
Flooded Engine

If the engine fails to start after repeated attempts, it may be flooded with excess fuel. To clear a flooded engine, leave the engine stop switch on \bigcirc (RUN) and push the choke lever forward to Fully OFF (A). Open the throttle fully and crank the engine for 5 seconds. If the engine starts, quickly close the throttle, then open it slightly if idling is unstable. If the engine does not start, wait 10 seconds, then follow the "High Air Temperature" Starting Procedure. (page 49)

RUNNING-IN

During initial running-in, newly machined surfaces will be in contact with each other and these surfaces will wear in quickly. Running-in maintenance at 1,000 km (600 miles) is designed to compensate for this initial minor wear. Timely performance of running-in maintenance will ensure optimum service life and performance from the engine.

The general rules are as follows:

1. Never lug the engine with full throttle at low engine speeds. This rule is applicable not only during running-in but at all times.
2. Maximum continuous engine speed during the first 1,000 km (600 miles) must not exceed 4,000 min^{-1} (rpm).
3. Increase the maximum continuous engine speed by 1,000 min^{-1} (rpm) between odometer readings of 1,000 km (600 miles) and 1,600 km (1,000 miles). Drive briskly, vary speeds frequently and use full throttle for short bursts only. Do not exceed 6,000 min^{-1} (rpm).
4. Upon reaching an odometer reading of 1,600 km (1,000 miles), you can subject the motorcycle to full throttle operation. However, do not exceed 8,000 min^{-1} (rpm) — indicated by the beginning of the tachometer redzone. (Do not let the tachometer needle enter the red zone.)

CAUTION:

- *Running the engine beyond recommended maximum engine speed (the beginning of the tachometer red zone) can damage the engine.*