To avoid the engine overheating, it is not advisable to make long non-stop travels or to ride at a speed exceeding the permissible limits.

Particular attention should be given to the lubrication of the engine, gear box and main drive. After first 500 km, drain the used oil, wash out the casings, remove and wash the engine oil pan and pour fresh oil into the engine, gear box and main drive up to the required level.

At the end of the running-in period (after 2500 km) replace oil in all mentioned units. After the running-in period (up to 2500 km) it is good practice to wash the wheel bearings and replenish the lubricant.

After first 2500 km, it is not advisable to undertake long travels at maximum engine speed. The following maximum permissible speeds must not be exceeded: in first gear — 20, in second — 40, in third — 70, in fourth — 105 km/hr. Riding at these speeds must be short-time (not more than 2 to 3 min).

The recommended operating speed for the motorcycle that has been subjected to running-in shonld be equal to 60—70 km/h, when moving over an improved road.

During the running-in period do not fail to periodically check the tightening of the frame steering column radial bearings. No radial play in the radial bearings is admissible. Following the taking-up of the play the front fork should freely rotate in the bearings to both sides up to the stop.

DESIGN, OPERATION AND ADJUSTMENT OF MOTORCYCLE BASIC UNITS

ENGINE

As regards its design specifications and technical characteristics, this engine (Figs 5, 6, 7) is classified as a motorcycle hopped-up, roadster-type engine.

The horizontal arrangement of the cylinders ensures a good cooling of the engine and balancing of the crank gear. Each cylinder is provided with an individual carburettor. This facilitates the starting procedure and increases the engine power.

Crank Gear

The crank gear consists of the crankshaft with the connecting rods, pistons, piston rings, and piston pins, and of the casing and two cylinders with the heads.

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