a speed lower than is recommended for second, third and fourth gears is inadmissible, as this will overload the engine, making its operation erratic.

The friction-type handlebar shock absorber is designed for taking up the lateral shocks on the front wheel occuring during riding on a rough road. This absorber is made up of two movable washers *17* (Fig. 25), fixed washer *18* and wing nut *1* of the shock absorber.

The degree of tightening of the shock absorber depends on the road conditions and riding speed. When riding at a high speed, especially on a rough (cobble-stone) road, the handlebar shock absorber wing nut should be screwed tighter; when riding on a twisty road at a low speed the absorber wing nut must be released because, with the shock absorber tightened too much, it will be difficult to steer the motorcycle.

Travelling for a long time with the first or second gear engaged is not advisable unless this is necessitated by the road conditions, since the engine in this case develops a high speed, overheats and wears out more rapidly. Besides, travelling at lower gears leads to excessive fuel consumption. Starting from rest should be performed only at the first gear.

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