When the air choke is completely closed, handle *4* is in the front end position (handle in the upper position). The choke should be used only in case of starting the engine from cold.

One of the main causes for premature wear of the cylinders, pistons, piston rings and of the other friction parts of the engine is dust and sand that get inside the engine through the carburettors.

The service life of the engine much depends on the good condition of the air cleaner.

Air is cleaned in the following manner: when passing under the air cleaner cover, air is flung by the deflector (provided on the cover) onto the oil bath surface, then, suddenly changing its direction, is fed into the air cleaner throat filled with a capron stuffing.

Heavier particles of dust, sucked in by the air, hit the oil surface and settle down to the bottom of the oil bath. The finer particles, carried away by the air flow, are retained in the throat containing oil-soaked stuffing packs. From the throat of the air cleaner, the air is supplied through the air passages to the carburettors.

Provided inside the air filter body is a disk which is used as an oil damper.

Care of Fuel System

During daily inspection, make sure that the tank is filled with fuel and the petrol lines are properly connected; also check the fuel supply to the carburettors and the operation of the carburettor throttle control drive.

When operating the motorcycle, check the presence of oil in the oil bath of the air filter. It is recommended that the air filter be washed and the oil changed at the following intervals: under very dusty conditions, the air filter should be washed, without dismantling, and the oil changed after every 500 km run; under normal conditions, the same should be done every 1000 km.

When washing the air filter it is recommended to clean the gear box casing filler.

Wash the filter in a bath filled with kerosene or sweet petrol. For this purpose immerse the filter in the bath, rinse the filter and then sharply shake it up.

N o t e: The oil used for the filling of the air filter should be the same as for the priming of the engine (the filter may be also filled with the used oil of the same grade, provided this oil has been preliminarily filtered).

After every 2500 km run, it is advisable to remove the sludge from the petrol cock settler; rinse and clean the fuel filters.

If the fuel supply is insufficient, the engine power drops sharply, flashes appear in the carburettor, and the engine speed does not correspond to the given position of the throttle control grip. In this case, first of all check that the vent holes in the plug of the fuel tank are not clogged. Then, on turning off the petrol cock, unscrew the settler, clean and wash out the latter together with the filter con-

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