Gear change. - After reaching the required speed lst gear, close quickly the throttle, depress the clutched turn the gear change twistgrip so that the engraved ne is opposite number 2 (2nd gear) let in the clutched open the throttle gradually.

Repeat this procedure for changing into 3rd gear. ive Drive system on fig. 11).

For changing down, close the throttle, depress the atch and turn the gear change twistgrip to the requides position.

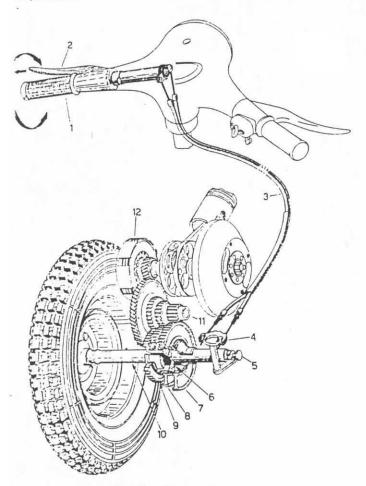


Fig. 11 - Drive system

Gear change twistgrip - 2. Clutch control lever - 3. Gear ange control cables - Gear shifter - 5. Selector stem - 6. lector - 7. 1st gear pinion - 8. 2nd gear pinion - 9. 3rd gear pinion - 10. Mainshaft - 11. Cush gear - 12. Clutch.

B. - Positions 1 - 2 - 3 of the gear change twistgrip correspond to 1st, 2nd and 3rd gear respectively; • O • indicates the neutral position.

When you reduce the speed of your machine, changed down with no delay.

Do not turn the gear change twistgrip while the enne is not running.

As soon as gear change troubles arise, particularly hen the control becomes hard, customers should have eir machines adjusted at a Sears Roebuck and Co. ore.

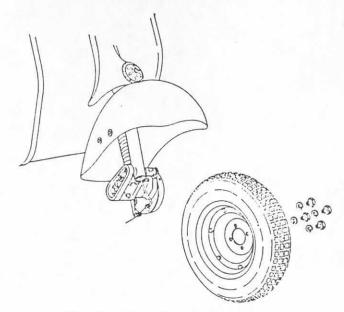


Fig. 12 - Dismantling the front wheel.

Tires. - The wheels are interchangeable, i. e. they can be assembled either in front or rear, provided of course that they are enflated to pressures respectively hereunder prescribed.

When a flat tire is to be replaced, unscrew the four nuts which secure the wheel to its flange, pull wheel sideways off the studs (see Fig. 12), repair it or replace with spare wheel.

To remove the tube, deflate it first, then separate the felloe from the ring by unscrewing the nuts which join them (see Fig. 13).

Tire pressure should be 18 psi on rear wheel, 11 psi on front wheel. If the Allstate is ordinarily ridden by both driver and passenger, the pressure of the rear tire should be 28 psi.

Stopping the engine. - Push the cut-out button (see Fig. 7, letter "E,,); fuel vapors remain in the cylinder in this way, and the next start will be much easier.

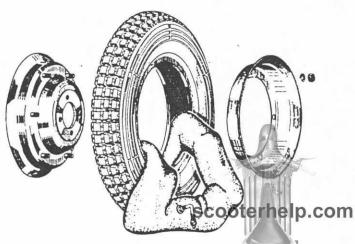


Fig. 13 - Removing the inner tube