change pedal to shift into low gear (1st).

3. Slowly release the clutch lever and at the same time gradually increase the engine speed by twisting the throttle grip inward. Coordination of the throttle and clutch lever will assure a smooth, positive start of the motorcycle.
4. When the motorcycle attains a speed of approximately 10 mph, close the throttle, pull in the clutch lever and shift to 2nd gear by raising the gear change pedal.
5. This sequence is repeated to progressively shift to 3rd, 4th and top gear (5th).

NOTE: When shifting gears either up or down, the throttle should be closed and the clutch disengaged. Also, special attention must be given when operating in low (1st) and 2nd gears because the engine revolution will easily exceed engine maximum (RED ZONE) rpm during rapid acceleration.

When decelerating the motorcyle, coordination of the throttle and the front and rear brakes is most important.

1. The smooth gradual application of both the front and rear brakes together with the required throttle coordination will under most conditions, assure positive speed reduction and stability. As the motorcycle speeds are reduced, it is common practice to shift the transmission progressively into the gear appropriate for the speed of the motorcycle. This assures maximum control through better braking effectiveness and acceleration when necessary.
2. For maximum deceleration and stopping, simultaneously close the throttle, disengage the clutch and apply both the front and rear brakes, as the motorcycle comes to a stop. This maneuver requires smooth coordination of the four controls and to maintain skill it should be practiced frequently.