Do not engage or disengage the reverse gear by foot.

7. The gear box has yet another fixed neutral position between the third and fourth gears. This neutral should be used when coasting.

The neutral position should be found with the clutch disengaged, by using the hand lever. Before the necessary skill is acquired, the front and rear arm of the gearshift pedal should be simultaneously depressed with the foot.

In order to engage the third and fourth gears without impacts after coasting, increase the engine speed and only then shift to the required gear.

8. The engagement of either forward or reverse gear is accompanied by the meshing of two members of the gear box, the tooth of one member entering the space of the other.

The teeth of the meshing clutches or gears are not always arranged in such a way that the space is opposite the tooth. In this case, the gear engagement is impossible. To facilitate gear engagement, the space in the splined joints of the gearshift mechanism is made much wider than the tooth thickness.

Difficulties during gear engagement may arise only when the coupling members are at rest, which might be in the case when the motorcycle is kept at a standstill and the engine is not operating or the clutch is disengaged with the engine operating.

Therefore, it is advisable to set the neutral or a gear close to neutral (first or second) before the motorcycle comes to a standstill during a slowdown. Should a given gear fail to become engaged, with the motorcycle at a standstill, release the clutch lever (at which point the primary shaft starts rotating) and then depress the clutch lever again and engage the gear.

To engage the first or reverse gear without impacts, when starting from rest, it is necessary, after declutching, to wait a few seconds before engaging the gear until the primary shaft slows down its rotation.

9. During the cold season, the starting mechanism ratchet may operate with noise (rattling) if the gear box has not yet warmed up. This being the case, do not operate the engine at high speeds. As the gear box is warmed up, the noise will disappear.

Dismantling and Assembling of the Gear Box

Dismantling

Dismantling should be carried out in the following order:

1. Remove the kick lever, clutch release lever, slide, thrust bearing and the end piece of the clutch release rod. Take down the disk of the elastic coupling.

2. Turn off two screws securing the bushing of the starting mechanism shaft to the front wall of the casing and release the tension ("winding-up") of the spring of the starting mechanism shaft.

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