

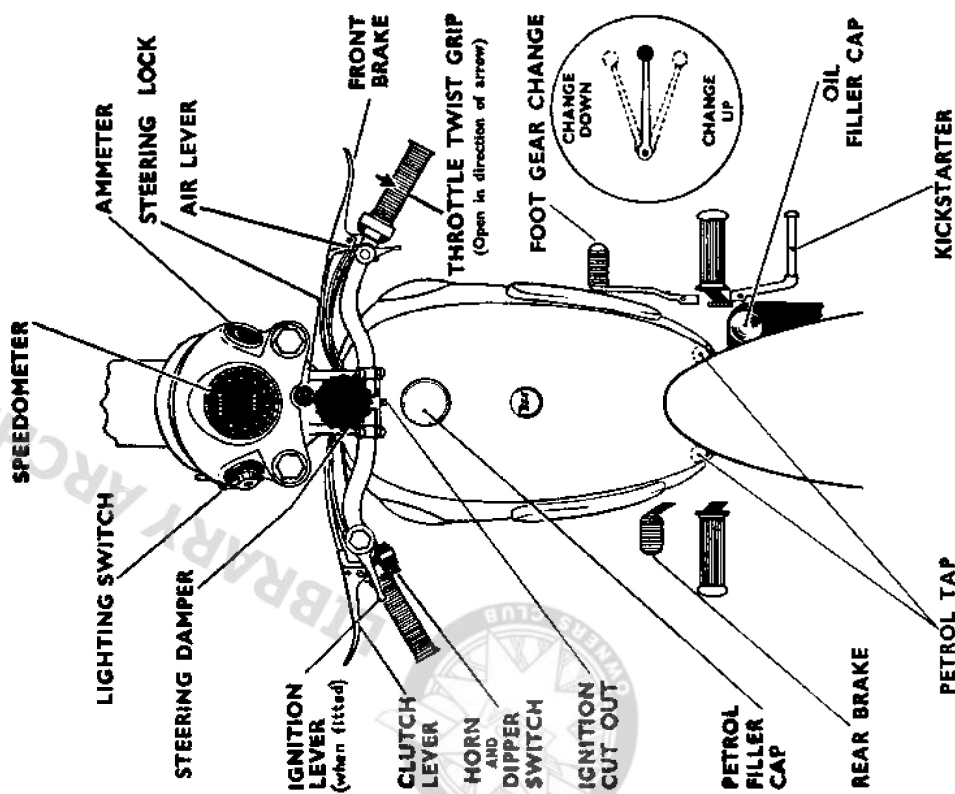


Fig. 1 The Controls

TAKING OVER THE MACHINE

Before running the machine make sure that the oil tank, gearbox, primary chain case and front forks are properly topped up with oil and that the battery is filled and charged. (See appropriate chapters for filling instructions.) Normally these preparations will be carried out by the dealer who is selling the machine and the new owner has only to arrange the controls to his liking and the machine is ready for the road.

The Controls.

The new rider should make sure that he is quite familiar with all the controls before attempting to ride the machine. Most of the controls are adjustable and should be positioned so that they can be reached without moving the hands

from the grips or the feet from the footrests. Handlebars and footrests should be adjusted so that a comfortable and natural riding position is achieved. Make sure that the bolts retaining the handlebar clamps are tight after completing any adjustment. Badly positioned controls cause poor control of the machine and will bring discomfort on long journeys.

Handlebar Controls.

Twist Grip.

Mounted on the right handlebar, it controls the throttle opening. To open the throttle (i.e. to increase engine speed) turn the grip so that the top moves towards the rider. Full movement is about half a turn.

Front Brake.

Hand lever mounted on the right handlebar in front of the twist grip. Squeeze the lever towards the bar to operate the brake.

Clutch.

Hand lever mounted on the left handlebar in front of the grip. Squeeze the lever towards the bar to free the clutch, i.e. disengage the drive between the engine and the rear wheel.

Air Lever.

Mounted on the right handlebar attached to the rear of the brake lever. It controls an air valve in the carburetter by means of a bowden cable. The air valve should be closed when starting with the engine cold.

Ignition Lever. (A7 Shooting Star, A10 Road Rocket.)

Mounted on top of the left handlebar and controls the amount of ignition advance and retard.

Ignition Cut-out.

The control button is situated in the centre of the handlebars. Pressure on this for a second stops the engine.

Horn.

The horn button is mounted on the left handlebar in a combined mounting with the headlamp dipper switch.

Headlamp Dipper Switch.

On the left handlebar attached to the rear of the clutch lever. It controls the switching from main to dipped headlamp bulb filaments.

Foot Controls.

Rear Brake Pedal.

On the left hand side of the machine and controls the rear brake only.

Gearchange Pedal.

On the right hand side of the machine and effects the change from one gear to another. The lever is of the positive stop type and returns to the central position after each change. Upward movement of the lever selects the next lower gear, downward a higher gear. Neutral is between first and second gear.