

RIDING TIPS

STARTING THE ENGINE

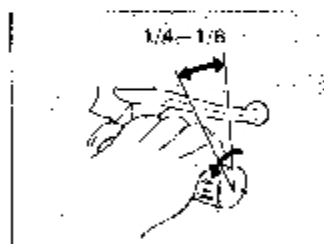
Check that the fuelcock lever is in the "ON" position and that the engine kill switch is in the "RUN" position. Insert the ignition key into the ignition switch and turn it clockwise one notch to the "ON" position. The green light of the gear position indicator lights will light if the transmission is in neutral.

CAUTION:

Always start the engine with the transmission in neutral, the parking brake lever pulled in, and the rider in the normal riding position.

When the engine is cold:

Turn the choke lever all the way to the left. Close the throttle completely. Push the electric starter button and the engine will start. Immediately after the engine starts, return the choke lever halfway. Return the choke lever all the way to its normal disengaged position approximately 40 seconds after the engine starts. In extremely cold weather it may be necessary to use the choke longer than 40 seconds.



When the engine is warm:

Open the throttle 1/8th to 1/4th turn and push the electric starter button. Operation of the carburetor choke system is usually not necessary when the engine is warm.

WARNING:

Do not run the engine indoors where there is little or no ventilation available. Carbon monoxide fumes are extremely poisonous. Never leave the engine running while unattended, even for a moment.

CAUTION:

Do not let the engine run excessively without riding, or it will overheat and may damage internal engine components or damage the exhaust system chrome plating.

STARTING OFF

Release the parking brake. Check the parking brake indicator light is gone out. Apply front brake and keep the throttle closed when you shift into "LOW" range gear. Release the front brake and twist the throttle grip toward you, and the motorcycle will start moving forward.

To shift to the "DRIVE" range gear, close the throttle completely and lift the gear-shift lever upward.

USING THE TRANSMISSION

The transmission is provided to keep the engine operating smoothly in its normal operating rpm range. The gear ratios have been carefully chosen to meet the characteristics of the engine. The rider should always select the most suitable gear for the prevailing conditions. The table below shows the gearshifting point for each gear.

Shifting schedule

LOW → DRIVE	12 miles/h (20 km/h)
DRIVE → LOW	3 miles/h (5 km/h)

NOTE: The maximum speed in "L" range as shown in the speedometer (80 km/h (60 mph)) indicates the L-range vehicle speed limit that corresponds to the maximum allowable engine revolution. Do not confuse this with the gearshifting point of speed.