



Elefant 350-650

Specification – operation – maintenance



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Specification

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Specification

Identification data

Your cagiva is identified by two numbers

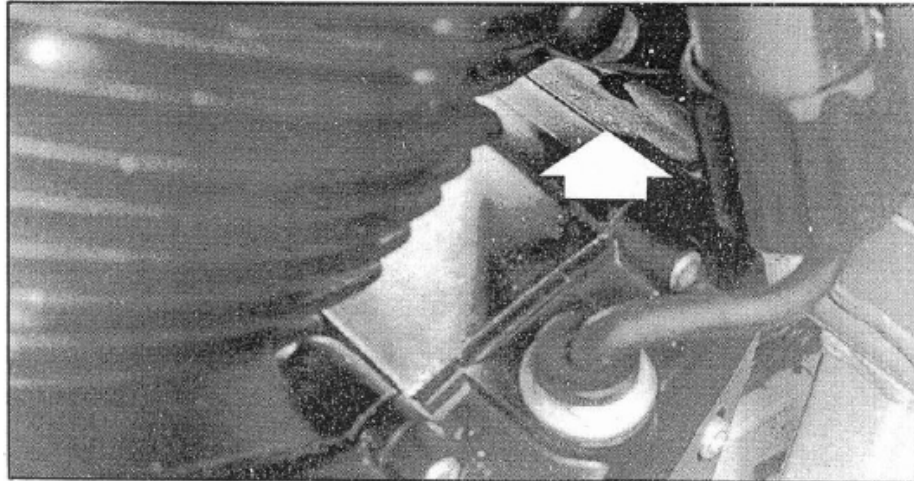
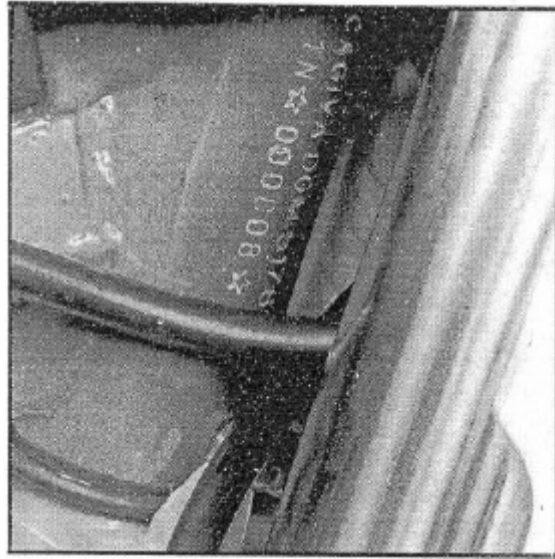
- frame number
- engine number

Keys

Your cagiva is provided with two keys in duplicate:

for the ignition, steering lock and helmet lock. Should

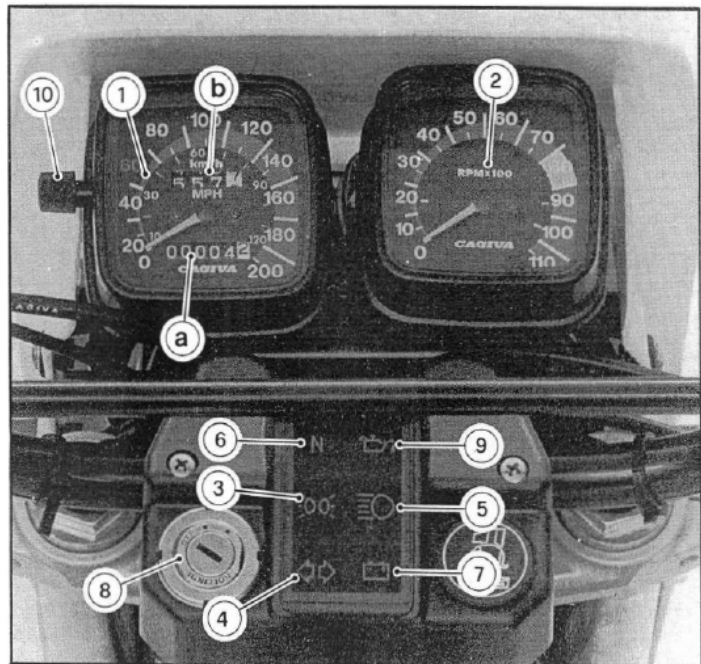
a key get lost, set up another one using the raw key provided by cagiva



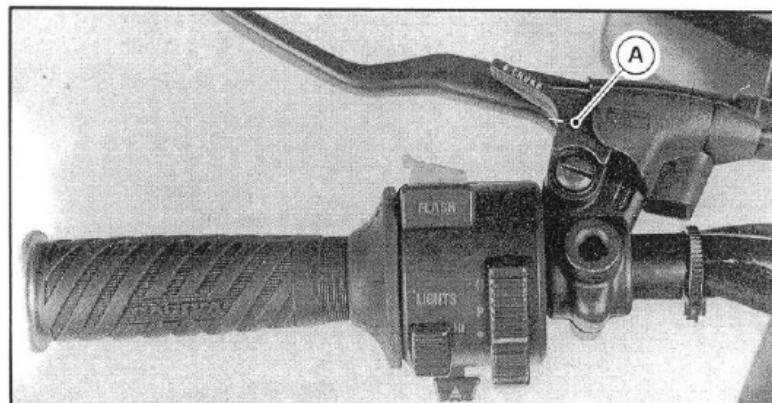
Controls and instruments

Instrument cluster

- 1) speedometer (km/h – mph)
 - a) trip recorder
 - b) odometer
- 2) revolution counter
- 3) w/l (green) = lights ON
- 4) w/l (green) = turn indicators
- 5) w/l (blue) = headlamp high
- 6) w/l (green) = gear selector is in neutral position
- 7) w/l (red) = battery charge warning
- 8) ignition switch
- 9) w/l (red) = low oil pressure
- 10) trip recorder zeroing knob



A) choke control lever



Ignition switch

It is located on the warning lights holder and has three positions:

<<off>> stop

<<1>> run

<<2>> parking lights important

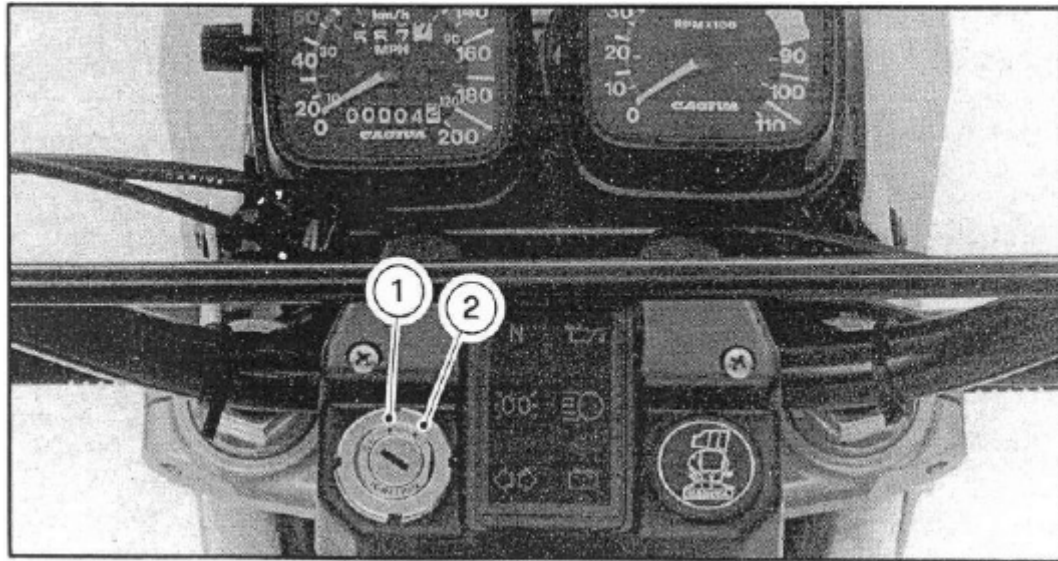
When in positions <<off>> and <<2>> the key can be withdrawn. When in position

<<1>> with the gear in neutral

and power-off motor, there will

be a contemporaneous lighting

of w/l no 6,7,9



electrical controls on the handlebar

Switch A, lights on, 3 positions:

Down (●) = off

Centre (P) = parking

Up (H) = low and high beam on

Switch B (lights), light change over, two positions:

<<HI>> = high beam

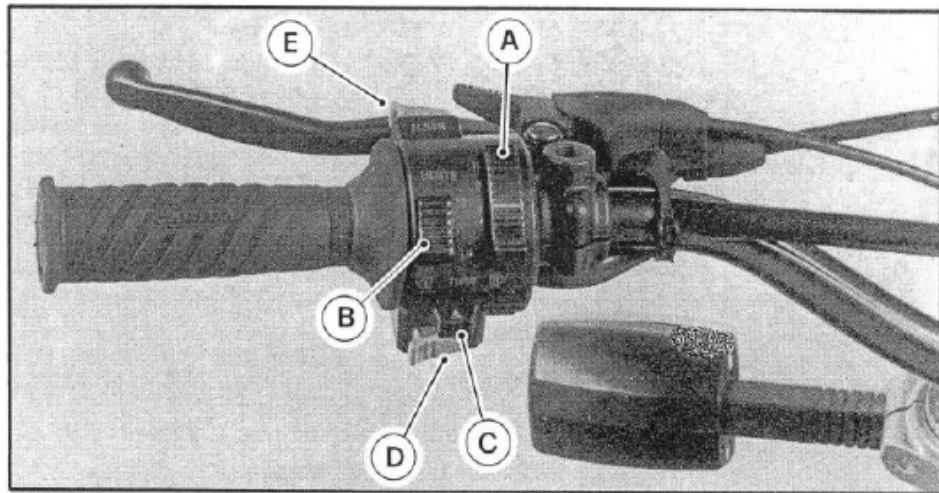
<<LO>> = low beam

Switch C (turn) 3 positions:

<<centre>> = off

<<L>> = left turn

<<R>> = right turn



Button D (horn)

Button E (flash) flash high beam (self cancelling)

Switch F, three position:

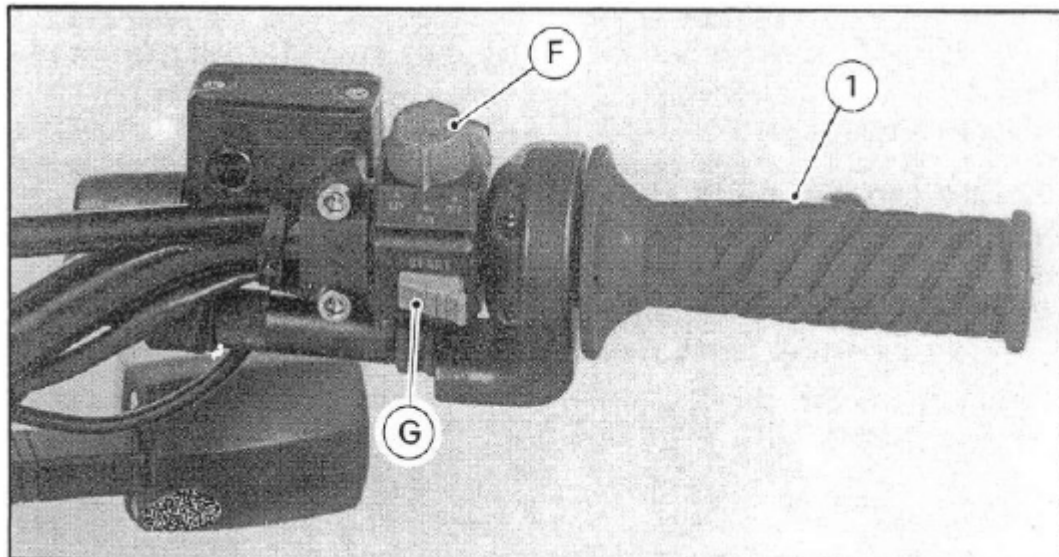
<<OFF>>

<<RUN>>

Button G <<start>>

Controls

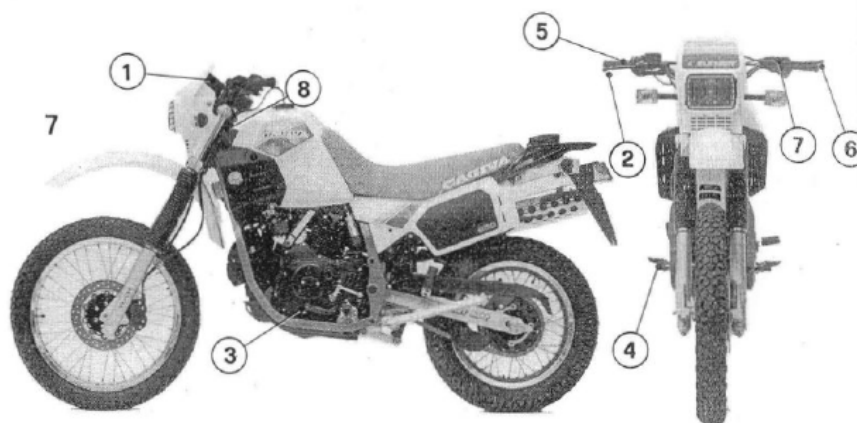
Right, in addition to electrical controls, twist grip (1) to control accelerator, front brake pump reservoir and lever (2).



Left, in addition to electrical controls, is arranged the clutch control lever (6). On the clutch support it is also positioned the starting lever (7).

On left side, of motorcycle, close to footrest, is located the shift gear pedal (3)

On right side, instead, instead, there is the rear brake pedal (4). The steering lock device (8) is positioned on the L.H. side of steering head and operated by key. The stop light comes on when either brake is applied. It is controlled by two switches operated by hydraulic pumps.



Controls - 1. Instrument cluster. 2. Front brake lever. 3. Gear shift pedal. 4. Rear brake pedal. 5. Twist-grip. 6. Clutch control lever. 7. Choke control lever. 8. Steering lock.

Technical data

Engine

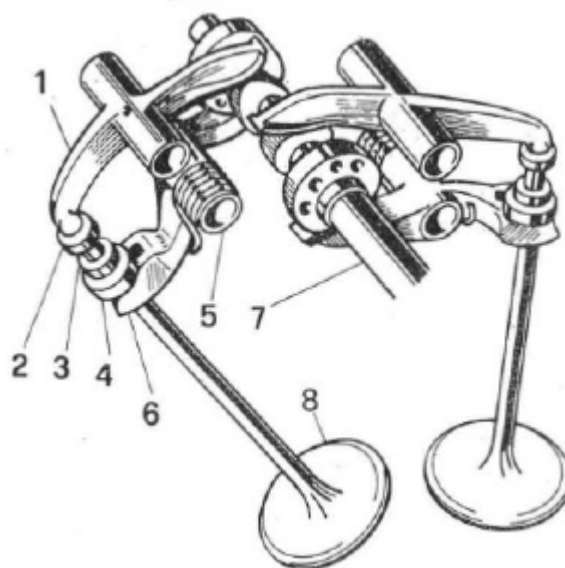
Two cylinder, 90° <<L>> type configurazione, 4 stroke, mounted on a closed double cradle frame.

	Elefant 350	Elefant 650
Bore	66 mm	82 mm
Stroke	51 mm	61,5 mm
Capacity	349 cm ³	650 cm ³
Compression ratio	10,3 : 1	10 : 1
Italian fiscal rating	6 CV	9 CV
Max. engine speed	9.500 rpm	8.500 rpm

Important – under no circumstances must the engine be over-revved 9.500 rpm (Elefant 350) or 8.500 (Elefant 650)

Valve gear

Your motorcycle features the <<desmodromic>> valve gear system. Cagiva is the only make which uses such a costly and sophisticated valve method. The desmodromic valve gear system ensures high performances over the entire engine speed range.



The Desmodromic Valve Gear System - 1. Opening rocker arm (upper). 2. Opening rocker arm adjuster. 3. Split rings. 4. Closing rocker arm adjuster. 5. Return spring. 6. Closing rocker arm (lower). 7. Camshaft. 8. Valve.

Fuel system

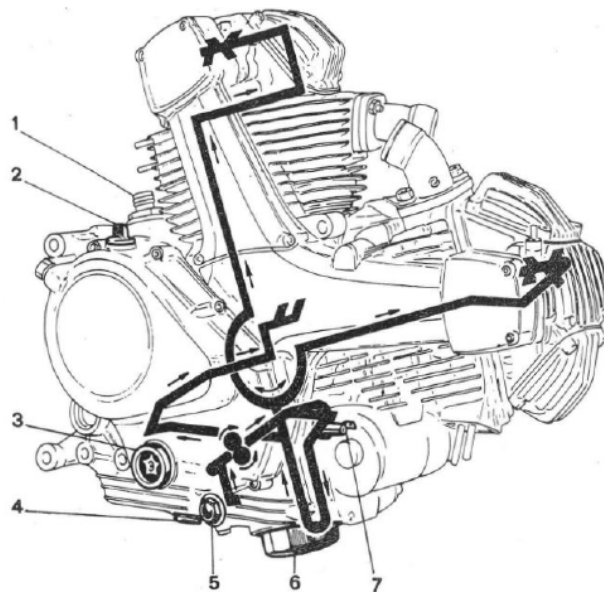
Gravity type
Dry type air cleaner
Two carburetors

	Elefant 350	Elefant 650
Make	Dell'Orto	Dell'Orto
Type	PHF 30 DD	PHF 36 DD

Lubrication

Forces-feed gear pump, oil filtering trough gauze strainer on drain plug, oil filter cartridge and low oil pressure warning light on instrument cluster.

- 1) Oil breather fitting
- 2) Oil filter plug
- 3) Oil level indicator
- 4) Oil drain plug
- 5) Gauze filter
- 6) Oil filter cartridge
- 7) Low oil pressure sending unit



Cooling system

Air cooling through large cooling fin surface of cylinder heads and cylinders.

The Elefant 650 model is provided with an oil cooler positioned on the fuel tank right hand side, inside the air conveyer.

Warning – avoid engine high speeds, when motorcycle is standing, to prevent undue engine overheating. Air cooling flow is efficient only when the motorcycle is running.

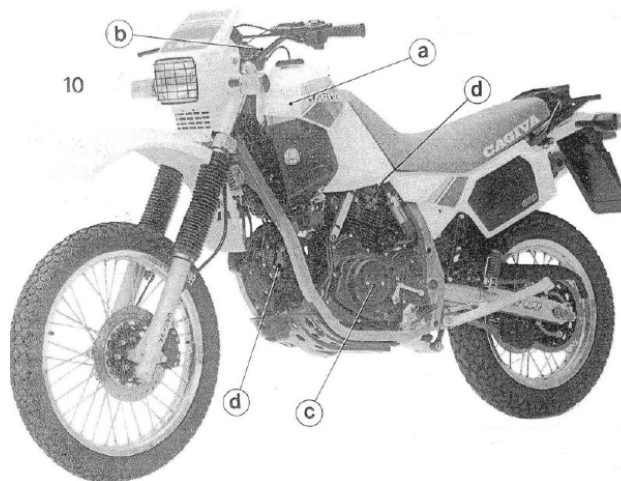
Ignition system

Electronic type
Alternator
Ignition module
Spark coil
Automatic advance
(check using a stroboscopic lamp)
Spark plugs
Electrode gap

Ducati
Ducati or Saprisa
Bosch
Motoplat
6°/32°

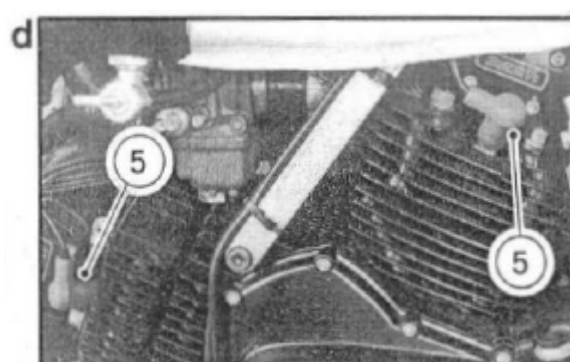
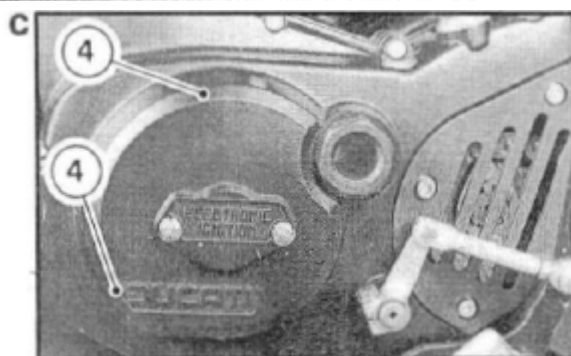
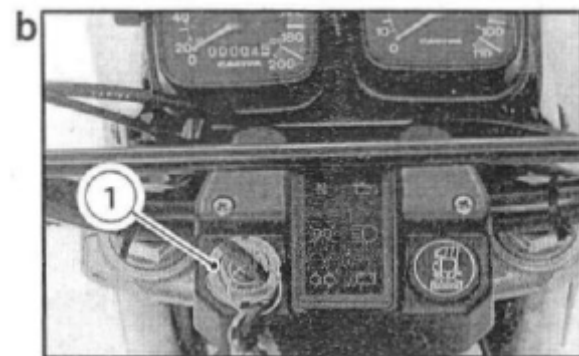
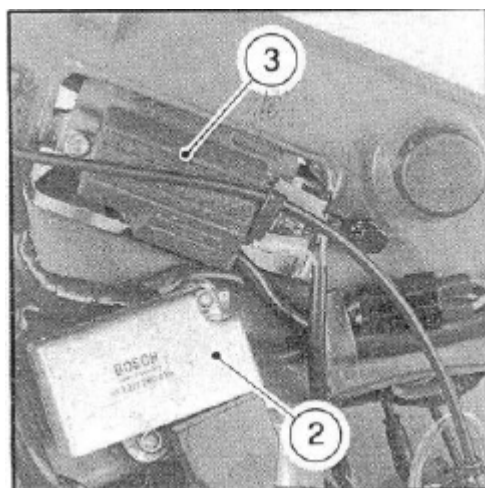
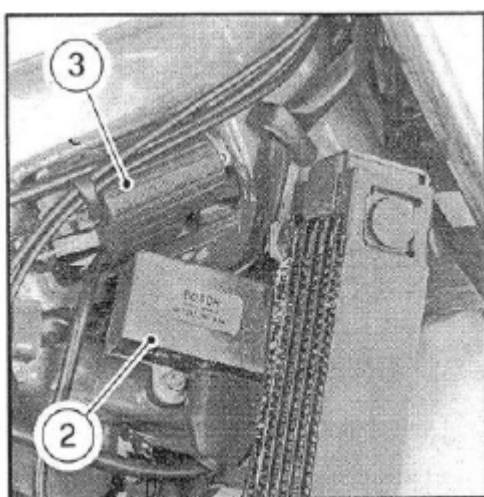
Champion – L 82 YC or equivalent
0,6 mm

Ignition system – electrical part



A) Motorcycle right side (under the tank)

A) Motorcycle left side (under the tank)



- 1) ignition switch on warning lights holder
- 2) electronic ignition control unit under tank front end
- 3) H.T. coil under tank front end
- 4) Electronic ignition pick-up in oil sump left cover
- 5) Horizontal and vertical cylinder spark plug

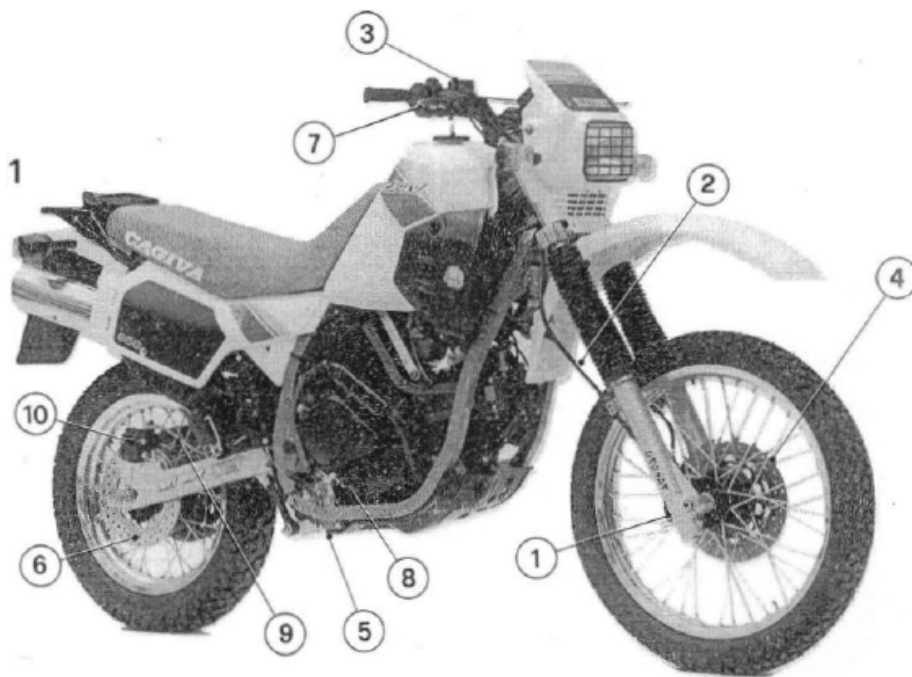
Brakes

Front

Drilled disc
Disc diameter 260 mm
Hydraulic control, lever on handlebar R.H. side
Swept area 50 cm²

Rear

Drilled disc
Disc diameter 240 mm
Hydraulic control, pedal on R.H. side
Swept area 24 cm²



Braking system components:

- 1) Front brake caliper
- 2) Front tubing
- 3) Front brake pump
- 4) Front brake disc
- 5) Rear brake pump
- 6) Rear brake disc
- 7) Front brake control lever
- 8) Rear brake control pedal
- 9) Rear tubing
- 10) Rear brake caliper

Transmission

Oil bath clutch control lever on handlebar L.H. side. Power drive by helical-cylindrical tooth gear set from engine to gearbox main shaft.

	Elefant 350	Elefant 650
Ratio	$31/69 = 1/0,449$	$36/71 = 1/0,507$
5-speed, constant-mesh gearbox integral with engine unit, control pedal on L.H. side.		

Gear ratios

1 st	$14 \times 43 = 1/0,325$
2 nd	$20 \times 37 = 1/0,540$
3 rd	$24 \times 32 = 1/0,750$
4 th	$27 \times 29 = 1/0,931$

	Elefant 350	Elefant 650
5 th	$29 \times 28 = 1/1,035$	$29 \times 27 = 1/1,074$

Transmission between gearbox and rear wheel through a 5/8" X 3/8" chain.

	Elefant 350	Elefant 650
Final drive ratio	$14/50 = 1/0,280$	$14/44 = 1/0,318$
Engine-to-wheel ratio (5 th gear)	$1/0,130$	$1/0,173$

Frame

The frame is a double closed cradle type, consisting of high resistance square section tubes, very sturdy in its structure as a consequence of the great Cagiva know-how on the matter.

Saddle

Double seat type, it can be removed unloosening the two screws placed inside the holes at the side panels end.

Wheels

Light alloy rims, in an original design.

Size:

Front 21" – 1,85"

Rear 17" – 2,75"

Wheel hubs with removable axle.

The rear wheel is fitted with special flexible couplings; to remove the wheel, extract the pin and push forwards to allow the slipping of the chain from the crown gear.

Tyres

	Elefant 350
Front	Pirelli MT 30 – 3,00 X 21" Or Metzeler Enduro 3,00 X 21"
Rear	Pirelli MT 40 – 5,10 X 17" Or Metzeler Enduro – 5,10 X 17" – 67R
	Elefant 650
Front	Pirelli MT 40 – 90/90 S 21" Or Metzeler Enduro 90/90 – 21 – 54S
Rear	Pirelli MT 40 – 130/90 – 17" Or Metzeler Enduro – 130/90 – 17 – 65S

Suspensions

Front

Hydraulic telescopic, double acting fork.

Rear

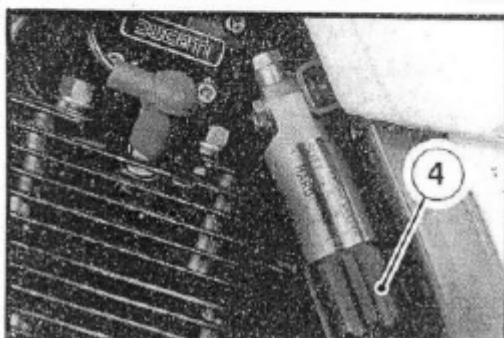
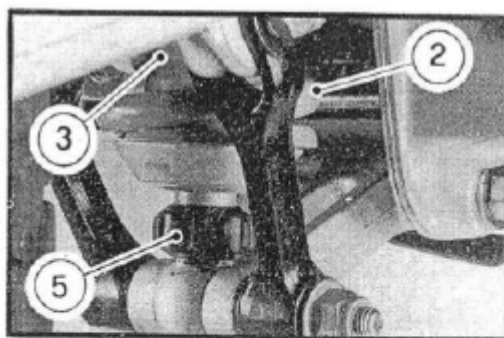
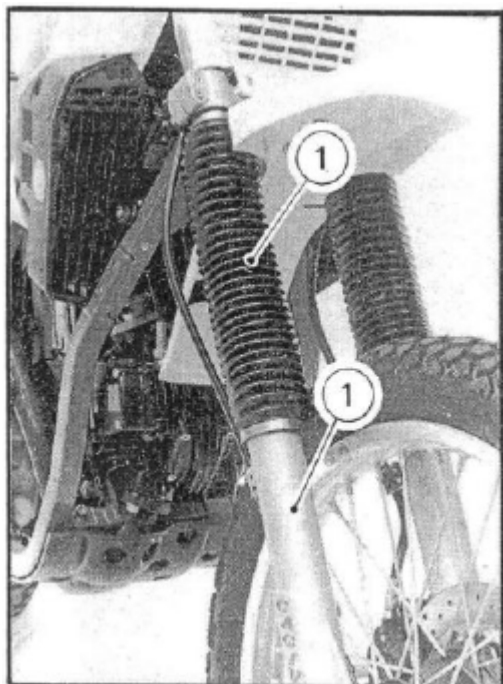
Swinging fork, with hydro pneumatic central damper

Fork fulcrum pin is secured to the fork and pivots in bronze bushes of carter valves. This configuration makes the motorcycle more sturdy. The damper is driven by a gradual action connecting rod assembly, it is provided with the spring-loading and hydraulic brake adjustments, related to the total load transported and type of ground.

- A) Spring loading adjustment: screwing the knob (4) the spring-loading increases; unscrewing it, the spring-loading decreases.
- B) Hydraulic brake adjustment: screwing the knob (5) the brake increases; unscrewing it, the hydraulic brake decreases.

When carrying out the spring-load adjustments, carry out also the hydraulic brake adjustment.

Consider that the shock absorber at the start is adjusted for the driver weight only.



Suspensions - Front suspension:

1. Telescopic fork

Rear suspension:

2. Spring

3. Damper

4. Spring-loading adjustment knob

5. Hydraulic brake adjustment knob.

Electrical system

Independent circuits. Main components:

Headlamp – 172 X 188 mm, iodine, double filament, - 55/60W – H4, bulb with 12 V – 5 W parking light bulb

Instrument cluster, warning lights 12 V – 1,2 W

Electrical controls on handlebar

Direction indicator, 12 V – 10 W bulbs

Horn

Stop light switches

Battery, 12 V – 14 Ah

Alternator, 12 V – 300 W

Electronic voltage regulator

Starter motor

Solenoid starter

Traffic indicators flickering lights

Tail lamp unit, double-filament, 12 V – 21 W bulbs for S light and 12 V – 5 W for parking and number plate light.

Fuse box

Fuses and protected circuits:

F1 – 7,5A – ignition control units, H.T. coils

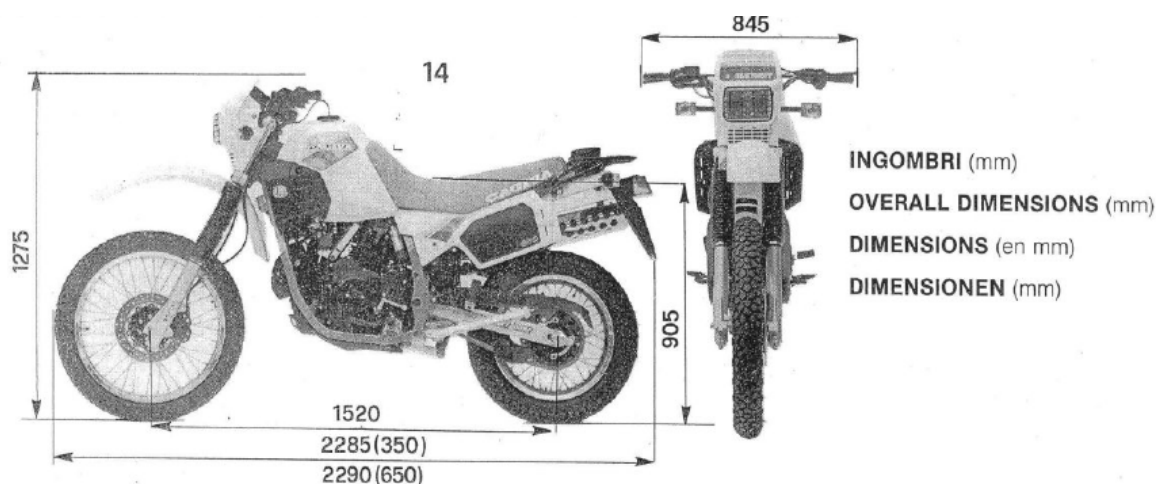
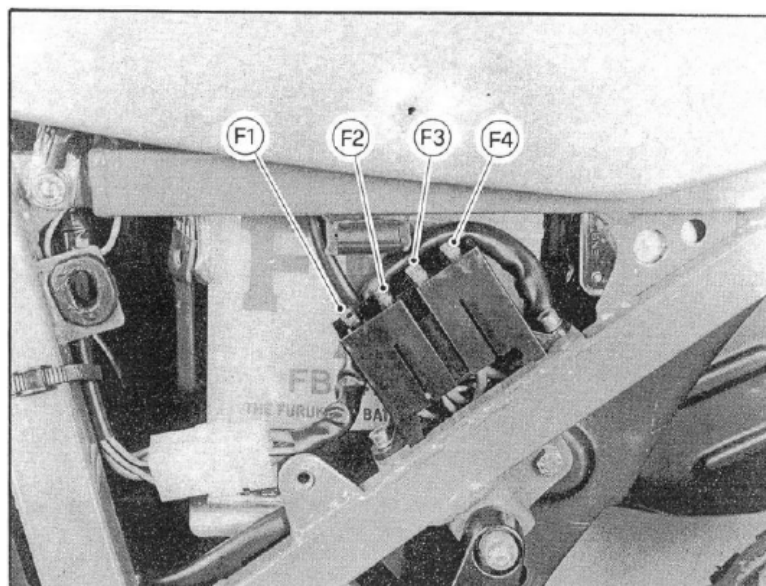
F2 – 15A – lights and facilities

F3 – 25A – Electrical system

F4 – 25A – Emergency fuse

Important – check periodically the fuses to prevent oxidations on the contact zone.

Should a breakdown take place and the 7,5A fuse or the 15A one have to be replaced by the emergency fuse, they must be replaced at once, to avoid damages to the electrical system.



PESI	Elefant 350	Elefant 650	POIDS	Alazzurra 350	Alazzurra 650
A secco	186 Kg	190 Kg	A vide	186 Kg	190 Kg
In ordine di marcia	199 Kg	203 Kg	En ordre de marche	199 Kg	203 Kg
Con conducente (70 Kg)	269 Kg	273 Kg	Avec conducteur (70 Kg)	269 Kg	273 Kg
A pieno carico	339 Kg	343 Kg	A pleine charge	339 Kg	343 Kg

WEIGHTS	Elefant 350	Elefant 650	GEWICHTE	Elefant 350	Elefant 650
Dry	186 Kg	190 Kg	Trocken	186 Kg	190 Kg
Kerb	199 Kg	203 Kg	Fahrbereit	199 Kg	203 Kg
With driver (70 Kg)	269 Kg	273 Kg	Mit Fahrer (70 Kg)	269 Kg	273 Kg
Laden	339 Kg	343 Kg	Bei Vollbelastung	339 Kg	343 Kg

Capacities	type of fluid	dm ³
Fuel tank, including a reserve of 5 litres	Gasoline (97 – 98 octane rating)	17,5
Crankcase and filter	castrol GTX2 or equivalent	3,3
Front fork	SAE 15 oil, Engler viscosity at 50° ZC = 4,1	0,5
Front/rear brake circuits	DOT 4 castrol Disc brake fluid anti vapour lock	-
Drive chain	castrol GTX2 or equivalent	-
Odometer and speed indicator cables	castrol LM grease or equivalent	-

Tyre inflation pressures	Bar (kg/cm ²)	tightening torque figures	Nm	Kgm
Front		spark plugs	19,6 ÷ 29,4	2 ÷ 3
Driver	1,8	cylinder head nuts	39,2 ÷ 44,1	4 ÷ 4,5
Driver + passenger				
Rear				
Driver	2,0			
Driver + passenger	2,2			

Driving your cagiva

Running-in recommendations

First 500 km

Revolution counter needle shall never exceed 6000 rmp. During the first hours of service we suggest changing engine load and speed every now and then. To assist in running-in engine, brakes and suspensions drive your motorcycle on hilly territories with plenty of bends.

Under no circumstances must the engine be revved 6000 rpm.

First 1000 km

Avoid harsh accelerations or high engine speeds, especially on uphill, or the mechanical components will not properly bed in with consequent reduces life. Furthermore, often inspect drive chain, lubricate it and, if necessary tighten it.

From 1000 to 2500 km

You may pretend higher performances from the engine, being careful, however, not to exceed 7000 rpm during the 2500 km running-in period. **If long journeys have not yet been made, extend the running-in period until 4000 km.** The more accuracy of the running-in, the longer the life of engine and the intervals between tune-ups and overhauls.

Important – during running-in, maintenance operations and service coupons reported here must be scrupulously completed

Warning – failure to follow the above instructions will invalidate the warranty and Cagiva will not be liable for any damages to engine or reduced engine life.

Before starting the engine

- 1) check fuel level in tank.
- 2) Check oil level in sump

Elefant 350

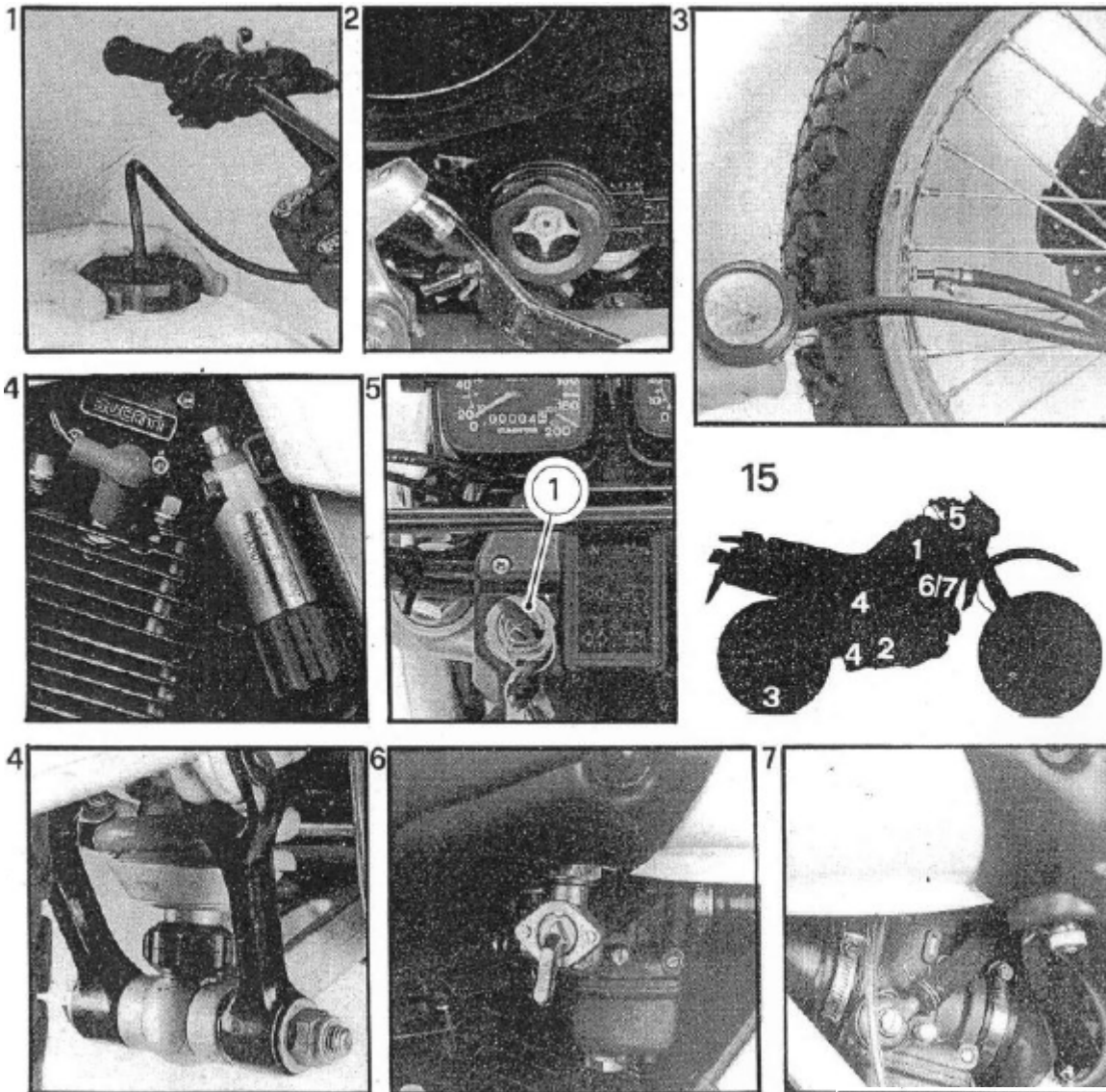
The oil level when motor is off and cold, must be within the two marks MIN and MAX.

Elefant 650

The oil level when motor is warm, on and throttle control on idle position, must be about halfway between the two marks MIN and MAX.

- 3) check tire inflation pressure

- 4) adjust rear shock absorber according to load and road conditions
- 5) bring ignition key to <<1>> position
- 6) lever of left gas valve on position <<ON>>
- 7) knob of the ancillary right cock on position OPEN.



Starting the engine

Move the choke control lever backwards. Make sure that warning lights 6,7,9 are on and the switch B is on <<Run>> position; then press the starting pushbutton <<C>>.

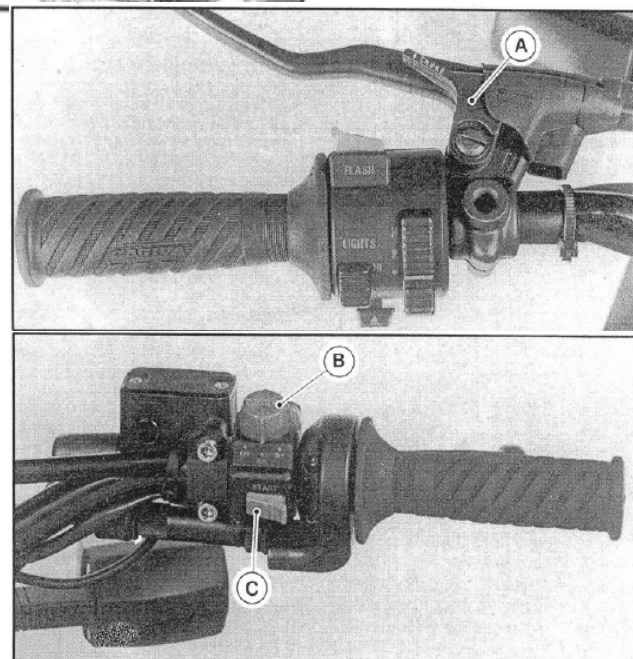
As soon as the engine is started, do not accelerate heavily to ensure an adequate oil warm-up and circulation. Return choke lever to rest position. In any case, avoid harsh accelerations.

Note – leave the choke undisturbed when the engine is warm

Never ride a cold motorcycle!

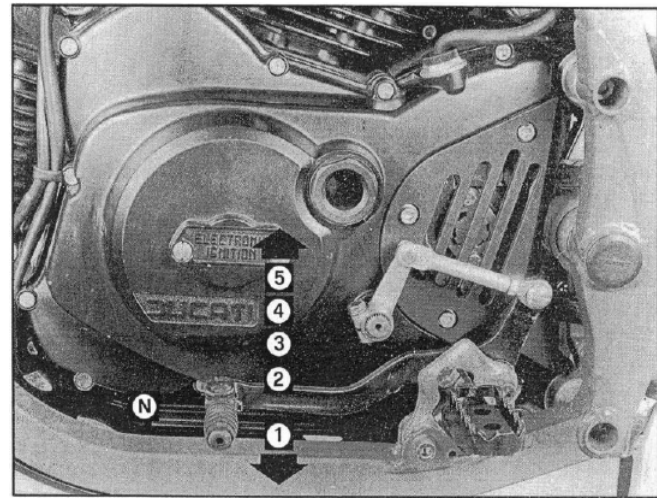
Summer 5 minutes warm-up

Winter 10 minutes warm-up



Starting the motorcycle

- 1) pull the clutch control lever
- 2) depress the gear lever with the tips of the toes.
The lever will spring back to its original position.
- 3) accelerate gently while releasing the clutch lever.
The motorcycle will move away.
- 4) Release the clutch lever completely and accelerate.
- 5) To shift to second gear, release the twist-grip to reduce engine speed, pull the clutch control lever, raise the gear lever and release the clutch. The same procedure should be used when shifting to 3rd, 4th or top gear.



To downshift, release the twist grip, pull the clutch control lever, give a slight shot of accelerator to ease gear synchronisation, downshift and release the clutch. When driving uphill, do not hesitate to downshift to avoid lugging the engine and stressing the motorcycle abnormally.

Avoid harsh accelerations which may flood the carburettors and stress the transmission. Don't keep the clutch lever pulled unnecessarily with a gear engaged to prevent the clutch from warming up, which results in an abnormal wear.

Braking should be gently using the engine braking first, by releasing the twist-grip, then using the front and rear brakes. This is particularly important when a higher stability is required. Also remember that underinflated tyres decrease braking efficiency and last shorter.

Warning – when running, difficulties of feeding arise, place the lever of left fuel cock on <<RES>> position.

Stopping the motorcycle

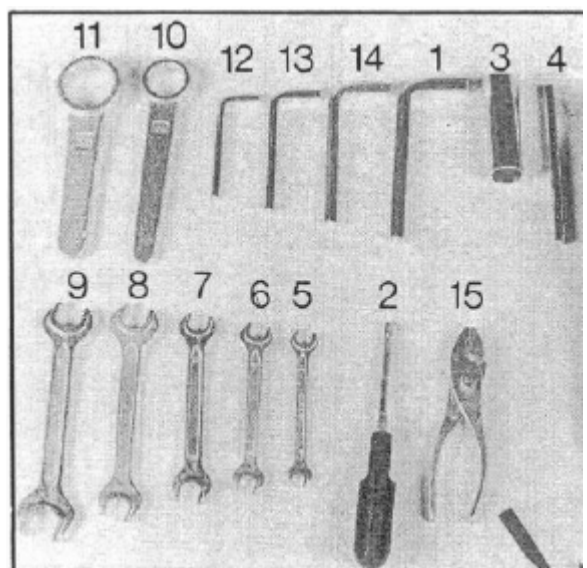
By releasing the twist-grip a smooth and gradual slowing down is obtained. Then downshift the gears progressively up to the neutral when brakes application will stop the motorcycle definitely. To switch off the engine bring the switch to <<OFF>> position and ignition key to <<OFF>> and withdraw. Place the lever of the left fuel cock on <<OFF>> position, to avoid motor flooding. Rest the motorcycle on its lateral stand.

Maintenance

Tool kit

A tool kit for minor servicing operations to be performed by the owner is provided in a bag located in a space obtained on the rear mudguard.

- 1) 10 mm hexagon wrench for oil drain plug
- 2) screwdriver
- 3) 21 mm socket spanner
- 4) socket spanner pin
- 5) double ended spanner, 8-10 mm
- 6) double ended spanner, 10-11 mm
- 7) double ended spanner, 12-13 mm
- 8) double ended spanner, 14-15 mm
- 9) double ended spanner, 17-19 mm
- 10) box wrench, 24 mm
- 11) box wrench, 32 mm
- 12) hexagon wrench, 5 mm
- 13) hexagon wrench, 6 mm
- 14) hexagon wrench, 8 mm
- 15) plier



Routine maintenance

A good maintenance ensures long life to your motorcycle. Follow these notes and you will have a trouble-free motoring with high performance. If your motorcycle is used mainly in city traffic conditions, dusty territories, prevailing hilly roads, long motorway trip at high speed or under adverse climatic conditions, the operations which are due at normal intervals should be performed more frequently. All the operations have been reported on the chart of the following pages.

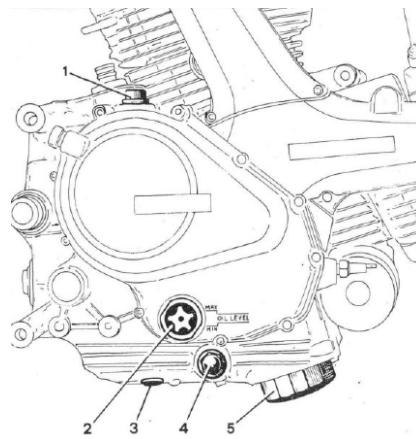


This mark indicates that the operation should be entrusted to CAGIVA Service Network where high-trained personnel and special equipment are available.

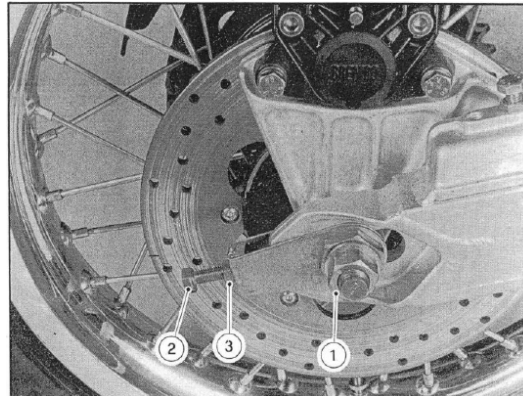
OPERAZIONI OPERATIONS	Dopo i primi After the first Km		Ogni Every Km			
	500	1500	1000	3000	5000	10000
Livello olio motore Check engine oil level			•			
 Gioco punterie (a motore freddo)  Check valve clearance (with cold engine)	•	•			•	
 Tensione cinghie distribuzione  Timing belt tension	•	•		•		
 Serraggio bulloneria  Tighten bolts and nuts	•	•			•	
 Tensione e lubrificazione catena  Check drive chain tension and lubricate	•	•		•		
 Sostituzione olio motore (a motore caldo)  Renew engine oil (with warm engine)	•	•		•		
 Sostituzione cartuccia filtro olio (a motore caldo)  Renew oil filter cartridge (with warm engine)	•			•		
Livello elettrolito Check electrolyte level			•			
 Pulizia carburatori  Clean carburetors					•	
Pulizia filtri e tubazioni carburante Clean filters and fuel tubings	•	•		•		
Registrazione frizione Adjust clutch control linkage					•	
 Lubrificazione forcellone posteriore  Lubricate rear fork					•	
 Usura pastiglie freni  Check brake pads				•		
Livello fluido freni Check brake fluid level					•	
Condizioni candele Check spark plugs conditions					•	
 Sostituzione cartuccia filtro aria  Renew air cleaner cartridge				•		
Sostituzione candele Renew spark plugs						•

after the first 500 km**renew engine oil and oil filter cartridge.**

To drain engine oil remove plug (3), clean the gauze filter (4) and refit the plug. Remove the filter cartridge (5) and replace being careful to oil seal and tighten the cartridge by hand. Undo oil filter plug (1) and refill with fresh oil up to the level on sight glass (2).

**Check cylinder head and all bolts and nuts for tightening. Adjust chain and lubricate.**

The chain should be able to deflect at the dimension shown with motorcycle unloaded and on standing position. Proceed as follows: Using a 24 mm key, unscrew the nut (1) of the rear wheel pin; by a 13 mm key, operate both tighteners (2) and their relative lock nuts (3) up to a correct chain tension and a wheel alignment are obtained. Then tighten the nut (1) by the 24 mm key.



Have the valve clearance adjusted and timing belt tension checked. It is imperative that this operation be entrusted to an authorized Cagiva dealer.

After the first 1500 km

Have the valve clearance adjusted and timing belt tension checked. Adjust chain and lubricate. Renew engine oil.

Every 1000 km

Check engine oil level. Check drive chain tension and lubricate as necessary. Check electrolyte level.

Every 3000 km

Renew engine oil with a warm engine to help completely drain the oil. Also renew filter cartridge.

Have the valve clearance adjusted and timing belt tension checked. This operation must be entrusted to an authorized Cagiva dealer.

Replace the air cleaner.

Lubricate the flexible control cables using grease.

Check brake pad wear. The front pads in good working conditions should clearly show the splines on friction material.

The rear pads must not show a wear greater than the one shown.

Every 5000 km

Clean carburetors bowls and jets, adjust slow running speed.

Adjust clutch linkage to prevent slippage.

The idle run of the clutch control lever must be 3 mm.

Lubricate rear suspension swinging pin.

Remove spark plugs. Check plug conditions and electrode gap

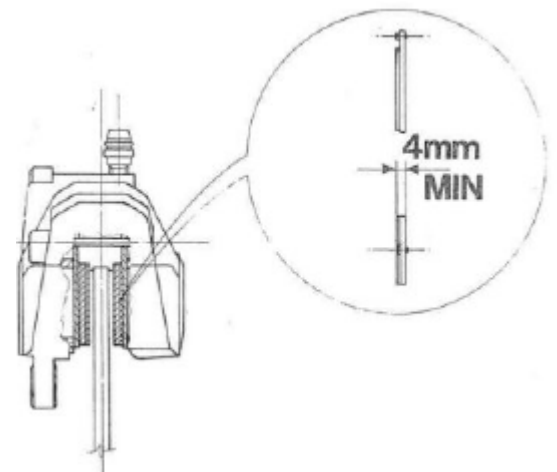
Which should be 0.6mm. clean them and refit being careful not to exceed 29 Nm.

Check cylinder heads and all bolts and nuts for tightening.

Check brake fluid level

Front brake: fluid level must not be under the min. mark shown by the window places on the tank.

Rear brake: the brake fluid level must be between the min. and max. marks on the tank.



Every 10.000 km
Renew spark plugs.

Every 20.000 km
Contact the Cagiva service network for assistance.

Important – when carrying out the rear brake control lever adjustment, verify it and if necessary, adjust the slack between the screw and its clamp placed on the lever. The slack must be 1,5 mm.

Occasional inspections

The following inspections should be carried out weekly or every 500 km, whichever occurs first.

- tyre inflation pressure
- chain tension and lubrication
- wiring harness condition
- control cable condition
- battery electrolyte level
- lighting and signalling bulbs efficiency

any anomaly must be corrected immediately by yourself or the Cagiva service network.

To renew the bulbs.

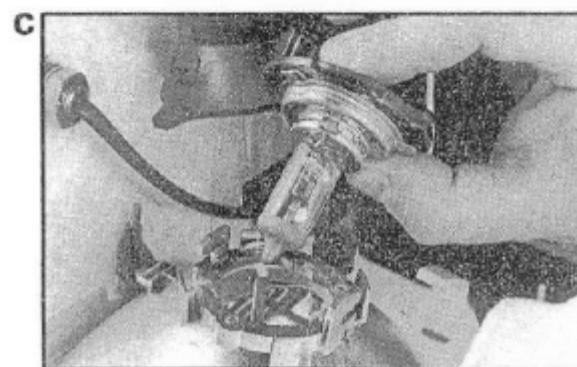
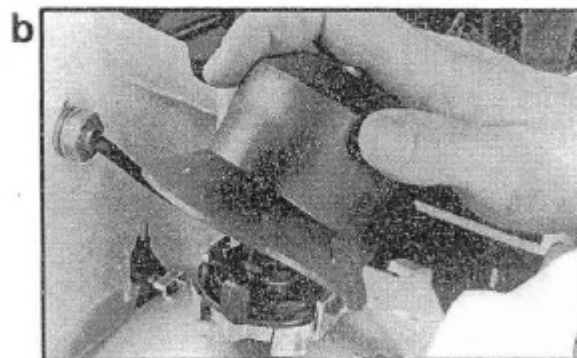
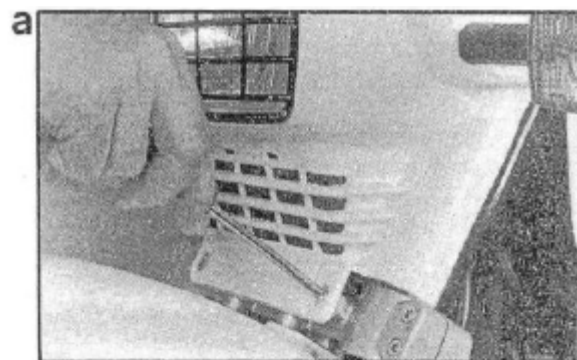
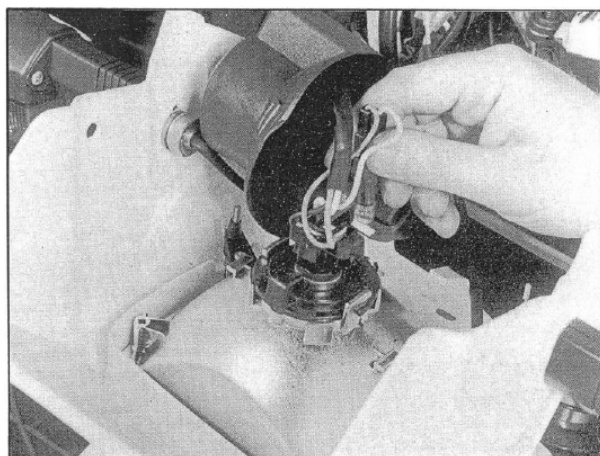
When renewing a bulb, make sure the new one is identical with that it replaces and voltage and wattage are as specified.

Headlamp

To gain access to the headlamp bulb proceed as follows.

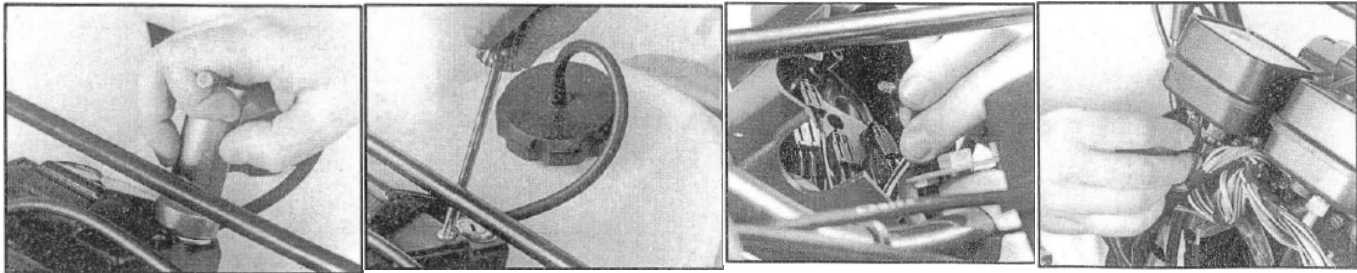
- a) remove the 4 screws fixing the headlamp body
- b) lift the headlamp holder, remove the rubber boot and the cable connectors from the bulb
- c) turn anticlockwise the ring nut that detains the 2-lights bulb and extract the bulb from the headlamp.
- d) Replace the blown bulb. Be careful to grip the new bulb at the base only without touching the transparent body with the fingers or the bulb efficiency will be adversely affected.
- e) Reserve operation order for reassembly.

To renew the parking light bulb it will suffice to withdraw the bulb holder. The bulb is of the bayonet type; press and rotate anticlockwise to remove. Refitting is the reverse of the removal procedure. Reassemble the headlamp body.



Instrument panel lights

The warning light bulbs and the instrument lighting bulbs are of the snap-on type. To replace the warning light bulbs, unscrew the ring nut that fix the lighting switch to the warning light support, then remove this support, after disassembling the 2 fixed screws. To replace the instrument bulbs, remove the headlamp body after disassembling the 4 fixing screws.



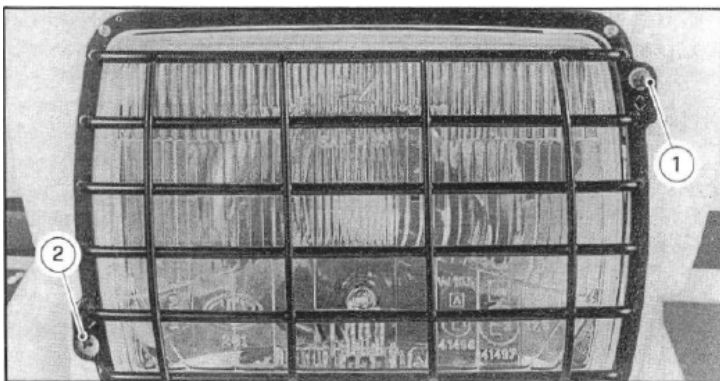
Direction indicators, number plate and stop lights.

To gain access to the front and rear direction indicators, remove the lens. After loosening the fastening screws, remove the bayonet-base bulb and replace. Press on the lens. To renew the bulbs of number plate, parking and stop lights simply remove the cross-head screw securing the lens. Remove and replace the bayonet base bulb. Refit the lens correctly.

Headlamp alignment

Periodically check headlamp alignment, proceeding as follows:

- back the motorcycle 10m. from a vertical wall
 - ensure that ground is flat and optical axis of headlamp in vertical with respect to the wall
 - the motorcycle should rest on both wheels (not on stand)
 - measure the centre headlamp height from the ground and draw a cross at the same height on the wall
 - switching on the traffic beam, the boundary line between the dark zone and the lit one must have an height not over 9/10 the height from the ground of the headlamp centre
 - if necessary, adjust the beam operating the screws placed on the headlamp body.
- 1) Tightening the screw the light beam is directed downwards, unscrewing it the light is directed upwards,
 - 2) Tightening the screw, the light beam is directed to the left (with respect to the driver when sitting on the motorcycle), unscrewing it, the light beam is directed to the right,



Motorcycle care

Periodically, clean the motorcycle, bearing in mind the following:

- clean the engine using paraffin and dry with clean cloth
- sponge down the painted parts of the frame with water and dry with chamois leather
- never use solvents, petrol, alcohol or paraffin to avoid damaging the paintwork
- rub chromium plated components with Vaseline and clean with suede
- be careful not to wet electrical connections or control units and coils

prolonged inactivity

if the motorcycle is to remain inactive over long periods it is advisable to carry out the following operations:

- clean the motorcycle
- empty the fuel reservoir
- remove the spark plugs and introduce a few drops of engine oil in the cylinders, then rotate the engine by hand to distribute a protective film of oil on the inner walls
- rest the engine on a wooden stand to make the wheels clear of the ground. Deflate the tires
- remove the battery and store well charged in a dry place. Battery check and charge should be performed after the vehicle has been out of use for more than one month
- protect the vehicle with canvas

Important notes for the owners of some countries

The local regulations of some countries, such as Australia, France, Germany, Great Britain, United States of America, Switzerland, etc. specify the fitting of Radio/TV noise suppressors to the ignition system, the adoption of anti-pollution and silencing devices and prescribe a routine maintenance schedule for them. The customer is therefore requested to have suppressors, carburettors and silencers replaced, if necessary, with spares complying with local regulations.

