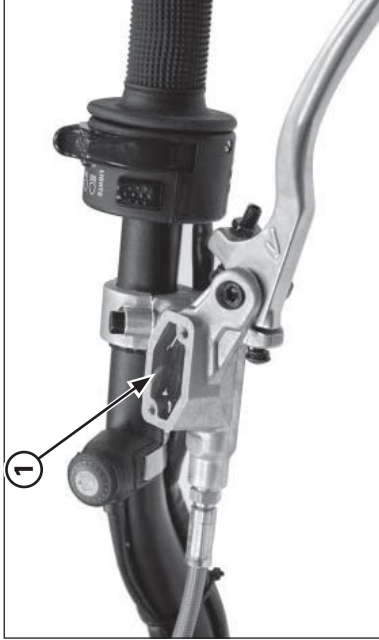


## Operating instructions

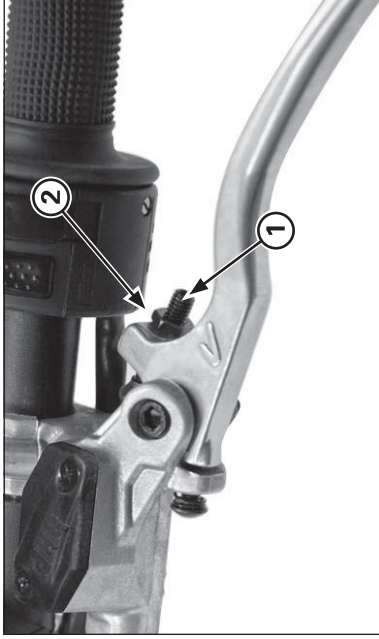


(1) UPPER LEVEL LINE

### Controls

#### Clutch

Your COTA has a hydraulically actuated clutch. There are no adjustments to perform but the clutch system must be inspected periodically for fluid level and leakage. If the control lever free play becomes excessive and the motorcycle creeps or stalls when shifted into gear, or if the clutch slips, causing acceleration to lag behind engine speed, there is probably air in the clutch hydraulic system and it must be bled out.



(1) ADJUSTER  
(2) LOCK NUT

#### Clutch Lever

The clutch lever free play can be adjusted by turning the adjuster.

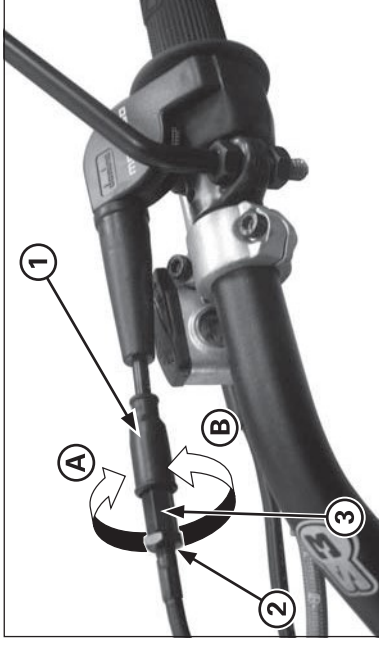
Free play must be adjusted to provide 0.1 – 1.4 mm (0.004 – 0.055 in) clearance between the end of the adjuster and the clutch master cylinder piston.

To increase free play, turn the adjuster clockwise, then tighten the lock nut securely.

If the clutch lever free play exceeds 30 mm (1.2 in) even though the end of the adjuster and the clutch master cylinder piston is adjusted to the minimum of 0.1 mm (0.004 in), there is probably air in the clutch system and it must be bled.

### NOTICE

*Do not adjust the end of the adjuster and the clutch master cylinder piston below 0.1 mm (0.004 in).*



(1) DUST COVER  
(2) LOCK NUT  
(3) ADJUSTER

#### Throttle Grip

##### Throttle Grip Free Play

Standard throttle grip free play is approximately 3 mm (0.12 in) of grip rotation.

Adjustment is made with the integral throttle cable adjuster.

Slide the dust cover off from the integral cable adjuster.

Turning the adjuster in direction "A" will decrease free play and turning it in direction "B" will increase free play. Tighten the lock nut after adjustment.

Operate the throttle grip to ensure that it functions smoothly and returns completely in all steering position.