ting during motorcycle run, do not reduce it. Low pressure will lead to excessive heating of the tyres and their premature wear.

Clean the motorcycle after each ride. For cleaning the engine and the gear box, it is preferable to use a bristle brush moistened with kerosene. The chromium-plated parts should be washed with water using a soft cloth or sponge, and then wiped dry with cotton wastes, rags or chamois leather. To make the chromium-plated parts lustrous, it is advisable to polish them after drying with a piece of chamois leather.

Only a cooled engine may be flushed with water from a hose. When flushing, avoid using too strong a water jet, do not aim the jet directly at the generator, current-and-voltage regulator, headlamp, air filter and carburettor. The moisture that gets inside some of the units may cause corrosion and lead to difficult-to-repair damage. The air choke of the air filter must be closed during washing. Avoid driving the motorcycle into water for washing purposes or stopping the engine while overcoming the ford, if the water level is above the silencer openings.

RUNNING-IN THE NEW MOTORCYCLE

The correct running-in of a new motorcycle prolongs its service life.

The running-in of the motorcycle is divided into two stages: an up to 1000 km run and 1000 to 2500 km run.

Permissible speeds during Running (km/h)

Speed gears	Running, km	
	up to 1000	from 1000 to 2500
first	10	15
second	20	35
third	35	50
fourth	55	65

The carburettors are provided with motorcycle speed-limit devices. After the first 1000 km run, these devices should be made shorter, and, after 2500 km, removed at all. However, the throttles must not be fully opened, since the speed-limit devices cannot be completely relied on. During the entire running-in period, the load on the motorcycle must not exceed 50 per cent of the maximum figure.

The motorcycle must not be overloaded by riding over heavy roads.

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