

Controls

FILLER CAP. On top of fuel tank.

FUEL TAP. On left under tank. Pull knob to turn fuel ON. Push in to turn fuel OFF. Always push knob to Off position when stopping for any length of time.

AIR CONTROL LEVER. Fitted on top of carburettor body. Depress and turn until engaged in down position to enrich mixture for starting. Use in conjunction with tickler.

TICKLER. Small knob on carburettor body. Depress until petrol appears on carburettor body, to provide rich mixture for starting.

THROTTLE TWIST GRIP. On right handlebar. Controls speed of engine. Twist towards rider to open. Away from rider to close.

KICK STARTER. Vertical lever with folding crank on right of gearbox. Use to start engine.

CLUTCH LEVER. On left handlebar. Pull towards handlebar to release engine drive from rear wheel. Use when moving away from rest and also when changing gear. Always ease the clutch in gently.

GEAR CHANGE PEDAL. Horizontal lever in front of right-hand foot-rest. Move UP to select a lower gear. Move DOWN to select a higher gear. Neutral is between First (Bottom) and Second gear.

The pedal will always return to the same position and the foot should be removed from lever between each gear change. Use the clutch lever when changing gears.

FRONT BRAKE LEVER. On right handlebar. Grip to operate front brake. Apply in conjunction with rear brake for maximum braking efficiency.

REAR BRAKE PEDAL. In front of L/H footrest. Press down to operate rear brake.

LIGHTING SWITCH. (Direct lighting set and Rectifier/Battery lighting set). In top of headlamp. Switch has three positions:

L	Pilot and rear lamps lit (with battery fitted).
OFF	No lamps in use.
H	Head, rear and speedo lamps lit.

DIPSWITCH AND HORN BUTTON. On left handlebar.

MAJOR REPAIRS

The contents of this booklet are intended to give the owner a working knowledge of his machine and to enable him to carry out normal adjustments, maintenance and simple repairs. Where major repairs are concerned, we strongly advise the amateur mechanic to leave well alone and entrust difficult jobs, should they ever arise, to a qualified mechanic. Splitting the crankcase halves, for instance, is a very difficult matter and demands great skill and care, while years of experience are needed to replace a big end assembly and true the shafts. Our Repairs Department is fully equipped and major repairs carry a full three months' guarantee. With these facilities at the disposal of owners, we feel that it will repay our customers not to attempt too much but to keep within the limits outlined in this book.

Riding

FUEL. When the machine first comes into the hands of the rider it will be ready, but for fuel, for the road. For full instructions on fuel and lubrication please refer to pages 9 and 10.

PLEASE NOTE: A small reserve of fuel, sufficient to cover 3 to 5 miles, is provided. If it is necessary to use it, incline the machine to the left.

STARTING. See that there is sufficient fuel in the tank.

Ensure gear lever is in **NEUTRAL** by rolling machine slightly forwards and backwards. (Neutral is between bottom and second gear).

Pull fuel tap to ON position.

Press down the plunger on top of the carburettor body and depress tickler until fuel appears.

Open twist grip about a quarter of its travel.

Standing over machine, depress kickstarter with a steady swinging movement.

When engine starts do not forget to release the plunger on top of carburettor as soon as possible.

Re-starting when the engine is warm will require no flooding of the carburettor, neither will it be necessary to depress the air control plunger.

FAILURE TO START. Commonly caused by over flooding carburettor. If repeated kicks fail to start after flooding (when cold) shut off the fuel supply, open throttle wide and clear crankcase of excessive fuel by turning the engine over rapidly with the kick starter pedal until it fires. Then do not close throttle but keep wide open until engine revolutions have built up and running is normal.

ERRORS IN STARTING. Mistakes often made whilst starting a motor cycle are:— Opening throttle too wide, thus destroying the advantage of a rich mixture.

Failure to lean the machine slightly to the left, so that pressing of the foot on the kickstarter causes rider and machine to overbalance.

Tickling the carburettor insufficiently. This operation must produce a head of fuel on the top of the carburettor body.

These faults are easily corrected with care and will result in greatly improved starting.

ON THE ROAD. Having started and warmed up the engine and sitting astride the machine, disengage the clutch and engage low gear by moving gear pedal upwards with toe. Next, release the clutch lever slowly and as the machine starts to move forward, open the throttle gently to enable the engine to take up the load. Increase speed gradually and when well under way, disengage the clutch, close the throttle a little and select second gear by pressing the pedal down. Change into top gear at approximately 20 m.p.h. The gear change foot pedal must be moved to the full extent of its travel when selecting a gear.

The change from a high gear to a lower gear is made in a similar manner. A little practice will probably be necessary in order to change gear with ease and certainty, with all movements correctly synchronised, but the gears are very easy to manipulate and will present little difficulty. The gear change mechanism on a new machine is generally a little stiff and will ease considerably when the machine has been run-in.

STOPPING. Before slowing down glance to the rear to ascertain what vehicles are following and if necessary give the signal "I am going to slow down." (Full details of road signals will be found in The Highway Code available from H.M. Stationery Office).