Whatever the condition of the storage battery, whether it is in use or in long-time storage, send it once a month to a charging station for recharging, and once every three months, for undergoing a checking and training cycle.

SIDECAR

The motorcycle is intended for use in conjunction with a sidecar. The sidecar is of single-seat light-weight type with a levered suspension of the wheel, using a spring-and-hydraulic shock absorber. The sidecar frame is of the welded tubular type.

The passenger-type body of the sidecar is all-metal, welded, manufactured from steel sheets. The walls of the body are reinforced with a tube that forms a handle at the front of the sidecar. The body is equipped with a soft seat made up of two spring cushions (the seat and the back cushion). The sidecar floor is covered in front of the seat with a rubber mat.

The inside of the sidecar is closed with a leatherette cover fastened to the body by means of clasps and belts.

The spare wheel is fitted over the trunk. The folding, easily removable seat back provides access to the trunk. In order to open the trunk, depress the button of the lock located on the seat back. The trunk can be locked with a special key.

Provided on the left-hand side of the inner wall of the trunk are brackets used for fastening the air pump.

The sidecar body is secured to the front tube of the frame by means of two clamps with rubber pads. The rear portion of the body is secured to two rubber springs attached to the brackets of the rear tube of the frame.

To restrict the body vibration, an arrester with a rubber buffer is provided at the rear of the frame.

To protect the shock absorber against heavy shocks which may occur during riding with a full load over rough roads, the right-hand longitudinal tube of the sidecar frame is fitted with a shock absorber arrester whose rubber buffer takes up the shocks when the carrying lever of the wheel deviates to the utmost in downward direction.

The sidecar is attached to the motorcycle at four points (Fig. 14). The two lower fixing points are collet hinges (Fig. 42) embracing the ball brackets of the motorcycle frame. The rear collet hinge is mounted in the bracket secured to the sidecar frame by two coupling bolts.

With the coupling bolts slackened, the bracket can be turned or extracted from the tube of the sidecar frame.

The upper fastening is ensured by two draw rods adjustable as to length. The rods are hinged to the ears of the sidecar frame and to the brackets of the motorcycle frame.

The wheel is fitted on the overhung axle in the lever which is hinged to the frame.

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