When switch is turned "ON" preparatory to starting engine, both lights should go "ON." (Exception: When switch is turned "ON," immediately after engine has been primed by cranking, red oil pressure signal may not light, but will light after a few seconds. This is due to oil pressure built up by cranking, and is most likely to be noticed in cold weather.)

With engine running, both lights should go "OFF." See "Instrument Panel Signal Lights." Page 12,

18. CAUTION PLATE Manufacturer's oil and spark plug recommendations. See Page 1

Left Side View, Details 19 to 38

 BLACKOUT MARKER LAMP—Lomp is "ON" with ignition-light switch in second right position.

20. HORN-Horn button on handlebar.

21. SERVICE HEADLAMP—Lomp is "ON" with ignition light switch in third right position (See Detail 14).

22. REAR VIEW MIRROR

23. OIL BATH AIR CLEANER—The oil both oir cleaner separates abtrasive particles of dirt and dust from the air drawn through the curburetor, thus preventing abrosive matter from being drawn into the engine and causing rapid wear of cylinder walls, rings, pistons and other moving parts. Giving air cleaner regular attention will assure normal life of engine parts.

daily under extremely dusty conditions. See "Servicing Air Cleaner," Page 17.

24. BLACKOUT STOP-TAIL LAMP (BIGHT SIDE)— Top unit is blackout stop lamp, controlled by stop lamp switch (Detail 47).

Bottom unit is regularly used blackout tail large, controlled by ignition-light switch (Detail 16).

roads, clean and refill air cleaner oil cup at least each time engine oil tank is drained and refilled.

Service more frequently under clusty conditions:

25. SERVICE STOPTAIL LAMP WITH SPARE BLACKOUT TAIL LAMP (LEFT SIDE)

Top unit is service stop and toil lomp (double file ment bulb). Toil lomp filament is controlled by ignition-light switch (Detail 16); stop lomp filament is controlled by stop lamp switch. (Detail 47). Stop light does not operate in daytime when ignition only is turned "ON."

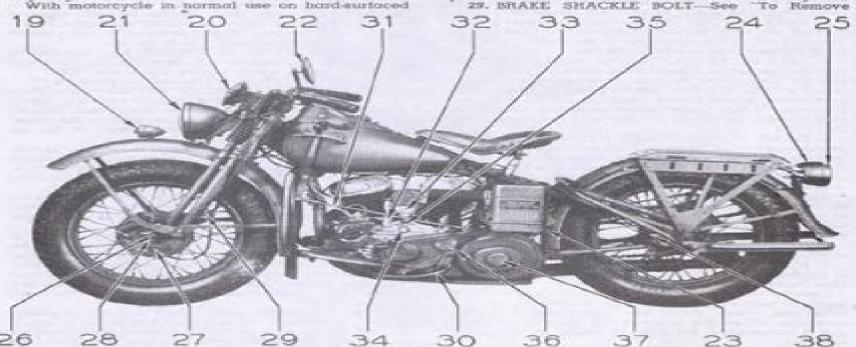
Bottom unit is spare blackout tail lamp. In case regularly used (right side) blackout tail lamp fails, ... its socket plug can be transferred to this tail lamp

OCHURE.

26. FRONT AXLE NUT.

27. FRONT WHEEL BRAKE CONTROL ADJUST-MENT—Loosen adjusting sleeve lock nut and turn adjusting sleeve as necessary to attain correct free movement of handlever. (See Detail 6.)

28. BRAKE STABILIZER Slot in ambiliser plate must register on extended end of left front rocker plate stud. (See "To Remove Front Wheel," Page 70.) 29. BRAKE SHACKLE BOLT—See "To Remove



LEFT BIDE VIEW, DETAILS IS TO SE

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