



#### "RESERVE"

If the fuel level in the tank is too low, turn the lever to the "RESERVE" position to use the reserve fuel supply. In this position, no fuel will flow from the fuelcock to the carburetors unless the engine is running or being started.

RESERVE FUEL SUPPLY: 2.0 L (2.1 US qt)



#### "PRIME"

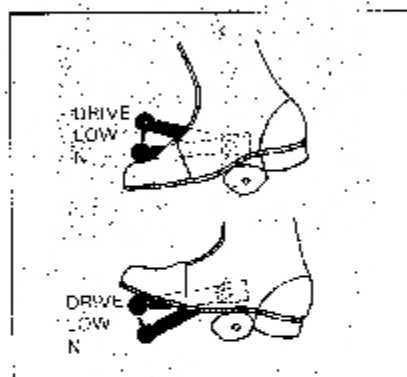
If the motorcycle has run out of fuel or has been stored for an extended period, there may not be any gasoline in the carburetors. In this instance the fuelcock lever should be moved to the "PRIME" position. This will allow the fuel to flow directly into the carburetors even though the engine is not operating. Upon starting the engine, be sure to return the lever to the "ON" position or, if necessary, to the "RESERVE" position.

#### CAUTION:

Leaving the fuelcock in the "PRIME" position may cause the carburetors to overflow and fuel to run into the engine. It is possible that this may cause severe mechanical damage when the engine is started.

**NOTE:** After switching the fuelcock lever to the "RESERVE" position, it is advisable that the tank be refilled at the closest gas station. After re-fueling, be sure to move the fuelcock to the "ON" position.

#### GEARSHIFT LEVER



This motorcycle is equipped with a 2 speed constant mesh transmission which operates as shown in the figure. The shift lever is attached to a ratchet type mechanism in the transmission. Each time that a gear is selected, the gear shift lever will return to its normal position ready to select the next gear. Shifting into the "LOW" and "DRIVE" range gears is accomplished by lifting up on the shift lever once for each gear. It is not possible to up shift or down shift more than one gear at a time due to the ratchet mechanism being used.

#### CAUTION:

Do not shift gears without closing the throttle. The engine and drive train could be damaged by over rev and shock.