tained in it. After assembling the settler, open the valve and blow it through with compressed air.

Periodically check the connections for air-tightness and the packings in the inlet passage for good condition, since the inleakage of dusty air will cause premature wear of the engine parts.

POWER TRANSMISSION

The power transmission system of the motorcycle consists of a number of interconnected units intended to transmit the torque from the engine crankshaft to the rear wheel, and also to change the tractive effort at the driving wheel.

The power transmission includes: the clutch, gear box and main drive.

Clutch

The clutch is intended for the transmission of torque from the engine to the gear box, disengagement of the engine from the gear box at gearshift, and for the smooth engagement when starting the motorcycle from rest.

The dry double-disk clutch consists of the driven and driving parts, and of the clutch release mechanism. The driving parts include flywheel *7* (see Fig. 20), pressure disk *8*, intermediate disk *9*, and bearing disk *11*, all of the disks being fitted on the flywheel pins.

At the centre of the pressure disk is a square hole into which enters the clutch release rod.

The bearing disk is fastened to the pin ends by screws which are secured by punching the bearing disk at the slots of the screw heads.

The driven parts of the clutch include two driven disks *10*, having ring-shaped facings, made of friction material, on either side. The disks are meshed with the splined part of the gear box primary shaft.

The correct use of the clutch will considerably prolong its service life.

Never ride the motorcycle with the clutch incompletely engaged (by causing it to slip). When starting from rest and changing gears engage the clutch smoothly. The sharp engagement of the clutch at high engine speed will cause not only a rapid wear of the friction facings of the disks but will also overstrain the transmission components and increase wear on the tyres.

The clutch control drive and its operation are described in Section "Gear Box".

Gear Box

The double-shaft four-speed gear box is provided with a reverse gear and clutch release mechanism actuated at gearshifts.

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