

Operating instructions

Braking

To slow or stop, apply the front brake lever and rear brake pedal smoothly, while downshifting to match your speed. Gradually increase braking as you feel the brakes slowing your speed. To prevent stalling the engine, pull the clutch lever in before coming to a complete stop. For support, put your left foot down first, then your right foot when you are through using the rear brake pedal.

For maximum braking, close the throttle and firmly apply the front brake lever and rear brake pedal controls.

Applying the brakes too hard may cause the wheels to lock and slide, reducing control of your Cota. If this happens, release the brake controls, steer straight ahead until you regain control, then reapply the brakes more gently.

Generally, reduce your speed or complete braking before beginning a turn. Avoid braking or closing the throttle quickly while turning. Either action may cause one or both wheels to slip. Any wheel slip will reduce your control of your Cota.

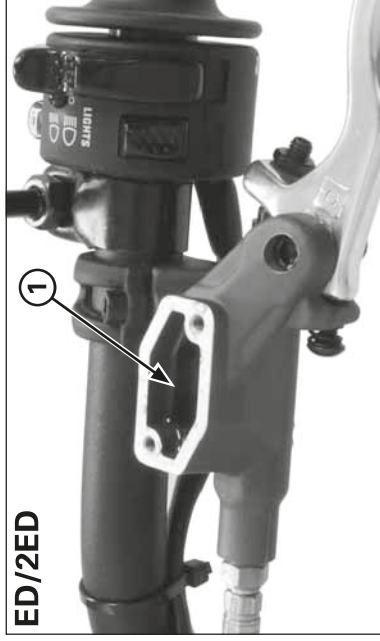
When riding in wet or raining conditions, or on loose surfaces, the ability to maneuver and stop will be reduced. All of your actions should be smooth under these conditions. Rapid acceleration, braking, or turning may cause loss of control. For your safety, exercise extreme caution when braking, accelerating, or turning.

When descending a long, steep grade, use engine compression braking by downshifting, with intermittent use of both brakes.

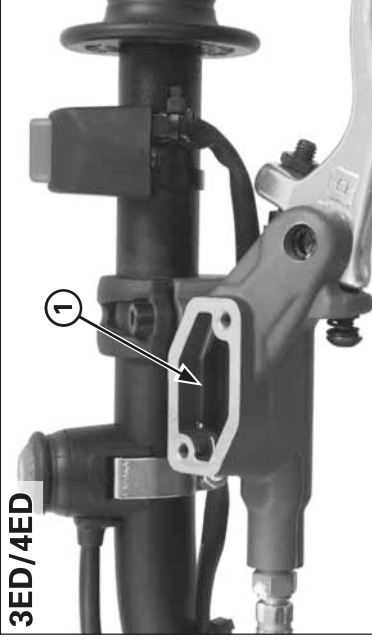
When you brake to a stop, pull the clutch lever in before stopping completely to prevent stalling the engine. For support, put your left foot on the ground first, then your right foot when you have finish braking.

Parking

Lower the side stand to support your Cota. Always choose a level surface to park.



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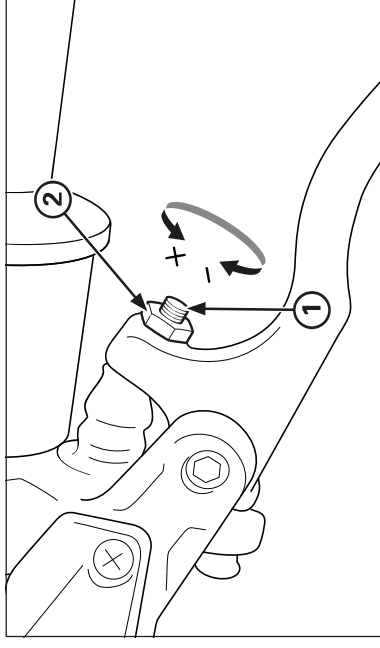
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(1) UPPER LEVEL LINE

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 0.5 – 1.5 mm (0.019 – 0.060 in) clearance between the end of the adjuster and the clutch master cylinder piston.

- To reduce free play, turn the adjuster clockwise, then tighten the lock nut securely.
 - To increase free play, turn the adjuster counterclockwise, then tighten the lock nut securely.
- If the clutch will not disengage or motorcycle creeps with clutch disengaged, 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 0.5 mm (0.019 in).